

Tour Down Under Report

Back from my third Tour Down Under. I have promised Keith for the last two years that I would write an article but I have not got around to the writing of the promised articles.

This year I have been determined to put finger to keyboard, so here are my observations of the Tour Down Under event as well as some reports on the Australian Road Racing Champs and the Vets races held in conjunction with the TDU. I should add that I did not attend all the vets racing as I chose to ride to some of the stages to see the big race, so it would be good if someone else could fill in the gaps on the vets events.

I have created a slideshow of the events which is on the website. As usual it is in PDF.

15 January

Arrived in Adelaide in time to watch the mens Aust Road Race champs at Echunga. The race course is to the south east of Adelaide in the hills, very nice area for riding.

There was a big crowd in attendance lining the barriers in the main street of Echunga. The riders had to complete 14 laps of the 13km course (182km). The course had a very nasty little climb just after the start/finish line, 9% gradient (steepest part of Donna Buang climb is 8%). The rest of the course was rolling terrain with a fast downhill to the finish line.

If you look closely at some of the images you will see guys like Stuart O'Grady climbing the hill in the big chainring – this is near the end of the race which I thought pretty amazing! About 5 laps into the race the field split and then split again after another few laps with a 4 man break made up of Cadel Evans, Rob McLachlan, Paul Crake and Robbie McEwen. In the end McEwen sprinted away to win by about 20m from McLachlan in second and Crake in third.

With a high quality field of riders it was a great race to watch and it was clearly a hard race for the riders as quite a few were lapped.

16 January

On the Sunday morning before the TDU started Nick Panou and I raced with Outer Harbour vets at, not surprisingly, Outer Harbour! We were both moved up a grade, Nick to A and me to B. The club officials think the standard of vets racing is much higher in Vic!!

The race was a points score race over 10 laps with points awarded on laps 1, 3 and the last lap. The course was basically a rectangular shape with hardly any rises along the beach front with a “nice” strong headwind along one leg of the course.

The pace in B grade was flat out from the start, no working into a rhythm, just head down arse up! What I found hard was the entire field basically sprinted the last 4km to the finish on each lap! I hung on for about four and half laps and I was dropped when as we hit the headwind along the beach on the last lap. Nick found the pace in A grade very high and hung on for 2 laps.

I found the standard very similar to racing at Eastern and the other competitors were very friendly and made us feel welcome.

On a different note there was virtually no traffic control and we used all of the road, even weaving over double lines, all of this did not seem to bother the motorists who were remarkably patient.

18 January TDU Stage 1

The main race started as usual with crit through the east end of the city in the evening. The first and last stages of TDU are probably the highlights for most people as they are held right in the middle of the city and everyone can get close to the action. Tip – if you are going next year make sure you get to the barriers early to get a good position. (see images) The crowd was estimated at over 70000 which made for a great atmosphere. The elite women raced first then the main race started at 6:30.

The organisers changed the rules this year so that the riders could not ease off in the event of a breakaway as their time in the crit counted in the GC. In previous years there had been breakaways with some of the field being lapped.

This year was very different with all the riders having a big go and no one was allowed to get too far in front. As was to be expected the master sprinter McEwen showed he was not tired from winning the Aust RR and blasted to the front to win.

I have said it before but you really need to be there to fully appreciate the speed of these guys, to see 90 riders, bunched together, fly through the tight sections of the course is very impressive.

19 January TDU Stage 2 and Vets Crit

The vets crit race was held at Tanunda for the first time, I also think it was the first time TDU had finished at Tanunda.

From my previous experience of the handicapping for the vets races I was not too confident before the start but I was proved wrong. Unlike previous years all the fields in each grade stayed together. I think the major reason was the layout of the course which was a fair bit flatter but with more twists and turns.

Also the handicappers may have “got the message”.

Take note those that think METEC is a little technical and rough, I advise you go and see what it is really like on a technical and rough course!! Unfortunately for me it was all to no avail as I was dropped after two and a half laps in D grade, just did not have the legs on the day (probably should not have raced on the Sunday before) Eastern had quite a few competitors racing but I am not sure of their placings. Brian McCann rode well in D grade finishing in sixth place.

After the vets racing we went out on the TDU course and followed the peleton catching up with them in several different locations. To me this is one of the highlights of the TDU, traveling to the different spots on the stages and catching the peleton as they fly through.

We made it back into Tanunda with just enough time to see McEwen take out the sprint finish. There is probably no one in the world at the moment that could beat him in a sprint, he is riding very strongly.

The crowds this year were much bigger than last year and it was a little difficult to get near the start/finish line, the organisers made comment that they had to extend the barriers to cope with the extra crowds. The extra people also meant we had to park further out of town.

20 January TDU Stage 3

I rode down to Glenelg to watch the start of Stage 3. Again thousands of people lined the barriers to watch the riders sign in the roll off for the race.

Drove down to Victor Harbour to see the race but got caught up in the rolling road closures which is another interesting aspect of the TDU.

The police (there are about 20 motorcycle police as well as police cars) close the roads a section at a time as the peleton comes through. If you don't time your arrival at a particular spot correctly you may be asked to pull over and wait for the peleton to go through.

In stage 3 there was a 20 minute breakaway group which meant we got caught outside Victor Harbour and had to wait until all the peleton had gone through. The SA motorists seem to accept these delays without too much drama. I wonder how it would go down in Melbourne? We only just made it to the finish to see the winners come through (again parking a fair way away from the finish due to road closures). It was eventual GC winner Luis Sanchez of Liberty Seguros that crossed the line first.

The look on the riders faces as they came in said it all, it had been a very hard day out on a windy road. (see slideshow) The entire Quickstep team was seen after the finish riding back into Adelaide. Apparently none of the Quickstep team riders had been in the main break and the Directeur Sportif thought it would be a good idea to ride back to Adelaide for some additional training!!

21 January TDU Stage 4

A large group of us met at the Hilton Hotel for the ride down to Unley for the start of stage 4. The Hilton Hotel is where all the pro riders and teams stay for the duration of the event.

Directly across the road is the TDU Village where all the team bikes are serviced. At the end of each stage the public can go and watch the mechanics service all the bikes. It is well worth a look.

At 9 o'clock the pros “saddled up” and headed off followed by all the support vehicles (approx 75) plus, seemingly from nowhere, several hundred cyclists. It was fantastic riding through the city in a huge procession. It was also a little scary as police motorcycles, team cars and camera carrying motorcycles tried to work their way through hundreds of cyclists.

We rode down to Unley (15mins) and stopped in the starting area, again thousands of people lining the barriers. We headed for the nearest coffee shop which is also what a lot of the pros did, it was great to mingle with some of the best road cyclists in the world. I have been told that this does not happen in Europe as the public and the riders are separated, again I think this is what makes the TDU such a great event.

Right on 11 o'clock the pros rolled off followed by all the support vehicles and of course hundreds of recreational cyclists that had found a way through the barriers onto the course.

It was a little un-nerving to be riding along in front of thousands of cheering and clapping people (they clearly have never seen me race!!) I was brought down to earth when I overheard an elderly woman say “they are not racers, they are old people”!! – you can fool some of the people.....

We then wound our way through the back streets coming out in front of the TDU peleton, where we were immediately “advised” by the police motorcycle escort to pull into a side street to allow the peleton to pass.

We then headed up the climb to in the Adelaide Hills via the bike path next to the freeway. When we got to the top there was some confusion as to which way to go, out of approx 40 riders in the

group no one was from SA so we could not get directions.

The group made several wrong turns before taking off in the direction of Hahndorf making our biggest wrong turn onto the freeway!! It was too late to turn back so we all just headed down the freeway at very high speed. We all made it to Hahndorf in time to see the peleton pass through for the first time.

Stage 4 has the peleton passing through Hahndorf three times which is great for viewing as you can sit back in one of the numerous coffee shops and watch them power through.

Robbie McEwen took out the stage with another big sprint finish. Again very large crowds lining the barriers.

After the race we re-grouped and headed back to Adelaide, this time via some back roads (some steep and more wrong turns) to the TDU village for a look at the mechanics servicing the team race bikes.

22 January TDU Stage 5

Another group ride out to the TDU stage. It turned into a bit of a race down to Willunga with the group reaching 55km/h plus along some stretches of Main South Road.

I dropped off the main group but still arrived at Willunga to see the TDU peleton fly out of town (65km/h) on their opening lap, they were flat out only 500m from the start, already swapping turns.

Riding to the stages allows you much easier viewing access than driving in a car. In previous years I have driven to most stages but in future I would ride to the stages.

I should say that riding in Adelaide is much better than riding in Melbourne, with all the publicity the TDU gets the drivers are much more aware of bicycle riders. The stages are nearly all situated within comfortable riding distance of Adelaide so it probably makes more sense to ride to each stage, besides it is all good training!! The stage at Willunga like Hahndorf has the peleton coming through town three times, the last pass through town they head up Willunga Hill which is a very nasty piece of work! We rode out to several spots on the course and watched as the peleton passed by. I then headed back into town and up Willunga Hill to see the KOM, all I can say is I am glad I did not have to ride the mongrel after 140km of racing.

Due to the number of spectators at the KOM I could only get within 100m of the line but I still had an excellent spot to watch them pass by. Eventual winner Luis Sanchez and his team mate

looked like they were doing it easy, Allan Davis also looked the best of the aussies.

When the backmarkers came through some of them looked like death warmed up, it had clearly been a very hard stage! I then joined hundreds of other cyclists rolling down the hill to watch the finish, unfortunately due to the numbers of people I could only get to within a few hundred metres of the finish line, still managed a bit of a glimpse as the riders finished. 23 January TDU Stage 6

The last stage like the first is held right in the middle of Adelaide, the 4.5km course winds through all the parks and includes a small but sharp hill where they have a KOM. The finish line is placed in King William St which is the main drag through Adelaide, the street is closed to traffic all day, again there seems to be very few complaints.

No riding for me as our accommodation was within walking distance and we were able to walk to Montifiori Hill to watch the KOM. The KOM is on laps 10 and 15 out of the 18 lap race.

Ass with all stages the crowds were large and all the good spots were taken early, people had set up tables chairs, tents etc very early in the day. We managed to get a spot about 30m from the KOM line.

The GC had been resolved the day before at Willunga so all the Liberty Seguros team had to do was protect their rider. The sprint jersey was also in McEwens hands but the KOM was still up for grabs.

As in previous years there were a few breakaways but no one was able to sustain the break and the peleton rode them down fairly "easily". We were able to see Gene Bates take out the KOM with an excellent sprint after almost being locked out by the Navigators team.

The stage win was again taken by master sprinter McEwen, he is amazing to watch, he seems to be able to come from nowhere in the peleton and push through to take the wins.

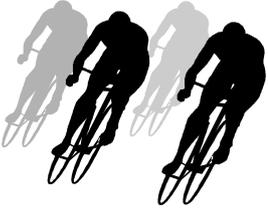
The Liberty Seguros team were the best team in the TDU and worked really well (Quickstep may need to work on covering breakaways!!) and Luis Sanchez deservedly took the yellow jersey.

All in all, out of the three TDU's I have been to I would say it was the best, good weather, great racing, great rides.

If you have not been do yourself a favour and go over I don't think you will be disappointed.

Hylton

P.S. Take your bike, it's the best way to watch the race.



eastern veterans cycling club

Newsletter January 29 2005



**MONDAY NIGHT JANUARY 31
MAROONDAH CLUB 8.00 PM.
MONTHLY MEETING
IMPORTANT MATTERS TO BE DISCUSSED.
COME ALONG AND HAVE YOUR SAY
SEE YOU THERE.**

Graded Scratch Races Yarra Junction 22 January

We are back after summer holidays. Notwithstanding competition from the Alpine Classic and the Tour Down Under, 59 riders voted for summer road races when they turned up at Yarra Junction. Conditions were close to perfect, temperature in the low to mid 20's but with a bit of a southerly wind to make the ride out to the turn at Powelltown a bit of a challenge, but with the promise of a fast ride back.

A, B and C numbers were down (they were probably all at Bright or Adelaide) but D grade had the biggest field of the day with 21 starters. Some familiar and new faces among the place getters. Guy Green, surprise, surprise won A grade from Rob Amos, with Ante Sunjo, who had a bit of break with 2 or 3 kilometres to go coming third. The place getters in B grade, Trevor Rickard, who we haven't seen for a while, Rob Truscott and Steve Gray, together with another rider smashed B grade apart, leaving the rest of the bunch in their wake. The damage was first done by John Jardine, who unfortunately couldn't keep up with the hard work.

Nick Hainal with his daughter watching was able to win C grade from Terry Murdock and Alex Szuba. Tony Curulli who claimed he had never ridden on this circuit before showed that he is not just a criterium specialist winning D grade from Anthony Brown and Paul Kelly. Paul Kelly and David Lyons had a bit of a break on the field on the way back but were unable to maintain their break.

Unfortunately David and Ewan Williams came down in the sprint when there was a touch of wheels. Several other riders managed to avoid the crashed riders by taking evasive action by riding in the grass verge and or in the drain on the side of the road. Both David and Ewan were taken to Maroondah hospital by ambulance and were released later in the evening with cuts, abrasions and bruises but no serious damage. It was later revealed that Ewan has a fractured pelvis.

Eleven starters in E grade saw visiting rider Stan Imosa win from Brian Farrell and Richard Maggs. John Porter came second in F grade to Ron Stewart. John was probably a bit hard done by as they were told by me to finish their race before the parked ambulance to avoid them racing on the wrong side of the road as they passed the ambulance. John had a bit of a break on the others when I gave them the message and probably would have maintained it to the finish in normal circumstances. Sorry about that John.

It is probably worth while reminding riders of the Club's policy on calling an ambulance in the case of a fall. Irrespective of whether a rider has ambulance cover or not, or whether the rider thinks he or she requires an ambulance, officials in charge reserve the right to call an ambulance if they think it is necessary. Riders without ambulance cover may be up for substantial (100's of dollars, even more if you are transported by helicopter) costs in these circumstances. So please make sure you have ambulance cover.

Results

	First	Second	Third	Fourth
A Grade	Guy Green	Rob Amos	Ante Sunjo	
B Grade	Trevor Rickard	Rob Truscott	Steve Gray	
C Grade	Nick Hainal	Terry Murdock	Alex Szuba	
D Grade	Tony Curulli	Anthony Brown	Paul Kelly	Peter Mackie
E Grade	Stan Imosa	Brian Farrell	Richard Maggs	
F Grade	Ron Stewart	John Porter		

Officials

Helpers today were: Andrew Dick, Lorraine Collings, Don McLean, Su Pretto, Colin O'Brien Clive Wright, Dick Barnes with Glenn Archer not riding but arriving just in time with the drinks.

Eastern Vets Program

Monday	Jan	31	8.00 pm	Maroondah Club	Monthly General Meeting
Saturday	Feb	5	2.00 pm	Metec	Graded Scratch Races
Saturday	Feb	12	2.00 pm	Metec	Eastern vs Southern GSR's
Saturday	Feb	19	2.00 pm	Dunlop Road	Graded Scratch Races
Saturday	Feb	26	2.00 pm	Steels Creek	Graded Scratch Races
Sunday	Feb	27	9.00	Metec	VVCC criterium championships

Southern Vets Program

Sunday	Feb	6	9.00 am	Healey Road	Graded scratch Races
Saturday	Feb	13	9.00 am	Healey Road	Graded Scratch Races
Saturday	Feb	20	9.00 am	Lakewood Drive	Graded Scratch Races
Saturday	Feb	27	9.00 am	Star Crescent	Graded Scratch Races

Northern Vets Program

Sunday	Feb	6	10.00 am	East Trentham	Graded scratch Races
Saturday	Feb	13	9.30 am	Toolernvale	Alan Anderson Memorial H'cap
Saturday	Feb	20	9.30 am	South Gisborne	Graded Scratch Races
Saturday	Feb	27	9.00 am	Metec	VVCC criterium championships

Wednesday Racing

Wednesday racing at the loop will resume on February 2, 2005.

Tuesday Racing

The hot weather guidelines for Tuesday racing are that if the forecast temperature is 35° or more on Monday evening (Channel 7 news at 6.00 pm) racing will be cancelled. This is irrespective of any change to the weather on the Tuesday.

Nigel's A Grade Race report from January 8 at Metec

No more Mr A-grade.

After several very disappointing results late last year, and three weeks of nothing but eating and drinking I fronted the registration desk requesting a ride in D grade.

This was met with the emotion of the season, ie. merriment and mirth. When I did not join in with the chuckles and laughter the emotion turned to bemusement and ridicule. I was finally able to haggle my way into b-grade.

No more Mr A grade, that was the plan. Get a ride in B grade, if I felt I was doing it easy I'd have a bit of fun and not compete in the sprint, if I was doin' it tough I'd be in the chase for the money.

What is it they sat about plans of small rodents and sentient mammals?

A, C, and E grades were up first, with an hour to kill I hustled off to the toilets when the circuit was closed and then made my way track side to spectate the first hour's action. No sooner had I taken up a position than Mark Wallace approaches me and asks if I will ride a-grade. There were only 4 in the grade and they were going to combine A and B grades if they couldn't get another rider for a-grade. I explained to Mark that I didn't think I was up to it, but 'sucker' being my middle name I said 'yes' and proceeded to the start line stripping the green helmet cover.

From the gun Mark was off, it took two laps to get him back, and somehow I found myself doing a lot of the chasing. The next 10 minutes were fairly sedate, a few

drives by Rob Amos and Mark, but no serious attack. The drives all started as we came down off the hump and ended as we hit the wind in the start finish straight. It was at the end of one of these drives that I found myself rolling past the others and being forced to take the lead. Not feeling the strongest and wary of needing to be able to respond to any attack, I dropped the pace right off and just rolled along. At the base of the hump I looked around to see what was going on, I had about 50m on the others, shit a break-away at 32kph. I wasn't going to do anything about it, I just continued on, waiting for the bunch to catch up.

Approaching the lights I've got Mark in my ear encouraging me to pick it up, he's got away from the others and thinks we can hold a 45 minute break-away. I did my best to help, but the other three pulled us back after a couple of laps and it was all back together again for half a lap. A drive by either Rob or Phil Thomson along the short straight saw myself and Brett Rawlings struggling and eventually dropping off.

I wasn't going to record another 'DNF' so I kept the head down and plugged on hoping that the others may drop the pace as they jockeyed for positions down the home straight (ie. not at the front) giving me a chance to get back on. Lap after lap I'd gain a little as they did just that only to lose it and a little bit more on the remainder of the circuit. It wasn't long before one or another of the leaders put in an attack and the gap got larger and larger. he pace at the

front must have gotten too much for Phil as he lost touch and Mark and Rob rode away.

Eventually I caught up to Phil and thanked him for waiting for me. We continued circulating swapping turns until the other two caught us up, with about 10 minutes to go, when we simply sat on and let them tow us around for the remainder of the race. I tried to get a lap for being flat, I figured that if you could take a lap out for a flat tyre I should be allowed a lap for feeling flat. Nobody else was too keen on the idea, it was worth a try.

We were all together at the bell, Phil and I dropped the pace to allow Rob and Mark to get away and race their race, but Rob and Mark dropped their pace more than we did and I wound up leading the other three into the short straight. Mark and Rob eventually made their way round to the front and continued at a very casual pace to the start/finish straight where it almost turned in to a track finish with each rider watching the other waiting for the attacking move.

As an indication of just how casual the last lap was. Coming into the back straight I was busy yapping to Phil about how we would finish the race and rode off the circuit at the start of the straight, after recovering and getting back onto the bitumen I was able get back to the others before the last curve.

My stats for the race; 54 minutes 28 seconds to cover 36.25 km giving an average of 36.5kph. This includes two slow laps, the last of the race and another for me to make up full race distance.

Having entered in B grade and having a green helmet cover somewhere around the start I thought I'd give back to back races a go. My original B grade plan needed revision, this time it would be to ride in the bunch trying not to get dropped and leave a gap that any following riders would have to bridge.

The first ten minutes were going to plan, I was sitting in around 6th wheel and not feeling too bad given the previous hours exertions. There had been a few surges but I, and the whole group, were hanging in there. Coming down the start finish straight for the whatever it was time there was a bit of a coming together of bikes, and cyclists and road. I found myself having to take evasive action for the second time in as many months to avoid my own appointment with the bitumen.

I'm not too sure of the cause, but it seems as though one rider was caught by the wind and pushed across another. The resultant touching of wheels was enough to bring the first rider down with the cascading effect bringing down another couple. As a consequence the race was halted while riders and machines were picked up and assessed.

A slightly smaller group set off again after a ten-minute delay. Unfortunately the break combined with the two sessions of racing was too much for my legs, they were either in oxygen debt, lactic acid overload, glucose famine, or just totally stuffed. I only lasted five minutes into the restart before retiring to watch the remainder of the action from the sideline.

Tsunami Fund Raiser

Saturday January 29 is our big effort to raise money for the tsunami victims. All proceeds will go to Care Australia. \$10 entry, no prize money, but place getters will get a trophy kindly donated by Michael Flegeltaub of Trophy Town. Metec has waived their rider fee for the day and we have a mountain bike, donated by David Casey and a digital camera donated by Kodak to auction. There will be a raffle with some of Colin O'Brien's prize collection of wine for prizes, a Tour Down Under jersey donated by Michael Burke, bike helmet from Walkers Wheels Montmorency and a free BBQ. Any donations for additional raffle prizes would be welcome.

Please make this a day to remember, even if you are not racing at the moment, come along and help the cause. Family and friends are particularly welcome. Make sure you bring plenty of money, we would like to rip it off you by fair means or foul.

Digital Camera Specifications

Another excellent opportunity for you camera buffs to move into the 21 century or if you aren't a camera buff to get with the latest digital camera. RRP \$450 to \$475.



Kodak DX7440 Digital Camera *NEW OCT 2004*

The DX-7440 is a 4 mega pixel camera with 2.2in LCD, 4 times optical and 4 times digital zoom, 32mb internal memory and secure digital/MMC slots.

Mountain Bike Specifications:

This is an excellent opportunity to purchase an entry level MTB for you (if you haven't an MTB), your partner or teenage children RRP is \$449



Frame: Very strong Cross Country style light 6061 alloy frame (18 inch) with replaceable drop out. Red/Black paint work.

Fork: RST 181 wide pitch suspension fork, 1 1/8" very strong.
Wheels: Alloy rims with 14g stainless steel spokes. Alloy hubs with quick release.

Stem/handle bar: Motor-cross style handle bar for your confident riding.

Gear system: Full Shimano 21 speed Rapid Fire index system.

Shifters: Shimano EF-28 Rapid Fire shifters, full metal construction, built to last.

Crank: Pro-wheel light alloy crank, 28-48t.

Free wheel: Shimano HG-37, 14-28t.

Seat system: Super comfortable slim line Gel seat, 27.2x30mm alloy seat post, alloy seat post clamp.

Weekend Training Ride

Cliff Lynch is organising a 3 day training ride in March. If you are interested contact Cliff on H: 9439 5545, W: 9638 4342 or email: clifflynch@bigpond.com.

The idea is for a 3 day training ride on the Labour Day weekend which includes watching the Bendigo Madison on the Sunday. The itinerary would be something like this:

Sat 11 March - Drive to the starting point then ride to the overnight stop, say, 100km away. No idea where the starting point and overnight stop would be but they could be somewhere like Daylesford or St. Arnaud.

Sun 12 March - Ride say 80km or so to Bendigo. Watch madison and other events. Stay overnight.

Mon 13 March - Ride back to starting point. Drive home.

There would be a support vehicle to carry equipment for which everyone would be in the draw to drive for one of the stages.

Email addresses

I currently have the email addresses for about 150 members. Using email last year for sending out licence renewals instead of snail mail, resulted in savings of around \$75 as well as considerable savings of my time. Some of these addresses bounce back to me, probably for a number of reasons eg your provider regards my message as spam, your organisation doesn't like messages being sent as blind cover copies, you have added me to your blocked senders list.

If you included your email address on your licence application form or have given me your address, but haven't received an email from me in the past week, please send me an email (keithb@rabbit.com.au) with your correct address or check your filters etc to make sure mine are not being blocked.

Emails are bouncing back from the following members: Peter Mackie, Rob Booth, Geoff Beckworth, Dan McGannon, Greg Davis, but I have no idea of others who may not be receiving them.

BITS FOR SALE John Lynch is peddling pedals

Our champion hill climber John Lynch has been experimenting with pedals and has three sets for sale.

Shimano SPD SL pedals and cleats

2 pair 105 (mass 310 g) \$55 per pair, 1 pair Ultegra (mass 280 g) \$75. All in very good condition, some cleats brand new.

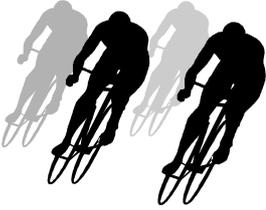
Time RXE

1 pair Time RXE pedals and cleats as good as new (200 km only) \$90.

Contact John on 9937 9370 (W) or 9555 7238 (H)

Stop Press

Congratulations to Liz Randall, who has been nominated as a finalist for the 2004 Australian Sport Awards in the category of Masters Sport Award – Individual Achievement. Her competition is a water skier (Gizella Halasz) and a road walker (Lynette Ventris).



eastern veterans cycling club

Newsletter February 5 2005

Graded Scratch Races Metec 29 January Tsunami Fund Raiser

Fantastic effort, 95 riders and \$4100 raised, all beyond our wildest expectations. The weather was pretty dodgy in the morning but avid radar watchers worked out that the heavy rain band coming in from the north west would clear by the start of races at 2.00. Several that I know of were put off, Kevin Mills didn't get out of his driveway, Steve Gray got as far as Warrandyte and turned around, Glenys and John Jardine got half way and turned around (and John I had a fine all worked out for you too).

Anyway racing got under way on time. Didn't see many of the races, Graeme Parker won a blanket sprint in D grade, Trevor Rickard had a bit of a break on B grade at the bell, was caught at the traffic lights when it looked as though he would be swamped, but was able to stick with Craig Everard as the two of them sprinted clear of the bunch. Tim Hall, who is rarely out of a place in C grade at Metec won and might find himself in B grade with his sprinting mate Jeff Pretto. Sid Dymond had a solid win in F grade and might be getting ready to chance his arm in E grade. Southern rider Tom Crebbin won A grade from Guy Green and Rob Amos. Tom is not just a bike rider but was planning to kayak (I kid you not) to Tasmania over

Christmas, but had to abandon the attempt before they started because of the weather that brought the Sydney Hobart yachts to their knees.

The final count for the day will be around \$4100. Auction raised about \$960, Keith Bowen's fines \$750, the rest entry money, raffle and donations.

Special thanks goes to our sponsors for the day and to those who donated prizes for the raffle or auction (in no particular order), Kodak, Metec, Don McLean, David McCormack, John Walker and Victorian State Home Loans, Colin O'Brien, who started it all off and raided his wine cellar, Joanne Chamberlain, Ross Tinkler and Indoor Outdoor Imports, David Casey, Marcus Walker of Walkers Wheels, Graham Haines and Anaconda, Michael Burke, Graeme and Elaine Parker, Frank Barlow and members from Southern for their support. And finally to the riders and friends for the support and contributions. We also made the news section of Cycling News for Tuesday (thanks to Colin O'Brien).

Results

	First	Second	Third
A Grade (9)	Tom Crebbin	Guy Green	Rob Amos
B Grade (17)	Craig Everard	Trevor Rickard	Gary Chamberlain
C Grade (17)	Tim Hall	Mark Granland	Greg Lipple
D Grade (24)	Graeme Parker	Paul Kelly	Peter Wykes
E Grade (16)	Stan Imosa	Ron Stranks	Clive Wright
F Grade (12)	Sid Dymond	Dave Johnstone	Gerry Egbers

Officials

Helpers today were: Matt White and Phil Tattersall on the start finish, Ron Stranks on the BBQ, Glenn Archer and Steve Fothergill on the drinks.

Eastern Vets Program

Saturday	Feb	12	2.00 pm	Metec	Eastern vs Southern GSR's
Saturday	Feb	19	2.00 pm	Dunlop Road	Graded Scratch Races
Saturday	Feb	26	2.00 pm	Steels Creek	Graded Scratch Races
Sunday	Feb	27	9.00	Metec	VVCC criterium championships

Southern Vets Program

Sunday	Feb	6	9.00 am	Healey Road	Graded scratch Races
Saturday	Feb	13	9.00 am	Healey Road	Graded Scratch Races
Saturday	Feb	20	9.00 am	Lakewood Drive	Graded Scratch Races
Saturday	Feb	27	9.00 am	Star Crescent	Graded Scratch Races

Northern Vets Program

Sunday	Feb	6	10.00 am	East Trentham	Graded scratch Races
Sunday	Feb	13	9.30 am	Toolernvale	Alan Anderson Memorial H'cap
Sunday	Feb	20	9.30 am	South Gisborne	Graded Scratch Races
Sunday	Feb	27	9.00 am	Metec	VVCC criterium championships

Coming Events

Northern Alan Anderson Memorial Handicap February 13. Entries close with Harry Tams (9338 6929) before 9.30 pm Thursday 10 February.

VVCC championship entries will be taken by Ian Smith, make sure you give them to Ian before February 20. You will have received an entry form with your licence, but if can't find them any more, spare copies will be available on Saturday.

Wednesday Racing

Wednesday racing at the loop will resume on February 9, 2005.

Tuesday Racing

The hot weather guidelines for Tuesday racing are: if the forecast temperature is 35° or more on Monday evening (Channel 7 news at 6.00 pm) racing will be cancelled. This is irrespective of any change to the weather on the Tuesday.

Hylton Preece at the 2005 Tour Down Under

Back from my third Tour Down Under. I have promised Keith for the last two years that I would write an article but I have not got around to the writing the promised articles.

This year I have been determined to put finger to keyboard, so here are my observations of the Tour Down Under event as well as some reports on the Australian Road Racing Champs and the Vets races held in conjunction with the TDU. I should add that I did not attend all the vets racing as I chose to ride to some of the stages to see the big race, so it would be good if someone else could fill in the gaps on the vets events.

I have created a slideshow of the events which is on the website. As usual it is in PDF.

15 January Australian Road Champs

Arrived in Adelaide in time to watch the mens Aust Road Race champs at Echunga. The race course is to the south east of Adelaide in the hills, very nice area for riding.

There was a big crowd in attendance lining the barriers in the main street of Echunga. The riders had to complete 14 laps of the 13km course (182km). The course had a very nasty little climb just after the start/finish line, 9% gradient (steepest part of Donna Buang climb is 8%). The rest of the course was rolling terrain with a fast downhill to the finish line.

If you look closely at some of the images you will see guys like Stuart O'Grady climbing the hill in the big chainring – this is near the end of the race which I thought pretty amazing! About 5 laps into the race the field split and then split again after another few laps with a 4 man break made up of Cadel Evans, Rob McLachlan, Paul Crake and Robbie McEwen. In the end McEwen sprinted away to win by about 20m from McLachlan in second and Crake in third.

With a high quality field of riders it was a great race to watch and it was clearly a hard race for the riders as quite a few were lapped.

16 January Vets Race with Outer Harbour Vets

On the Sunday morning before the TDU started Nick Panou and I raced with Outer Harbour vets at, not surprisingly, Outer Harbour! We were both moved up a grade, Nick to A and me to B. The club officials think the standard of vets racing is much higher in Vic!!

The race was a points score race over 10 laps with points awarded on laps 1, 3 and the last lap. The course was basically a rectangular shape with hardly any rises along the beach front with a "nice" strong headwind along one leg of the course.

The pace in B grade was flat out from the start, no working into a rhythm, just head down arse up! What I found hard was the entire field basically sprinted the last 4km to the finish on each lap! I hung on for about four and half laps and I was dropped when as we hit the headwind along the beach on the last lap. Nick found the pace in A grade very high and hung on for 2 laps.

I found the standard very similar to racing at Eastern and the other competitors were very friendly and made us feel welcome.

On a different note there was virtually no traffic control and we used all of the road, even weaving over double lines, all of this did not seem to bother the motorists who were remarkably patient.

18 January TDU Stage 1

The main race started as usual with crit through the east end of the city in the evening. The first and last stages of TDU are probably the highlights for most people as they are held right in the middle of the city and everyone can get close to the action. Tip – if you are going next year make sure you get to the barriers early to get a good position. (see images)The crowd was estimated at over 70000 which made for a great atmosphere. The elite women raced first then the main race started at 6:30.

The organisers changed the rules this year so that the riders could not ease off in the event of a breakaway as their time

in the crit counted in the GC. In previous years there had been breakaways with some of the field being lapped.

This year was very different with all the riders having a big go and no one was allowed to get too far in front. As was to be expected the master sprinter McEwen showed he was not tired from winning the Aust RR and blasted to the front to win.

I have said it before but you really need to be there to fully appreciate the speed of these guys, to see 90 riders, bunched together, fly through the tight sections of the course is very impressive.

19 January TDU Stage 2 and Vets Crit

The vets crit race was held at Tanunda for the first time, I also think it was the first time TDU had finished at Tanunda.

From my previous experience of the handicapping for the vets races I was not too confident before the start but I was proved wrong. Unlike previous years all the fields in each grade stayed together. I think the major reason was the layout of the course which was a fair bit flatter but with more twists and turns. Also the handicappers may have "got the message".

Take note those that think METEC is a little technical and rough, I advise you go and see what it is really like on a technical and rough course!! Unfortunately for me it was all to no avail as I was dropped after two and a half laps in D grade, just did not have the legs on the day (probably should not have raced on the Sunday before) Eastern had quite a few competitors racing but I am not sure of their placings. Brian McCann rode well in D grade finishing in sixth place.

After the vets racing we went out on the TDU course and followed the peleton catching up with them in several different locations. To me this is one of the highlights of the TDU, traveling to the different spots on the stages and catching the peleton as they fly through.

We made it back into Tanunda with just enough time to see McEwen take out the sprint finish. There is probably no one in the world at the moment that could beat him in a sprint, he is riding very strongly.

The crowds this year were much bigger than last year and it was a little difficult to get near the start/finish line, the organisers made comment that they had to extend the barriers to cope with the extra crowds. The extra people also meant we had to park further out of town.

20 January TDU Stage 3

I rode down to Glenelg to watch the start of Stage 3. Again thousands of people lined the barriers to watch the riders sign in the roll off for the race.

Drove down to Victor Harbour to see the race but got caught up in the rolling road closures which is another interesting aspect of the TDU.

The police (there are about 20 motorcycle police as well as police cars) close the roads a section at a time as the peleton comes through. If you don't time your arrival at a particular spot correctly you may be asked to pull over and wait for the peleton to go through.

In stage 3 there was a 20 minute breakaway group which meant we got caught outside Victor Harbour and had to wait until all the peleton had gone through. The SA motorists seem to accept these delays without too much drama. I wonder how it would go down in Melbourne? We only just made it to the finish to see the winners come through (again parking a fair way away from the finish due to road closures). It was eventual GC winner Luis Sanchez of Liberty Seguros that crossed the line first.

The look on the riders faces as they came in said it all, it had been a very hard day out on a windy road. (see slideshow) The entire Quickstep team was seen after the finish riding back into Adelaide. Apparently none of the Quickstep team riders had been in the main break and the Directeur Sportif thought it would be a good idea to ride back to Adelaide for some additional training!!

21 January TDU Stage 4

A large group of us met at the Hilton Hotel for the ride down to Unley for the start of stage 4. The Hilton Hotel is where all the pro riders and teams stay for the duration of the event.

Directly across the road is the TDU Village where all the team bikes are serviced. At the end of each stage the public can go and watch the mechanics service all the bikes. It is well worth a look.

At 9 o'clock the pros "saddled up" and headed off followed by all the support vehicles (approx 75) plus, seemingly from nowhere, several hundred cyclists. It was fantastic riding through the city in a huge procession. It was also a little scary as police motorcycles, team cars and camera carrying motorcycles tried to work their way through hundreds of cyclists.

We rode down to Unley (15mins) and stopped in the starting area, again thousands of people lining the barriers. We headed for the nearest coffee shop which is also what a lot of the pros did, it was great to mingle with some of the best road cyclists in the world. I have been told that this does not happen in Europe as the public and the riders are separated, again I think this is what makes the TDU such a great event.

Right on 11 o'clock the pros rolled off followed by all the support vehicles and of course hundreds of recreational cyclists that had found a way through the barriers onto the course.

It was a little un-nerving to be riding along in front of thousands of cheering and clapping people (they clearly have never seen me race!!) I was brought down to earth when I overheard an elderly woman say "they are not racers, they are old people"!! – you can fool some of the people....

We then wound our way through the back streets coming out in front of the TDU peleton, where we were immediately "advised" by the police motorcycle escort to pull into a side street to allow the peleton to pass.

We then headed up the climb to in the Adelaide Hills via the bike path next to the freeway. When we got to the top there was some confusion as to which way to go, out of approx 40 riders in the group no one was from SA so we could not get directions.

The group made several wrong turns before taking off in the direction of Hahndorf making our biggest wrong turn onto the freeway!! It was too late to turn back so we all just headed down the freeway at very high speed. We all made it to Hahndorf in time to see the peleton pass through for the first time.

Stage 4 has the peleton passing through Hahndorf three times which is great for viewing as you can sit back in one of the numerous coffee shops and watch them power through.

Robbie McEwen took out the stage with another big sprint finish. Again very large crowds lining the barriers.

After the race we re-grouped and headed back to Adelaide, this time via some back roads (some steep and more wrong turns) to the TDU village for a look at the mechanics servicing the team race bikes.

22 January TDU Stage 5

Another group ride out to the TDU stage. It turned into a bit of a race down to Willunga with the group reaching 55km/h plus along some stretches of Main South Road.

I dropped off the main group but still arrived at Willunga to see the TDU peleton fly out of town (65km/h) on their opening lap, they were flat out only 500m from the start, already swapping turns.

Riding to the stages allows you much easier viewing access than driving in a car. In previous years I have driven to most stages but in future I would ride to the stages.

I should say that riding in Adelaide is much better than riding in Melbourne, with all the publicity the TDU gets the drivers are much more aware of bicycle riders. The stages are nearly all situated within comfortable riding distance of Adelaide so it probably makes more sense to ride to each stage, besides it is all good training!! The stage at Willunga like Hahndorf has the peleton coming through town three times, the last pass through town they head up Willunga Hill which is a very nasty piece of work! We rode out to several spots on the course and watched as the peleton passed by. I then headed back into town and up Willunga Hill to see the KOM, all I can say is I am glad I did not have to ride the mongrel after 140km of racing.

Due to the number of spectators at the KOM I could only get within 100m of the line but I still had an excellent spot to watch them pass by. Eventual winner Luis Sanchez and his team mate looked like they were doing it easy, Allan Davis also looked the best of the aussies.

When the backmarkers came through some of them looked like death warmed up, it had clearly been a very hard stage! I then joined hundreds of other cyclists rolling down the hill to watch the finish, unfortunately due to the numbers of people I could only get to within a few hundred metres of the finish line, still managed a bit of a glimpse as the riders finished. 23 January TDU Stage 6

The last stage like the first is held right in the middle of Adelaide, the 4.5km course winds through all the parks and includes a small but sharp hill where they have a KOM. The finish line is placed in King William St which is the main drag through Adelaide, the street is closed to traffic all day, again there seems to be very few complaints.

No riding for me as our accommodation was within walking distance and we were able to walk to Montifiori Hill to watch the KOM. The KOM is on laps 10 and 15 out of the 18 lap race.

As with all stages the crowds were large and all the good spots were taken early, people had set up tables chairs, tents etc very early in the day. We managed to get a spot about 30m from the KOM line.

The GC had been resolved the day before at Willunga so all the Liberty Seguros team had to do was protect their rider. The sprint jersey was also in McEwen's hands but the KOM was still up for grabs.

As in previous years there were a few breakaways but no one was able to sustain the break and the peleton rode them down fairly "easily". We were able to see Gene Bates take out the KOM with an excellent sprint after almost being locked out by the Navigators team.

The stage win was again taken by master sprinter McEwen, he is amazing to watch, he seems to be able to come from nowhere in the peleton and push through to take the wins.

The Liberty Seguros team were the best team in the TDU and worked really well (Quickstep may need to work on covering breakaways!!) and Luis Sanchez deservedly took the yellow jersey.

All in all, out of the three TDU's I have been to I would say it was the best, good weather, great racing, great rides.

If you have not been do yourself a favour and go over I don't think you will be disappointed.

Hylton

P. S. Take your bike, it's the best way to watch the race.

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COMING NEXT WEEK

All the stories from the Alpine Classic.

Graham Cadd.

I was one of the 22 Eastern riders who rode the Alpine Classic. I was the short fat one, way down the back of the pack. I have completed the 200 kms a couple of times previously and also previously bailed out at 130kms because of the heat. I have never entered with the desire to improve on previous times. For me, it's always just about survival and completing the distance. I have learnt a few things, over the years, about lugging my current 93Kgs up some long and steep climbs, although when I compare myself to Ian Milner's times and weight I feel that I should never use my weight as an excuse. He is one big beluga on a bike! !

I have learnt to use gears. First time a 23 cluster, then a 25 and this time a 28. I have gotten over the pejorative "Oh you've got a granny gear". My standard response is "You try lifting an extra 20 to 25 Kgs over 4000 Metres of climbing". "Little prick" almost always comes to mind and sometimes to mouth! ! Quite a few riders had triple chain rings. Even though I was fairly comfortable with my gearing there were a few times I was envious of those triple chain rings. The good Doctor, Allan Cunneen, veteran of some huge climb in France and just about any other cycling challenge, put on his mountain bike cluster and derailleur, 32 teeth and felt it was his best attempt. I would be happy if the organisers introduced a weight limit then I would never have to do it again, whatever gear I was in.

Thinking of limits they should also introduce a temperature limit such as Easterns 35 degrees. The 4th climb of the day up Mt Buffalo was persistently tough with the temp at 37 degrees. It also had its own special torture with all these little waterfalls along the side of the road with people stopped cooling off. I felt that if I stopped, to cool off, I wouldn't get going again. Many shattered fantasies about mountain climbing were seen lying on the side of the road. Stopping for a quick throw up seen to be motivational for some riders as well!

Whatever your gear choice, whatever your preparation, whatever your weight, this ride is about fortitude. It's about what you've got in your head and heart and what it takes to keep going even though your stuffed, overheated, cramping in places you have never cramped before, thirsty and every other rider seems to be passing you and your always down the back of the pack. It's especially tough when your mates are passing you descending and your only half way up. It's also about being away with your friends on a well organised ride and feeling proud seeing quite a few other riders with their Eastern tops on. It's about thanking God that you are healthy and well and strong enough to do this and cursing Him at the same time for having this ride to prove that you are.

Do it again? Ask me next summer.

Allan O'Neill

Returned to Bright for my 7th(?) Alpine Classic 200 this year. No sign of John Clarke, but plenty of Eastern members were prominent. I chatted to Ted McCoy on the run in to Mt Beauty, amazed to hear his daughter was doing the 200km with scheduled feeding stops along the way for her new baby! Missed my 9hr target by 3 minutes but still pretty satisfied with taking 50-odd minutes off the PB.

No doubt if I'd made it along to any recent Eastern races that would have provided the final polish to the fitness level needed to get me under 9hrs.

Ben Muller

Alpine Classic – I rode with my Middle Distance Bike Club (MDBC) jersey on this occasion, and noted lots of Eastern jerseys.

Started at 0640 hrs feeling frisky and full of energy, I set myself a pace that was later to be too hectic. The ride up Tawonga gap was cool and pleasant with the sun still behind the mountain, the pace hotted up on the descent, and later found ourselves in Mt Beauty cruising through the town's streets, this was also the first Audax water stop. Not far out of Mt Beauty the climb starts, and you find yourself setting a rhythm for this long climb. A couple of guys around me seemed to be travelling ok, so I settled into a speed that I thought could be maintained, and listened to the conversation flow. Before reaching the top of Falls Creek, I was dropped by the talkative pair, and set about reaching the turnaround point. The last part was difficult, one young rider had opted to walking, but knowing the water and food ahead was not far, the wheels kept turning. With sunscreen cream now applied and rewatered, fruit bun in mouth and banana in jersey pocket we set off downhill being aware of oncoming traffic - cars passing riders still climbing up the mountain.

Downhill is always fun but your full attention had to be applied to ensure you completed this leg, some riders had come to grief on the sharp bends - one guy had passed me at speed only to come unstuck on a hairpin and clout the Armco rail, I think he continued on.

The climb up Tawonga Gap was to follow after leaving Mt. Beauty township, should have stopped here for a rest stop, but I was in a bunch that I felt comfortable with (false sense of security). This is where things start to come undone, just before the water springs, I had to stop - guts full of wind (bloat), after a downhill excursion (out of sight) I was able to regain some composure and rehydrate. Continued on the climb and relieved when the descent came upon us, got onto a tow from 3 riders but once we hit the flat I went flat and got dropped, pedalled the next 5 kms solo till I got picked up by a bunch storming into Bright.

1300 hrs and time for another break, wife and daughter were in attendance, I was so buggered it took 15 mins before I could eat. One small tin of rice cream, bread roll with jam and banana and "Endura" rehydration formula I was refuelled, 45 mins. Lightened the load by turving out of the bump bag, spare repair chain link and chain riveting tool, but still had short sleeve over jersey and arm warmers in back pockets in case weather turned nasty on Buffalo (we had been warned that the weather on the Mt was blackening – it didn't happen).

After leaving Bright caught up with a buddy (Steve B) from the Middle Distance group, and we maintained a steady pace, eventually tagging up with another MDBC member (Jan) but I was unable to keep up and let them go. Steve had strong legs and wanted to get a better time than last year (I just wanted to finish within the time limit) so he up and went for it. I continued on at a slow 8 – 9 kms/hr, and eventually re-caught Jan and made the turnaround point at Dingo Dell.

Rested again, rewatered and Bananaed up we set off for the good bit, mostly downhill and return to Bright. With a group of four we progressed from the Mt Buffalo park gates to Porepunkah and then for the relatively flat ride into the finish to have our brevet card officially stamped. It was the toughest ride I have ever done, and the heat of the day ensured it was.

Ian Milner

Well another year and another Alpine Classic. Don't know what it is but I keep coming back with the family in tow of course.

Sunday morning broke, cool enough for arm warmers but you knew it was going to be hot. Saturday had been around 30° C and the forecast was for low 30s on Sunday.

6. 15 a. m. Rudy Joosten and I met Roman Suran outside the place we were staying at and rolled down to the start anxious to see how the day panned out. The first Eastern member I spotted was Dr Allan Cunneen up the front of the waiting pack obviously eager to get underway. We met up with Ian Smith, Steve Short, Graham Cadd, Phil Tattersal, and Ross Tinkler all in Eastern Vets livery. Looked very impressive I'm sure however we all know looks can be deceiving.

Around 6. 20 am we were underway all the above mentioned riding together except for Allan and Rudy who takes this ride very seriously. The air was nice and crisp and once again the Eastern Vets bunch looked pretty impressive.

Half an hour later and we were at the base of Tawonga Gap. We still rode as a group for most of the climb a short distance behind Ted McCoy also in Eastern gear who was climbing extremely well. Near the top Roman kicked up the pace a bit and the friendly morning jaunt was over. I got to the top with Roman after which we had a great descent. A quick break in Mt Beauty where I made myself eat a banana and drink a whole bidon. Nothing like experience on this ride. Off with the arm warmers and on our way just as Steve Short and Ian Smith and Co were pulling into the rest stop.

On the climb out of Mt Beauty Roman said he was going to ride his own pace and so I settled down and rode within a heart rate of around 158 to 164 for most of the climb in the 25 cog. By the way the 25 is the best thing I have ever purchased for this ride. After having done it 3 times on a 23 the 25 was a saviour. The climb was pretty uneventful, great views and not too taxing. I got to the top in 3 hrs 10 mins riding time. Someone had obviously gone too hard and had left a great big spew in the middle of the road right outside the rest area. A very stark reminder of what can happen if you don't pace yourself.

A quick refill of the bidons and a banana and a couple of bites of a fruit bun and I was off on the descent. I don't think anyone would do this ride if it wasn't for the descents, great fun. Stopped at Mt Beauty and bought a Gatorade as I knew what was coming up. Then back up Tawonga Gap, put it in the 25 again and settled down to a rythm. A few guys took off at the bottom only for me to reel them in before halfway up the climb. That's pretty impressive for me, I never reel anyone in on the climbs. Once again I attribute this to the 25.

Peter Doonan caught me about 2 ks from the top by this time it was starting to get hot. Peter had started at 6. 40 a m, 20 mins behind me and was going great. I stayed with Peter to the top and descended with him. I started to cramp up at this stage, anyone who has done the ride will recognise the cramps you get on the inside of the thighs from your inside knee up to your groin, excruciating pain. Half way through the ride and cramping meant it was going to be a long day. Peter dragged me back into Bright, by which stage it was starting to get very, very hot. However I still felt a million times better than I did at the same stage last year.

Popped in to where I was staying to say hello to the family and have a quick bite and drink and I was off again. Rudy was going out the door as I was walking in, obviously having a good day.

12. 15 pm and I was out the door on my way to tackle Mt Buffalo. Did I mention it was getting hot. At some stage during the ride I checked my monitor which has a thermometer which showed 37° C.

Anyway I reached the bottom of Mt Buffalo in reasonably good shape and settled into the 25 again and tried to keep the heart around 164 or less. I felt sorry for the guys who only had 23s on their bikes, a few were passing me and were going faster than me at the base of the climb but I reeled most of them in by the top, amazing.

Mt. Buffalo claimed a few scalps today. It seemed to be getting hotter and hotter, so much so the tar was oozing up through the road and forming little bubbles, popping as you rode over them. This only emphasised the heat. For me the climb became an exercise of managing my cramps and trying to anticipate and prevent them from happening. You could feel if something was going to go and so I would change up a gear and stand up in an attempt to try stop the affected area from contracting in an agonising cramp. While doing this I was trying to force snakes and water down in attempt to also alleviate the pain. I saw two guys cramp and stop to click out of their pedals only to realise that they couldn't and go over.

I got to the top relatively unscathed except for the pain and then over to Dingo Dell. Why they ever changed the turnaround from the Chalet I will never know but I'm sure some sado masochist had something to do with it. There's still about 2 ks of steep climbing after the turn off to the chalet which are real soul destroyers.

Anyway I got to the top and had the best coffee. I would have paid for it, fantastic! Roman arrived a short while after me looking a million dollars. Amazing for his first time. Then it was another fantastic descent, on the brakes all the way down worried if the heat generated was enough to blow the tyres. Not as much fun this time with my hands going numb and my lower back killing me. I saw Ian Smith, (recruiting a new member) Phil Tattersal, Steve Short, Alan Cuneen, Graham Cadd, and Ross Tinkler, all at various points of the climb and in various stages of pain on the way down. I got to the bottom with another member of the club Dave Casey (?) in Gerolsteiner gear and told him that I wanted to get back in under 8 hrs 30 min ride time which meant we had 30 mins to get back. So we time trialled sitting on around 38 ks back to Bright arriving at 3 50 pm, for an 8 hr 23 min ride time. Not my best but still satisfying.

Another Alpine over, I don't know what the attraction is but I suppose I'll be back next year for another go.

Peter Morris

The Alpine Classic has been a long time coming for me. I was all revved up for it last year only to see it cancelled due to the bush fires that swept the state. My preparation then involved a couple of weekends based around Bright and Mt Beauty getting a feel for the hills and the occasional fling over the bumps throughout the Yarra Valley. This was no small ask considering I was juggling this between a new born babe and work on an oil rig somewhere. So in short it was probably a good thing that the fires came along!

This year was going to be different. I entered very early with the hope that work commitments would not interfere with training (always a risk being a geologist). And as it turned out, leading up to the race, I had a full three weeks at home to hone the climbing muscles. My training routine was furthered by teaming up with a couple of friends/colleagues at least 10 years my junior and full of testosterone or whatever it is that makes one climb like there is no tomorrow. Our routine consisted of murderous Sunday rides through the hills around Yarra Glen/Toolangi/Kinglake and the 100 to 130 km circuits usually involved an average speed no less than 25 km/hr. This proved to be sheer buggery with a standard racing cluster on not to mention the much older and out of shape limbs. I was unsure whether I would be able to stick with these guys come the big day.

As it approached I finally solved the gearing dilemma and threw on a 26 tooth granny gear. The car and family were packed and we headed off. Upon nearing Bright we fought our way through peleton after peleton of cyclists, all looking too fit. The idea of embarking on a substantial training ride the day before did not even cross my mind.

The town was completely dominated by cyclists, with about 1500 entrants there was hardly a vacancy sign in town. Bright is beautiful at the best of times but the added colour and sounds 100s of cyclists did nothing but add to the town's charms. Amongst all that lycra, the Eastern Vets colours were well represented with upwards of 20 vets present.

The night before started with a pasta carbo load, shortly followed by a broken sleep where I completed the AC no less than twice in my dreams. Dawn finally brought a fine and sunny day and I pedalled the 5 kms into town through crisp mountain air to rendezvous with my two training companions. I arrived just in time to see the start of the first wave (0620 hrs) of cyclists. The first few under the kite took off like they were in the middle of a 300 metre sprint and I could only wonder how they were going to keep that up for the rest of the day. Twenty minutes later it was my turn and being down toward the back of the pack it took several minutes and one crash in the dock next to me before we finally passed under the start line.

We cruised through Bright at a fairly sensible pace due to the concentration of riders that continued until the first hint of a climb nearing the Tawonga Gap. I rode the gap with the HRM approaching its maximum zone (<160 bpm) and felt pretty good at the top. We belted down the other side of the Gap at break-neck speeds and flew past the remnants of a nasty crash that managed to take the edge off our exhilaration at the time.

The other side of the Gap is a circuitous route through Tawonga Sth and Mt Beauty. We managed to latch on to a largish rider who was obviously a time-trial specialist and we drafted our way through this very scenic lowland region at a great pace and straight past the water point at the base of the Falls Creek climb. We were carrying camelbacks as well as a bidon which gave us a fluid capacity of 3 litres each (read kilograms) so we did not have to top up here.

The Falls Creek climb was not too bad as the lower part is broken by some flats and even a descent or two. We passed several fellow Vets on this section and a seed of fear was here sown when I realised that most of

these were among the earlier starters and all were far better riders than me. Had I gone out too hard?? Only time would tell. At Falls my trio regrouped over cakes, buns and fruit and rested increasingly weary limbs for about 20 minutes before hurtling back down toward Mt Beauty and the steeper side of the Gap. The descent separated us as cramps and varying degrees of caution spread us out over the mountain.

The climb up the Gap was definitely hard work with the HRM staying in the red and it was only the thought of that cool natural spring near the summit that kept me going. Over the top it was another fast descent before rolling the few kilometres into town. It was over this flat that my riding companions strangely regrouped.

Another twenty minutes of eating and drinking was had before heading off toward Mt Buffalo. The earlier part of the climb saw me labouring somewhat in the thirty-something degree heat over a positively steeper gradient however I seemed to be keeping up a pretty good pace. I caught up with Ted McCoy and we chatted away for awhile when all of a sudden I did not feel so good, I was shivering with goose bumps and all and we had not gained that much altitude to account for this sudden chill in the hottest part of the day.

Something was wrong but what was it? Was it lack of water? Lack of energy/food? Or just plain exhaustion? I left Ted to continue his seemingly effortless spinning ascent of Buffalo as my pace dropped down to about 12 km/hr. It was about then that I came across a 'water 2 km ahead' sign. If only I could make it to water maybe then I could recuperate. It was the longest 2 km I have ever ridden however eventually I wobbled to a stop and rehydrated, before laying out flat for 5 minutes. Eventually it was back on the bike to battle out the remaining 13 km to the turn around point. The rest did me a world of good and the remaining kilometres went without too much bother. I had lost my friends though and it turned out that they were about 5 minutes ahead at the end of the 200 km. I pressed hard on the Buffalo descent in the hope of catching them but it was to no avail.

Finally I rolled in under the finishing kite at Bright in an elapsed time of 9 hrs 29 mins (riding time about 8 hrs 30 min), though the time seems all very irrelevant on this ride. Just the successful completion is enough of an award.

It has now been a few days since completing this epic and I am still unsure whether I will attempt it again. But as a one-off I must say that it was one great day out. Thanks goes out to Audax Australia and all their volunteers for an exceptionally well organised event and to the Bright community for hosting this legendry day.

Peter Doonan

I did the 200 km this year - 06:40 start - after a few years of the 130 km. At the risk of stating the obvious, I found them quite different events. You can let rip at the 130 km, whereas the 200 km is definitely an endurance ride, where I found myself consciously holding onto 1 gear lower than normal in order to save something for Buffalo. I had a great day and completed it in just under 7 hrs 45 mins ride time. The descents on this ride make it all worthwhile, particularly when you're trying to hold onto Ian Milner (all 102 kgs of him ! - 30 kgs more than me - he did a great ride) coming off Tawonga like a stone! The first half of Buffalo was an oven, so I stuck it into the 39x25 and stayed there. The extra climbing into Dingo Dell is sadistic - climbing was getting old by then - but other than that and a bit of cramping near the end, I had a blast! Good to see lots of Eastern Vets there too - one of these days I need to buy an Eastern Vets jersey. Regards.,

Tom Salinger

I rode the 200. It was hard, didn't hit any wallabies (Tom hit a wallaby last year on the descent from Falls Creek), elapsed time 8:23 ride time 7:34.

Rob Hill

Another year, another Alpine Classic, another gruelling 200 km in the Victorian Alps climbing 3800m of vertical and a couple of the States biggest mountains - just the ticket for someone like me who can't ride up hills.

On the starting line, 6. 20 am in the centre of Bright, dawn breaking and a cold morning that was sure to warm up pretty quickly with the forecast top being mid 30s. I was in reasonable shape, IMWA recovery basically finished but hitting the scales at 78 kgs, a couple (four) kilos over race weight and hoping my strength would haul the extra pounds over the climbs. Having done a 8 hr 55 min classic at my first attempt 3 years ago and an 8. 40 last year on the new, longer course, I was hoping to go close if not under 8 hours. Easier said than done

With the ride under way and halfway up the first climb over Tawonga Gap I was struggling a bit, sitting on my HR limit (85%) and looking forward to the summit and the first descent (good thing about extra weight is the extra speed you have on the downhills). The climb is a bit steeper than Kinglake, about 8 ks long but always seems fairly easy due to being the first climb of a tough day! Down into the valley heading towards Mt Beauty and the start of the Falls Creek climb, I put my head down, shifted onto the big chain ring and TT'd, hoping to catch a bunch of 12 riders up ahead and get a draft to the start of the climb. 15 mins later, almost at the climb and hadn't caught them yet - and was going to start the climb having busted a gut on the flat when I should have been resting a bit - really smart.

Falls creek climb is long but generally pleasant and the heat was not yet becoming an issue. 33 kms is a big climb but includes a brief undulating section and some interesting variety which, combined with being still fresh at this point of the day, makes the climb seem short. It's a great sight 2 ks from the top when the first glimpse of buildings appears through the bushfire blackened branches (still signs of the fires from 2 years earlier). The last few kms are steep but knowing you're almost at the summit always helps. Suddenly I was at the top, racing through the checkpoint with just a refilled bidon and a brevet card toss to delay me. This year I was treating the day as a race and trying not to lose any time at checkpoints - spent about 2-3 mins at each one so succeeded with one thing yesterday.

The descent is fun (as they generally all are for someone like me - fat) and was then heading towards the return pass over Tawonga Gap. This climb has a reputation of possibly the hardest of all the day's climbs, only 8 or so kms but consistently steep (noticeably more than the other side) and facing the sun. I was not enjoying the climbs much this year and I found it tough. HR was still sitting on 85% but my mind seemed to be the problem, I was not having many happy thoughts this day. Back to Bright at the 130k point, a very quick stop at the checkpoint and then off towards Mt Buffalo, the final climb and the BIG test of this ride. 21 ks of climbing on fatigued legs and fatigued brain also - all good fun. Buffalo reminds me a bit of Donna Buang - a good climb but hard to enjoy after 3 big climbs under the belt before you start.

Unlike last year I stopped halfway up to refill a bidon at the water station. Last year I had to beg for water from every rider who passed me in the last 5 km - not the best situation when the mercury was hitting 36 in the valleys. The summit of Buffalo took forever to arrive and the heat was doing some strange things to the bitumen. At one point my tires were making crackling noises as they stuck to the melting tar and my first thought was to be careful through this section on the descent ie. don't do a "Beloki". I spent the climb riding out of the saddle for much of it because my lower back was locking up which was strange as had never happened before. Heart rate was never much above 80% for this climb - I must have been getting tired. Rolled into the checkpoint, grabbed a banana, bidon of green cordial, looked at my watch and swore because my goal time was NOT going to be realised and raced off to enjoy the last, biggest and best descent of the Alpine Classic. Heading back along the valley to Bright and the end of the misery, I was so spent I couldn't even hold the wheel of a couple of guys who had passed me (at only 32 kph!), I looked at the time, saw that a personal best was not going to happen and cruised to the finish line at 25 kph and was VERY glad to climb off the bike. 8.47 official time, avg heart rate of 145 - right on 80% of max, hotter day, heavier Rob, and maybe a VO2 max test 3 days earlier didn't help either (I'm searching for every excuse I can find).

It's been a frustrating season so far, no PBs in anything I've done and a run of illness and injury. I was probably putting too much hope on yesterday being a result to lift my spirits and get me back on track but all I got was a sore back (and I can't help thinking: this is what happens to you when you turn 40). Honestly, it IS a great event and the weekend as a whole with great company and a lot of fun makes it impossible not to enjoy. I still aren't looking fondly at the memories of the actual ride yet but I'm sure that will change in a few days and I'll be writing it in next year's calendar again. I think I finally realised on Sunday that I am not and never will be a good climber on the bike, and it's a hard event to do if climbing isn't your bag. On a positive note I beat a lot of riders who probably consider climbing mountains a strength (the < 60 kg whippet type) so I should be satisfied with that. And no matter what else - it MUST be good strength training!!! Well done to Andrew, Ben, Brad, Di, Gabe, Ian, Jana, John, John, John, Kev, Martin, Mike, Rachel, Rob, Roman, Rudy, Sarah, and everyone else I forgot who did it well, did it tough or did both but chalked up another Alpine Classic

Ian Smith

Took me 10 hr 30 mins in total, 9.05 riding time at 22 kph av speed. Rudi must have done a pretty good time and as for Ted McCoy he's just amazing. I was in the same bunch at the start and never saw him again until he was coming down Buffalo. And after he finished he stayed there and cheered enthusiastically as each Eastern rider came in.

Liz Randall

I'm one of the 22 Eastern riders at the Alpine Classic.

I was entered in the 200 km but knew I'd not be doing all of it as I had to drive back to Melbourne after the ride. So once again I did the 130 km ride and, despite cramping badly 1 km from the top, this time managed to be a bit more dignified (ie less grovel) going back up over Tawonga Gap. My ride time was 5 hr 35 mins; my previous best was just under 6 hrs. This time I kept an eye on my HRM to make sure I didn't overcook myself and also ate and drank enough.

My son, Alex, completed the 200 km in about 7 hrs ride time. He had a flat in the rear wheel while descending from Tawonga Gap on the way out.

We plan on returning to Bright on the weekend of 19/20 Feb to enjoy the ride again!!! Although it'll be in bits rather than all at once.

The Mountains and the McCoys

Ted the grandfather, Deb the daughter having spent from the early 70's to the mid 90's Christmas holiday camping at Porepunkah once again returned to the beautiful Ovens valley with fellow Eastern club member

and now Deb's husband Mark Chambers. Deb and Mark were married on January 1 at Marysville and celebrated with a post wedding ride up Lake Mountain!!! (must be something about bike riders, weddings and mountains, Michael Burke on the eve of his wedding to Gayle Pung on December 31 planned to have his guests race up Mount Buller!!!). Also in the party were Carole the grandmother and grandchildren Karim (13) and Charlotte (9 months). The purpose of this journey was to accept the challenge of the 2005, 200 km Audax Alpine Classic. While Deb and family enjoyed the comforts of a de-luxe cabin at the Porepunkah Pines Caravan and Camping Park, Carole and Ted opted for the canvas lifestyle down by the river – a good option given the perfect weather conditions, mid 30's for the entire stay of 9 days. The scenic town/village of Bright again resembled a Tour de France stop over with bikes everywhere (1500 of which 900 were to attempt the 200 km ride) and standing room only at the side walk café's as cyclists got their last minute intake of caffeine 'fixes'.

Despite my offer to drive Mark and Deb the 5 km into Bright for the 6.20 start they chose a warm up ride! I drove, secured a good starting position and just as I was about to push off I was delighted to see a big group of Eastern jerseys arriving including: Ian Smith, Phil Tattersall, Steve Short, Ian Milner, Roman Suran, Alan Cunneen and Ross Tinkler (others I came across during the ride included Alan O'Neill, Phil Pelgrim, and Liz Randall).

A beautiful and typically crisp morning amongst the mountains, with the sun streaming through the trees, an ideal start. The first climb of 8 km to Tawonga Gap with its great view of Mount Bogong, the rapid plunge down to Mount Beauty and then the 30 km climb to Falls Creek, refuelling with buns, muffins, and coffee before hurtling downhill, exhilarating to say the least, followed by the return climb up Tawonga Gap – considered by most to be the toughest climb, particularly when hot, but to me overrated, I think Mount Buffalo is much tougher.

I grabbed some lunch at the Bright stop and rode onto Porepunkah where Carole was waiting with Charlotte who was eagerly awaiting the arrival of Mum for breast feed lunch – Charlotte reckons Mum is the best mobile milk bar – bar none!

Onwards and upwards to conquer Mount Buffalo, over the last pinch to Dingo Dell and then the major descent with adrenalin blotting out cramps and tiredness. For the last 10 km I had a lovely 'sit' on two very earnest and determined Audax members, half wheeling each other to the finish (one had ridden a 600 km event the weekend before!!!) to finish on a high in approximately 8 hr 45 min of riding. Deb and Mark arrived a while later, very satisfied with their efforts. Great to see the Eastern guys arriving, exhausted no doubt, but savouring their achievement.

Ted, Deb and Mark were not the only family members to ride for 13 year old, Karim, riding unofficially, did 117 km to Tawonga Gap, Mount Buffalo and back – a great effort on his new Trek that the family gave him for his 13th birthday – Karim is surely a prospective Eastern member in 2027!!

PS Post Alpine, I had a couple of great training rides – Porepunkah to Mount Hotham and return and another trip to Falls Creek, before returning home. Deb, Mark and Charlotte have headed off to Tasmania for the Great Tassie Ride (on a tandem towing Charlotte in a trailer!!!).

Steve short and others train (?) for the Alpine Classic

Around September last year Ian Smith spoke to me along with Phil Tattersall about The Alpine Classic ride run by Audax, I had previously heard about it from our master climber Ted McCoy after a club race at Toolangi, who said that I should try it and that I would really enjoy it!!!!!!!

I got the Motel Accommodation address from Ian were some of the guys would be staying in Bright and booked a room, along with paying my entrance fee and completing my registration with Audax

There that was easy it never hurt a bit, forget about it until January next year 2005. As Christmas drew near I was convinced that Ian would be encouraging me to do some training with him in the hills.....Nah!. no need we have plenty of time, that's what we convinced each other every time we spoke about it at Metec or wherever. Roll on into the New Year. During my break between Christmas and New Year consuming my usual fair share of food and beverages, I got a late call one night from Roman Suran saying that he along with Rudy Joosten, Mark Wallace, and Goran a mate from St Kilda, were planning a training ride for the Alpine Classic. We were to ride to and from Donna Buang from home, it would give us about 120 km and that they would meet me at Ferntree Gully railway station at 9.00 am the next morning. No worries I will be in that (obviously the red wine was kicking in strongly at that stage) I eagerly rang Ian Smith to invite him along "sorry Steve got a previous engagement tomorrow" was his reply. Hmmm! did Ian know something I didn't? All I saw up through Belgrave, Monbulk, East Wandin Saville etc onto Launching place was the backsides of the four Musketeers in front. At least Roman would occasionally join me at the back, together there we would pull faces at the three in front laughing and convincing each other not to turn around quietly and head back home behind their backs. The red wine was wearing off now. We must be mad, the temperature was rising rapidly. It was hot when we arrived at Launching Place where we met up with "I cannot climb hills" Ian Milner. We went onto Yarra Junction and made a water stop. Listening to the guys

saying it was over an hours climb once we reached the bottom of the mountain. "Ian Smith did know something after all". I have never done the Donna Buang climb so I decided to pull the pin and head home by myself as I needed to be home before 2. 00 pm as we had visitors for lunch. I eventually got home at 2. 10 pm very lucky that Rosemary, "she who must be obeyed" at home was still busy preparing food and the guests had not arrived yet. Staggered through into the bathroom and fell into the shower. Spoke to Roman on the Monday down at racers café he told me he nearly snuffed it going up the mountain and even "I cannot climb hills" Ian Milner had left him on the climb. With the heat, the flies, my back, my legs, the pain, Roman was not his usual happy self. "Bloody hell" if Roman felt that bad, I vowed to myself I must do some hill training.

Two weekends before the Alpine Classic Ian Smith and Ross Tinkler took me up Donna Buang for my first time ever. We met at 7.00 am at the Launching Place Hotel. What a contrast in weather terms it rained all the bloody time and it was freezing. "Don't worry Steve, it will pass over", I will never forget those words of wisdom coming constantly from our president's mouth. After getting to the Warburton Bakery it was a toss up should we turn around or go up. Stuff it, we are here now lets do it. I knew we would regret saying that! Ian rode along side me all the way up which was a great help. Ross like "I cannot climb" Ian Milner can climb and never stopped talking all the way up giving me a running commentary on exactly how far we had to go and where it would get steeper etc, etc. Shut up Ross, was my reaction, I do not want to know, the three of us continued on into the mist laughing occasionally basically thinking how bloody stupid are we.

Great Ian and I had reached the car park Ross was about 50 metres or so in front, not far now I thought. Off into the mist we could make out this sorry looking rider slowly making his way up in front. Ross was like a puppy dog let off the lead for the first time. Off he went to catch him up. The silence was deafening the mist really weird. As Ian and I followed, Ross caught this guy in front and frightened the living daylights out of him as he rode past offering some words of encouragement, the guy basically rode off the road and just managed to unclip and save himself the embarrassment of lying sprawled all over the tarmac. Ross just rode off into the mist it was hard not to laugh, but Ian and I held back as much as possible until we got past this poor guy, Ian telling him he only had about 200 metres to go into the mist ahead. ... "Keep on going mate!! Yeah right Ian, you cruel bugger, we just laughed and spluttered in between standing out of the saddle the rest of the way up. It was freezing and my hands and feet were numb but we eventually got there. The descent was brilliant, even though it was wet and dangerous. Any members who know my wonderful descending skills, knows that I must be the worst in the club. However I was the first down to the bottom, the only reason being that my fingers were that bloody cold and numb I could not pull the brakes hard enough. At last down at the bottom the sun was out no mist "Brilliant" We were still ringing wet though stopping at the bakery for a hot chocolate and two cakes followed by a hot meat pie. "Is this really good cycling food for you I asked our president? Yeah. They never touched the sides. Poor Ross was feeling the cold the worst out of the three of us, he was struggling to keep his bottom lip from shaking along with his knees. Ross does not carry as much natural conditioning as Ian and me, ie fat. You have got to drink more stout and eat more pies I explained to him, it keeps you warm. "I cannot type Ross's reply"

The Alpine Classic Weekend finally arrives:

Saturday morning arrived. Drive around to Ian and Stephies place to travel in convoy along with Ross Tinkler his wife Heather and children. Rosemary made us late and on the way Ian called on his mobile to make sure I had not pulled the pin and changed my mind. After teaming up with David Casey en route, we arrived at the motel in Bright. What a great little place, reasonable rooms and a lovely lawn and pool area to sit and relax. We were joined by Dale Thompson and his wife Lucy. We sat around the pool area most of the day while the kids played. Stuff the ride tomorrow I was thinking maybe we should stay here at the pool and relax. Ian, Ross, Dale and David have all done this ride before but not the 200 km. I was intrigued listening to them talking about which bits they thought were the best and worst parts. Unfortunately quite large parts of the conversations were lost due to the frequent trips to the toilet I was making. Ian was encouraging me to keep hydrated, I drank so much water I was making a bubbling sound every time I walked or rolled over on my towel. It was a great day, the kids were in the pool till pretty late playing games keeping the adults entertained. Of course the ladies were hydrating themselves with various drinks not water though!!! Alan Cunneen and his partner were at the same motel, it was just a beautiful day. After dinner in the restaurant I had pasta and two pints of Guinness with my new drinking partner David Casey, thanks Dave. We all retired to our rooms in preparation for the ride which we were to start at 6.20 am. Met the guys for Brekkey at 5. 15 am in the restaurant. I am never a good sleeper in strange beds, I was tired and my lower back was a little sore. I smelt of deep heat which I had rubbed all over my lower back. After a few jokes we were on the road down to the start line. It was fantastic to see so many riders and was pleased to see all the Eastern guys looking splendid in their Eastern colours. Ted Mc Coy (this man is unreal) was already in line ready to go along with Alan Cunneen. We were soon off and I was wrapt as all the Eastern guys along with our champion rider Liz Randall formed a nice group on the way out of Bright. The adrenalin was beginning to pump as my legs warmed up and we sailed along the road what a day, I was loving it already. Slowly but surely we began to break up bit by bit as the road stretched up ahead over Tawonga Gap and each rider began

to find their own rhythm. The conversations were getting shorter and things were becoming quiet. So Roman and I decided to tell some jokes for a while. "I cannot climb hills" Ian Milner was looking the part and confident, Rudy Joosten as strong as ever and Ted Mc Coy he was already off in the distance. The descent was brilliant I am getting a little bit better but thought some riders were taking too many chances, seeing that we had basically just started. I rode with Ian Smith, Ross Tinkler and Phil Tattersall most of the way, occasionally losing contact but then catching them again as they slowed for me. We eventually reached the top of Falls Creek. The countryside and view is just breath taking its my first time up to Falls Creek I could not help looking around and sharing the experience with the other riders and I loved it. At one stage Debbie Mc Coy came casually riding up to Ian, Ross and me on her mountain bike, she too is unreal just like her dad. After a few words of encouragement to us, she just rode off with a faster group that had passed. Ian and I just smiled in amazement. My back was feeling sore as I joined the line at the food station for my share of the goodies on offer. The offerings were wonderful they obviously new I was coming. After regrouping outside with Ian Ross and Phil we started our descent it was brilliant, we reached the bottom rode through Mt. Beauty and to the base of Tawonga Gap for the climb back up and over into Bright. This climb is character building I saw many guys struggling or going at it too hard to begin with, only to blow up and die a slow painful retreat backwards. It was getting bloody hot I was continually holding back with in myself, riding just behind Ian and Ross looking at the tarmac on the road rising in little bubbles and popping as you road over them. The heat was stifling and I was not enjoying drinking the warm water I was carrying. My back was getting stiffer, but I was determined not to let the guys down whom I was following, I began to think I should have trained for this more. Cool I am going down hill, I could see Ian off in the distance, I just enjoyed the descent along with a Audax rider called Francis, she said that most of her mates called her Frank but we will not go there today. That's another story.

Into Bright to enjoy another food stop along with Ian, Ross and Phil. I rolled in John Grant, what a great effort I believed last year John cooked himself and died (surely nearly Steve). He had done a great ride but said 130 km was it for him. He should be very pleased with his efforts. John had started at 6.40 am with the second group. A rest in the shade, two cups of tea, a banana a cake, half a bottle of water and we were on the road again heading for Mt. Buffalo. Phil and I waited on the road as Ross and Ian called in at the motel we were staying at to check in with the girls and kids. I thought it was not a good idea for me to go in as I may be tempted to stay by the pool and rehydrate on the UDL cans that Stephie had introduced the to girls the day before. The guys eventually came out and we were on the way around 70 km to go. I did not feel too bad, in fact I was not hurting that much at all but was still holding back a little as I had been informed the day before that this was one of those worst parts. My back was the only thing giving me a real problem, must be the bed last night or the amount of dancing with Rosemary in the local pub.

Bloody hell it is hot I am beginning to day dream in this heat. We were starting the climb, Phil quickly got into his rhythm along with Ross and left Ian and me. I have three chain rings and it was like a gift from above when about a third of the way up I decided to drop it onto the small ring. I had been saving this as a back up just in case. I was dancing like Lance, my legs were spinning but I am sure I was going backwards at some stages. It took me ages to get into the right rhythm and Ian kindly stayed with me and Ross had come back to us, not feeling the best. Ian was looking very strong and determined, poor Ross was feeling the heat badly I waved Ian on and he rode off up into the distance. Ross and I rode together encouraging each other to keep going. Make no mistake this climb is tough and it was so bloody hot the sun was burning. I was just riding at an easy pace and we occasionally rode across the other side of the road to shelter briefly in any shade from the over hanging trees. We had to stop for a second as Ross waited for me to catch him, as we did Rudy Joosten came flying down the road he looked brilliant. Any member who has seen Rudy descend knows how well he goes. Next Eastern rider we saw was: "I cannot climb hills" Ian Milner, yeah right. Then it was Roman Suran seeing these riders made Ross and I continue on and their encouragement to us both was much appreciated. Ian Smith and Phil descended past us and they told us that there was not long to go and to keep going, that last two km was quite soul destroying, seeing all these smiling faces of other riders passing us on there descent, some good enough to call out encouragement some just too pleased to be on their way down home.

The cup of tea at the top tasted quiet out of this world and to sit in the shade just bliss. My back felt the worst out of everything and my right knee was playing up with a little with soreness under my knee cap. We exchanged our experiences of how we were feeling with Alan Cunneen who we had seen on the way up. The descent was fantastic, the views out of this world I would hate to have missed it. We saw Graham Cadd riding alone grinding his way up to the finish, Graham is not small in stature and that was a great effort from Graham, I know he is used to long distance riding, but to go up Buffalo by yourself can be soul destroying. Back on the flat we were riding strong as the excitement of a pending finish was not far off, Ross I shouted as we exchanged turns at the front. We are going to make it, easy mate, well done keep going. About 5 km to go and David Casey drove up along side in his utility and offered his assistance, then words of encouragement as he drove off ahead. At the front of the Motel stood Liz, Ross's young daughter along with David clapping us on. Liz was jumping up and down with a towel across her shoulders sheltering her from the hot sun. I felt really good for Ross and even better when hearing David call out that the Guinness was on ice waiting for me.

Faster Ross I shouted we both laughed and kept it going. Into the left hand finish under the banner. There is Ted McCoy clapping and cheering for us. We did it. We survived, I was so pleased for everyone. At one stage I think Ross may have thought about throwing in the towel but he showed tremendous courage and fighting spirit to keep going, the heat really hurt him. We shook hands with Ted, who was so excited for us, it was great to have him there. The actual time in the saddle was around 9hrs 32mins at least that is what was on the computer when Ross and I got back into the motel grounds. I am not too sure of the total amount for the day but it must have been about 1 hour or so longer, not too good really

Rode back to the Motel, onto the lawn and pool area and was promptly handed a stottie of stout by one of the guys. After showering and downing heaps of water we sat around the pool and discussed the days events. Later on we all got together and had a BBQ. The girls all worked tirelessly preparing salads etc, and everyone chipped in and shared their food. Lucy excelled on the barbie. Ross's daughter eagerly prepared cowboy shooters with her Mum Heather, as we all toasted each other on a great day. It was like a big family gathering. I was so pleased of being apart of the Eastern Vets club sitting their laughing, eating, toasting each, telling jokes and playing games with the kids. It could not of been better. Looking around the lawn at other riders I could sense they were quite envious of us. Ross led the way of retiring to bed. Dale, David, Ian and I helped tidy up the tables and chairs, while the girls removed the plates, Lucy cleaned that BBQ, like it had never been cleaned..... ready for next year I reckon.

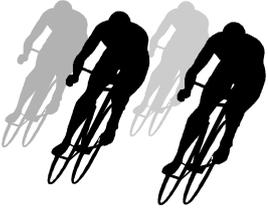
I hope my account of my weekend does not give anyone the wrong idea . The main reason for going was to ride not to just socialise but it was a great occasion and a wonderful friendly atmosphere . The companionship could not have been better. Rosemary and I have already booked our room for next year. I encourage any of the Eastern riders to come along, more the better I say. Make no mistake this ride is not easy but its well worth doing, the sense of achievement in completing any of the distances is well worth the effort. The friendship of all the riders is second to none. I would love to see a much bigger pack of riders from our club dressed in the Eastern colours heading out from Bright next January. Make the effort just speak to the guys and girls who have done it.

One thing is for sure though my preparation next year will be much better. I will be doing more hill training. I might even get a new light bike with better gearing. I am going on a special diet and I am going to stop drinking Guinness??. Well maybe not stop drinking Guinness. I will give Ted Mc Coy a ring and ask him what to do, he is definitely a legend as far as climbing is concerned. It's great fun this bike riding.

Congratulations to everyone who rode even my mate "I cannot climb hills", Ian Milner. ...
Yeah right Ian God help us when racing if he decides to go on a strict diet.

Cheers.

Steve



eastern veterans cycling club

Newsletter February 12 2005

Graded Scratch Races Metec 5 February

Who would believe 101 riders, topping our previous week's record at Metec. Conditions were overcast and cool, with a strong southerly. A new circuit to try out and back to the A,B and C, and D, E and F grade split. This arrangement certainly reduces the number of times grades are passed and makes the official's job easier on the line when judging when to give the bell, because separation between the grades is likely to be maintained.

Within two laps of A grade Guy Green and Rob Amos had a break on Ante Sunjo and Mark Wallace with Doug Reynolds and Phil Smith further back. They remained this way for the rest of the race with Guy letting Rob lead out but just getting to him by the barest of margins. Ante won a similar sprint to take third from Mark.

B grade saw the ride of the day with new rider Glenn Cortis quietly riding away from the bunch early in the race. He just kept steadily increasing his lead as the race went on and if we had left them to race much longer he would have lapped the rest of the field. He would have averaged about 38 km/hr which is fantastic for a solo effort around a tricky and windy circuit at eMetec. Half the bunch didn't realise he was away. Towards the end of the race Ian Milner and Steve Gray made unsuccessful attempts to get away, but on

the bell lap Dayle Goodall managed to get clear by 20 metres or more and was followed home by Gary Chamberlain and Steve Gray.

C grade stayed together as a group with another new comer in Terry Murdock winning from Northern member Alex Szuba, Brian McCann and Harold Simpson.

As usual D grade had the biggest field with 29 starters. Stan Imosa was able to win comfortably, with Peter Shanahan, not long up from E grade winning the bunch sprint from Shane Dawson, in his first ride with Eastern and David Casey.

E grade had 12 starters swelled by a couple down from D grade because of the large numbers there. Dale Pearce was the strongest during the race and did his best to get off the front, but the rest of us were struggling to keep up, let alone go past and do a turn. At the bell he took off hotly pursued by J C Wilson who just managed to get past for a win with Dick Fox coming third.

Another big field for F grade with 11 starters, finished up with a sprint for the places by Ron Stewart, Paul Devine and John Porter finishing in that order.

Results

	First	Second	Third	Fourth
A Grade (7)	Guy Green	Rob Amos	Ante Sunjo	
B Grade (23)	Glenn Cortis	Dayle Goodall	Gary Chamberlain	Steve Gray
C Grade (19)	Terry Murdock	Alex Szuba	Brian McCann	Harold Simpson
D Grade (29)	Stan Imosa	Peter Shanahan	Shane Dawson	David Casey
E Grade (12)	J C Wilson	Dale Pearce	Dick Fox	
F Grade (11)	Ron Stewart	Paul Devine	John Porter	

Officials

Helpers today were: Matt White, Phil Tattersall and Keith Bowen on the start finish, assisted by various other riders, Glenn Archer and Steve Fothergill (featuring a new purple coloured Cannondale to match those runners he used to wear) on the drinks.

Eastern Vets Program

Saturday	Feb	12	2.00 pm	Metec	Eastern vs Southern GSR's
Saturday	Feb	19	2.00 pm	Dunlop Road	Graded Scratch Races
Saturday	Feb	26	2.00 pm	Steels Creek	Graded Scratch Races
Sunday	Feb	27	9.00	Metec	VVCC criterium championships
Saturday	Mar	5	2.00 pm	Dunlop Road	Graded Scratch Races

Southern Vets Program

Saturday	Feb	13	9.00 am	Healey Road	Graded Scratch Races
Saturday	Feb	20	9.00 am	Lakewood Drive	Graded Scratch Races
Saturday	Feb	27	9.00 am	Star Crescent	Graded Scratch Races
Sunday	Mar	6	9.00 am	Healey Road	Graded Scratch Races

Northern Vets Program

Sunday	Feb	13	9.30 am	Toolernvale	Alan Anderson Memorial H'cap
Sunday	Feb	20	9.30 am	South Gisborne	Graded Scratch Races
Sunday	Feb	27	9.00 am	Metec	VVCC criterium championships
Sunday	Mar	6	10.00 am	Trentham	Trentham Hotel Handicap

Coming Events

Don't forget Eastern vs Southern on Saturday February 12, we need you there.

VVCC championship entries will be taken by Ian Smith, make sure you give them to Ian before February 20. You will have received an entry form with your licence, but if can't find them any more, spare copies will be available on Saturday.

Wednesday Racing

Wednesday racing at the loop will resume on February 9, 2005.

SOME OF THE STORIES FROM THE ALPINE CLASSIC

Tom Salinger

I rode the 200. It was hard, didn't hit any wallabies (Tom hit a wallaby last year on the descent from Falls Creek), elapsed time 8:23 (ride time 7:34). (This was the fastest ride for an Eastern rider, I think).

Ian Smith

Took me 10 hr 30 mins in total, 9.05 riding time at 22 kph av speed. Rudi must have done a pretty good time and as for Ted McCoy he's just amazing. I was in the same bunch at the start and never saw him again until he was coming down Buffalo. And after he finished he stayed there and cheered enthusiastically as each Eastern rider came in.

Liz Randall

I'm one of the 22 Eastern riders at the Alpine Classic.

I was entered in the 200 km but knew I'd not be doing all of it as I had to drive back to Melbourne after the ride. So once again I did the 130 km ride and, despite cramping badly 1 km from the top, this time managed to be a bit more dignified (ie less grovel) going back up over Tawonga Gap. My ride time was 5 hr 35 mins; my previous best was just under 6 hrs. This time I kept an eye on my HRM to make sure I didn't overcook myself and also ate and drank enough.

My son, Alex, completed the 200 km in about 7 hrs ride time (don't worry he isn't a vet). He had a flat in the rear wheel while descending from Tawonga Gap on the way out.

We plan on returning to Bright on the weekend of 19/20 Feb to enjoy the ride again!!! Although it'll be in bits rather than all at once.

Peter Doonan

I did the 200 km this year - 06:40 start - after a few years of the 130 km. At the risk of stating the obvious, I found them quite different events. You can let rip at the 130 km, whereas the 200 km is definitely an endurance ride, where I found myself consciously holding onto 1 gear lower than normal in order to save something for Buffalo. I had a great day and completed it in just under 7 hrs 45 mins ride time. The descents on this ride make it all worthwhile,

particularly when you're trying to hold onto Ian Milner (all 102 kg of him! - 30 kg more than me - he did a great ride) coming off Tawonga like a stone! The first half of Buffalo was an oven, so I stuck it into the 39x25 and stayed there. The extra climbing into Dingo Dell is sadistic - climbing was getting old by then - but other than that and a bit of cramping near the end, I had a blast! Good to see lots of Eastern Vets there too - one of these days I need to buy an Eastern Vets jersey. Regards,.

Graham Cadd.

I was one of the 22 Eastern riders who rode the Alpine Classic. I was the short fat one, way down the back of the pack. I have completed the 200kms a couple of times previously and also previously bailed out at 130kms because of the heat. I have never entered with the desire to improve on previous times. For me, it's always just about survival and completing the distance. I have learnt a few things, over the years, about lugging my current 93Kg up some long and steep climbs, although when I compare myself to Ian Milner's times and weight I feel that I should never use my weight as an excuse. He is one big beluga on a bike! !

I have learnt to use gears. First time a 23 cluster, then a 25 and this time a 28. I have got over the pejorative "Oh you've got a granny gear". My standard response is "You try lifting an extra 20 to 25 kg over 4000 metres of climbing". "Little prick" almost always comes to mind and sometimes to mouth! Quite a few riders had triple chain rings. Even though I was fairly comfortable with my gearing there were a few times I was envious of those triple chain rings. The good Doctor, Alan Cunneen, veteran of some huge climb in France and just about any other cycling challenge, put on his mountain bike cluster and derailleur, 32 teeth and felt it was his best attempt. I would be happy if the organisers introduced a weight limit then I would never have to do it again, whatever gear I was in.

Thinking of limits they should also introduce a temperature limit such as Easterns 35 degrees. The 4th climb of the day up Mt Buffalo was persistently tough with the temp at 37 degrees. It also had its own special torture with all these little waterfalls along the side of the

road with people stopped cooling off. I felt that if I stopped, to cool off, I wouldn't get going again. Many shattered fantasies about mountain climbing were seen lying on the side of the road. Stopping for a quick throw up seen to be motivational for some riders as well!

Whatever your gear choice, whatever your preparation, whatever your weight, this ride is about fortitude. It's about what you've got in your head and heart and what it takes to keep going even though your stuffed, overheated, cramping in places you have never cramped before, thirsty and every other rider seems to be passing you and your always down the back of the pack. It's especially tough when your mates are passing you descending and your only half way up. It's also about being away with your friends on a well organised ride and feeling proud seeing quite a few other riders with their Eastern tops on. It's about thanking God that you are healthy and well and strong enough to do this and cursing Him at the same time for having this ride to prove that you are.

Do it again? Ask me next summer.

Alan O'Neill

Returned to Bright for my 7th(?) Alpine Classic 200 this year. No sign of John Clarke but plenty of Eastern members were prominent. I chatted to Ted McCoy on the run in to Mt Beauty, amazed to hear his daughter was doing the 200km with scheduled feeding stops along the way for her new baby! Missed my 9hr target by 3 minutes but still pretty satisfied with taking 50-odd minutes off the PB.

No doubt if I'd made it along to any recent Eastern races that would have provided the final polish to the fitness level needed to get me under 9hrs.

Ben Muller

Alpine Classic – I rode with my Middle Distance Bike Club (MDBC) jersey on this occasion, and noted lots of Eastern jerseys.

Started at 0640 hrs feeling frisky and full of energy, I set myself a pace that was later to be too hectic. The ride up Tawonga gap was cool and pleasant with the sun still behind the mountain, the pace hotted up on the descent, and later found ourselves in Mt Beauty cruising through the town's streets, this was also the first Audax water stop. Not far out of Mt Beauty the climb starts, and you find yourself setting a rhythm for this long climb. A couple of guys around me seemed to be travelling ok, so I settled into a speed that I thought could be maintained, and listened to the conversation flow. Before reaching the top of Falls Creek, I was dropped by the talkative pair, and set about reaching the turnaround point. The last part was difficult, one young rider had opted to walking, but knowing the water and food ahead was not far, the wheels kept turning. With sunscreen cream now applied and rewatered, fruit bun in mouth and banana in jersey pocket we set off downhill being aware of oncoming traffic - cars passing riders still climbing up the mountain.

Downhill is always fun but your full attention had to be applied to ensure you completed this leg, some riders had

come to grief on the sharp bends - one guy had passed me at speed only to come unstuck on a hairpin and clout the Armco rail, I think he continued on.

The climb up Tawonga Gap was to follow after leaving Mt Beauty township, should have stopped here for a rest stop, but I was in a bunch that I felt comfortable with (false sense of security). This is where things start to come undone, just before the water springs, I had to stop - guts full of wind (bloat), after a downhill excursion (out of sight) I was able to regain some composure and rehydrate. Continued on the climb and relieved when the descent came upon us, got onto a tow from 3 riders but once we hit the flat I went flat and got dropped, pedalled the next 5 kms solo till I got picked up by a bunch storming into Bright.

1300 hrs and time for another break, wife and daughter were in attendance, I was so buggered it took 15 mins before I could eat. One small tin of rice cream, bread roll with jam and banana and "Endura" rehydration formula I was refuelled, 45 mins. Lightened the load by turving out of the bump bag, spare repair chain link and chain riveting tool, but still had short sleeve over jersey and arm warmers in back pockets in case weather turned nasty on Buffalo (we had been warned that the weather on the Mt was blackening – it didn't happen).

After leaving Bright caught up with a buddy (Steve B) from the Middle Distance group, and we maintained a steady pace, eventually tagging up with another MDBC member (Jan) but I was unable to keep up and let them go. Steve had strong legs and wanted to get a better time than last year (I just wanted to finish within the time limit) so he up and went for it. I continued on at a slow 8 – 9 kms/hr, and eventually re-caught Jan and made the turnaround point at Dingo Dell.

Rested again, rewatered and Bananaed up we set off for the good bit, mostly downhill and return to Bright. With a group of four we progressed from the Mt Buffalo park gates to Porepunkah and then for the relatively flat ride into the finish to have our brevet card officially stamped. It was the toughest ride I have ever done, and the heat of the day ensured it was.

Ian Milner

Well another year and another Alpine Classic. Don't know what it is but I keep coming back with the family in tow of course.

Sunday morning broke, cool enough for arm warmers but you knew it was going to be hot. Saturday had been around 30° C and the forecast was for low 30s on Sunday.

6. 15 am. Rudy Joosten and I met Roman Suran outside the place we were staying at and rolled down to the start anxious to see how the day panned out. The first Eastern member I spotted was Dr Alan Cunneen up the front of the waiting pack obviously eager to get underway. We met up with Ian Smith, Steve Short, Graham Cadd, Phil Tattersal, and Ross Tinkler all in Eastern Vets livery. Looked very impressive I'm sure however we all know lookm can be deceiving.

Around 6. 20 am we were underway all the above mentioned riding together except for Alan and Rudy who takes this ride very seriously. The air was nice and crisp and once again the Eastern Vets bunch looked pretty impressive.

Half an hour later and we were at the base of Tawonga Gap. We still rode as a group for most of the climb a short distance behind Ted McCoy also in Eastern gear who was climbing extremely well. Near the top Roman kicked up the pace a bit and the friendly morning jaunt was over. I got to the top with Roman after which we had a great descent. A quick break in Mt Beauty where I made myself eat a banana and drink a whole bidon. Nothing like experience on this ride. Off with the arm warmers and on our way just as Steve Short and Ian Smith and Co were pulling into the rest stop.

On the climb out of Mt Beauty Roman said he was going to ride his own pace and so I settled down and rode within a heart rate of around 158 to 164 for most of the climb in the 25 cog. By the way the 25 is the best thing I have ever purchased for this ride. After having done it 3 times on a 23 the 25 was a saviour. The climb was pretty uneventful, great views and not too taxing. I got to the top in 3 hrs 10 mins riding time. Someone had obviously gone too hard and had left a great big spew in the middle of the road right outside the rest area. A very stark reminder of what can happen if you don't pace yourself.

A quick refill of the bidons and a banana and a couple of bites of a fruit bun and I was off on the descent. I don't think anyone would do this ride if it wasn't for the descents, great fun. Stopped at Mt Beauty and bought a Gatorade as I knew what was coming up. Then back up Tawonga Gap, put it in the 25 again and settled down to a rhythm. A few guys took off at the bottom only for me to reel them in before halfway up the climb. That's pretty impressive for me, I never reel anyone in on the climbs. Once again I attribute this to the 25.

Peter Doonan caught me about 2 km from the top by this time it was starting to get hot. Peter had started at 6. 40 a m, 20 mins behind me and was going great. I stayed with Peter to the top and descended with him. I started to cramp up at this stage, anyone who has done the ride will recognise the cramps you get on the inside of the thighs from your inside knee up to your groin, excruciating pain. Half way through the ride and cramping meant it was going to be a long day. Peter dragged me back into Bright, by which stage it was starting to get very, very hot. However I still felt a million times better than I did at the same stage last year.

Popped in to where I was staying to say hello to the family and have a quick bite and drink and I was off again. Rudy was going out the door as I was walking in, obviously having a good day.

12. 15 pm and I was out the door on my way to tackle Mt Buffalo. Did I mention it was getting hot. At some stage during the ride I checked my monitor which has a thermometer which showed 37° C.

Anyway I reached the bottom of Mt Buffalo in reasonably good shape and settled into the 25 again and tried to keep the heart around 164 or less. I felt sorry for the guys who only had 23s on their bikes, a few were passing me and were going faster than me at the base of the climb but I reeled most of them in by the top, amazing.

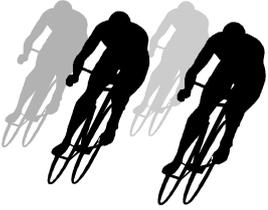
Mt Buffalo claimed a few scalps today. It seemed to be getting hotter and hotter, so much so the tar was oozing up through the road and forming little bubbles, popping as you rode over them. This only emphasised the heat. For me the climb became an exercise of managing my cramps and trying to anticipate and prevent them from happening. You could feel if something was going to go and so I would change up a gear and stand up in an attempt to try stop the affected area from contracting in an agonising cramp. While doing this I was trying to force snakes and water down in attempt to also alleviate the pain. I saw two guys cramp and stop to click out of their pedals only to realise that they couldn't and go over.

I got to the top relatively unscathed except for the pain and then over to Dingo Dell. Why they ever changed the turnaround from the Chalet I will never know but I'm sure some sado masochist had something to do with it. There's still about 2 km of steep climbing after the turn off to the chalet which are real soul destroyers.

Anyway I got to the top and had the best coffee. I would have paid for it, fantastic! Roman arrived a short while after me looking a million dollars. Amazing for his first time. Then it was another fantastic descent, on the brakes all the way down worried if the heat generated was enough to blow the tyres. Not as much fun this time with my hands going numb and my lower back killing me. I saw Ian Smith, (recruiting a new member) Phil Tattersall, Steve Short, Alan Cuneen, Graham Cadd, and Ross Tinkler, all at various points of the climb and in various stages of pain on the way down. I got to the bottom with another member of the club Dave Casey (?) in Gerolsteiner gear and told him that I wanted to get back in under 8 hrs 30 min ride time which meant we had 30 mins to get back. So we time trialled sitting on around 38 km back to Bright arriving at 3 50 pm , for an 8 hr 23 min ride time. Not my best but still satisfying.

Another Alpine over, I don't know what the attraction is but I suppose I'll be back next year for another go.

Still to come Peter Morris, Rob Hill and Ted and Debbie McCoy



eastern veterans cycling club

Newsletter February 19 2005

Graded Scratch Races Metec 5 February Eastern vs Southern

It was on again, the biannual Eastern vs Southern challenge. The question was could Eastern continue to hold the shield? The odds were that that Southern would have their work cut out to win the shield back from Eastern, who were racing on their home circuit, and one which is fast becoming a favourite for riders and spectators alike. Metec is a great circuit for spectators as the riders are visible for all but 100 metres or so of a lap. It is also a place where you can bring the children along and know that there is plenty to occupy them and no problem of them running onto roads etc.

Anyway to the racing. 129 starters, by far our biggest field at Metec, but Southern with 38 were outnumbered by the Eastern contingent of 91, marginally down from the 100 plus of the previous week. The interclub format allows riders to openly ride as part of a team, instead of the usual format where they are riding for themselves, or supposedly riding for themselves and not mates. The result was that most races were won by large margins by breakaways, with the bunch not being interested in chasing when they had club members up front. We are at last learning team tactics.

A grade had their biggest field for some time with 14 riders (8 Eastern, 6 Southern). The field quickly broke up when Rob Amos and Jim Timmerans got away early in the race. They were swapping turns making sure that the strong men in A grade, Peter O'Callaghan, Guy Green and Tom Crebbin didn't catch them. Mark Wallace and Grant Mathews were able to get away from the bunch later in the race. With a rider from each club in the breakaways, the remaining riders had no interest in chasing and were lapped by Rob and Jim either on the bell lap or the one before. Rob put in an effort to get away with two laps to go, but was unable to shake off Jim and the spectators thought he might have spent his energy too early, but this was not the case and despite leading into the straight was able to hold off Jim for first place. In the sprint for third Grant Mathews was able hold off Mark.

B grade had the biggest field for the day, 31 starters and was the most evenly matched grade with 17 Eastern and 14 Southern. Four riders were able to get a break and stay away, although Martin Peeters riding for Eastern put in a valiant effort to bridge the gap with a couple of laps to go.

Peter Florimell won the sprint from Dayle Goodall, Nigel Letty, and Martin Stalder.

Southern had their work cut out in C grade with only 3 representatives in a field of 19. Peter Morris was hanging off the back for the first 10 minutes or so and looked as though he wouldn't survive. Somehow he managed to revive and get away without some of the bunch knowing and leaving the judges a bit confused, to be later joined by Peter Ransome. With two Eastern riders out in front the Southern riders had a big task to bring them back. Peter Ransome won the sprint for first, Terry Murdock the bunch sprint with Ian Nolan able to stop a clean sweep by Eastern with a fourth place. There was a bit of a hiccup with the bell being rung twice, but for the overall results it didn't make any difference. Since all the field took part in the first sprint, those were the results that were used.

Another big field in D grade with 27 riders (19 Eastern, 8 Southern). In a race similar to B grade four riders got away and were able to hold their break. Harold Simpson winning from Frank Douglass, Mick Delise (Southern) and Peter Mackie.

With 20 starters (13 Eastern, 7 Southern) and renowned sprinters in Colin Speller, Nik Witkamp and Hayden Shorten, this looked like the grade where Southern could win back some points. This was the only grade to be decided in a bunch sprint, none of the attacks looked like succeeding. Hayden Shorten won from Frank Barlow, with Su Preto and Richard Maggs managing to get some points for Eastern.

A big field of 18 in F grade was quickly blown apart with the four placegetters getting a break. Frank Gleeson and another riders were able to bridge the gap for a while, but were not able to maintain it. In the sprint for the places, Rod Hay won from new rider Angelo Anti, Jenny Brown and Paul Devine. Gayle Pung took the opportunity to ride with other dropped riders (some with only one or two races under their belt) and give them some coaching tips on taking turns and sitting on a wheel, thanks Gayle, I'm sure your partners appreciated it.

In the end Eastern 41 points won comfortably from Southern 25. Thank you to all those riders who competed and in particular to the visitors from Southern, we enjoyed your company and appreciate the sporting spirit in which the racing was conducted.

Results

	First	Second	Third	Fourth	pts E	pts S
Grade (14)	Rob Amos	Jim Timmerans (S)	Grant Mathews (S)	Mark Wallace	6	5

I Grade (31)	Peter Florimell (S)	Dayle Goodall	Nigel Letty (S)	Martin Stalder	4	7
C Grade (19)	Peter Ransome	Peter Morris	Terry Murdock	Ian Nolan (S)	10	1
I Grade (27)	Harold Simpson	Frank Douglas	Mick Delise (S)	Peter Mackie	9	2
I Grade (20)	Hayden Shorten (S)	Frank Barlow (S)	Su Pretto	Richard Maggs	3	8
I Grade (18)	Rod Hay	Angelo Anti	Jenny Brown (S)	Paul Devine	9	2

Officials

Thanks to our helpers today who were: Ron Stranks and Mick Paull on the BBQ, Nick Panou, Keith Bowen, Hylton Preece, Gayle and Michael Burke, David Johnson, Peter Wykes (recovering after a fall last week), Ted McCoy and several others on the start finish. Steve Fothergill (the style police have pointed out that his new bike is pink, not purple as I suggested last week) assisted by Mark Granland, standing in for Glenn Archer who is on paternity leave from racing following the arrival of Tyson.

Eastern Vets Program

Saturday	Feb	19	2.00 pm	Dunlop Road	Graded Scratch Races
Saturday	Feb	26	2.00 pm	Steels Creek	Graded Scratch Races
Sunday	Feb	27	9.00	Metec	VVCC criterium championships
Monday	Feb	28	8.00 pm	Maroondah Club	Monthly General Meeting
Saturday	Mar	5	2.00 pm	Dunlop Road	Graded Scratch Races

Southern Vets Program

Saturday	Feb	20	9.00 am	Lakewood Drive	Graded Scratch Races
Saturday	Feb	27	9.00 am	Star Crescent	Graded Scratch Races
Sunday	Mar	6	9.00 am	Healey Road	Graded Scratch Races

Northern Vets Program

Sunday	Feb	20	9.30 am	South Gisborne	Graded Scratch Races
Sunday	Feb	27	9.00 am	Metec	VVCC criterium championships
Sunday	Mar	6	10.00 am	Trentham	Trentham Hotel Handicap

MORE STORIES FROM THE ALPINE CLASSIC

Peter Morris

The Alpine Classic has been a long time coming for me. I was all revved up for it last year only to see it cancelled due to the bush fires that swept the state. My preparation then involved a couple of weekends based around Bright and Mt Beauty getting a feel for the hills and the occasional fling over the bumps throughout the Yarra Valley. This was no small ask considering I was juggling this between a new born babe and work on an oil rig somewhere. So in short it was probably a good thing that the fires came along!

This year was going to be different. I entered very early with the hope that work commitments would not interfere with training (always a risk being a geologist). And as it turned out, leading up to the race, I had a full three weeks at home to hone the climbing muscles. My training routine was furthered by teaming up with a couple of friends/colleagues at least 10 years my junior and full of testosterone or whatever it is that makes one climb like there is no tomorrow. Our routine consisted of murderous Sunday rides through the hills around Yarra Glen/Toolangi/Kinglake and the 100 to 130 km circuits usually involved an average speed no less than 25 km/hr. This proved to be sheer buggery with a standard racing cluster on not to mention the much older and out of shape limbs. I was unsure whether I would be able to stick with these guys come the big day.

As it approached I finally solved the gearing dilemma and threw on a 26 tooth granny gear. The car and family were

packed and we headed off. Upon nearing Bright we fought our way through peleton after peleton of cyclists, all looking too fit. The idea of embarking on a substantial training ride the day before did not even cross my mind.

The town was completely dominated by cyclists, with about 1500 entrants there was hardly a vacancy sign in town. Bright is beautiful at the best of times but the added colour and sounds 100s of cyclists did nothing but add to the town's charms. Amongst all that lycra, the Eastern Vets colours were well represented with upwards of 20 vets present.

The night before started with a pasta carbo load, shortly followed by a broken sleep where I completed the AC no less than twice in my dreams. Dawn finally brought a fine and sunny day and I pedalled the 5 kms into town through crisp mountain air to rendezvous with my two training companions. I arrived just in time to see the start of the first wave (0620 hrs) of cyclists. The first few under the kite took off like they were in the middle of a 300 metre sprint and I could only wonder how they were going to keep that up for the rest of the day. Twenty minutes later it was my turn and being down toward the back of the pack it took several minutes and one crash in the dock next to me before we finally passed under the start line.

We cruised through Bright at a fairly sensible pace due to the concentration of riders that continued until the first hint of a climb nearing the Tawonga Gap. I rode the gap with the HRM approaching its maximum zone (<160 bpm) and felt pretty good at the top. We belted down the other side

of the Gap at break-neck speeds and flew past the remnants of a nasty crash that managed to take the edge off our exhilaration at the time.

The other side of the Gap is a circuitous route through Tawonga Sth and Mt Beauty. We managed to latch on to a largish rider who was obviously a time-trial specialist and we drafted our way through this very scenic lowland region at a great pace and straight past the water point at the base of the Falls Creek climb. We were carrying camelbacks as well as a bidon which gave us a fluid capacity of 3 litres each (read kilograms) so we did not have to top up here.

The Falls Creek climb was not too bad as the lower part is broken by some flats and even a descent or two. We passed several fellow Vets on this section and a seed of fear was here sown when I realised that most of these were among the earlier starters and all were far better riders than me. Had I gone out too hard?? Only time would tell. At Falls my trio regrouped over cakes, buns and fruit and rested increasingly weary limbs for about 20 minutes before hurtling back down toward Mt Beauty and the steeper side of the Gap. The descent separated us as cramps and varying degrees of caution spread us out over the mountain.

The climb up the Gap was definitely hard work with the HRM staying in the red and it was only the thought of that cool natural spring near the summit that kept me going. Over the top it was another fast descent before rolling the few kilometres into town. It was over this flat that my riding companions strangely regrouped.

Another twenty minutes of eating and drinking was had before heading off toward Mt Buffalo. The earlier part of the climb saw me labouring somewhat in the thirty-something degree heat over a positively steeper gradient however I seemed to be keeping up a pretty good pace. I caught up with Ted McCoy and we chatted away for awhile when all of a sudden I did not feel so good, I was shivering with goose bumps and all and we had not gained that much altitude to account for this sudden chill in the hottest part of the day.

Something was wrong but what was it? Was it lack of water? Lack of energy/food? Or just plain exhaustion? I left Ted to continue his seemingly effortless spinning ascent of Buffalo as my pace dropped down to about 12 km/hr. It was about then that I came across a 'water 2 km ahead' sign. If only I could make it to water maybe then I could recuperate. It was the longest 2 km I have ever ridden however eventually I wobbled to a stop and rehydrated, before laying out flat for 5 minutes. Eventually it was back on the bike to battle out the remaining 13 km to the turn around point. The rest did me a world of good and the remaining kilometres went without too much bother. I had lost my friends though and it turned out that they were about 5 minutes ahead at the end of the 200 km. I pressed hard on the Buffalo descent in the hope of catching them but it was to no avail.

Finally I rolled in under the finishing kite at Bright in an elapsed time of 9 hrs 29 mins (riding time about 8 hrs 30 min), though the time seems all very irrelevant on this ride. Just the successful completion is enough of an award.

It has now been a few days since completing this epic and I am still unsure whether I will attempt it again. But as a one-off I must say that it was one great day out. Thanks goes out to Audax Australia and all their volunteers for an exceptionally well organised event and to the Bright community for hosting this legendary day.

Rob Hill

Another year, another Alpine Classic, another gruelling 200 km in the Victorian Alps climbing 3800m of vertical and a couple of the States biggest mountains - just the ticket for someone like me who can't ride up hills.

On the starting line, 6.20 am in the centre of Bright, dawn breaking and a cold morning that was sure to warm up pretty quickly with the forecast top being mid 30s. I was in reasonable shape, IMWA recovery basically finished but hitting the scales at 78 kg, a couple (four) kilos over race weight and hoping my strength would haul the extra pounds over the climbs. Having done a 8 hr 55 min classic at my first attempt 3 years ago and an 8.40 last year on the new, longer course, I was hoping to go close if not under 8 hours. Easier said than done

With the ride under way and halfway up the first climb over Tawonga Gap I was struggling a bit, sitting on my HR limit (85%) and looking forward to the summit and the first descent (good thing about extra weight is the extra speed you have on the downhills). The climb is a bit steeper than Kinglake, about 8 km long but always seems fairly easy due to being the first climb of a tough day! Down into the valley heading towards Mt Beauty and the start of the Falls Creek climb, I put my head down, shifted onto the big chain ring and TT'd, hoping to catch a bunch of 12 riders up ahead and get a draft to the start of the climb. 15 mins later, almost at the climb and hadn't caught them yet - and was going to start the climb having busted a gut on the flat when I should have been resting a bit - really smart.

Falls creek climb is long but generally pleasant and the heat was not yet becoming an issue. 33 kms is a big climb but includes a brief undulating section and some interesting variety which, combined with being still fresh at this point of the day, makes the climb seem short. It's a great sight 2 km from the top when the first glimpse of buildings appears through the bushfire blackened branches (still signs of the fires from 2 years earlier). The last few kms are steep but knowing you're almost at the summit always helps. Suddenly I was at the top, racing through the checkpoint with just a refilled bidon and a brevet card toss to delay me. This year I was treating the day as a race and trying not to lose any time at checkpoints - spent about 2-3 mins at each one so succeeded with one thing yesterday.

The descent is fun (as they generally all are for someone like me - fat) and was then heading towards the return pass over Tawonga Gap. This climb has a reputation of possibly the hardest of all the day's climbs, only 8 or so kms but consistently steep (noticeably more than the other side) and facing the sun. I was not enjoying the climbs much this year and I found it tough. HR was still sitting on 85% but my mind seemed to be the problem, I was not having many happy thoughts this day. Back to Bright at the 130k point, a very quick stop at the checkpoint and then off towards Mt

Buffalo, the final climb and the BIG test of this ride. 21 km of climbing on fatigued legs and fatigued brain also - all good fun. Buffalo reminds me a bit of Donna Buang - a good climb but hard to enjoy after 3 big climbs under the belt before you start.

Unlike last year I stopped halfway up to refill a bidon at the water station. Last year I had to beg for water from every rider who passed me in the last 5 km - not the best situation when the mercury was hitting 36 in the valleys. The summit of Buffalo took forever to arrive and the heat was doing some strange things to the bitumen. At one point my tires were making crackling noises as they stuck to the melting tar and my first thought was to be careful through this section on the descent ie. don't do a "Beloki". I spent the climb riding out of the saddle for much of it because my lower back was locking up which was strange as had never happened before. Heart rate was never much above 80% for this climb - I must have been getting tired. Rolled into the checkpoint, grabbed a banana, bidon of green cordial, looked at my watch and swore because my goal time was NOT going to be realised and raced off to enjoy the last, biggest and best descent of the Alpine Classic. Heading back along the valley to Bright and the end of the misery, I was so spent I couldn't even hold the wheel of a couple of guys who had passed me (at only 32 kph!), I looked at the time, saw that a personal best was not going to happen and cruised to the finish line at 25 kph and was VERY glad to climb off the bike. 8.47 official time, avg heart rate of 145 - right on 80% of max, hotter day, heavier Rob, and maybe a VO2 max test 3 days earlier didn't help either (I'm searching for every excuse I can find).

It's been a frustrating season so far, no PBs in anything I've done and a run of illness and injury. I was probably putting too much hope on yesterday being a result to lift my spirits and get me back on track but all I got was a sore back (and I can't help thinking: this is what happens to you when you turn 40). Honestly, it IS a great event and the weekend as a whole with great company and a lot of fun makes it impossible not to enjoy. I still aren't looking fondly at the memories of the actual ride yet but I'm sure that will change in a few days and I'll be writing it in next year's calendar again. I think I finally realised on Sunday that I am not and never will be a good climber on the bike, and it's a hard event to do if climbing isn't your bag. On a positive note I beat a lot of riders who probably consider climbing mountains a strength (the < 60 kg whippet type) so I should be satisfied with that. And no matter what else - it MUST be good strength training!!!

The Mountains and the McCoy's

Ted the grandfather, Deb the daughter having spent from the early 70's to the mid 90's Christmas holiday camping at Porepunkah once again returned to the beautiful Ovens valley with fellow Eastern club member and now Deb's husband Mark Chambers. Deb and Mark were married on January 1 at Marysville and celebrated with a post wedding ride up Lake Mountain!!! (must be something about bike riders, weddings and mountains, Michael Burke on the eve of his wedding to Gayle Pung on December 31 planned to have his guests race up Mount Buller!!!). Also in the party were Carole the grandmother

and grandchildren Karim (13) and Charlotte (9 months). The purpose of this journey was to accept the challenge of the 2005, 200 km Audax Alpine Classic. While Deb and family enjoyed the comforts of a de-luxe cabin at the Porepunkah Pines Caravan and Camping Park, Carole and Ted opted for the canvas lifestyle down by the river - a good option given the perfect weather conditions, mid 30's for the entire stay of 9 days. The scenic town/village of Bright again resembled a Tour de France stop over with bikes everywhere (1500 of which 900 were to attempt the 200 km ride) and standing room only at the side walk café's as cyclists got their last minute intake of caffeine 'fixes'.

Despite my offer to drive Mark and Deb the 5 km into Bright for the 6.20 start they chose a warm up ride! I drove, secured a good starting position and just as I was about to push off I was delighted to see a big group of Eastern jerseys arriving including: Ian Smith, Phil Tattersall, Steve Short, Ian Milner, Roman Suran, Alan Cunneen and Ross Tinkler (others I came across during the ride included Alan O'Neill, Phil Pelgrim, and Liz Randall).

A beautiful and typically crisp morning amongst the mountains, with the sun streaming through the trees, an ideal start. The first climb of 8 km to Tawonga Gap with its great view of Mount Bogong, the rapid plunge down to Mount Beauty and then the 30 km climb to Falls Creek, refuelling with buns, muffins, and coffee before hurtling downhill, exhilarating to say the least, followed by the return climb up Tawonga Gap - considered by most to be the toughest climb, particularly when hot, but to me overrated, I think Mount Buffalo is much tougher.

I grabbed some lunch at the Bright stop and rode onto Porepunkah where Carole was waiting with Charlotte who was eagerly awaiting the arrival of Mum for breast feed lunch - Charlotte reckons Mum is the best mobile milk bar - bar none!

Onwards and upwards to conquer Mount Buffalo, over the last pinch to Dingo Dell and then the major descent with adrenalin blotting out cramps and tiredness. For the last 10 km I had a lovely 'sit' on two very earnest and determined Audax members, half wheeling each other to the finish (one had ridden a 600 km event the weekend before!!!) to finish on a high in approximately 8 hr 45 min of riding. Deb and Mark arrived a while later, very satisfied with their efforts. Great to see the Eastern guys arriving, exhausted no doubt, but savouring their achievement.

Ted, Deb and Mark were not the only family members to ride for 13 year old, Karim, riding unofficially, did 117 km to Tawonga Gap, Mount Buffalo and back - a great effort on his new Trek that the family gave him for his 13th birthday - Karim is surely a prospective Eastern member in 2027!!

PS Post Alpine, I had a couple of great training rides - Porepunkah to Mount Hotham and return and another trip to Falls Creek, before returning home. Deb, Mark and Charlotte have headed off to Tasmania for the Great Tassie Ride (on a tandem towing Charlotte in a trailer!!!).

Steve short and others train (?) for the Alpine Classic

Around September last year Ian Smith spoke to me along with Phil Tattersall about The Alpine Classic ride run by Audax, I had previously heard about it from our master climber Ted McCoy after a club race at Toolangi, who said that I should try it and that I would really enjoy it!!!!!!!

I got the Motel Accommodation address from Ian were some of the guys would be staying in Bright and booked a room, along with paying my entrance fee and completing my registration with Audax

There that was easy it never hurt a bit, forget about it until January next year 2005. As Christmas drew near I was convinced that Ian would be encouraging me to do some training with him in the hills.....Nah!. no need we have plenty of time, that's what we convinced each other every time we spoke about it at Metec or wherever. Roll on into the New Year. During my break between Christmas and New Year consuming my usual fair share of food and beverages, I got a late call one night from Roman Suran saying that he along with Rudy Joosten, Mark Wallace, and Goran a mate from St Kilda, were planning a training ride for the Alpine Classic. We were to ride to and from Donna Buang from home, it would give us about 120 km and that they would meet me at Ferntree Gully railway station at 9.00 am the next morning. No worries I will be in that (obviously the red wine was kicking in strongly at that stage) I eagerly rang Ian Smith to invite him along "sorry Steve got a previous engagement tomorrow" was his reply. Hmmm! did Ian know something I didn't? All I saw up through Belgrave, Monbulk, East Wandin Saville etc onto Launching place was the backsides of the four Musketeers in front. At least Roman would occasionally join me at the back, together there we would pull faces at the three in front laughing and convincing each other not to turn around quietly and head back home behind their backs. The red wine was wearing off now. We must be mad, the temperature was rising rapidly. It was hot when we arrived at Launching Place where we met up with "I cannot climb hills" Ian Milner. We went onto Yarra Junction and made a water stop. Listening to the guys saying it was over an hours climb once we reached the bottom of the mountain. "Ian Smith did know something after all". I have never done the Donna Buang climb so I decided to pull the pin and head home by myself as I needed to be home before 2.00 pm as we had visitors for lunch. I eventually got home at 2.10 pm very lucky that Rosemary, "she who must be obeyed" at home was still busy preparing food and the guests had not arrived yet. Staggered through into the bathroom and fell into the shower. Spoke to Roman on the Monday down at racers café he told me he nearly snuffed it going up the mountain and even "I cannot climb hills" Ian Milner had left him on the climb. With the heat, the flies, my back, my legs, the pain, Roman was not his usual happy self. "Bloody hell" if Roman felt that bad, I vowed to myself I must do some hill training.

Two weekends before the Alpine Classic Ian Smith and Ross Tinkler took me up Donna Buang for my first time ever. We met at 7.00 am at the Launching Place Hotel. What a contrast in weather terms it rained all the bloody time and it was freezing. "Don't worry Steve, it will pass over", I will never forget those words of wisdom coming constantly from our president's mouth. After getting to the Warburton Bakery it was a toss up should we turn around or go up. Stuff it, we are here now lets do it. I knew we would regret saying that! Ian rode along side me all the way up which was a great help. Ross like "I cannot climb" Ian Milner can climb and never stopped talking all the way up giving me a running commentary on exactly how far we had to go and where it would get steeper etc, etc. Shut up Ross, was my reaction, I do not want to know, the three of us continued on into the mist laughing occasionally basically thinking how bloody stupid are we.

Great Ian and I had reached the car park Ross was about 50 metres or so in front, not far now I thought. Off into the mist we could make out this sorry looking rider slowly making his way up in front. Ross was like a puppy dog let off the lead for the first time. Off he went to catch him up. The silence was deafening the mist really weird. As Ian and I followed, Ross caught this guy in front and frightened the living daylights out of him as he rode past offering some words of encouragement, the guy basically rode off the road and just managed to unclip and save himself the embarrassment of lying sprawled all over the tarmac. Ross just rode off into the mist it was hard not to laugh, but Ian and I held back as much as possible until

we got past this poor guy, Ian telling him he only had about 200 metres to go into the mist ahead. ... "Keep on going mate!! Yeah right Ian, you cruel bugger, we just laughed and spluttered in between standing out of the saddle the rest of the way up. It was freezing and my hands and feet were numb but we eventually got there. The descent was brilliant, even though it was wet and dangerous. Any members who know my wonderful descending skills, knows that I must be the worst in the club. However I was the first down to the bottom, the only reason being that my fingers were that bloody cold and numb I could not pull the brakes hard enough. At last down at the bottom the sun was out no mist "Brilliant" We were still ringing wet though stopping at the bakery for a hot chocolate and two cakes followed by a hot meat pie. "Is this really good cycling food for you I asked our president? Yeah. They never touched the sides. Poor Ross was feeling the cold the worst out of the three of us, he was struggling to keep his bottom lip from shaking along with his knees. Ross does not carry as much natural conditioning as Ian and me, ie fat. You have got to drink more stout and eat more pies I explained to him, it keeps you warm. "I cannot type Ross's reply"

The Alpine Classic Weekend finally arrives:

Saturday morning arrived. Drive around to Ian and Stephies place to travel in convoy along with Ross Tinkler his wife Heather and children. Rosemary made us late and on the way Ian called on his mobile to make sure I had not pulled the pin and changed my mind. After teaming up with David Casey en route, we arrived at the motel in Bright. What a great little place, reasonable rooms and a lovely lawn and pool area to sit and relax. We were joined by Dale Thompson and his wife Lucy. We sat around the pool area most of the day while the kids played. Stuff the ride tomorrow I was thinking maybe we should stay here at the pool and relax. Ian, Ross, Dale and David have all done this ride before but not the 200 km. I was intrigued listening to them talking about which bits they thought were the best and worst parts. Unfortunately quite large parts of the conversations were lost due to the frequent trips to the toilet I was making. Ian was encouraging me to keep hydrated, I drank so much water I was making a bubbling sound every time I walked or rolled over on my towel. It was a great day, the kids were in the pool till pretty late playing games keeping the adults entertained. Of course the ladies were hydrating themselves with various drinks not water though!!! Alan Cunneen and his partner were at the same motel, it was just a beautiful day. After dinner in the restaurant I had pasta and two pints of Guinness with my new drinking partner David Casey, thanks Dave. We all retired to our rooms in preparation for the ride which we were to start at 6.20 am. Met the guys for Brekkey at 5. 15 am in the restaurant. I am never a good sleeper in strange beds, I was tired and my lower back was a little sore. I smelt of deep heat which I had rubbed all over my lower back. After a few jokes we were on the road down to the start line. It was fantastic to see so many riders and was pleased to see all the Eastern guys looking splendid in their Eastern colours. Ted Mc Coy (this man is unreal) was already in line ready to go along with Alan Cunneen. We were soon off and I was wrapt as all the Eastern guys along with our champion rider Liz Randall formed a nice group on the way out of Bright. The adrenalin was beginning to pump as my legs warmed up and we sailed along the road what a day, I was loving it already. Slowly but surely we began to break up bit by bit as the road stretched up ahead over Tawonga Gap and each rider began to find their own rhythm. The conversations were getting shorter and things were becoming quiet. So Roman and I decided to tell some jokes for a while. "I cannot climb hills" Ian Milner was looking the part and confident, Rudy Joosten as strong as ever and Ted Mc Coy he was already off in the distance. The descent was brilliant I am getting a little bit better but thought some riders were taking too many chances, seeing that we had basically just started. I rode with Ian Smith, Ross Tinkler and Phil Tattersall most of the way, occasionally losing contact but then catching them again as they slowed for me. We eventually reached the top of Falls Creek. The countryside and view is just breath taking its my first time up to Falls Creek I could not help looking around and sharing the experience with the other riders and I loved it. At one stage Debbie Mc Coy came casually riding up to Ian, Ross and me on her mountain bike, she too is unreal just like her dad. After a few words of encouragement to us, she just rode off with a faster group that had passed. Ian and I just smiled in amazement. My back was feeling sore as I joined the line at the food station for my share of the goodies on offer. The offerings were wonderful they obviously new I was coming. After regrouping outside with Ian Ross and Phil we started our descent it was brilliant, we reached the bottom rode through Mt. Beauty and to the base of Tawonga Gap for the climb back up and over into Bright. This climb is character building I

saw many guys struggling or going at it too hard to begin with, only to blow up and die a slow painful retreat backwards. It was getting bloody hot I was continually holding back with in myself, riding just behind Ian and Ross looking at the tarmac on the road rising in little bubbles and popping as you road over them. The heat was stifling and I was not enjoying drinking the warm water I was carrying. My back was getting stiffer, but I was determined not to let the guys down whom I was following, I began to think I should have trained for this more. Cool I am going down hill, I could see Ian off in the distance, I just enjoyed the descent along with a Audax rider called Francis, she said that most of her mates called her Frank but we will not go there today. That's another story.

Into Bright to enjoy another food stop along with Ian, Ross and Phil. I rolled in John Grant, what a great effort I believed last year John cooked himself and died (surely nearly Steve). He had done a great ride but said 130 km was it for him. He should be very pleased with his efforts. John had started at 6.40 am with the second group. A rest in the shade, two cups of tea, a banana a cake, half a bottle of water and we were on the road again heading for Mt. Buffalo. Phil and I waited on the road as Ross and Ian called in at the motel we were staying at to check in with the girls and kids. I thought it was not a good idea for me to go in as I may be tempted to stay by the pool and rehydrate on the UDL cans that Stephie had introduced the to girls the day before. The guys eventually came out and we were on the way around 70 km to go. I did not feel too bad, in fact I was not hurting that much at all but was still holding back a little as I had been informed the day before that this was one of those worst parts. My back was the only thing giving me a real problem, must be the bed last night or the amount of dancing with Rosemary in the local pub.

Bloody hell it is hot I am beginning to day dream in this heat. We were starting the climb, Phil quickly got into his rhythm along with Ross and left Ian and me. I have three chain rings and it was like a gift from above when about a third of the way up I decided to drop it onto the small ring. I had been saving this as a back up just in case. I was dancing like Lance, my legs were spinning but I am sure I was going backwards at some stages. It took me ages to get into the right rhythm and Ian kindly stayed with me and Ross had come back to us, not feeling the best. Ian was looking very strong and determined, poor Ross was feeling the heat badly I waved Ian on and he rode off up into the distance. Ross and I rode together encouraging each other to keep going. Make no mistake this climb is tough and it was so bloody hot the sun was burning. I was just riding at an easy pace and we occasionally rode across the other side of the road to shelter briefly in any shade from the over hanging trees. We had to stop for a second as Ross waited for me to catch him, as we did Rudy Joosten came flying down the road he looked brilliant. Any member who has seen Rudy descend knows how well he goes. Next Eastern rider we saw was: "I cannot climb hills" Ian Milner, yeah right. Then it was Roman Suran seeing these riders made Ross and I continue on and their encouragement to us both was much appreciated. Ian Smith and Phil descended past us and they told us that there was not long to go and to keep going, that last two km was quite soul destroying, seeing all these smiling faces of other riders passing us on there descent, some good enough to call out encouragement some just too pleased to be on their way down home.

The cup of tea at the top tasted quiet out of this world and to sit in the shade just bliss. My back felt the worst out of everything and my right knee was playing up with a little with soreness under my knee cap. We exchanged our experiences of how we were feeling with Alan Cunneen who we had seen on the way up. The descent was fantastic, the views out of this world I would hate to have missed it. We saw Graham Cadd riding alone grinding his way up to the finish, Graham is not small in stature and that was a great effort from Graham, I know he is used to long distance riding, but to go up Buffalo by yourself can be soul destroying. Back on the flat we were riding strong as the excitement of a pending finish was not far off, Ross I shouted as we exchanged turns at the front. We are going to make it, easy mate, well done keep going. About 5 km to go and David Casey drove up along side in his utility and offered his assistance, then words of encouragement as he drove off ahead. At the front of the Motel stood Liz, Ross's young daughter along with David clapping us on. Liz was jumping up and down with a towel across her shoulders sheltering her from the hot sun. I felt really good for Ross and even better when hearing David call out that the Guinness was on ice waiting for me. Faster Ross I shouted we both laughed and kept it going. Into the left hand finish under the banner. There is Ted McCoy clapping and cheering for us. We did it. We survived, I was so pleased for everyone. At one stage I think Ross may have thought about throwing in the

towel but he showed tremendous courage and fighting spirit to keep going, the heat really hurt him. We shook hands with Ted, who was so excited for us, it was great to have him there. The actual time in the saddle was around 9hrs 32mins at least that is what was on the computer when Ross and I got back into the motel grounds. I am not too sure of the total amount for the day but it must have been about 1 hour or so longer, not too good really

Rode back to the Motel, onto the lawn and pool area and was promptly handed a stubbie of stout by one of the guys. After showering and downing heaps of water we sat around the pool and discussed the days events. Later on we all got together and had a BBQ. The girls all worked tirelessly preparing salads etc, and everyone chipped in and shared their food. Lucy excelled on the barbie. Ross's daughter eagerly prepared cowboy shooters with her Mum Heather, as we all toasted each other on a great day. It was like a big family gathering. I was so pleased of being apart of the Eastern Vets club sitting their laughing, eating, toasting each, telling jokes and playing games with the kids. It could not of been better. Looking around the lawn at other riders I could sense they were quite envious of us. Ross led the way of retiring to bed. Dale, David, Ian and I helped tidy up the tables and chairs, while the girls removed the plates, Lucy cleaned that BBQ, like it had never been cleaned..... ready for next year I reckon.

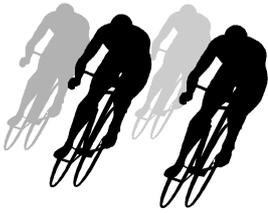
I hope my account of my weekend does not give anyone the wrong idea . The main reason for going was to ride not to just socialise but it was a great occasion and a wonderful friendly atmosphere . The companionship could not have been better. Rosemary and I have already booked our room for next year. I encourage any of the Eastern riders to come along, more the better I say. Make no mistake this ride is not easy but its well worth doing, the sense of achievement in completing any of the distances is well worth the effort. The friendship of all the riders is second to none. I would love to see a much bigger pack of riders from our club dressed in the Eastern colours heading out from Bright next January. Make the effort just speak to the guys and girls who have done it.

One thing is for sure though my preparation next year will be much better. I will be doing more hill training. I might even get a new light bike with better gearing. I am going on a special diet and I am going to stop drinking Guinness??. Well maybe not stop drinking Guinness. I will give Ted Mc Coy a ring and ask him what to do, he is definitely a legend as far as climbing is concerned. It's great fun this bike riding.

Congratulations to everyone who rode even my mate "I cannot climb hills", Ian Milner. ...
Yeah right Ian God help us when racing if he decides to go on a strict diet.

Cheers.

Steve



eastern veterans cycling club

Newsletter February 26 2005



**MONDAY NIGHT FEBRUARY 28
MAROONDAH CLUB 8.00 PM.
MONTHLY MEETING
IMPORTANT MATTERS TO BE DISCUSSED.
COME ALONG AND HAVE YOUR SAY
SEE YOU THERE.**

Graded Scratch Races Dunlop Road 19 February

An overcast morning, and with a forecast temperature of 25° brought out 119 riders. Unfortunately the forecast temperature didn't arrive, but nevertheless near perfect racing conditions. Dunlop Road, notwithstanding the more stringent permit conditions requiring cones on the corners continues to be a very popular circuit. There is a bit of building activity going on which necessitated sweeping 100 m or so of the road on the left hand side coming to the finish. There also appeared to be some activity along the back straight, but hopefully we are not about to see substantial redevelopment of the area.

Nigel is back writing race reports

A grade

There were 15 starters in a-grade, I wasn't one of them, and as the race progressed I was glad I wasn't.

Marshalling the corner that led onto the finish straight I watched the race unfold. The first lap was quite pedestrian, on the second lap Peter Howard came into view and was around the corner before the remainder of the bunch came into sight. He held this break for a couple of laps before being joined by Phil Smith and the two worked together to stay away for half of the race. At times holding a break of 20 seconds, this would be cut back to 10 seconds and then be built back out to the 20. Given the size of the chasing bunch the break had little chance of being sustained and after about half an hour it was bought back and the bunch was back together.

From my vantage point the next ten minutes or so were relatively uneventful, the bunch circulating together, one lap they would come around at a seemingly sedate pace, the next time round they flew past. At around the 45 minute mark there was a split in the group as they came around, the split was around 50/50, the early chase pace must have taken its toll on a half of the riders. Over the concluding

laps I witnessed some attacks from Guy Green, which were never allowed to get away. Ante Sunjo had a bit of a break going into the finishing straight, but was unable to maintain, being swamped by the fast finishing Peter O'Callaghan and the other place getters.

B grade

Swapping the candy waistcoat for an O'Mara jersey and the orange flag for a race bike it was off to the start line with 30 odd, fellow Saturday afternoon, masochists. There were quite a few faces I didn't recognise, and quite a few that I did, there were some legs that suggested the riders may be worthy of keeping an eye on, and there were some legs simply worthy of keeping an eye on.

The first lap was neutral, which probably explained the pedestrian first lap of the previous races, and put paid to my plan of attacking on the first lap. Actually, the hour standing around had squashed that plan. So I found myself a nice little spot mid-field and prepared to enjoy myself while Nick Panou generously led the field for the first lap.

The pace kicked in from the start of the second lap and rarely let up for the whole race. There were attacks followed by chases throughout most of the race. Working on the theory that closer to the front of the race is better than being down the back, I aimed to maintain a top 6 position. After a few small breaks had been chased down I found myself relegated to mid-field, grateful for a bit of a rest. Trapped in the middle of the bunch I watched as a rider launched another attack. There appeared to be a bit of collusion between a few of the riders in the bunch and this wasn't the first time a bit of controlling had seemed to go on at the head of the race. Unable to do a great deal about it for a quarter of a lap I watched as the break-away rider pulled a decent gap with no response from the peleton.

Finally able to get clear I set about bridging the gap, on getting across I checked my wheel to find that the bunch had not come with me, figuring this was as good a plan as any I took the lead and endeavoured to maintain the break. A third rider had come across as well and the three of us worked together for a lap or so before we were pulled back in. No sooner were we engulfed than another rider took off and the legs were asked to give a little more.

With 15 minutes or so to go another break with Ian Smith, Matt White, and another rider(s) pulled a bit of a gap. At the time I was in second wheel, as none of the 'other team' were in the break-away, I thought I'd try a bit of team tactics myself, pulling to the front I tried to slow the bunch down. It didn't take too long for someone to react to this and the chase was on once again.

In the remaining minutes a few surges indicated a few non-productive attacks and showed that the bunch was not going to let anybody away this close to the finish, so it was going to be down to a bunch sprint. Having chased what was the last 'tactical' attack at the bell I was swamped by the field as we closed it down and found myself again mid-field and trapped as we rode the back half of the course. I had had intentions of maybe attempting my own attack half a lap from the finish, but the last chase, and my road position, ended that plan (plan b. 1. ii). The bunch rode into the last corner en-mass.

Coming around the final bend I had Nick in my ear telling me to go, I had memories of putting Neville Williamson into one of the driveways opposite on my first outing telling me to take it carefully, and visions of what a

Results

	First	Second	Third	Fourth
1 Grade (14)	Peter O'Callaghan	Geoff Waiter	Rob Amos	Guy Green
1 Grade (27)	Gary Chamberlain	Nick Panou	Ron McCurdy	Terry Murdock
1 Grade (20)	Graeme Parker	Michael Paull	Geoff Puttock	Alan Hicks
1 Grade (26)	Tony Curulli	Harold Simpson	Paul Kelly	Graham Cadd
1 Grade (17)	Rod Hay	Keith Bowen	Ron Stranks	Clive Wright
1 Grade (15)	Angelo Antignani	Daryl O'Grady	David Johnson	Rod Goodes

Officials

Sorry guys, but I didn't get a list today, but thank you to the traffic controllers, traffic marshalls, sweepers and anyone else who helped on the day. Increasingly our circuits require more people to help, without which we would not be able to race.

Eastern Vets Program

Saturday	Feb	26	2.00 pm	Steels Creek	Graded Scratch Races
Sunday	Feb	27	9.00	Metec	VVCC criterium championships
Monday	Feb	28	8.00 pm	Maroondah Club	Monthly General Meeting
Saturday	Mar	5	2.00 pm	Dunlop Road	Graded Scratch Races
Saturday	Mar	12	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Saturday	Feb	27	9.00 am	Star Crescent	Graded Scratch Races
Sunday	Mar	6	9.00 am	Braeside	Graded Scratch Races
Sunday	Mar	13	9.00 am	Healey Road	Graded Scratch Races
Sunday	Mar	20	9.00 am	Braeside	Graded Scratch Races

grounded pedal could do, slowing me down. Sorry Nick you're outnumbered 2 to 1. Not that it mattered as he managed to find his way through to second place. With the bunch spread out across the whole road I was able to find my way through to a top 8 finish. All in all, a great race.

My figures for the race : 38.00 kilometres (including a hundred metres or so of slow down) in 58 minutes and 7 seconds for an average of 39.2 kph. Top speed 58.9 kph.

A fast race. *Nigel*

Twenty starters in C grade with handicapper Graeme Parker getting up in the sprint from Michael Paull, Geoff Puttock and Alan Hicks.

Another bunch sprint in D grade, with Tony Curulli winning by a length or two and having time to look around to Harold Simpson, Paul Kelly and Graham Cadd.

Rod Hay won E grade from Keith Bowen, Ron Stranks and Clive Wright. The winner should have been Dick Fox. Dick attacked at the end of the back straight on every lap for the last 20 minutes or so of the race, managed to get breaks of about 50 m, but was never able to get away.

F grade had its biggest field ever with 15 riders and another bunch sprint won by new rider Angelo Antignani from Daryl O'Grady, David Johnson and Rod Goodes.

Northern Vets Program

Sunday	Feb	27	9.00 am	Metec	VVCC criterium championships
Sunday	Mar	6	10.00 am	Trentham	Trentham Hotel Handicap
Sunday	Mar	13	10.00 am	Toolernvale	Age Championships
Sunday	Mar	20	Easter no racing		

MORE STORIES FROM THE ALPINE CLASSIC

STEVE SHORT AND OTHERS IN TRAINING MODE (?) FOR FOR THE ALPINE CLASSIC

Around September last year Ian Smith spoke to me along with Phil Tattersall about The Alpine Classic ride run by Audax, I had previously heard about it from our master climber Ted McCoy after a club race at Toolangi, who said that I should try it and that I would really enjoy it!!!!!!!

I got the Motel Accommodation address from Ian were some of the guys would be staying in Bright and booked a room, along with paying my entrance fee and completing my registration with Audax

There that was easy it never hurt a bit, forget about it until January next year 2005. As Christmas drew near I was convinced that Ian would be encouraging me to do some training with him in the hills.....Nah!. No need we have plenty of time, that's what we convinced each other every time we spoke about it, at Metec or wherever. Roll on into the New Year. During my break between Christmas and New Year consuming my usual fair share of food and beverages, I got a late call one night from Roman Suran saying that he along with Rudy Joosten, Mark Wallace, and Goran a mate from St Kilda, were planning a training ride for the Alpine Classic.

We were to ride to and from Donna Buang from home, it would give us about 120 km and that they would meet me at Ferntree Gully railway station at 9.00 am the next morning. No worries I will be in that (obviously the red wine was kicking in strongly at that stage) I eagerly rang Ian Smith to invite him along "sorry Steve got a previous engagement tomorrow" was his reply. Hmmm! did Ian know something I didn't? All I saw up through Belgrave, Monbulk, East Wandin Saville etc onto Launching place was the backsides of the four Musketeers in front. At least Roman would occasionally join me at the back, together there we would pull faces at the three in front laughing and convincing each other not to turn around quietly and head back home behind their backs. The red wine was wearing off now. We must be mad, the temperature was rising rapidly. It was hot when we arrived at Launching Place where we met up with "I cannot climb hills" Ian Milner. We went onto Yarra Junction and made a water stop.

Listening to the guys saying it was over an hours climb once we reached the bottom of the mountain. "Ian Smith did know something after all". I have never done the Donna Buang climb so I decided to pull the pin and head home by

myself as I needed to be home before 2.00 pm as we had visitors for lunch. I eventually got home at 2.10 pm very lucky that Rosemary, "she who must be obeyed" at home was still busy preparing food and the guests had not arrived yet. Staggered through into the bathroom and fell into the shower. Spoke to Roman on the Monday down at racers café he told me he nearly snuffed it going up the mountain and even "I cannot climb hills" Ian Milner had left him on the climb. With the heat, the flies, my back, my legs, the pain, Roman was not his usual happy self. "Bloody hell" if Roman felt that bad, I vowed to myself I must do some hill training.

Two weekends before the Alpine Classic Ian Smith and Ross Tinkler took me up Donna Buang for my first time ever. We met at 7.00 am at the Launching Place Hotel. What a contrast in weather terms it rained all the bloody time and it was freezing. "Don't worry Steve, it will pass over", I will never forget those words of wisdom coming constantly from our president's mouth. After getting to the Warburton Bakery it was a toss up should we turn around or go up. Stuff it, we are here now lets do it. I knew we would regret saying that! Ian rode along side me all the way up which was a great help. Ross like "I cannot climb" Ian Milner can climb and never stopped talking all the way up giving me a running commentary on exactly how far we had to go and where it would get steeper etc, etc. Shut up Ross, was my reaction, I do not want to know, the three of us continued on into the mist laughing occasionally basically thinking how bloody stupid are we.

Great, Ian and I had reached the car park Ross was about 50 metres or so in front, not far now I thought. Off into the mist we could make out this sorry looking rider slowly making his way up in front. Ross was like a puppy dog let off the lead for the first time. Off he went to catch him up. The silence was deafening the mist really weird. As Ian and I followed, Ross caught this guy in front and frightened the living daylight out of him as he rode past offering some words of encouragement, the guy basically rode off the road and just managed to unclip and save himself the embarrassment of lying sprawled all over the tarmac. Ross just rode off into the mist it was hard not to laugh, but Ian and I held back as much as possible until we got past this poor guy, Ian telling him he only had about 200 metres to go into the mist ahead. ... "Keep on going mate!! Yeah right Ian, you cruel bugger, we just laughed and spluttered

in between standing out of the saddle the rest of the way up. It was freezing and my hands and feet were numb but we eventually got there. The descent was brilliant, even though it was wet and dangerous. Any members who know my wonderful descending skills, knows that I must be the worst in the club. However I was the first down to the bottom, the only reason being that my fingers were that bloody cold and numb I could not pull the brakes hard enough. At last down at the bottom the sun was out no mist "Brilliant" We were still ringing wet though stopping at the bakery for a hot chocolate and two cakes followed by a

hot meat pie. "Is this really good cycling food for you I asked our president? Yeah. They never touched the sides. Poor Ross was feeling the cold the worst out of the three of us, he was struggling to keep his bottom lip from shaking along with his knees. Ross does not carry as much natural conditioning as Ian and me, ie fat. You have got to drink more stout and eat more pies I explained to him, it keeps you warm. "I cannot type Ross's reply"

Steve Short

Nigel's Observations On Bike Etiquette And Skills

A couple of things occurred during Saturday's racing that have made me think about etiquette.

There is the old chestnut about giving a passed bunch space by staying up the road until the passing bunch is clear. This also works in reverse, a bunch being passed, if they are not chasing, should sit up a little and allow themselves to be passed. All of us have been in the slower bunch at one time or another and expected the courtesy of not being cut-off, so now that we are in the faster bunches we should extend that courtesy.

Along the same theme, riders should not take advantage of a bunch passing manoeuvre to advance their position. This can take several forms ;

- a rider in the passing bunch attacking just before, or as they are passing,
- a rider of the bunch being passed attacking as they are being passed. I saw this on Saturday, it leaves the slower bunch unable to respond and can cause havoc as they try to get back past the faster bunch in response. and,
- a rider in the slower bunch attacking after being passed using the faster bunch to gain a bit of leverage.

Riders going into a corner two wide. If you are passing a rider going into a corner, leave space for them through the corner. Again I saw this on Saturday where a rider was cut-off, not only is this bad form, it can be very dangerous. A rider coming down because they were run into the gutter on a corner could bring the whole bunch down.

We are racing for fun, we aren't racing for our livelihoods, although livelihoods could be at stake. A bit of common sense and courtesy and we will all be able to go back to work on Monday knowing that we had a great weekend. Well, those of us who go back to work on Monday.

While I am on my soap box, another point I would like to make is getting up out of the saddle. From observations, a lot of riders appear to pull themselves up with their arms, this has the effect of pulling the bike back under the rider and into the bike behind. Yes, I know it is the responsibility of the following rider not to run into the back wheel of the bike ahead, but when it is close and a little crowded, as it can get at the hump at METEC, there may not be the room to take avoiding action. A better technique is to push yourself up with your legs, this provides a much smoother transition from saddle to standing without the relative backward motion and loss of momentum.

Oh, and Nick, try riding on the hoods rather than the drops, it makes it easier for the rider on your wheel.

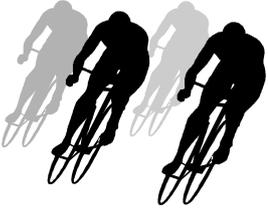
Nigel

Did You Know?

Congratulations to David Casey who came second on a count back from Rob Crowe, to Hayden Shorten in Southern's Cannondale Cup Thursday night series at Sandown.

Racing on Saturday March 19, will be on a new circuit at Strathewen. Check out the website for details of the circuit and how to get there. The start finish is off the circuit (you will understand what I mean when you see the plan).

Toolangi Course Vicroads have issued a permit for us to race there on May 21, but have indicated that this is not to taken to mean that permits will be issued in the future. If you have any ideas for new circuits (road or criterium) please let someone on the committee know ASAP.



eastern veterans cycling club

Newsletter March 5 2005

Graded Scratch Races Steels Creek 26 February

A return to Steels Creek for a road race which was a change from "the racing around in circles" as someone put it, was obviously popular with 83 starters. Again near perfect conditions, overcast, low 20's a bit of a southerly helping on the way out and not hindering too much on the way back

Four new riders had a mixed result on the day. Andrew Fraser in his first race started in F grade and gave E grade a bit of fright when he came charging past near the tennis courts on the second lap. We passed him again but he managed to get in front on the third lap and stay in front, finishing a few hundred metres ahead of E grade. Andrew won't see F grade again and may not even visit E grade. Lucio Cesario was meant to start in E grade, but somehow managed to start with D grade and stay with them throughout the race. Another one who probably won't see E grade (probably a bit of self interest here). Mark Swoboda (B grade and Wayne Robinson E grade) both started with the correct bunch and stayed there comfortably.

Nigel's B Grade Race Report

The usual suspects were there, the Ian twins, Smith and Milner, Matt White, Steve Barnard, Nick Panou, Phil Tattersall, John Jardine, Steve Short (making it to the start line just as we set off, that man can talk), and a few unusual ones. 17 riders, 22 degrees, overcast, a light southerly, and four laps promised an interesting race. The bunch was big enough for a threatening breakaway to form and big enough to chase any threatening breakaway.

Today's plan was a rehash of the base Steels Creek plan. Sit in for the first lap, get the legs warmed up, get a feel for how I was travelling, get a feel for how the others were travelling, try and punish a few on the second and third laps, rest on the final lap, attack on the last incline, finish first.

Finally a plan comes together.

From the start Nick led us out (that's two weeks in a row), at the end of the neutral zone he took one step forward and held a hundred metre or so gap over the first climb and down into the valley. No one in the bunch seemed to take a breakaway this early in the race too seriously and were happy to allow him his solitude. But then, in another's words, 'John Jardine just couldn't help himself', and we were off in pursuit. Two of us made it across first and with a little helping hand for Nick tried to form a working group. This was not to be as the remainder of the bunch were not too far behind and we were back together again. So much for sitting in for the first lap.

As per expectations it wasn't long after this that the Milner half of the Ian twins put in his first attack. This had the effect of stirring the bunch up a bit and the pace was upped till we were all back together again. Another attack approaching the first turnaround instilled a little panic as we tried to close it down before they gained the advantage of the neutral zone on the turn.

We lost one rider to a puncture by the Tennis courts, and John Jardine dropped away somewhere along the first lap (too much too soon). Ian Milner attacked again on the way back and was allowed his solitude until the usual bunny of the bunch decided that he had had enough time on his own and led the bunch up.

We turned at the end of the first lap essentially as a group. The second lap taking much the same form as the first. Various riders (all of the above named suspects) taking turns at setting the pace, a few small surges to test the strength of the individual rider and the responsiveness of the bunch. With the exception of Ian Milner's usual attacks no body pulled a significant break on the field and it was as a bunch that we went around for the third lap, Ian's breaks being neutralised after a kilometre or so.

According to plan, I had pushed the pace on a couple of the inclines on the second lap and started the third lap in a similar vein stretching the bunch up the first rise. The effort caused my brain to go into shut down mode. Halfway out I'm leading the bunch, and had been for a while, it suddenly occurs to me that this was a stupid idea. I looked around, and yes, they were still there, quite happily tapping away, letting me set the pace. Stuff this for a joke, I pulled right to let the next rider through, only to have the bunch follow me across the road, I went left, they went left, I went right, they came right, is that music I hear? Do we have a conga line going here?

It became apparent through the third lap that Ian Smith's Alpine Classic training had done him some good as he seemingly rode effortlessly away up the few inclines causing the remainder of us to dig deep just to keep up. Another Ian Milner attack on the way back had me thinking that this might be the opportunity to get away, an effort to bridge saw me fall short, another rider making a similar attempt also fell short. Eventually the bunch closed the gap and it was as a group that we went into the turn-around for the final lap.

The last lap started in the same way as the third but this time my efforts had me going over the first rise with a bit of a break. I had no hope of staying away, but figured I'd make 'em work to bring me back in, it didn't take them too

long. Another surge, just for fun, then it was some-one else's turn.

I think every-one was expecting Ian Milner to pull another attempt after the final turn-around and when he went to the front soon after the tennis courts we were right on his wheel. A few individual attempts to get away were short lived, an increasing head wind making it difficult for a lone rider to do much more than pull a couple of metres before falling back to the protection of the bunch.

An attempt by Matt White along a sheltered section about 3 kilometres from home had him 50 metres clear for a while. There were a few knowing smiles amongst those who had done turns on the return leg. The pace was increased to keep him within a reasonable distance, then the trees disappeared, the road started to rise and the attack was over as the increasing wind took it's toll. Another attack on the second last incline met the same fate as the rider found out just how strong the wind had become.

With cramps starting and the knowledge that I wouldn't have a chance in a sprint finish I put in an all-out last-ditch attempt up the last rise. Checking behind as I crested the top I was not surprised to see Ian Smith's smiling (read grimacing) face just behind me, what I was surprised to see was a large gap behind Ian to the rest of the group. Surrendering the lead to Ian to get us down the hill I checked behind again. There seemed to be some consternation and confusion within the bunch as to who was meant to lead the chase and we managed to maintain the metres won on the climb into the run to the finish. Retaking the lead a hundred metres or so from home I was able to stay ahead of Ian and we were able to hold off the bunch. A fast finishing Nick Panou taking the bunch sprint for third, ahead of the 9 remaining riders.

I love it when a plan comes together.

My figures for the day: 65.93 kilometres in 1 hour 50 at an average of 36.0 kph, not the fastest race, but a tough one.

Results

	First	Second	Third
4 Grade (8)	Guy Green	Rob Amos	Ante Sunjo
I Grade (18)	Nigel Kimber	Ian Smith	Ron McCurdy
C Grade (12)	Nick Hainal	Michael Paull	Tony Curulli
I Grade (21)	Tim Crowe	Graham Cadd	Peter Shanahan
I Grade (12)	Dick Fox	Richard Maggs	Ron Stranks
I Grade (12)	Andrew Fraser	Angelo Antignani	Andrew Ferridge

Officials

Sorry guys, but I again didn't get a list today, but I think those involved were Greg Lipple, Steve Oberg, David McCormack and Colin O'Brien.

Eastern Vets Program

Saturday	Mar	5	2.00 pm	Dunlop Road	Graded Scratch Races
Saturday	Mar	12	2.00 pm	Metec	Graded Scratch Races
Saturday	Mar	19	2.00 pm	Strathewen	Graded Scratch Races
Saturday	Mar	26	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	Mar	6	9.00 am	Braeside	Graded Scratch Races
Sunday	Mar	13	9.00 am	Healey Road	Graded Scratch Races
Sunday	Mar	20	9.00 am	Braeside	Graded Scratch Races

Northern Vets Program

Sunday	Mar	6	10.00 am	Trentham	Trentham Hotel Handicap
Sunday	Mar	13	10.00 am	Toolernvale	Age Championships
Sunday	Mar	20	10.00 am	Ballan	Ballan Autumn Festival
Sunday	Mar	20	Easter no racing		

MORE STORIES FROM THE ALPINE CLASSIC

The Alpine Classic Weekend finally arrives for Steve and his mates

Saturday morning arrived. Drive around to Ian and Stephies place to travel in convoy along with Ross Tinkler his wife Heather and children. Rosemary made us late and on the way Ian called on his mobile to make sure I had not pulled the pin and changed my mind. After teaming up

with David Casey en route, we arrived at the motel in Bright. What a great little place, reasonable rooms and a lovely lawn and pool area to sit and relax. We were joined by Dale Thompson and his wife Lucy. We sat around the pool area most of the day while the kids played. Stuff the ride tomorrow I was thinking maybe we should stay here at the pool and relax. Ian, Ross, Dale and David have all done this ride before but not the 200 km. I was intrigued

listening to them talking about which bits they thought were the best and worst parts. Unfortunately quite large parts of the conversations were lost due to the frequent trips to the toilet I was making. Ian was encouraging me to keep hydrated, I drank so much water I was making a bubbling sound every time I walked or rolled over on my towel. It was a great day, the kids were in the pool till pretty late playing games keeping the adults entertained. Of course the ladies were hydrating themselves with various drinks not water though!!! Alan Cunneen and his partner were at the same motel, it was just a beautiful day. After dinner in the restaurant I had pasta and two pints of Guinness with my new drinking partner David Casey, thanks Dave. We all retired to our rooms in preparation for the ride which we were to start at 6.20 am. Met the guys for Brekkey at 5.15 am in the restaurant. I am never a good sleeper in strange beds, I was tired and my lower back was a little sore. I smelt of deep heat which I had rubbed all over my lower back. After a few jokes we were on the road down to the start line. It was fantastic to see so many riders and was pleased to see all the Eastern guys looking splendid in their Eastern colours. Ted Mc Coy (this man is unreal) was already in line ready to go along with Alan Cunneen. We were soon off and I was rapt as all the Eastern guys along with our champion rider Liz Randall formed a nice group on the way out of Bright. The adrenalin was beginning to pump as my legs warmed up and we sailed along the road what a day, I was loving it already. Slowly but surely we began to break up bit by bit as the road stretched up ahead over Tawonga Gap and each rider began to find their own rhythm. The conversations were getting shorter and things were becoming quiet. So Roman and I decided to tell some jokes for a while. "I cannot climb hills" Ian Milner was looking the part and confident, Rudy Joosten as strong as ever and Ted Mc Coy he was already off in the distance. The descent was brilliant I am getting a little bit better but thought some riders were taking too many chances, seeing that we had basically just started. I rode with Ian Smith, Ross Tinkler and Phil Tattersall most of the way, occasionally losing contact but then catching them again as they slowed for me. We eventually reached the top of Falls Creek. The countryside and view is just breath taking its my first time up to Falls Creek I could not help looking around and sharing the experience with the other riders and I loved it. At one stage Debbie Mc Coy came casually riding up to Ian, Ross and me on her mountain bike, she too is unreal just like her dad. After a few words of encouragement to us, she just rode off with a faster group that had passed. Ian and I just smiled in amazement. My back was feeling sore as I joined the line at the food station for my share of the goodies on offer. The offerings were wonderful they obviously new I was coming. After regrouping outside with Ian Ross and Phil we started our descent it was brilliant, we reached the bottom rode through Mt. Beauty and to the base of Tawonga Gap for the climb back up and over into Bright. This climb is character building I saw many guys struggling or going at it too hard to begin with, only to blow up and die a slow painful retreat backwards. It was getting bloody hot I was continually holding back with in myself, riding just behind Ian and

Ross looking at the tarmac on the road rising in little bubbles and popping as you road over them. The heat was stifling and I was not enjoying drinking the warm water I was carrying. My back was getting stiffer, but I was determined not to let the guys down whom I was following, I began to think I should have trained for this more. Cool I am going down hill, I could see Ian off in the distance, I just enjoyed the descent along with a Audax rider called Francis, she said that most of her mates called her Frank but we will not go there today. That's another story.

Into Bright to enjoy another food stop along with Ian, Ross and Phil. I rolled in John Grant, what a great effort I believed last year John cooked himself and died (surely nearly Steve). He had done a great ride but said 130 km was it for him. He should be very pleased with his efforts. John had started at 6.40 am with the second group. A rest in the shade, two cups of tea, a banana a cake, half a bottle of water and we were on the road again heading for Mt. Buffalo. Phil and I waited on the road as Ross and Ian called in at the motel we were staying at to check in with the girls and kids. I thought it was not a good idea for me to go in as I may be tempted to stay by the pool and rehydrate on the UDL cans that Stephe had introduced the to girls the day before. The guys eventually came out and we were on the way around 70 km to go. I did not feel too bad, in fact I was not hurting that much at all but was still holding back a little as I had been informed the day before that this was one of those worst parts. My back was the only thing giving me a real problem, must be the bed last night or the amount of dancing with Rosemary in the local pub.

Bloody hell it is hot I am beginning to day dream in this heat. We were starting the climb, Phil quickly got into his rhythm along with Ross and left Ian and me. I have three chain rings and it was like a gift from above when about a third of the way up I decided to drop it onto the small ring. I had been saving this as a back up just in case. I was dancing like Lance, my legs were spinning but I am sure I was going backwards at some stages. It took me ages to get into the right rhythm and Ian kindly stayed with me and Ross had come back to us, not feeling the best. Ian was looking very strong and determined, poor Ross was feeling the heat badly I waved Ian on and he rode off up into the distance. Ross and I rode together encouraging each other to keep going. Make no mistake this climb is tough and it was so bloody hot the sun was burning. I was just riding at an easy pace and we occasionally rode across the other side of the road to shelter briefly in any shade from the over hanging trees. We had to stop for a second as Ross waited for me to catch him, as we did Rudy Joosten came flying down the road he looked brilliant. Any member who has seen Rudy descend knows how well he goes. Next Eastern rider we saw was: "I cannot climb hills" Ian Milner, yeah right. Then it was Roman Suran seeing these riders made Ross and I continue on and their encouragement to us both was much appreciated. Ian Smith and Phil descended past us and they told us that there was not long to go and to keep going, that last two km was quite soul destroying, seeing all these smiling faces of other riders passing us on there

descent, some good enough to call out encouragement some just too pleased to be on their way down home.

The cup of tea at the top tasted quiet out of this world and to sit in the shade just bliss. My back felt the worst out of everything and my right knee was playing up with a little with soreness under my knee cap. We exchanged our experiences of how we were feeling with Alan Cunneen who we had seen on the way up. The descent was fantastic, the views out of this world I would hate to have missed it. We saw Graham Cadd riding alone grinding his way up to the finish, Graham is not small in stature and that was a great effort from Graham, I know he is used to long distance riding, but to go up Buffalo by yourself can be soul destroying. Back on the flat we were riding strong as the excitement of a pending finish was not far off, Ross I shouted as we exchanged turns at the front. We are going to make it, easy mate, well done keep going. About 5 km to go and David Casey drove up along side in his utility and offered his assistance, then words of encouragement as he drove off ahead. At the front of the Motel stood Liz, Ross's young daughter along with David clapping us on. Liz was jumping up and down with a towel across her shoulders sheltering her from the hot sun. I felt really good for Ross and even better when hearing David call out that the Guinness was on ice waiting for me. Faster Ross I shouted we both laughed and kept it going. Into the left hand finish under the banner. There is Ted McCoy clapping and cheering for us. We did it. We survived, I was so pleased for everyone. At one stage I think Ross may have thought about throwing in the towel but he showed tremendous courage and fighting spirit to keep going, the heat really hurt him. We shook hands with Ted, who was so excited for us, it was great to have him there.

Rode back to the Motel, onto the lawn and pool area and was promptly handed a stubbie of stout by one of the guys. After showering and downing heaps of water we sat around the pool and discussed the days events. Later on we all got together and had a BBQ. The girls all worked tirelessly preparing salads etc, and everyone chipped in and shared their food. Lucy excelled on the barbie. Ross's daughter eagerly prepared cowboy shooters with her Mum Heather, as we all toasted each other on a great day. It was like a big family gathering. I was so pleased of being apart of the

Eastern Vets club sitting their laughing, eating, toasting each, telling jokes and playing games with the kids. It could not of been better. Looking around the lawn at other riders I could sense they were quite envious of us. Ross led the way of retiring to bed. Dale, David, Ian and I helped tidy up the tables and chairs, while the girls removed the plates, Lucy cleaned that BBQ, like it had never been cleaned..... ready for next year I reckon.

I hope my account of my weekend does not give anyone the wrong idea . The main reason for going was to ride not to just socialise but it was a great occasion and a wonderful friendly atmosphere . The companionship could not have been better. Rosemary and I have already booked our room for next year. I encourage any of the Eastern riders to come along, more the better I say. Make no mistake this ride is not easy but its well worth doing, the sense of achievement in completing any of the distances is well worth the effort. The friendship of all the riders is second to none. I would love to see a much bigger pack of riders from our club dressed in the Eastern colours heading out from Bright next January. Make the effort just speak to the guys and girls who have done it.

One thing is for sure though my preparation next year will be much better. I will be doing more hill training. I might even get a new light bike with better gearing. I am going on a special diet and I am going to stop drinking Guinness??. Well maybe not stop drinking Guinness. I will give Ted Mc Coy a ring and ask him what to do, he is definitely a legend as far as climbing is concerned. It's great fun this bike riding.

Congratulations to everyone who rode even my mate "I cannot climb hills", Ian Milner. ...

Yeah right Ian God help us when racing if he decides to go on a strict diet.

(For some photos of Steve, Ian and Ross early (they are still smiling) on the climb to Falls Creek check out the website. Ian Milner's 105 kg might make it hard to climb, but if you want to see how it helps you descend also have a look on the web.)

Cheers.

Steve

Stop Press VVCC Championships

Eastern results

Men: 35-39 Glenn Cortis 2, Gary Chamberlain 3; 40-45 Guy Green 1, Phil Smith 2 or 3; 45-49 Rob Amos 1; 55-59 John Hunt 1, Martin Stalder 3; 65-69 Martin Peeters 1, Neil Wray 2; 70+ Keith Bowen 3.

Women: 30-39 Kym Petersen; 40-49 Sally Both 2, Glenys Jardine 3; 50 + Gayle Pung

This is my work email address (and is probably the most reliable of all addresses that I use). The ride was terrific, but a lot longer than we had estimated. The total distance was 103k and the instructions in the book were essentially spot-on, if not a little brief. There were all types of road surface ranging from bitumen to overgrown single track. As expected there was lots of climbing (a 12k section between Toolangi-Healesville Rd to Mt St Leonard took nearly 2 hours), and some highly technical and difficult parts. What slowed us up was that a lot of the downhill sections were quite difficult and hence slow - a 5k continuous downhill section to Maroondah Hwy at Narbethong was very steep and deeply rutted by 4WDs and was hard work rather than a well-earned downhill roll. I would not recommend doing the ride in the reverse direction because of this bit. At about the 88k mark I had a major equipment failure with a stick destroying the rear derailleur. After much debate, I headed back to Narbethong for a pick up, whilst Su and Bazz continued on for the last 15k. This was hard work with lots of undulations up to the high point on the Narbethong-Marysville Road, but then a nice 4k downhill into Marysville. This last 15k took 90 mins with the finish at Marysville at 6pm. We left Hurstbridge at 7:45am so we had been out for over 10 hours - total ride time was 8 hours 15 mins which gives an average of 12.5 kph. I wouldn't want to do the ride after wet weather - some of the tracks would be impossible. All up it was fantastic scenery and a lot of fun, but pretty darned hard work. Definitely a tougher ride than the Around the Bay ride.

Cheers

Jeff

Further to Nigel's observations on bike etiquette last week, I thought I would add some extra comments about cycling etiquette that are important to me:

Unsightly frothing

We all know how hard it can be cycling around in circles on a Saturday afternoon, however irrespective of the effort applied, all cyclists should maintain at least some decorum during the after-race period. In particular, please attempt to remove rabies-like frothing from the oral region whilst sharing post-race drinks. Similarly, spittle stains running down one's chin, or dried snot dribble over the facial region should all be removed before attending the post-race discussions. A quick check in Glenn's rear view mirror prior to buying the first stout is all that is required to avoid this embarrassment.

Upgrading knicks

There can be significant repercussions from over-extending the lifespan of your favourite cycling knicks. Whilst we can become attached to our knicks because of shared experiences over many years, we have to be able to cut the proverbial umbilical cord after the point of no return. That point has clearly been reached when specific and highly personal comments start arising from cyclists towards the rear of the peloton about one's anatomical features that should not be discussed in mixed company. Unless you consider that the intricate details of your hairstyle in the nether regions is worth sharing with your cycling mates, I would suggest that knicks should be discarded at least every decade. We hardly need to give extra incentive to fellow competitors to finish in front of us.

Sharing the spoils

One of the great joys in competitive cycling is of course the opportunity to make financial gains as a result of riding a bike. Lets face it, isn't that why we all keep coming back? I am often

asked about the etiquette of sharing prize-money with fellow competitors and in an effort to remove uncertainty about this, I would suggest the following: unless you are completely 100% certain that you received absolutely no aid at any point at all during any stage of the race from anyone else, then you should put the entire prize-money over the bar. If at any stage in the race you benefited from anyone else's draft, then it seems clear to me that the only proper thing to do is to acknowledge that you were lucky in placing, and that your fellow competitors should share some of your good fortune.

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The thrill of competition relies on having a level playing field – you can't tell me that Brisbane Lions supporters actually enjoyed winning 3 consecutive premierships with all their salary-cap advantages. Similarly, what fun is had in bringing a filament-wound carbon/titanium/tritium/yttrium alloy bike to compete against a bunch of old buggers pushing steel framed Raleigh Superbe Roadsters. I would suggest if you have to ride a bike worth more than most of the cars in the Metec carpark, then do the right thing and apply a self-imposed handicap to level the playing field. Try leaving the brakes on, or only pedalling with the left leg, or keeping the heart rate in double figures. I am certain that your cycling colleagues will think better of you.

Bike Assist

If you are an RACV member you might have read about their new product 'Bike Assist'. If you are a member, for an extra \$15 a year they provide a roadside puncture repair service and if your puncture cannot be repaired or, the bicycle cannot be ridden due to a mechanical problem, such as a broken chain, a taxi will be dispatched to transport you and your bike to your home address or other destination. Taxi fare is to a maximum of \$50 per service. You can make up to 4 service requests a year. I'm told that a mechanical problem would include damage to your bike in the event of a fall.

Sound a good deal? Well apart from the fact that most riders carry at least one spare tube and can change one without too much trouble, you should be aware of the 'fine print'. Unlike your car service which is applicable Victoria wide, as well as interstate, Bike Assist applies only in the Melbourne metropolitan area (equivalent to the metropolitan taxi area as set out in Melways). This means that once you go past Carrum, or to the north, Woolert or Nutfield you are not covered. The cover is provided on private property or any public highway trafficable by motor cars and other motor vehicles. Areas such as open fields, beaches, creek beds, recreation ovals, logging or forest service roads are excluded. If you are on a bike path you will have to get to the nearest road, provided of course you are within the metropolitan taxi area.

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The QBE website which outlines the terms and conditions applicable to our insurance policy, suggests that in the event of a fall where an ambulance is required, a doctor's referral is necessary for reimbursement of the ambulance costs.

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TRAINING/CAPPUCINO RIDES/RACING

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

Sunday Morning

St Kilda to Frankston and return. Starting at the corner of Beach Road and Wentworth Avenue at 8.00 am. Approximate distance 75 km. Enquiries to John Macleod 9722 1552.

Warburton Trail Mount Evelyn to Warburton and return. Start Mount Evelyn 8.00, 70 km. Enquiries to Graeme Parker 9728 8087

Tuesday Morning

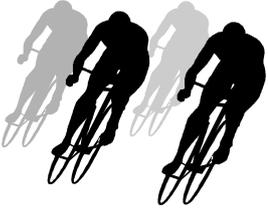
This ride is now becoming popular, with up to 15 riders. Yarra bike path to South Bank, Port Melbourne, or Botanic Gardens (approximate distance 70 km from Lower Plenty). Meet at various points along the bike path, 8.30 am Bonds Road Lower Plenty, 9.00 am Burke Road, other points as you wish. Enquiries to Keith Bowen 9439 8013.

Tuesday evening racing

Metec, summer series with trophy and prize money, racing starts 6.00 pm.

Wednesday morning racing

The Loop, Yarra Boulevard Melway 44 G4, racing commences 10.00 am, followed by coffee and cake at the Studley Park Boathouse.



eastern veterans cycling club

Newsletter March 19 2005

Graded Scratch Races Metec 12 March

Hot conditions with a gentle northeasterly breeze providing a tail wind sprint for a change. Those grades scheduled to ride second welcomed the change of mind to have all grades on together. It got pretty hot towards the end of the race. A return to the outer circuit was a welcome change. Seventy plus riders was good turnout for a holiday weekend, but with wide variation in the number of riders in each grade. Only 2 in A, but 22 in D.

With only 2 A grade riders they started out with B grade. Guy Green sat on the back for awhile, but then he and Phil Smith took off and left B grade behind and then Guy decided it was time to go and finished up lapping B grade. In the B grade sprint for the finish Steve Fothergill was able to hold off fast finishing John Hunt and Martin Peeters. Brian McCann rode away from C grade to win comfortably with Greg Lipple winning the bunch sprint from Michael Paull. Brian is on fire at the moment and next crit will be testing himself in B grade. Peter Wykes made up heaps of ground in the D grade sprint to just nudge out new rider Steven Smith and Denis Pauwells. A small field in E grade, but the old hands let new boy Angelo Antignani, just up from F grade do most of the work. Angelo was able to just get over the top of Clive Wright and Keith Bowen. F grade did pretty well and were never caught by E grade. Paul Devine won the sprint from Ken Crowe with Juanita Stumbles getting her first placing.

A special thank you to those riders who brought their brooms and swept the course, all corners were free of any stones. Well done!!!

Nigel's B Grade Race Report

Last week was called off due to the rain, and as I drove out to METEC this week I was wondering if I should have called the race-day phone to check that the heat hadn't caused this weeks race to be cancelled.

Responding to Keith's call for sweepers I headed out early armed with my trusty yard broom. Arriving early enough set up camp, trap a few rabbits, etc., I grabbed my broom and set out around the circuit to see what could be done. 4 golf balls and 5 minutes of sweeping later, I've got my head down over the broom when I hear the sound of a blower-vac approaching. Looking up there is a veritable army of persons with brooms of all shapes and bristle length, and one blower-vac.

The conditions were warm with a strengthening northerly. Given the conditions it was a surprisingly small turnout of riders that greeted the starter, such a small number that we were all on the road at the same time. A largish b-grade played host to the two a-grade riders who mustn't have realised that they should have been somewhere else.

A little confusion on the start line made for a scrappy start, but a neutral lap had us all in formation for the withdrawal of the flag. Then it was on . . . , sort of. The presence of two white hats in the bunch had the effect of goading the green hats to keep the pace up, impress the visitors, that sort of thing. It was a relief to finally watch Phil Smith pull away after 10-15 minutes with Guy Green in pursuit.

With the a-grade contingent off on its own, the pace slackened a bit, which was a relief. This provided the opportunity to slip to the back of the bunch on the pretence that this would enable better observations for a more detailed and accurate race report.

I spent a large part of the race at the back so that I could report on all the goings on. Well that's my story, and I'm sticking to it. Unfortunately my eyesight isn't that good.

The less hectic pace enabled the more adventurous and hardy of the b-graders the chance to strut their stuff. Not long after the two a-graders rode off a couple of b-graders emulated the feat and pulled a 30-50m gap. The bunch didn't respond immediately, but the increasing wind, and the small size of the break, saw it fall back to the group within a couple of laps. A few laps later and another two made a break for it, and they were again beaten by the effort of keeping the pursuit at bay. Again and again one or two riders would pull a gap only to end up back with the group. At one point the bunch was spread out over a couple of hundred metres with two away, two attempting to bridge, and a couple of others who missed the bridge attempt strung out between their goal and the remainder of the bunch following behind.

With 45 minutes gone it was time to get serious, the remaining outliers were bought back to the fold and it was looking like it was to be a sprint finish. A few more attacks were initiated, but were very quickly shut down.

Somewhere amongst the excitement of attacks, chases, counter attacks, and counter chases, Guy Green had shown up again to share some words of wisdom. No longer being entertained by the antics of the bunch he took his leave and set about trying to lap his grade contemporary. Seeing this as a potentially winning break Nick Panou took the opportunity to tag along for the ride. I guess it must have been his birthday, or naming day, or something, as no one in the bunch responded to this, and, having taken a lend the last couple of write-ups, I thought it prudent not to initiate a chase myself (that's my story and I'm sticking to it).

Having looked for the bell from about the twenty-minute mark I was caught out when it finally tolled after sixty-five minutes. Finding myself sailing out the front of the bunch as every one else clambered for a wheel to duck behind.

Given my kindly nature, and the circumstances, I consented to leading out the final lap (very generous of me I thought). Giving up on any hope of a podium finish I pushed the pace up the hump to see what would fall out of the tree only to be swamped soon after, by every man and their Vittorias, to finish stone motherless.

Not a fast race by any means, the extended circuit inflicting a little more pain on the legs. 41k in one hour seven minutes for an average of 36.8kph.

Results

	First	Second	Third
4 Grade (2)	Guy Green	Phil Smith	
I Grade (18)	Steve Fothergill	John Hunt	Martin Peeters
C Grade (15)	Brian McCann	Greg Lipple	Michael Paull
I Grade (22)	Peter Wykes	Stephen Smith	Denis Pauwells
I Grade (7)	Angelo Antignani	Clive Wright	Keith Bowen
I Grade (7)	Paul Devine	Ken Crowe	Juanita Stumbles

Officials

Officials today were John Macleod and John Grant assisted by various dropouts during the races. Glenn Archer was back on the drinks after the birth of baby Tyson.

Eastern Vets Program

Saturday	Mar	19	2.00 pm	Strathewen	Graded Scratch Races
Saturday	Mar	26	2.00 pm	Metec	Graded Scratch Races
Saturday	Apr	2	2.00 pm	Metec	Graded Scratch Races
Saturday	Apr	9	2.00 pm	Metec	Graham Cadd Day

Southern Vets Program

Sunday	Mar	20	9.00 am	Braeside	Graded Scratch Races
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Northern Vets Program

Sunday	Mar	20	10.00 am	Ballan	Ballan Autumn Festival
Sunday	Mar	27	Easter no racing		
Sunday	Apr	3	9.30 am	Campbellfield	Graded Scratch Races
Sunday	Apr	10	10.00 am	East Trentham	Pig and Whistle Handicap

THE PRETTO'S RDIE ONE OF KEIRAN RYAN'S EPIC RIDES, HURTSBRIDGE TO WARBURTON

The total distance was 103k and the instructions in the book were essentially spot-on, if not a little brief. There were all types of road surface ranging from bitumen to overgrown single track. As expected there was lots of climbing (a 12k section between Toolangi-Healesville Rd to Mt St Leonard took nearly 2 hours), and some highly technical and difficult parts. What slowed us up was that a lot of the downhill sections were quite difficult and hence slow - a 5k continuous downhill section to Maroondah Hwy at Narbethong was very steep and deeply rutted by 4WDs and was hard work rather than a well-earned downhill roll. I would not recommend doing the ride in the reverse direction because of this bit. At about the 88k mark I had a major equipment failure with a stick destroying the rear derailleur. After much debate, I headed back to Narbethong for a pick up, whilst Su and Bazz continued on for the last 15k. This was hard work with lots of undulations up to the high point on the Narbethong-Marysville Road, but then a nice 4k downhill into Marysville. This last 15k took 90 mins with the finish at Marysville at 6pm. We left Hurstbridge at 7:45am so we had been out for over 10 hours - total ride time was 8 hours 15 mins which gives an average of 12.5 kph. I wouldn't want to do the ride after wet weather - some of the tracks would be impossible. All up it was fantastic scenery and a lot of fun, but pretty darned hard work. Definitely a tougher ride than the Around the Bay ride.

Cheers

Jeff

CYCLING ETIQUETTE

Jeff Pretto again. Further to Nigel's observations on bike etiquette a week ago or so, I thought I would add some extra comments about cycling etiquette that are important to me:

Unsightly frothing

We all know how hard it can be cycling around in circles on a Saturday afternoon, however irrespective of the effort applied, all cyclists should maintain at least some decorum during the after-race period. In particular, please attempt to remove rabies-like frothing from the oral region whilst sharing post-race drinks. Similarly, spittle stains running down one's chin, or dried snot dribble over the facial region should all be removed before attending the post-race discussions. A quick check in Glenn's rear view mirror prior to buying the first stout is all that is required to avoid this embarrassment.

Upgrading knicks

There can be significant repercussions from over-extending the lifespan of your favourite cycling knicks. Whilst we can become attached to our knicks because of shared experiences over many years, we have to be able to cut the proverbial umbilical cord after the point of no return. That point has clearly been reached when specific and highly personal comments start arising from cyclists towards the rear of the peloton about one's anatomical features that should not be discussed in mixed company. Unless you consider that the intricate details of your hairstyle in the nether regions is worth sharing with your cycling mates, I would suggest that knicks should be discarded at least every decade. We hardly need to give extra incentive to fellow competitors to finish in front of us.

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Easter and End of Daylight Saving BBQ

BBQ at Michael Paull's place after racing on Saturday March 26. This is the last day of daylight saving and Easter Saturday. Celebrate at Michaels place 86 Pembroke Road Mooroolbark a half hour or so after the end of racing, or turn up any time. Partners, wives, husbands and children welcome. Coffee, tea and salads provided but bring your own drinks, meat etc. If you are coming let Michael know on 9761 8987 to let him know at racing on Saturday.

THEY'RE AT IT AGAIN

Across Australia For Leukodystrophy

Cycling Perth to Sydney — 4,000 km in 10 days

Graham Cadd, Ian Milner and Alan Cunneen are attempting this feat again, with a support crew of Juanita Stumbles and Tom O'Malley.

In June 2005 they hope to complete the ride in 10 days ie 400 km a day. Graham and his team managed it in 13 days in May 2001 and, again, in May 2003. Graham, a nurse for 28 years, needs your help with this effort. Graham's 22 year old son, Simon, suffers from x-linked adrenoleukodystrophy (the condition featured in the movie Lorenzo's Oil) , a rare and devastating genetic disorder, and syringomyelia, an equally rare debilitating neurological disorder. Simon faces a very uncertain future as there is no treatment or cure. Simon's mother, also a nurse, died from this disorder in January 2002, aged 47 years.

The Australian Leukodystrophy Support Group is raising the funds for medical research and education in Leukodystrophies. The group also provides advice and support and assists with the purchase of expensive medical equipment. This effort will ensure Australian children with these very rare disorders get the best possible treatment and support. Because these conditions are so rare the support group doesn't receive government funding and is dependent on the generosity of those that make donations. He asks for your support, to give sufferers and their families hope for the future.

Enquiries: Give Graham a call on 9836 9353 or 0417 359 591 or visit the ALDS website at www.alds.org.au

Keep April 9 clear for a fund raising day in support of Graham. Racing at Metec for the honour and glory, raffles, auctions, more fines (?).



**WEDNESDAY NIGHT MARCH 30
MAROONDAH CLUB 8.00 PM.
ANNUAL MEETING ELECTIONS
IT'S ALL HAPPENING.
COME ALONG AND HAVE YOUR SAY
SEE YOU THERE.**

STOP PRESS

Central Australia Bike Challenge

Mark Wallace is riding in a 6 stage plus prologue MTB race around Alice Springs. Mark finished in 25 position overall (not sure where he is in 45 + category). Liz Randall's son Alex is finished second.

The website includes the following: **Prickle And Fly Report – February 19th**

Relax guys! Very hot and dry weather in the Centre has meant that the prickle alert is officially described as “low, minimal, non existent, bugger all, or what prickles!” However, remember that this report is compiled by someone with weather forecasting experience – so accept it for what you think it is worth! The facts are, that Central Australia has experienced its driest summer in fifty odd years. Consequently no serious prickle threat. However, as previously described, in many areas if you stray from the track and land in the dirt you will be picking bits of “button prickles” out of your gear (and rear!) for a long time! These prickles are no threat to good rubber.

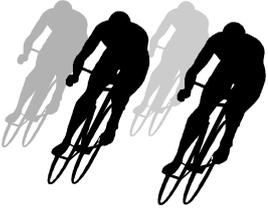
Flies! Too hot for the flies, they are staying in the shade! I am told there are a few about. As long as you don't, (a) stop riding (b) inhale, they are not a problem! Seriously, out bush the flies are not an issue while riding. Spare a thought for the Depot crews but don't make fun of it – or on the next Stage you could have some blocking up your water bottle!!

Coming Soon the Bicycle Superstore Tour for 2005.

New format, new prizes. Details are subject to change, but in general, no overall prize this year, but prizes down to fourth in each grade. Grade prizes to the value of: first \$300, second \$200, third \$100 and fourth \$50. Race day prizes to the value of :first \$50, second \$30, third \$20 and fourth \$15. Four race series: April 16, road race Steels Creek, April 30 time trial Yarra Junction, May 14 criterium Metec, May 21 road race Yarra Glen Toolangi.

Series entry \$20, enter at a Bicycle Superstore and receive race entry pack to the value of \$30!!!!

Watch for further details.



eastern veterans cycling club

Newsletter March 26 2005



**WEDNESDAY NIGHT MARCH 30
MAROONDAH CLUB 8.00 PM.
ANNUAL MEETING ELECTIONS
IT'S ALL HAPPENING.
COME ALONG AND HAVE YOUR SAY
SEE YOU THERE.**

Graded Scratch Races Arthurs Creek Strathewen, 19 March

Well, you couldn't have wished for better conditions, temperature in the mid 20's, sunny skies, beautiful scenery and no wind. Despite some views that the race venue was the 'end of the world', 71 riders found their way there and another 3 as riders were about to head off.

It was the middle of the picking season, but the tractors towing trailers laden with apples and pears to the cool store kept well off the road and allowed bunches to pass without incident. One enterprising tractor driver even offered riders an apple as they went past. As far as I know Michael Paull was the only rider to take up the offer.

Having entries and the presentations away from the start finish line was a minor inconvenience for officials, but was clearly offset by the advantage of having a covered area for those taking entries and the drinks and presentations afterwards. Believe me, you will appreciate the covered area in the depth of winter. It cost the club \$60 by the way to hire the covered area and have use of toilets. Hire of the hall is a steep \$220!!!

For riders living out Eltham way, Strathewen is a very popular ride and as you will see from the results, regular riding on the circuit was a bit of an advantage. Rob Graham, first in A grade, rides it regularly, Steve Gray, first in B grade, rides it 3 times week, Geoff Puttock, second in C grade has been riding it regularly of a Sunday morning for 6 months or so. Ante Sunjo is another regular rider, but he was one of the late comers.

Only one A grade rider entered, Phil Smith, but four others 'volunteered' to ride A grade. They did pretty well, Rob Graham first, Ian Milner, second and 'newsletter correspondent' Nigel Kimber third. Phil Smith finished out of the places but seemed to be spend a lot of the time on the front.

There were 13 starters in B grade after the promotions to A grade, with about 8 left for the sprint finish. Steve Gray was able to win from John Hunt with Matt White third. Steve, not long back from the Penny Farthing championships in Evandale, Tasmania, where he was just pipped by the narrowest of margins in the crit and road

race, trained for these championships by riding a fixed wheel to Strathewen and back before heading off to Tasmania.

Greg Lipple won the C grade sprint from Geoff Puttock, who was off the back for awhile (or so he said) and Ted McCoy, attracted by the promise of a hilly circuit third.

Peter Wykes another northern suburbs local (although surprisingly he had only ridden the course once) won the D grade sprint from Frank Douglas, who is regularly in the places, from another consistent performer in Harold Simpson. With two wins in a row, Peter has earned a place back in C grade.

E grade suffered again from the new rider syndrome. This week it was Wayne Robinson in only his second ride, with Dick Fox the only one able to stay with him and Wayne's mate Colin Foote, in his first ride coming third. Wayne and Colin new when to attack and it wouldn't surprise me if the rode this course regularly too.

Five starters in F grade, with Russell Ward rejoining not long after some heart surgery. Juanita Stumbles improved on her third place last week, followed home by Ken Crow and Su Vogt.

The general consensus appeared to be that it was a good, but tough course, average speeds were lower than at Steels Creek, so we can add this circuit to our list of road circuits.

Nigel's B A Grade Race Report

A new circuit and a man needs a plan. This is what I was thinking as I drove down Macaulay road with the Melways open on the seat next to me. Where the hell is Strathewen anyway? Isn't it in Tasmania or somewhere? Should have spent a little more time planning the trip to the start-line and less time worrying about this 550m climb, I hope Hylton meant length and not height.

A couple of detours around the back streets of Carlton and the course is set for Hurstbridge via Greensborough and Diamond Creek.

Stopped at a set of lights at Yan Yean road, there was something on that green sheet about Yan Yean, diving

across a couple of lanes we were on our way to somewhere that I was hoping was in the right direction. Some interesting real estate developments along the road. 'Come live in the country', buy a quarter acre along with a hundred others in the latest pocket of development. Oops, the road's run out, left to Whittlesea right to Arthur's Creek, right it is. Five minutes later and we are driving through a quaint little place; Arthur's Creek, this is it, that wasn't so bad.

A quick run out and back along the circuit to get an idea of the lay of the road. A little like Steels Creek, ending with a short sharp climb followed by a fast down hill before the turn into a down hill finish. Could be interesting. Given the similarity to Steels Creek and the success of four weeks ago I figured the same race plan would suffice.

At the start line there was a large B-grade contingent, this played right into my plan, it wouldn't be too hard to sit in when necessary and push when able. With only two registered a-graders, I guessed we would be hosting them again this week. The handicapper had different ideas. A-grade was called to the line ; Phil Smith, Rob Graham, and then a few volunteers, Ian 'I can't climb hills' Milner, Ian 'I'm no better than him' Smith, Martin Stalder, and Nigel Kimber. Coincidentally the 'voluntarily' promoted b-grade riders all had white helmets, hmm.

The first kilometre or so was neutral to get around a particularly nasty corner on the down side of the first hill, then it was racing. The first lap was uneventful except for a little confusion at the first turnaround. The run back being faster than the run out, just like Steel's Creek, and the sharp climb toward the end of the lap not seeming too difficult.

The second lap started the same, all six of us were together at the top so it was a self imposed neutral run till after that 'particularly nasty corner'. Half way out and climbing a slow incline, the pace a little slower than I would have liked, I've gone from second wheel to pick it up a bit, looking back from the crest and I've pulled a bit of a gap. An accidental break-away. Given that I was there I figured I'd make 'em work, keeping the pace up down the other side. The gap increased and I found myself with a decent break. This was held till just after the turn-around when Phil and Rob come flying past, Rob's invitation to get on wasn't hard to accept, it was just hard to accomplish. The three of us took turns as we attempted to pull away from

the others. Ian Milner was able to bridge the gap, but his twin (Smith) and Martin were not. It was down to four. The sharp climb toward the end of the lap seeming a little more difficult.

The last lap started the same but this time it was Rob to go going up the same incline as I'd gone on, on the previous lap. I was quick to react, but a little slow to bridge, the two of us set about trying to build a break, all to no avail, as the other two pulled us in within a kilometre. The run back towards Arthur's Creek was dotted with small attacks that were shut down before they built. At one point I found myself 20 metres off the back and looking at a lonely ride back to the finish, but was able to take advantage of a downhill run to get back on. The four of us went into the last couple of kilometres together.

I don't think the others had any doubt of my intentions, and there was no missing Rob's, as every time he stood on the pedals his chain jumped from the big to the small chain ring. I thought I'd surprise everyone (myself included) and attacked early. That was not permitted and we started the last climb as a group, sticking to plan (the original plan) I had another go at the start of the climb, but had nothing and very quickly hit a wall. Ian had pre-empted this (the jump, not the wall bit) and was on my wheel as I went, having the momentum he continued around me as I faltered, with Rob not far behind, Rob pedaling furiously on the small chain ring.

We went over the top as four separate riders, a couple of metres between each of us and this was how we hit the last turn-around. Turning into the finish Rob had caught Ian, and Phil had come around me. Hanging onto Phil's wheel I hoped he could bring us up to the others, but they were on a mission and it was as two pairs that we rode into sight of the finish. This is where the testosterone kicked in and a last ditch attempt saw me pass Phil but make no ground on the others as they fought out the major placings.

All in all, a great ride, a hard ride, on a good circuit, although, the smell of decaying and fermenting fruit Now that I know how to get there I'll certainly look forward to going back to Strathewen, but, maybe after apple season.

Figures for the ride ; 51 kilometres in 1 hour 27 at an average of 35kph even.

Results

	First	Second	Third
4 Grade (5)	Rob Graham	Ian Milner	Nigel Kimber
I Grade (13)	Steve Gray	John Hunt	Matt White
(Grade (16)	Greg Lipple	Geoff Puttock	Ted McCoy
I Grade (17)	Peter Wykes	Frank Douglas	Harold Simpson
I Grade (14)	Wayne Robinson	Dick Fox	Colin Foote
I Grade (5)	Juanita Stumbles	Ken Crow	Sue Vogt

Officials

Keith Bowen stood in for Graeme Parker and took entries assisted by Ron Stranks, Hylton Preece and Nick Hainal were traffic controllers and Phil Tattersall, Dave Johnson, Phil Johns, James Harris, Brian Guillot assisted by Brian Farrell were marshalls and or judges. Glenn Archer continues to do an excellent job keeping up the supply of drinks

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Saturday	Mar	26	2.00 pm	Metec	Graded Scratch Races
Saturday	Apr	2	2.00 pm	Metec	Graded Scratch Races
Saturday	Apr	9	2.00 pm	Metec	Graham Cadd Day
Saturday	Apr	16	2.00 pm	Steels Creek	Bicycle Superstore Tour

Southern Vets Program

Sunday	Mar	20	9.00 am	Braeside	Graded Scratch Races
Sunday	Apr	3	9.00 am	Crib Point	Graded Scratch Races
Sunday	Apr	10	9.00 am	Nar Nar Goon	Graded Scratch Races
Sunday	Apr	17	9.00 am	Dromana	Graded Scratch Races

Northern Vets Program

Sunday	Mar	27	Easter no racing		
Sunday	Apr	3	9.30 am	Campbellfield	Graded Scratch Races
Sunday	Apr	10	10.00 am	East Trentham	Pig and Whistle Handicap
Sunday	Apr	17	9.30 am	South Gisborne	Graded Scratch Races

Easter and End of Daylight Saving BBQ

BBQ at Michael Paull's place after racing on Saturday March 26. This is the last day of daylight saving and Easter Saturday. Celebrate at Michaels place 86 Pembroke Road Mooroolbark a half hour or so after the end of racing, or turn up any time. Partners, wives, husbands and children welcome. Coffee, tea and salads provided but bring your own drinks, meat etc. If you are coming let Michael know on 9761 8987 to let him know at racing on Saturday.

THEY'RE AT IT AGAIN Across Australia For Leukodystrophy Cycling Perth to Sydney — 4000 km in 10 days

Graham Cadd, Ian Milner and Alan Cunneen are attempting this feat again, with a support crew of Juanita Stumbles and Tom O'Malley.

In June 2005 they hope to complete the ride in 10 days ie 400 km a day. Graham and his team managed it in 13 days in May 2001 and, again, in May 2003. Graham, a nurse for 28 years, needs your help with this effort. Graham's 22 year old son, Simon, suffers from x-linked adrenoleukodystrophy (the condition featured in the movie Lorenzo's Oil), a rare and devastating genetic disorder, and syringomyelia, an equally rare debilitating neurological disorder. Simon faces a very uncertain future as there is no treatment or cure. Simon's mother, also a nurse, died from this disorder in January 2002, aged 47 years.

The Australian Leukodystrophy Support Group is raising the funds for medical research and education in Leukodystrophies. The group also provides advice and support and assists with the purchase of expensive medical equipment. This effort will ensure Australian children with these very rare disorders get the best possible treatment and support. Because these conditions are so rare the support group doesn't receive government funding and is dependent on the generosity of those that make donations. He asks for your support, to give sufferers and their families hope for the future.

Enquiries: Give Graham a call on 9836 9353 or 0417 359 591 or visit the ALDS website at www.alds.org.au

Keep April 9 clear for a fund raising day in support of Graham. Racing at Metec for the honour and glory, raffles, auctions, more fines (?). Always wanted to ride a Harley, this could be your chance.

Coming Soon the Bicycle Superstore Tour for 2005.

New format, new prizes. Details are subject to change, but in general, no overall prize this year, but prizes down to fourth in each grade. Grade prizes to the value of: first \$300, second \$200, third \$100 and fourth \$50. Race day prizes to the value of :first \$50, second \$30, third \$20 and fourth \$15. Four race series: April 16, road race Steels Creek, April 30 time trial Yarra Junction, May 14 criterium Metec, May 21 road race Yarra Glen Toolangi.

Series entry \$20, enter at a Bicycle Superstore and receive race entry pack to the value of \$30!!!!

Watch for further details.

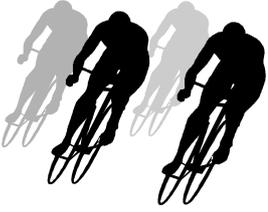
Central Australia Bike Challenge Update

Congratulations to Mark Wallace second in the Veteran Men, (25th overall) in the 6 stage MTB race around Alice Springs. Liz Randall's son Alex is finished second.

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Liz Randall riding out of her age group in Masters 4/5 came second in 500 m time trial in a time of 43.217. In the 2000 m pursuit (Masters 6/7) Liz won gold in a time of 2.52.788 for another world record, Karen Hopkinson won Masters 2/3 in 2.38.185

Martin Peeters slashed 13 seconds off the world record in the 2000 m pursuit with a time of 2. 32.824, Maartin finished up with four gold medals.



eastern veterans cycling club

Newsletter March 26/April 2 2005

Graded Scratch Races Arthurs Creek Strathewen, 19 March

Well, you couldn't have wished for better conditions, temperature in the mid 20's, sunny skies, beautiful scenery and no wind. Despite some views that the race venue was the 'end of the world', 71 riders found their way there and another 3 as riders were about to head off.

It was the middle of the picking season, but the tractors towing trailers laden with apples and pears to the cool store kept well off the road and allowed bunches to pass without incident. One enterprising tractor driver even offered riders an apple as they went past. As far as I know Michael Paull was the only rider to take up the offer.

Having entries and the presentations away from the start finish line was a minor inconvenience for officials, but was clearly offset by the advantage of having a covered area for those taking entries and the drinks and presentations afterwards. Believe me, you will appreciate the covered area in the depth of winter. It cost the club \$60 by the way to hire the covered area and have use of toilets. Hire of the hall is a steep \$220!!!

For riders living out Eltham way, Strathewen is a very popular ride and as you will see from the results, regular riding on the circuit was a bit of an advantage. Rob Graham, first in A grade, rides it regularly, Steve Gray, first in B grade, rides it 3 times week, Geoff Puttock, second in C grade has been riding it regularly of a Sunday morning for 6 months or so. Ante Sunjo is another regular rider, but he was one of the late comers.

Only one A grade rider entered, Phil Smith, but four others 'volunteered' to ride A grade. They did pretty well, Rob Graham first, Ian Milner, second and 'newsletter correspondent' Nigel Kimber third. Phil Smith finished out of the places but seemed to be spend a lot of the time on the front.

There were 13 starters in B grade after the promotions to A grade, with about 8 left for the sprint finish. Steve Gray was able to win from John Hunt with Matt White third. Steve, not long back from the Penny Farthing championships in Evandale, Tasmania, where he was just pipped by the narrowest of margins in the crit and road race, trained for these championships by riding a fixed wheel to Strathewen and back before heading off to Tasmania.

Greg Lippie won the C grade sprint from Geoff Puttock, who was off the back for awhile (or so he said) and Ted McCoy, attracted by the promise of a hilly circuit third.

Peter Wykes another northern suburbs local (although surprisingly he had only ridden the course once) won the D

grade sprint from Frank Douglas, who is regularly in the places, from another consistent performer in Harold Simpson. With two wins in a row, Peter has earned a place back in C grade.

E grade suffered again from the new rider syndrome. This week it was Wayne Robinson in only his second ride, with Dick Fox the only one able to stay with him and Wayne's mate Colin Foote, in his first ride coming third. Wayne and Colin new when to attack and it wouldn't surprise me if the rode this course regularly too.

Five starters in F grade, with Russell Ward rejoining not long after some heart surgery. Juanita Stumbles improved on her third place last week, followed home by Ken Crow and Su Vogt.

The general consensus appeared to be that it was a good, but tough course, average speeds were lower than at Steels Creek, so we can add this circuit to our list of road circuits.

Nigel's B A Grade Race Report

A new circuit and a man needs a plan. This is what I was thinking as I drove down Macaulay road with the Melways open on the seat next to me. Where the hell is Strathewen anyway? Isn't it in Tasmania or somewhere? Should have spent a little more time planning the trip to the start-line and less time worrying about this 550m climb, I hope Hylton meant length and not height.

A couple of detours around the back streets of Carlton and the course is set for Hurstbridge via Greensborough and Diamond Creek.

Stopped at a set of lights at Yan Yean road, there was something on that green sheet about Yan Yean, diving across a couple of lanes we were on our way to somewhere that I was hoping was in the right direction. Some interesting real estate developments along the road. 'Come live in the country', buy a quarter acre along with a hundred others in the latest pocket of development. Oops, the road's run out, left to Whittlesea right to Arthur's Creek, right it is. Five minutes later and we are driving through a quaint little place; Arthur's Creek, this is it, that wasn't so bad.

A quick run out and back along the circuit to get an idea of the lay of the road. A little like Steels Creek, ending with a short sharp climb followed by a fast down hill before the turn into a down hill finish. Could be interesting. Given the similarity to Steels Creek and the success of four weeks ago I figured the same race plan would suffice.

At the start line there was a large B-grade contingent, this played right into my plan, it wouldn't be too hard to sit in when necessary and push when able. With only two registered a-graders, I guessed we would be hosting them again this week. The handicapper had different ideas. A-grade was called to the line ; Phil Smith, Rob Graham, and then a few volunteers, Ian 'I can't climb hills' Milner, Ian 'I'm no better than him' Smith, Martin Stalder, and Nigel Kimber. Coincidentally the 'voluntarily' promoted b-grade riders all had white helmets, hmm.

The first kilometre or so was neutral to get around a particularly nasty corner on the down side of the first hill, then it was racing. The first lap was uneventful except for a little confusion at the first turnaround. The run back being faster than the run out, just like Steel's Creek, and the sharp climb toward the end of the lap not seeming too difficult.

The second lap started the same, all six of us were together at the top so it was a self imposed neutral run till after that 'particularly nasty corner'. Half way out and climbing a slow incline, the pace a little slower than I would have liked, I've gone from second wheel to pick it up a bit, looking back from the crest and I've pulled a bit of a gap. An accidental break-away. Given that I was there I figured I'd make 'em work, keeping the pace up down the other side. The gap increased and I found myself with a decent break. This was held till just after the turn-around when Phil and Rob come flying past, Rob's invitation to get on wasn't hard to accept, it was just hard to accomplish. The three of us took turns as we attempted to pull away from the others. Ian Milner was able to bridge the gap, but his twin (Smith) and Martin were not. It was down to four. The sharp climb toward the end of the lap seeming a little more difficult.

The last lap started the same but this time it was Rob to go going up the same incline as I'd gone on, on the previous lap. I was quick to react, but a little slow to bridge, the two of us set about trying to build a break, all to no avail, as the

other two pulled us in within a kilometre. The run back towards Arthur's Creek was dotted with small attacks that were shut down before they built. At one point I found myself 20 metres off the back and looking at a lonely ride back to the finish, but was able to take advantage of a downhill run to get back on. The four of us went into the last couple of kilometres together.

I don't think the others had any doubt of my intentions, and there was no missing Rob's, as every time he stood on the pedals his chain jumped from the big to the small chain ring. I thought I'd surprise everyone (myself included) and attacked early. That was not permitted and we started the last climb as a group, sticking to plan (the original plan) I had another go at the start of the climb, but had nothing and very quickly hit a wall. Ian had pre-empted this (the jump, not the wall bit) and was on my wheel as I went, having the momentum he continued around me as I faltered, with Rob not far behind, Rob pedaling furiously on the small chain ring.

We went over the top as four separate riders, a couple of metres between each of us and this was how we hit the last turn-around. Turning into the finish Rob had caught Ian, and Phil had come around me. Hanging onto Phil's wheel I hoped he could bring us up to the others, but they were on a mission and it was as two pairs that we rode into sight of the finish. This is where the testosterone kicked in and a last ditch attempt saw me pass Phil but make no ground on the others as they fought out the major placings.

All in all, a great ride, a hard ride, on a good circuit, although, the smell of decaying and fermenting fruit Now that I know how to get there I'll certainly look forward to going back to Strathewen, but, maybe after apple season.

Figures for the ride ; 51 kilometres in 1 hour 27 at an average of 35kph even.

Results

	First	Second	Third
4 Grade (5)	Rob Graham	Ian Milner	Nigel Kimber
I Grade (13)	Steve Gray	John Hunt	Matt White
(Grade (16)	Greg Lipple	Geoff Puttock	Ted McCoy
I Grade (17)	Peter Wykes	Frank Douglas	Harold Simpson
I Grade (14)	Wayne Robinson	Dick Fox	Colin Foote
I Grade (5)	Juanita Stumbles	Ken Crow	Sue Vogt

Officials

Keith Bowen stood in for Graeme Parker and took entries assisted by Ron Stranks, Hylton Preece and Nick Hainal were traffic controllers and Phil Tattersall, Dave Johnson, Phil Johns, James Harris, Brian Guillot assisted by Brian Farrell were marshalls and or judges. Glenn Archer continues to do an excellent job keeping up the supply of drinks

Eastern Vets Program

Saturday	Apr	2	2.00 pm	Metec	Graded Scratch Races
Saturday	Apr	9	2.00 pm	Metec	Graham Cadd Day
Saturday	Apr	16	2.00 pm	Steels Creek	Graded Scratch Races
Saturday	Apr	23	2.00 pm	Metec	Club Championships

Southern Vets Program

Sunday	Apr	3	9.00 am	Crib Point	Graded Scratch Races
Sunday	Apr	10	9.00 am	Nar Nar Goon	Graded Scratch Races
Sunday	Apr	17	9.00 am	Dromana	Graded Scratch Races
Sunday	Apr	24	9.00 am	Cora Lynn	Graded Scratch Races

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Bicycle Superstore Tour 2005

In conjunction with Eastern Veterans

The Bicycle Superstore Bianchi Tour is a three-race program for veteran cyclists in grades A, B, C, D, E and F to be held during April and May 2005. The races are sponsored by Bicycle Superstore and conducted by Eastern Veterans.

Race Program

- April 30 25 km time trial Yarra Junction (Melway 288 G10), 2.00 pm start, riders will leave at 30 second intervals.
The Club TT Championship, a sealed handicap and times against standard times for a rider's age will also be held in conjunction with this race, (you only have to ride it once though).
- May 14 Criterium Metec (Melway 51 D8), 2.00 pm start.
- May 21 Road Race Yarra Glen Toolangi (Melway 275 B1). 54 km, 2.00 pm start.

Entry Fee for Series \$20, race entry \$10

Entries Close Tuesday April 26, or when grades are full (maximum 30 riders per grade).

PRIZES

Four prizes for each grade, no overall prize for series

First	\$ 300 BSS voucher
Second	\$200 Adidas voucher
Third	\$120 voucher from Vittoria Tyres
Fourth	\$50 voucher from Cateye Products

Enter (\$20) at your nearest Bicycle Superstore and receive a BSS bidon, value \$12.95, BSS, socks value \$12.95 and Peleton 1 cycling gloves, value \$29.95.

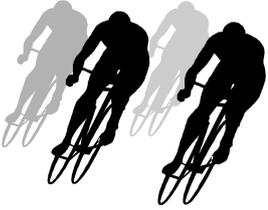
Dandenong 240 Princess Highway Dandenong, 3175
Phone: 9794-6588, Melways Ref: MAP 90 A3

Mentone 30 Nepean Highway Mentone, 3194
Phone: 9583-7700, Melways Ref: MAP 87 A4

Ferntree Gully Shop 12 Mountain gate Plaza, Burwood
Highway and Ferntree Gully Road, Ferntree Gully 3156
Phone: 9752-3825, Melways Ref: MAP 73 J3

Nunawading 315 Whitehorse Road Nunawading, 3131
Phone: 9894-426, Melways Ref: MAP 48 E9

Entry Forms available late next week at the above Bicycle Superstores



eastern veterans cycling club

Newsletter April 9 2005

Graded Scratch Races Metec, 2 April

Hot windy conditions meant that conditions were going to be tough. Ideal conditions for those who were prepared to put in the hard work and try and breakaway. So it turned out, four grades being determined by breakaway and in three of those, by solo rides. Metec continues to be a popular circuit with 72 riders starters.

A grade with 6 starters split into two groups, Rob Amos, Peter O'Callaghan and Phil Smith were able to get away from Rob Graham, Mark Wallace and Peter Howard. Rob Amos, who is leading the points aggregate by a wide margin was able to keep Peter O'Callaghan at bay in the sprint.

B grade had the biggest field of the day with 22 starters and with C grade was the only grade to stay intact. Steve Fothergill was the strong man in the sprint winning from Southern's David James, and Northern's Steve Gray

C grade saw the ride of the day by Phil Pelgrim. A few weeks ago Phil got cleaned up by a car on the way to Metec and as a result with help from the motorist's insurance purchased a new bike. At its first race at Strathewen, the chain broke, destroyed the derailleur and the frame when the chain entangled itself around the chain stay. Phil was riding a borrowed bike while he waits for his new frame to come through and understandably wanted to stay out of trouble. He took off after about 20 minutes and was able to steadily increase his lead throughout the race to nearly lap

Results

	First	Second	Third
1 Grade (6)	Rob Amos	Peter O'Callaghan	Phil Smith
I Grade (22)	Steve Fothergill	David James	Steve Gray
C Grade (15)	Phil Pelgrim	Geoff Puttock	Harold Simpson
I Grade (13)	Frank Douglas	Peter Shanahan	Peter Mackie
I Grade (10)	Glenys Jardine	Alan Sandford	Keith Bowen
I Grade (7)	Murray Howlett	Rod Goodes	Daryl O'Grady

Officials

Stephen Short assisted by Ken Woollard were the people in charge today, assisted by Ian Smith (after a puncture in the first 10 minutes and various others who dropped out for one reason or another. Glenn Archer and Steve Fothergill had some assistance on the drinks from Michael Paull.

Eastern Vets Program

Saturday	Apr	9	2.00 pm	Metec	Graham Cadd Day
Saturday	Apr	16	2.00 pm	Steels Creek	Graded Scratch Races
Saturday	Apr	23	2.00 pm	Metec	Club Championships
Monday	Apr	25	8.00 pm	Maroondah Club	Monthly General Meeting
Saturday	Apr	30	2.00 pm	Yarra Junction	Bicycle Superstore Time Trial

the field. Many didn't realise someone was away. In the sprint for second and third, Geoff Puttock won from Harold Simpson.

Another breakaway in D grade with Frank Douglas, Peter Shanahan and Peter Mackie (finishing in that order) getting clear and staying away from a pursuing bunch of four including Leon Bishop and Richard Maggs.

Glenys Jardine was rewarded for her efforts in E grade. Attacking regularly throughout the race she managed to get away with three laps to go and win by 500 metres or more as no one by now had the strength to chase her down. Even Dick Fox, who usually attacks several times during a race only put in once or twice. Alan Sandford showed he hasn't lost any of his sprinting ability since heading to Kyneton, winning the bunch sprint from Keith Bowen and Clive Wright.

Murray Howlett continued the tradition of first up riders winning in F grade. Not only did he ride away from F grade, but he passed E grade and rode away from them. Murray like Andrew Fraser a few weeks ago at Steels Creek might find himself missing a grade on the way up. Rod Goodes won the sprint for second and third from Southern rider Daryl O'Grady.

Southern Vets Program

Sunday	Apr	10	9.00 am	Nar Nar Goon	Graded Scratch Races
Sunday	Apr	17	9.00 am	Dromana	Graded Scratch Races
Sunday	Apr	24	9.00 am	Cora Lynn	Graded Scratch Races
Sunday	May	1	9.00 am	Somers	Graded Scratch Races

Northern Vets Program

Sunday	Apr	10	10.00 am	East Trentham	Pig and Whistle Handicap
Sunday	Apr	17	9.30 am	South Gisborne	Graded Scratch Races
Sunday	Apr	24	10.00 am	Avenel Rd Seymour	Benghazi Handicap
Sunday	May	1	10.00 am	Avenel Rd Seymour	McCallion Handicap

Congratulations to Su Pretto at the Forster Ironman

Can you swim 3.8 km, ride for 180 km and then run a marathon? And do it in 12 hr 15 min unlikely, by Su Pretto did. Su came 15th in her age group at last Sunday's Forster Ironman in a total time of 12 hr 15, made up of 1 hr 10 for the swim, an average speed of 30 + for the cycle leg and 5 hr for the marathon!!!!.

Changes at the Top

At the recent annual meeting the following office bearers were elected. In addition to those listed, Hylton Preece is continuing his role as webmaster, in preparation of race plans, race day signs etc and Phil Tattersall is continuing his role of organising rosters for marshalls and traffic controllers. Greg Lipple and Matt White have taken on the vice president role, with Greg and Nick Panou assistant handicappers.

President	Ian Smith 50 Barossa Avenue Vermont South Vic 3133 Tel 9887 1690, email ismith@internode.on.net	Assistant Handicappers	Nick Panou 53 Castella Street Mitcham Vic 3132 Tel 9873 1665, email panou@optusnet.com.au
Vice Presidents	Greg Lipple 9 Anaba Crt Mooroolbark Vic 3138 Tel 9733 5664, email greg.lipple@nilumbik.vic.gov.au		Greg Lipple 9 Anaba Crt Mooroolbark Vic 3138 Tel 9733 5664, email greg.lipple@nilumbik.vic.gov.au
	Matt White 34 Gordon Ave Montrose Vic 3765 Tel 9728 6859, email mattgwhite@telstra.com	Club Captain and Safety Officer	Ron Stranks 28 Batman Road Eltham Vic 3095 Tel 9439 8533
Secretary	Keith Bowen 2 Burke Street Montmorency Vic 3094 Tel 9439 8013, email keithb@rabbit.com.au	VVCC Delegates	Ian Jones 80 Pender Street Preston Vic 3072 Tel 94423917, email ianmagpies@hotmail.com
Assistant Secretary Treasurer/Public Officer	vacant John Macleod 21 Toppings Road Wonga Park Vic 3115 Tel 9722 1552, email milo@alphalink.com.au		Barbara Stewart 80 Pender Street Preston Vic 3072 Tel 94423917, email ianmagpies@hotmail.com
Handicapper	Graeme Parker 33 Heathfield Grove Montrose Vic 3765 Tel 9728 8087		Sid Dymond 5 Bainbridge Court Kilsyth Vic 3137 Tel 9725 5928, email dymond1@optusnet.com.au

Nigel's Race and Ride Reports

Saturday at Metec

I think I may have overcompensated. In an attempt to make up for a very lazy Easter I'd been out Tuesday and Thursday morning and again on Thursday evening, my legs are still suffering. I had taken the bike away for Easter with the best of intentions, but a change of plan, not mine (my parents say 'thanks Brett, we got a lot accomplished in the garden') removed any semblance of incentive to get out on it. I didn't even get the front wheel on it.

And with the 'Great Divide Ride' on Sunday I was looking to not exert myself too much. Well the best laid plans,

A warm and windy afternoon promised for a tough race, a bunch in excess of 20 riders promised a bit of cover. There were many regular faces in the bunch, some we hadn't seen for a while, a few were missing, one of which was Ian Milner. I'd been toying with the idea of adopting Ian's tactics, and with his absence I thought I'd give it a go.

The first lap was a little slow with the bunch spread right across the track, in an attempt to tidy things up a bit the plan was implemented immediately. A surge along the finish straight soon had b-grade in a nice neat line. Having accomplished the objective it was time to give someone else a go and set the timer for the next attack.

In the first half hour of the race there were several attacks by various riders. One by one of our vice presidents, making a welcome return to the competitive side of the track, even with some encouragement from the not-chasing bunch he wasn't able to stay away for long and was soon engulfed as the bunch spoilt his 1.5 minutes. And another two from yours truly, in accordance with my interpretations of Ian's plan, kept the bunch on their toes and started to hurt a few of the less 'race prepared' riders.

With another ten minutes gone it was time for another push, another break, it didn't take long for the bunch to react and respond, and it was quickly back together again. This time I couldn't give the lead away (something about a conga line seems appropriate here, but then again ...) and I found myself setting the pace for far longer than I had intended. My implementation of Ian's plan still needs some refinement.

The second half of the race was characterised by small break-aways involving two or three riders, but the conditions, and the big bunch, ensured that none of them were successful.

In the end it came down to a bunch sprint between those riders who had managed to stick it out. Steve Fothergill leading out from the traffic lights and holding on for a powerful finish.

There was a little dissent in the bunch as several of the group were keen for me to advise them of my plans before the event. So here it is, given my poor interpretation of Ian's plan this week (last week) my plan is to practise it

again next week (this week). Unless of course Ian Milner turns up and then I may have to review my plan and try something else.

Sunday for the Great Divide Ride

I'd come across an advertisement for the 'Great Divide Ride', a fund raising event for the Starlight Foundation to be run by Great Cycling Events, a couple of weeks back and it sounded like a ride worth doing. Checking the web site it looked like a great run, 180k climbing 650m through the picturesque dividing range to a lovely sun drenched lunch location in Trentham then an equally pleasant run home down the Lerderderg and Werribee valleys and across the Western plains. The pictures and the glowing commentary on the web site had me sold and I was registered in no time at all, even got the jersey to prove it.

Saturday had been quite warm and the forecast for Sunday was fine with a late change and showers developing. Armed with this knowledge I loaded the bike into the car and set off for Keilor with only my Eastern Vets outfit for protection from the elements, figuring that at the worst I would be home well before any 'late change' had a chance of developing. As it was quite mild when I set off at 5:30 this seemed a fair call.

With the ride due to start at 6:30 I had plenty of time to register, and get set up. 6:30 came and a bunch of around 100-150 riders set off, the Elite/Strong group (I had nominated myself as 'strong', the other categories were 'Recreational' or 'Developing'). One of the last ones to get away I was quite content to sit in as we made our way up the 'Old Calder Highway' to the new one. With less than a hundred metres of the ride covered there was an almighty 'POP' as some poor bunny's tyre dropped a non to subtle hint about not wanting to be there.

The pace up the highway was modest for an 'Elite' group, I think the headwind and the lack of elite cyclists may have contributed to the gentle pace. As we progressed along the Calder Freeway I slowly made my way up the bunch as I kept leap-frogging riders who were allowing a gap to form, by the time we got to the first rest point there was nobody in front and only a handful of riders around. By this time the drizzle had started and the weather wasn't looking too great. Ah, memories of ATB 2003.

We kept on up the freeway to Macedon where we missed the first of our missed turns, fortunately this one only cost a few of us an extra couple of hundred metres. By this time the weather was definitely deteriorating, it was worse than showers and wasn't looking like getting any better. The only redeeming factor it had over the 2003 ATB was that it wasn't as cold, but on the down side we had been pushing into a head wind all the way. From Woodend the weather got even worse as the rain really started to come down and it was a grateful group that arrived in Trentham to be greeted by a group of locals offering sustenance in the form of salad, rolls, sausages, and drink. The location looked

really nice on the web site, but the only creatures who seemed to be enjoying themselves this day were the ducks.

After a brief stop to fuel up and cool down a group of us were back on the road in an effort to keep warm. With a few inclines to conquer before reaching the highest point of the ride it wasn't long before I found myself riding alone with just the trees for company. Within 15 minutes of leaving Trentham the rain had stopped and the sun was making an appearance. Then came the fun bit. Over the next 25k we scrubbed off most of the height we gained in the first half of the ride as we made some very fast descents. A little scary given that at this point the wind was coming across the road and trying to blow the bike out from underneath the rider. In hindsight it was probably a bit stupid doing the speeds we were doing given the conditions, but then, what boy could resist?

Through Greendale and back onto the freeway for the descent into Bacchus Marsh where we missed the second of our missed turns, this one costing a bit more than the first. Somewhere in Bacchus Marsh we were supposed to make a right turn, but we missed it and found ourselves back on the freeway heading up out of the valley, only to be plunged down into the next valley, followed by another climb back up to the desolate volcanic plains of the west. With the wind at our backs and the 'Flight Deck' showing a ratio of 53-12 we were cruising along at 55kph +.

By the time we got to the Melton exit we figured we'd got something wrong and headed off in the general direction of Keilor. It was here that I parted company with the others as I endeavoured to re-join the ride route. After struggling into the wind back to the Melton township and seeking direction from a service station attendant I was able to

rejoin the official route. Topping up the water and scoffing a mars bar it was back to the road and on to the beautiful Caroline Springs. At this point it was getting a little tedious and I was ready for it to be over. Once through the suburban tumour, and with the run down the Melton Highway, the spirits picked up. It was just a short run to the finish.

At the finish we were presented with a medallion and a small bottle of sparkling, there was food and massages available, and some light entertainment setting up. Sitting down to eat a lunch of pasta and salad, and to consume the bubbly I was joined by a couple of guys who recognised the kit I was wearing, two of our new members from the previous day.

My impressions of the ride are that it was a new ride that will improve with time and notoriety. The bunch I was in broke down quite early and it was down to a series of small groups that made their way around the route. I did the majority of the second half of the ride on my own and came across other single riders making their way back to the finish. I enjoyed it, it was challenging, yet achievable, I will certainly be looking out for it again next year.

As for my figures for the day, I forgot to start the computer thingy and so don't have accurate numbers. We started at 06:30, I was back at 13:30 (7 hours), allowing half an hour for stoppages gives a ride time of around six and a half hours. The official site lists the distance as 178k and with my missed turns and detours I probably did this distance. This equates to around 26.7kph for the ride. I saw 17kph on the speedo at one point as I struggled back into the wind on the Western plains. At the other end of the spectrum I saw 87kph on one of the descents.

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<p>Betelgeuse who are you? We have a membership cheque with an unintelligible signature from Betelgeuse Software, but no membership form, would you please see John Macleod to sort things out.</p>
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CYCLING AROUND THE WORLD

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At the ripe old age of 53 and 54 respectively this is what my wife Ronnie and I have done, starting in 2002 and still going. Our two sons Andy and Paul now live abroad, Andy in Melbourne and Paul in Los Angeles so we had places to aim for.

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After a few miles at a speed of 10mph (16kph) into a head wind I was wondering what on earth have we done and how long will it take to get to Melbourne. I had been racing in UK before we set off and quickly realized that this was not going to be a quick trip. Ronnie had only ridden her bike a couple of miles each day to work and neither of us had toured before let alone ridden with pannier bags.

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Then across into Czech Republic and Slovakia following the Danube river into Hungary, cheaper living here so we found small hotels and were not averse to sitting on the kerbside eating hamburgers. We then headed into Rumania where we were unsure as to whether ATMs existed but as we came into the first small town there was one facing us at the first junction. We were relying on ATMs all through to access our account from home and so far so good.

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We were also given an armed guard as we traveled through some of the more 'dangerous' areas but at no time did we feel intimidated. One day here we had to cycle 109 miles to find a place to stay.

India was our next country, and so incredibly fascinating, to be able to cycle through Delhi with the traffic and then to the Taj Mahal, row a boat along the Ganges at Varanasi was a dream come true and then to Calcutta. The roads were bad most of the way and the traffic insane but we got through unscathed.

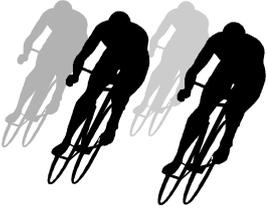
Burma wouldn't let us cross, we knew this before hand so had to fly into Bangkok from Calcutta. Our hotel room was broken into here and our belongings ransacked with stuff taken that was annoying. After a late night at the police station we soon headed off south through Thailand into Malaysia. Here we saw the Tour of Lankawi, snorkeled with sharks and suffered the tropical heat big time. Then a ferry from Malaka took us over to Sumatra, more big hills and the weight was again falling off us. A very friendly country and good for cycling, we crossed the equator and headed for Java, having camped one night on the volcanic island of Krakatoa before. Once across hilly Java we ferried to Bali and then flew to steamy hot Darwin.

Friends at home were emailing “congratulations you’ve done it” but we still had about 3 thousand miles to go to Melbourne. We flew to Alice and the flies and cycled up to Tenants Creek, numb sculling scenery all the way! Bused across to Townsville and rode down to Brisbane, the sugar cane is wonderful to see to see to see! Andy met us here and he and his wife Fiona took by car to Sydney as part of their holiday, dumped us off and we cycled the Hume across to big M firstly diverting to Canberra and then the suburb of Maidstone. You ask why? We come from Maidstone in England so Maidstone to Maidstone, in 14 months and 13200 miles later, about 21,250 kms.

After a trip back home to see family and friends we returned back to Melbourne, I rode a few crits which were really good fun then started the 2nd phase of our journey.

To ride to Los Angeles – how did we do it? We’ll tell you next time around.

Dick Naylor (Life Member of the San Fairy Ann Cycling Club, Maidstone, Kent UK)



eastern veterans cycling club

Newsletter April 16 2005

Graham Cadd Fund Raiser Metec, 9 April

Congratulations to all riders, we are still counting the money, but it looks like we raised around \$2200 for the Leukodystrophy Appeal in support of Graham Cadd and partners in their ride from Perth to Sydney. Following on from our \$4000 for the Tsunami Appeal I think we can be proud of our fund raising efforts.

Thanks to those people who donated prizes, but in particular, to Glenys Jardine for donating a night and meals for two at the Grand Hyatt, to Dave Johnson for the Harley Ride and for Metec for forgoing the rider fee. Let us not forget John Porter for his singing. We contributed \$175 to get John to sing, thanks John, you have the X factor. All that has got to happen now is for Graham, Ian Milner and Alan Cunneen to do their bit and ride 4000 km in 10 days.

Another hot and windy day made for relatively unpleasant conditions during the races. Application of the 'mercy' rule to shorten races to around 45 to 50 minutes was appreciated by the riders.

A grade had eight starters, and the familiar trio of Guy Green, Rob Amos and Phil Smith fought out the sprint. John Lynch and Ian Milner were up the front for awhile, but just got left behind in the latter stages of the race. Rob Amos raced earlier in the morning at Metec for a win in the Cycle Sport Victoria Criterium Championships.

B grade finished up strung out around the track. Michael Hay had a bit of break for awhile until joined by Mick

Buckley, Matt White and Phil Thompson, who finished in that order.

C grade stayed pretty well together for a bunch sprint. Geoff Puttock lead out from before the traffic lights and never looked like being beaten despite being hotly pursued by Peter Wykes, recently up from D grade and fast finishing Graeme Parker. If Geoff continues with his present form, he will be challenging in B grade very soon. Mark Chambers who had been riding the Warburton Trail in the morning won D grade from new riders Shane Dawson and Steve Smith.

After her win last week Glenys Jardine continued to try her successful tactics of trying to ride away from the bunch and this week was aided and abetted by Andy Ferridge, another rider who likes to try and sneak away. After being caught out once the rest of the riders were not going to be caught out again and made sure no one got much of a break. In the end it came down to a bunch sprint with Alan Sandford winning from Dick Fox and Ron Stranks.

Geoff McKay stole a march on F grade by attacking on the hill and left Su Vogt and Laurie Bohn to fight out the second and third places.

Results

	First	Second	Third
A Grade (8)	Guy Green	Rob Amos	Phil Smith
I Grade (19)	Michael Buckley	Matt White	Phil Thompson
C Grade (18)	Geoff Puttock	Peter Wykes	Graeme Parker
I Grade (20)	Mark Chambers	Shane Dawson	Steve Smith
I Grade (15)	Alan Sandford	Dick Fox	Ron Stranks
I Grade (4)	Geoff McKay	Sue Vogt	Laurie Bohn

Officials

Racing was in charge of Liz Randall, entries were taken by Greg Lipple in his role of assistant handicapper while Graeme Parker conducted a skills session, which seemed to be pretty popular. A similar session will probably be conducted when we are at Metec in the future.

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Saturday	Apr	23	2.00 pm	Metec	Club Championships
Monday	Apr	25	8.00 pm	Maroondah Club	Monthly General Meeting
Saturday	Apr	30	2.00 pm	Yarra Junction	Bicycle Superstore Time Trial
Saturday	May	7	2.00 pm	Maccessfield Road	Graded Scratch Races

Southern Vets Program

Sunday	Apr	17	9.00 am	Dromana	Graded Scratch Races
Sunday	Apr	24	9.00 am	Cora Lynn	Graded Scratch Races
Sunday	May	1	9.00 am	Somers	Graded Scratch Races
Sunday	May	8	9.00 am	Braeside	Graded Scratch Races

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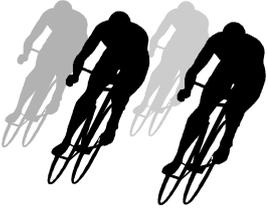
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eastern veterans cycling club

Newsletter April 23 2005

Graded Scratch Races Steels Creek April 16

Still our numbers keep going up, 92 starters on a day again of near perfect conditions. A bit of a southerly which you only noticed when you came out of the trees a kilometre or so before the finish.

Some new faces in the **A grade** results with Ken Green (Southern) and Colin Morris (Northern) following home regular winner in Guy Green.

Nigel's B Grade Report

I was feeling pretty good, I'd had a reasonable week on the road and was looking forward to a break from the criterium circuit.

And what a beautiful day for it, the clouds were burning off, revealing a delicate and warm sun in a beautiful blue sky. The grape vines, in full leaf, just beginning to turn to their Autumn colours. Alpacas grazing lazily in the fields along the road, stopping mid chew, blades of grass hanging from their mouths, to watch the cyclists as they go by. The waterholes looking resplendent, reflecting the blue of the sky. And a gentle southerly helping us on the uphill outbound leg and not too great an inconvenience for the return, downhill, leg.

That was the warm-up, and I wasn't feeling quite as good as I had been driving to the start.

I had not formulated a plan for the day's race. I had had an idea to simply set off hard and see what fell out of the trees. But the state of the legs after the warm-up suggested that this may not have been the way to go.

On the start line there was a sea of green as over two dozen B grade riders greeted the starter. With such a large number there was no way an early attack was going to succeed, but I figured I'd give it a go anyway and see if we couldn't break the bunch into a couple of smaller groups.

With one rider, who'd been a little over enthusiastic in the neutral zone, away, we hit the bottom of the first rise racing. I was trapped to the left of Phil Thompson and behind a half dozen other riders leaving me in no position to implement my half-baked plan and launch an attack up that first incline. Half way up and I managed to force my way out onto clean road and was away. Catching the out-rider at the top of the hill I set about pushing it down the other side, the two of us worked for a kilometre or so before the bunch reeled us in. It was the whole bunch. Another kick to see if anybody had over-cooked themselves in the chase, but no, they all chased and stayed together. There was no plan b.

With a little encouragement from our club president I had another go coming into Steels Creek, unfortunately, timing the attack with an oncoming 4WD I got through but figured

the on-coming car had restricted any response, I sat up and waited for the others to catch up. It was as a full bunch that we went into the first turnaround, the 150m neutral zone after the turn was extended to 1500 metres to cater for the large group (ok, that's a bit of an exaggeration, but it reads good).

The pace for the first lap was fairly full on, an attack would be launched, a chase instigated, then after a brief recovery period another attack was launched.

The second lap took much the same form as the first, various riders throwing in their two bob in an attempt to get something happening only to have their efforts come to no avail as the bunch responded and shut them down. The usual names were there as both instigators and responders, Ian Smith, Matt White, John Jardine doing a bit of the chasing, Martin Stalder, and others.

The third lap was a little more sedate as the protagonists recovered from their antics of the previous laps. The less hectic pace gave the more sensible riders their opportunity to try to put their mark on the race and to hurt those who had tried to hurt them.

We hadn't seen any trade mark Ian Milner tactics in the first two laps, maybe he was happy that we were all damaging ourselves without him needing to do too much himself. But three-quarters of the way out on the third lap and he couldn't help himself, and rides away from the bunch. Even though there were three legs to go, a rider getting a break going into the turnaround would have a great advantage over the bunch as they were forced to ride neutral. Either nobody else in the bunch saw this as a threat, or they were confident that somebody else would initiate the chase. Somebody else initiated the chase, only to be told off by Ian for bringing a few friends along. Well if that's the way you feel you can ride by yourself. This time I didn't invite anybody else along and caught Ian at the top of the rise before the tennis courts, despite making an effort we didn't have a hope and were caught well before the turnaround.

We started the final lap much the same way as we started the first, except that we were short two riders, Matt White puncturing, and another preferring the biodynamic fruit and vegetables to the pace of the attacks and chases.

Somebody stole my plan as we climbed the first rise for the last time and stole a break on the bunch. The break was maintained for about as long as the first lap break had been allowed. Then it was back to the cut and thrust of peleton racing as various riders went to the front to either pick up the pace, or slow it down. Anybody who had any idea of breaking away didn't get the chance to achieve it, the

bunch responding very quickly to anything that even remotely looked like an attempted attack.

More of the same on the final return journey. The closer we got to the finish the closer the attacks came until, at the end, it got to the stage where it was a rider from the middle of the chasing pack continuing on around the chase to start another attack. The last attack coming as the bunch headed up the last climb, with that attempt succumbing to the mass of the bunch it was going to come down to a bunch kick.

Curses to the laws of gravity, at the bottom of last hill, at the foot of the climb to the finish, I've got momentum and two choices ; scrub off some speed to stay on the wheel in front of me, or start my sprint early. It's a long sprint, but fortune favours the brave (sometimes). I've gone for it, way too early, fully expecting to get swamped 50m from the line, as it turned out I was only swamped by one, Phil Thompson. An on-coming vehicle, keeping the large bunch of chasers to one side of the road, created a bit of pandemonium in the bunch which enabled those brave souls who had bitten the bullet early to keep clear and finish on the podium.

I don't recall seeing any alpacas during the race, just the road and the wheel in front of me, I did notice the wind on the return leg. It was a good, honest, tough race. The figures for B-grade were 66.14 k in 1 hour 48 minutes for an average of 36.6kph

C grade with 21 starters again saw familiar names at the front with Graeme Parker winning from David Casey, Tony Curulli and Andrew Millar.

James Harris showed a return to form in **D grade** winning from Leon Bishop, obviously relishing a return to the road and Dick Fox, back in D after a brief sojourn in E and Su Pretto showing no ill effects from her 12 hr 15 min Ironman at Forster. Well done Su.

After getting away from **E grade** at Metec a couple of weeks ago, the rest of E grade is pretty wary of Glenys Jardine and are determined not let her get away. The race is a series of attacks by Glenys followed by a chase to bring her back. Angelo Antignani is another rider who likes to get off the front a bit and had to be chased down. Everyone was waiting for Glenys to charge to the front on the downhill approach to the finish and get a good sit. Keith Bowen was the first to get on, but was swamped just before the line by Angelo and Clive Wright. J C Wilson was in the mix but disqualified himself for riding below his grade. Angelo has probably shot his bolt and will find himself in D grade and if Glenys keeps on improving at the same rate she won't be far behind.

Juanita Stumbles and Sue Vogt are finding the old stagers in **F grade** are pretty crafty individuals. Juanita and Sue led the charge back on the last lap, with Laurie Bohn and John Porter sitting on (their story is that they tried and couldn't get passed, oh yeah!). In the sprint Laurie won from vocalist John Porter and Sue.

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I Grade (26)	Phil Thompson	Nigel Kimber	Roman Suran	Michael Hay
C Grade (21)	Graeme Parker	David Casey	Tony Curulli	Andrew Millar
I Grade (17)	Jim Harris	Leon Bishop	Dick Fox	Su Pretto
I Grade (10)	Angelo Antignani	Clive Wright	Keith Bowen	
I Grade (8)	Laurie Bohn	John Porter	Sue Vogt	

Officials

Riders having a rest today and putting in their time as officials were, Peter Howard, David McCormack, Greg Molesworth, Greg Lipple and John McLaughlin. Thanks guys.

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Pakistan next and by then we were used to desert conditions but perhaps not the food conditions! We suffered badly here with diarrhea and sickness and if any body wants to lose weight quickly then we can recommend a two week 'holiday' here.

We were also given an armed guard as we traveled through some of the more 'dangerous' areas but at no time did we feel intimidated. One day here we had to cycle 109 miles to find a place to stay.

India was our next country, and so incredibly fascinating, to be able to cycle through Delhi with the traffic and then to the Taj Mahal, row a boat along the Ganges at Varanasi was a dream come true and then to Calcutta. The roads were bad most of the way and the traffic insane but we got through unscathed.

Burma wouldn't let us cross, we knew this before hand so had to fly into Bangkok from Calcutta. Our hotel room was broken into here and our belongings ransacked with stuff taken that was annoying. After a late night at the police station we soon headed off south through Thailand into Malaysia. Here we saw the Tour of Lankawi, snorkeled with sharks and suffered the tropical heat big time. Then a ferry from Malaka took us over to Sumatra, more big hills and the weight was again falling off us. A very friendly country and good for cycling, we crossed the equator and headed for Java, having camped one night on the volcanic island of Krakatoa before. Once across hilly Java we ferried to Bali and then flew to steamy hot Darwin.

Friends at home were emailing "congratulations you've done it" but we still had about 3 thousand miles to go to Melbourne. We flew to Alice and the flies and cycled up to Tenants Creek, numb sculling scenery all the way! Bused across to Townsville and rode down to Brisbane, the sugar cane is wonderful to see to see to see! Andy met us here and he and his wife Fiona took by car to Sydney as part of their holiday, dumped us off and we cycled the Hume across to big M firstly diverting to Canberra and then the suburb of Maidstone. You ask why? We come from Maidstone in England so Maidstone to Maidstone, in 14 months and 13200 miles later, about 21,250 kms.

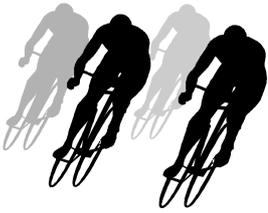
After a trip back home to see family and friends we returned back to Melbourne, I rode a few crits which were really good fun then started the 2nd phase of our journey.

To ride to Los Angeles – how did we do it? We'll tell you next time around.

Dick Naylor (Life Member of the San Fairy Ann Cycling Club, Maidstone, Kent UK)

2005 LICENCES

There may be a hiccup in the system for 2005 licences. If anyone paid for their licence before 30 March 2005 and still has not received their licence, please contact John Macleod on 9722 1552 or email milo@alphalink.com.au.



eastern veterans cycling club

www.easternvets.com

Newsletter April 30 2005

Club championships Metec April 23

A holiday weekend, combined with Club Championships in which many riders are on a hiding to nothing, but still 61 riders started in close to perfect conditions again. Probably a south easterly with a bit of a head wind down the back and as you went past the traffic lights, but a tail wind down the straight, which meant some fast finishing sprints if you could stay with the strength. With several riders off doing a traffic controllers course there was a bit of juggling to arrange the races so that their age groups were racing second.

Brett Rallings won the 'young ones' from Craig Everard and Glen Cortis. In the 40 to 44 Phil Smith stayed glued to Guy Green's wheel until the end when Guy held on in the sprint. Nick Panou obviously had a plan and kept up with Guy and Phil for a substantial part of the race. The 50 to 54 had a sprint finish, with Steve Fothergill continuing his good form of recent days, holding off Peter Ransome and Stephen Short coming third. John Pritchard played around during the 55 to 59 race going off the front a few times only to be caught again. Peter Wykes won the sprint from John Pritchard and Colin Morris. Kerry Ryan adopted his mountain bike racing tactics in the 60 to 64 age group, going hard from the start. Kerry lapped the field at least once. Clive Wright came in second followed by Brian Farrell. A similar sort of race for the 65 to 69, but with two riders this time lapping the field, Paul Kelly winning from Ted McCoy followed by Rod Hay. Keith Bowen and Ron Stranks nearly came to a standstill during the last lap (the judges thought that they may have finished the race a lap earlier, they were going so slowly) of the 70+, neither of them wanting to lead out. In the sprint Keith Bowen won from Ronnie with John Porter coming in third.

The women had a massed start and when it settled down it was a race of three (although in two age groups) with Kym Petersen, Debbie McCoy and Su Pretto. The pace was on as they kept on passing and being passed by the men's 45 to 49 age group!!! As they were lining up for the sprint, Debbie was distracted, waved to the crowd watching or something and nearly ran off the road near the traffic lights and was out of the sprint as a result. Kym won the sprint from Su. This was a really good race and it is a pity that Liz Randall, Glenys Jardine and Adrienne Lang weren't there. We must arrange a feature race for them at Metec sometime in the future, it would be something worth watching.

Nigel's 45 to 49 Race Report

Another criterium at METEC, what to do, let's see, plan A, nup, plan B, nup, plan C, plan C 1, nup, nup. Stuff it, can the plan, let's just go with the flow. Being an age group race I don't even know who I'll be racing.

We (the 45-49 year olds) were on second, this gave me the opportunity to find out who I'd be up against and to review my thoughts on not having a plan. It also enabled us to sit around and enjoy the first session of racing. I certainly didn't envy the people in control of the races, I took my eye off the proceedings for a minute and had no idea who was where. The 40-44 (y o) race cemented a plan, do as Nick did, stick with the a-graders for as long as possible and hope to keep any break attained to the finish. With Rob Amos in the race, that would be the plan, if Rob goes, go with him.

Around 17 riders took the starters instructions, it was one lap neutral and then racing. With quite a few strong riders in the group it made it a little difficult to predict what was likely to happen. No sooner had the racing started, and there was an attack, one rider went away to be very quickly joined by another. This early in the race no-body took it too seriously and after a couple of laps with an upped tempo we were all back together. A couple of laps together and Angelo has decided that the pace wasn't fast enough and has launched an attack of his own, this didn't last too long either.

Over the first half of the race several riders took turns at cranking up the pace in an attempt to either get away, or to break the bunch up. On one such attempt Rob Amos had need to call on his mountain bike skills as he's ended up in the gravel going around Steve Barnard at around 45kph.

It wasn't till about half race distance that Rob started getting serious about getting away, I think he was the only one left with enough in their legs to launch any attacks. True to plan I did my best to cover all of his attempts. Apparently I wasn't the only one with that plan as every attack by Rob was covered by three or four riders.

With around 15 minutes to go I've led the bunch over the hump, and that was it, I was done, all I could hope for was to let the bunch go through, get on the back, and hope I could stay with them. Having spent most of the race

toward the front of the field I had no idea how big the bunch was and I was caught a little by surprise by the gap that appeared after the sixth rider. \$#i+, another chase, as I struggled to get on to the back of the train.

Fortunately, for me, the next attack, by Rob, came after I had managed to get a bit of lactose out of the thighs and a little bit of glucose back into them. That attack was well covered and came to nothing, but served as the queue for another rider to go away, he was soon joined by Michael Burke. Either the remainder of us had nothing left to chase with, or we didn't think it was a serious attempt, I know on which side of that 'or' I fell. But after a lap and a bit, it was time to get them back before we ran out of race time.

All back together again and with only a lap or two to go the jockeying for positions began, and for once I actually had some say in my road position going into the final lap. The pace for the last lap was up and we hit the final turn at full tilt. I was sitting fifth wheel when Michael Burke has come around me. I've jumped across to his wheel in the hope that he would take me to the line, this did not eventuate and with 50 metres to go I've left him and chased the three leaders, to no avail, finishing just out of the placings.

Race figures : 37. 45k in 58 minutes 10 seconds for an average of 38. 6 kph.

The maximum speed recorded by me was 56.7kph, I had seen 27. something on the Flight Deck during the race as well as several instances of speeds greater than 50 kph.

Results

	First	Second	Third
Men 35 to 39	Brett Rallings	Craig Everard	Glen Cortis
Men 40 to 44	Guy Green	Phil Smith	Nick Panou
Men 45 to 49	Rob Amos	Bob Kelly	Phil Thompson
Men 50 to 54	Steve Fothergill	Peter Ransome	Steve Short
Men 55 to 59	Peter Wykes	John Pritchard	Colin Morris
Men 60 to 64	Kerry Ryan	Clive Wright	Brian Farrell
Men 65 to 69	Paul Kelly	Ted McCoy	Rod Hay
Men 70+	Keith Bowen	Ron Stranks	John Porter
Women 35 to 39	Kym Petersen	Debbie McCoy	
Women 40 to 49	Su Pretto	Juanita Stumbles	Stephanie Thomas
Women 50+	Gayle Burke	Sue Vogt	

Officials

Greg Lipple and Matt White were the main men in charge today, with Steve Fothergill providing the much appreciated drinks. Thanks guys.

Eastern Vets Program

Saturday	Apr	30	2.00 pm	Yarra Junction	Bicycle Superstore Time Trial
Saturday	May	7	2.00 pm	Maccessfield Road	Graded Scratch Races
Saturday	May	14	2.00 pm	Metec	Bicycle Superstore Crit
Saturday	May	21	2.00 pm	Yarra Glen Toolangi	Bicycle Superstore RR

Southern Vets Program

Sunday	May	1	9.00 am	Somers	Graded Scratch Races
Sunday	May	8	9.00 am	Braeside	Graded Scratch Races
Sunday	May	15	9.00 am	Cora Lynn	Graded Scratch Races
Sunday	May	22	9.00 am	Lang Lang	Graded Scratch Races

Northern Vets Program

Sunday	May	1	10.00 am	Avenel Rd Seymour	McCallion Handicap
Sunday	May	8	9.30 am	Toolernvale	Time Trial H'cap
Sunday	May	15	10.00 am	Lancefield	Handicap
Sunday	May	22	9.30 am	Campbellfield	Graded Scratch Races

Karen's Leaving Us

It's all
with
office
to work



official.....Some of you may have heard on the grapevine already.....I have been offered a job European Headquarters of Nike as Senior Merchandise Manager of Professional Sports Apparel. Our is in the Netherlands near Amsterdam. Not only is it a promotion for me, but it also give me the chance with elite athletes and their coaches, managers etc, to ensure that the Nike apparel we give them enables them to perform at their peak when competing and recover better and faster.

For your info, the sports the Professional Sports team covers in Europe are: track & field, swim, volleyball and beach volleyball, handball rugby (go Johnny boy!) bobsleigh and speed skating AND..... CYCLING- YIPPEE!!

Shame I have to go to the events to make sure the athletes are happy- we sponsor a little race called the Tour De France.....See you there!!!

Anyway, that's the exciting side!! Other advantages include being much closer to family (for both of us) and much closer to racing in Europe- oh yes and it's home to some very good track cyclists and some very nice diamonds too!! The bad side is that we will be leaving the beautiful antipodes after several very happy years in Australia and New Zealand- we will be back!!! Other disadvantages I would rather you didn't remind me of include the weather and the lack of hills and being miles away from all of our friends down under!!

If anyone knows anything about racing in Europe for a "wannabe elite" cyclist who doesn't have much time to train, but would like some good hard racing please let me know! Also if anybody knows anything about European track bikes- I am after a track bike after trying the pursuit and loving it but know nothing about the different brands except for BT!!

Due to my impending move to the land of hash cookies, diamonds and tulips, I need to sell my beloved Alfa Romeo Sports Wagon in gorgeous Fantasy Blue, Dec 2001, selespeed, top of the range and fully optioned with unmarked black leather interior, electric everything, tow bar (never towed anything). This vehicle has been meticulously maintained and carefully driven by one lady owner and is only being sold because I am moving to Europe for work and can't take my baby with me. Long registration until December 2005, first person with \$25,500 gets the car and the instant street cred!!

PS My bike is worth nearly as much as this- so it really is a steal!!! Contact Karen at karen.hopkinson@nike.com

Karen Hopkinson

Letter from Graham Cadd

Hi Keith

I have been a member of Eastern Vets for 9 years. I couldn't ride a bike when I started and in the racing scene there would most probably be a view that I still can't. I was very over weight and stressed out of my head in my job as a senior psychiatric nurse and with my family issues. The friends I have made through Eastern Vets, and the club itself, have been constantly interested in my problems and supportive of me. I am in this awkward position, with my son, where there is little I can do other than support him and help out with the Leukodystrophy Support Group supporting others in a similar situation. Through my bike rides I have been able to raise funds for medical equipment, information packages, medical education and most importantly counselling to help sufferers and their families cope with these very serious neurological disorders.

This trip will be my and Ian Milner's third attempt to cover the distance in 10 days and Alan Cunneen's second attempt. The club and its members have shown me and my team tremendous interest and support and have generously donated the proceeds of a special race day each time. Eastern Vets have been our biggest donor and supporter. I ask that you publish my and the Leukodystrophy Support groups thanks to the club for organising the race day and to all club members who so generously raced for us on the day.

We are leaving Melbourne on the 28th of May and should leave Perth on the 1st of June. We will not have a satellite phone capable of sending emails this time but Tom O'Malley and Juanita Stumbles (both Eastern members) will try to get progress reports back to Melbourne each day either by mobile or pay phones from road houses.

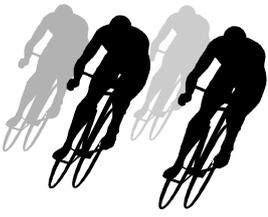
I trust all Eastern members will give us good vibes for favourable weather and winds for the entire journey.

Regards

Graham Cadd.

Champonship Photos Metec 2005





eastern veterans cycling club

www.eastervets.com

Newsletter May 7 2005

Bicycle Superstore Tour Yarra Junction April 30

Who would believe that 109 riders would start in a 25 km time trial. A few years ago the time trial was cancelled because of lack of interest. Numbers were up on the 91 starters we had last year and the 47 starters at Steels Creek in 2003.

There were some super fast times, not sure whether it was better conditions or improved form. It wasn't the distance which was pretty well spot on at 25 km. The rides of the day were Phil Smith in a time of 36 min 50 sec, which is an average speed of 40.7 km/hr and Liz Randall 41:58, a time that would have placed her second in C grade.

Big improvers in A grade over last year's times by a minute or more were Guy Green, John Lynch, Peter O'Callaghan. Times in some grades were very close, there was only one second between Guy Green and John Lynch in A grade and in B there was a second between second, third and fourth place Boyd Friis, while E grade had a tie between John Cordedda and new rider Richard Flanagan.

B grade times were very even with all but one rider finishing within less than 4 minutes of the winner Michael Hay. Notable improvers were: Gary Chamberlain, Quentin Frayne, Ian Milner and Garry Wishart. The big improves in C grade was Jeff Pretto by nearly 2 minutes.

The handicap was won by Phil Smith (1 min) from Andy Ferridge (8:30) and Gayle Burke (12).

The age based time category is one of the few events that favours the older riders and this was the case Saturday. Liz Randall broke her age time by 11:37. Liz is continuing to improve, last year she was only 9:42 up on it. She was followed by Tony Retra up by 8:08, Rob Graham up by 7:24, John Lynch 6:32 and Dick Fox 6:09.

Liz Randall, Glenys Jardine and Adrienne Lang weren't there. We must arrange a feature race for them at Metec sometime in the future, it would be something worth watching.

Protest Upheld

During the time trial David Casey found the temptation of a fast rider going past too much to resist and sat on the wheel. As a consequence David was penalised 1 minute. One minute was imposed to take David out of any points for the Bicycle Superstore Tour, rather than adjust his time to what it should have been (evidence suggests that his penalty should have been more, some might say he should have been disqualified).

Sitting on is a big "no no" in a time trial, riders must stay clear of all other riders. If you are about to pass a rider that rider must not sit on you as you go past, and as you approach another rider you must ride clear of them.

Is there anyone else out there feeling guilty and who wants to "fess up" to the same misdemeanour?

Nigel's Time Trial

A couple of weeks ago I was asked what my plan was for a time trial. 'Keep pedaling' was my reply, 'what about your heart rate?' was the response. I'd never thought about that, I guess 'keep beating' would be the best plan there.

The day was typical Melbourne, not sure what it was going to do, cool and overcast with a westerly breeze. The wind would help us out to Powelltown but hinder our return. With the start of the course being downhill and with the wind at my back the plan was to go out as hard as possible, making the most of the conditions, and then come back even harder.

You would of thought for an event that required pre-entry, and a fee, that all registered participants would turn up, but not the case. The two riders scheduled to start before me failed to front. This left a 90 second gap between John Jardine and myself. With no one to chase it was going to be a lonely ride.

Sixteen minutes after Rob Amos was released it was my turn, clean road ahead of me. I didn't expect to see any body till around the seven and a half kilometre mark, and that's how it turned out, as Rob and I crossed. After that there was a steady stream of riders coming back, some closer together, some further apart. At around 12.4k came John Jardine and I thought I was in with a good chance of pulling him in, at least I'd be able to see a rider ahead and have something to strive for. But the turn around didn't come for another 400 metres or so, meaning I had a little more work ahead of me than I thought.

Checking the chasing riders over the initial part of the return suggested that I wasn't being caught by the immediate following riders, but it didn't appear as though I was pulling any time on them either. Then it was back to the grind, a regular parade of riders passing down the other side of the road and each open stretch of road showing the gap to John getting smaller and smaller. Then around a bend, and where I was expecting to see him, there was nobody, next bend and still no sign, a couple more and still no sign and I am beginning to wonder, either he's gone straight off somewhere, or he's seen me coming and pulled the finger out. Finally he's back in view (as are all his fingers), further down the road than before, but we're back on track, pulling a few metres back every incline.

Coming through Gladysdale I'm 80-100m off John's wheel and I've gone for the small chain ring to get through the last 3k of inclines. The derailleur though, had different ideas, and has given me nothing. After what seemed an

eternity of trying to ride the chain back onto the chain rings I've given up, stopped, and man-handled it back to where I wanted it. With slightly dirty hands and a filthy attitude I've set off after John again. By the end I'd made back what I'd lost and finished about ten seconds behind him.

Now came the wait to see how I'd fared against the chasing riders. With Ian Milner, who had started a couple of minutes behind me, crossing the finish line around a minute after me, I knew I wasn't going to take the B-grade money. My figures for the race had me averaging 36.7kph for the 25km.

Officials

Thanks to Ian Smith, Steve Short, who manned the turn, Colin O'Brien and Anthony Brown who controlled the start and finish assisted by some onlookers and riders who had finished. Graeme Parker and Keith Bowen took the entries and Keith sorted out the results in the computer.

Eastern Vets Program

Saturday	May	7	2.00 pm	Maccessfield Road	Graded Scratch Races
Saturday	May	14	2.00 pm	Metec	Bicycle Superstore Crit
Saturday	May	21	2.00 pm	Yarra Glen Toolangi	Bicycle Superstore RR
Saturday	May	28	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	May	8	9.00 am	Braeside	Graded Scratch Races
Sunday	May	15	9.00 am	Cora Lynn	Graded Scratch Races
Sunday	May	22	9.00 am	Lang Lang	Graded Scratch Races
Sunday	May	29	9.00 am	Crib Point	Graded Scratch Races

Northern Vets Program

Sunday	May	8	9.30 am	Toolernvale	Time Trial H'cap
Sunday	May	15	10.00 am	Lancefield	Handicap
Sunday	May	22	9.30 am	Campbellfield	Graded Scratch Races
Sunday	May	29	9.30 am	Toolernvale	Handicap

Notes For New Riders And Old Riders (In Case You Have Forgotten)

We run three types of races, time trials (see comments above regarding sitting on), graded scratch races and handicaps. In graded scratch races each grade is a separate race and riders must not gain an advantage by sitting on another grade. In criterium races at Metec or Dunlop Road, when passed by another bunch riders must not sit on that bunch. If you are lapped during a criterium under no circumstances should take part in taking turns or participating in the sprint. In handicaps everyone is in the one race and you are able to ride with bunches catching up to you, you should as far as you are able to take turns and do your fair share of the work.

Bicycle Superstore Update

F grade will be racing in a separate series because we did not reach the required number (12) to run as part of the Bicycle Superstore Tour series. Prize money is still being sorted out, but will probably be around \$100 for the series winner. Sorry about that, but we thought we would get at least 12 riders.

Winners last Saturday received 15 points and with a three race series they are already have third place stitched up!!!

Club Championships

Women 30 - 39

Debbie McCoy

Petersen Kym

Women 40 - 49

Su Pretto

Glenys Jardine

Juanita Stumbles

Women 60 +

Randall Liz

Men 35 - 39

Peter Howard

Milner Ian

Gary Chamberlain

Men 40 - 44

Phil Smith

Green Guy

Steve Knight

Men 45 - 49

Rob Amos

Tom Salinger

Michael Burke

Men 50 - 54

John Lynch

Rob Graham

Quentin Frayne

Men 55 - 59

John Jardine

Ray Clifford

Andy Ferridge

Men 60 - 64

Kerry Ryan

Brian Farrell

Clive Wright

Men 65 - 69

Ted McCoy

Paul Kelly

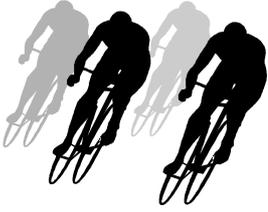
Dick Fox

Men 70 +

Ron Stranks

Mike Fisher

John Porter



eastern veterans cycling club

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Newsletter May 14 2005

Graded Scratch Races Macclesfield. May 7

Well after an absence of a year or more, most of us had forgotten how tough this Macclesfield course is. Super fast ride out, 70+ km/hr was the norm for the higher grades, but then that first pinch on the way back suddenly slows the field down. From then on to the finish it is up, a little flat, or even a little down, up, a little flat etc etc. Surprisingly, several grades finished with a sprint, although they might be described as "slow motion sprints", no hassle for the judges as the riders cross the line at not much more than 20 km/hr. It was made even easier this year when the finish line was 50 metres or more lower down the hill. Bunch captains were appointed in each grade with the task of keeping riders under control and reporting any miscreants. There were a couple of bad appointments by the starting officials in Michael Paull and Keith Bowen, they were both off the back in the first lap!!!. Anyway, a very cold morning, but fine conditions by the afternoon brought out 68 starters.

A grade developed into its usual battle between Rob Almost and Guy Green. Rob after a fast outward leg on lap 3 had a handy lead with a lap and a half to go, but was caught near the turn on the last lap. The two sprinted to the line together, but Guy timing his sprint well just won on the line. Gerry Donnelly lead the others home.

Another two rider sprint in B grade with Michael Day and Steve Gray sprinting together, with Michael just holding on. The rest were strung out with Nigel Kimber coming third (obviously his plan was partly successful this week).

New rider Thomas ('I have only raced once before') Didier won the C grade sprint from criterium specialists Jeff Pretto and Brian McCann, with Eddie Tucker not far behind in fourth spot. Thomas if he keeps up this form will find himself in B grade

D grade had the only run away winner in Neil McLennan, although they tell me he was off the back at one stage, but finished up winning by a minute or more. He must have put in a blinder of a ride on the way back on the last lap to win by such a margin. Andrew Fraser won the sprint for second from, Tim Crowe, with Su Pretto coming in fourth. Su is not far off getting a place in D grade, in particular look out for her at Toolangi in a couple of weeks.

Brian Farrell managed his first win in E grade from Ron Stranks and Murray Howlett.

Daryl O'Grady looked to have a winning lead in F grade with half a lap to go, but he didn't bargain on John Porter pegging his lead back as they climbed the hills towards the finish. As they rode towards the finish, John kept a

watchful eye on Daryl and was never going to let him past. Mike Fisher finished third, not far behind.

Nigel's Race Report

Macclesfield Road, it's been a while. An out and back circuit (most likely four laps) so it'll be the standard plan; sit in for the first lap, push the pace on the second, and maybe the first part of the third, recover for the remainder of the third, and the first part of the last, and then see what we can do on the run to the finish. As memory serves the undulating nature of the course providing many inclines on which to launch an attack.

Driving out along Mt Dandenong Road I was reminded on just how long it's been since we last raced at Macclesfield as it's dawned on me that I was going to the wrong place. A quick detour across Mt Dandenong and I'm back on track. Anybody looking for hills training could do worse than Belgrave to Ferny Creek via Terry's Ave and Belgrave - Ferny Creek Rd.

A quick drive out along the circuit to refresh the memory again reinforces just how long it's been, I don't recall it being quite so up hill on the return leg. The weather could not have been much better, cool with blue skies and very little wind, just a gentle breeze that wouldn't contribute to the race but would take a bit of the sting out of the run back to Macclesfield.

Sixteen B-graders were on the line for the start, Ian Milner giving me a bit of stick about needing the small chain ring in last weeks time trial. Neutral from the school to the top of the hill and then away down the other side. I'd been correct in my assumption on race distance but it didn't take long for the plan to be revised, or forgotten. As we hit the first incline, I've put the foot down, pulling a small break which was quickly closed as the others responded and my legs cried out in protest at the early exertion.

We maintained a fair pace to the first turnaround, several riders taking a turn at the front keeping the group honest. The first climb on the way back is the worst, speeds of up to 72kph were obtained on the descents, I have no idea of what we managed on the ascents, I was too busy chewing on the handlebars. On the first ascent John Jardine has climbed strongly and taken three others over the top with him, with not a lot left in the legs the effort to stay away came to nothing. A few more surges on the way back also came to nothing as the bunch struggled back to the turnaround, essentially intact.

The second lap was a slower version of the first, so much for my intentions of pushing the pace. I did manage a few

efforts, but they couldn't be seen as too serious as my legs were suffering from the efforts of the first lap, other's attempts met the same end. Two thirds of the way back and Ian Milner has gone for the small chain ring and got nothing, with Ian rapidly progressing to the back of the bunch struggling to ride the chain back onto the chain ring, one word came to mind; 'karma'. A slightly reduced bunch turned at the halfway point, Ian Milner, having re-acquainted chain with chain-ring, doing his best to get back on.

The third lap was much the same as the second, with very few riders wishing to take the incentive, the pace was again slow as it was shared between three or four riders. An effort on the first climb of the return only served to reinforce the fact that I was at the limit, and with still one and a half laps to go, it wasn't looking too good. It was time to not be at the front and to take some recovery time. Coming into Macclesfield with one more round to go I was seriously wondering if I'd be able to manage it.

On the way out for the last time the pace slowed down even more. This was playing into the sprinter's hands and, given that there were a few good ones still in the bunch, it was time once again to pick up the pace in an attempt to level the playing field a bit. It was a hard slog and the pace soon slowed again.

Throughout the race there had been a bit of conversation between two riders, each attack had been covered by, or included, one or both of these riders. This behaviour suggested that they would be worth watching in the closing stages of the race.

The last attack of the race was initiated by John Jardine on an incline a kilometre or so from the finish. This served as the cue for the afore mentioned pair to jump, along with another rider and an ever watchful self. Unfortunately John

Results

	First	Second	Third
£ Grade (6)	Guy Green	Rob Amos	Gerry Donnelly
I Grade (14)	Michael Day	Steve Gray	Nigel Kimber
(Grade (16)	Thomas Didier	Jeff Pretto	Brian McCann
I Grade (19)	Neil McLennan	Andrew Fraser	Tim Crowe
I Grade (8)	Brian Farrell	Ron Stranks	Murray Howlett
I Grade (5)	John Porter	Daryl O'Grady	Mike Fisher

Officials

Greg Lipple, was the main man today assisted by in no particular order, Laurie Bohn, Barry Rodgers, Bob Lewis, John Thomson, Kevin Mills, Nic Skewes, Craig Everard, Ron Stewart and Robert Riley. Ian Milner was the stand in drinks man and Peter Doonan arranged the use of the school. Thanks guys.

Eastern Vets Program

Saturday	May	14	2.00 pm	Metec	Bicycle Superstore Crit
Saturday	May	21	2.00 pm	Yarra Glen Toolangi	Bicycle Superstore Road Race
Saturday	May	28	2.00 pm	Metec	Graded Scratch Races
Monday	May	30	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	June	4	2.00 pm	Strathewen	Graded Scratch Races

couldn't maintain the effort and two of us got caught behind his wheel. I conceded a couple of metres to the other two before I could get around and give chase. It was only a small gap to bridge, but a big ask of the legs to achieve it. Each time I looked up from the head stem the gap wasn't getting any smaller, and when they started swapping turns it got larger. In the mean time I was stuck in no-man's land, a growing gap in front of me, a decent gap to the chasing bunch, and half a kilometre or so to the finish. A quick glance behind showed that I still had a defendable break on the chasers, so long as my legs could keep going. Passing the 'Macclesfield' sign I heard shouts of instructions from behind as one of the chasers attempted to get some organisation into the chase. Another look over the shoulder and there were a couple of riders closing the gap, having worked so hard I wasn't about to let them catch me, but I was almost all out. With the finish line in sight I risked another look behind to see that the chase had dissolved giving me third place about 40 metres behind the leading pair.

It was a tough race, the final effort to stay away from the chasers certainly hurt, I was so knackered after the race I couldn't swing my leg over the seat. In the end I dropped the front wheel and dismounted by stepping over the handle bars.

My figures for the race ; 64.2 kilometres in 1 hour 52 for an average of 34.2 kph.

Choosing a different route to get home I discovered that I was actually going the right way on the way out and that the run across the Dandenongs wasn't necessary, but then again, any excuse to rip around some windy roads.

Southern Vets Program

Sunday	May	15	9.00 am	Cora Lynn NNG Modella	Graded Scratch Races
Sunday	May	22	9.00 am	Lang Lang	Graded Scratch Races
Sunday	May	29	9.00 am	Crib Point	Graded Scratch Races
Sunday	June	5	9.00 am	Cora Lynn - Modella	Graded Scratch Races

Northern Vets Program

Sunday	May	15	10.00 am	Lancefield	Handicap
Sunday	May	22	9.30 am	Campbellfield	Graded Scratch Races
Sunday	May	29	9.30 am	Toolernvale	Handicap
Sunday	June	5	9.30 am	Campbellfield	Graded Scratch Races

Cycling Around the World Part 2

Dick Naylor continues his story of riding around the world. Dick and his wife headed off to Los Angeles a week ago to complete their ride by riding across the US.

We first arrived in Melbourne in July after that long haul down the Hume Hwy and spent longer than expected in Melbourne enjoying the cycling scene and also the skiing at Mt Buller. You folks really do have everything close at hand and the weather we experienced in your winter was nothing like as bad back at home. We went home to UK to visit family and then came back to Oz.

So then to cycle to Los Angeles.

We boxed the bikes up as Qantas insisted, who didn't guarantee their arrival on the same plane, and flew to Launceston Tasmania in a tiny plane only to be glad to see the bikes being unloaded with us. It took a while to put the bikes back together before heading into a strong headwind. We started on the main spine road but then decided to cross over to the east coast to get away from the traffic which was pretty bad. We cycled down and around to Hobart over pleasant countryside spending 9 days on the island. Then flew to Christchurch via Sydney where we met up with a guy who we befriended north of Brisbane who was cycling around Oz. We stayed in C with him and his wife for a few days cycling around the area and then headed north via the east coast to Picton, Wellington, New Plymouth, where we stayed with a couple we had met in India, and then to Auckland. We had wet days and very windy days in NZ which certainly strengthened our legs for things to come.

From Auckland we flew to Ushuaia, Tierra del Fuego in southern Argentina via Santiago and Buenos Aires. Ushuaia is a lonely town at the bottom of the world but very scenic nestled in the foothills of the southern Andes and looks out to the Beagle Channel. Winter was setting in here and snow was forming on the mountains. Our plan was to cycle up to B/Aries via the east coast but talking with the locals this appeared not to be a good idea, a boring road across Patagonia with little to see. The alternative was to take a route close to the Andes but with little or no asphalt surface.

We headed north out of Ushuaia dressed for the cold although the sun was up and at the end of the first day we hit unmade roads, the second day was all unmade roads and was so bad we had to walk a fair way, we found cycling on 37mm tyres heavily laden on loose stony roads almost impossible. At the end of the day we came into a small town of timber shed like dwellings and little else. The following day we found tarmac and got to Rio Giorgio on the coast. From here we needed to get to Chile off Tierra

del Fuego, the only route was an unmade road to the ferry into a force nine headwind – we took a bus!

Once in Chile we tried to cycle across the pampas areas in more roaring head winds managing only 10kph at best, a very lonely part of the world with nothing but a sea of yellow pampas to look at. We hitched a lift with a local and caught a bus to Bariloche back in Argentina on the eastern slopes of the Andes. The scenery is fantastic in this area with high mountains, lakes and glaciers. We decided from here that we could now cycle over the Andes, say goodbye to the cold Patagonian landscape and head into Chile. We had a great day crossing over on a good road and descending into a slightly warmer climate with no wind into Osorno and then headed north to Santiago.

We stayed in small hotels on the way and spent a few days in Santiago to plan the onward route. North of Santiago is desert and having experienced the deserts of Pakistan and Iran previously we decided to skip this with a long bus ride to La Paz with a few breaks on the way to sight see. We climbed over the Andes into Bolivia and started our ride again in La Paz an incredible city and a total culture change to before. We were threatened by some locals with knives as they tried to cut into our bags as we walked the bikes to a hotel in the dark. After I shouted and screamed at them they ran away leaving us fortunately unharmed.

Women in bowler hats carrying babies in highly colored blankets slung over their backs were everywhere and in the market areas the scenes are so colourful. We were now at altitude and we suffered the headaches and sickness this brings, locals were giving us coca leaves steeped in hot water to drink which helped!

From Bolivia we cycled into Peru over more mountains and down through valleys to Cusco, the highest pass we came over was at 14 338 metres, which left us a bit short of breath. At Cusco we visited the once lost city of Machu Picchu an amazing place.

We bused to Lima across impossible mountains and then cycled north along the coast road and more desert into Ecuador, headed up into the mountains and cycled through more incredible mountain scenery to Quito the capital and back over the equator. Colombia was next but advice from locals and other cyclists we met warned us not to attempt for fear of being kidnapped so we flew to Panama City. Here we cycled across America, only 82 kms just for the hell of it, the narrowest point following the Panama Canal. We came back to PC and then cycled along the Pacific

Hwy through Costa Rica, Nicaragua, Honduras, El Salvador and Guatemala. Having come down from the higher mountains of South America we suffered the heat and humidity of Central America plus the trucks that squeezed past us on this narrow highway.

We then had Mexico to get through a huge country and exceedingly hot on the coast road so we opted for the mountains again up to Mexico City. Again a place of contrasts and cycling out we had a 30 kilometre climb. It took us 2 months to cycle through this mountainous country including crossing over to Baja California, a real desert of a place and more like the Mexico we imagined.

We crossed into the States at Tijuana and at last were able

to have a conversation after many months of struggling with Spanish. We cycled through San Diego and along the coast to Los Angeles where we met our son Paul at the Queen Mary on Long Beach an apt ending we thought to our second leg of this world trip.

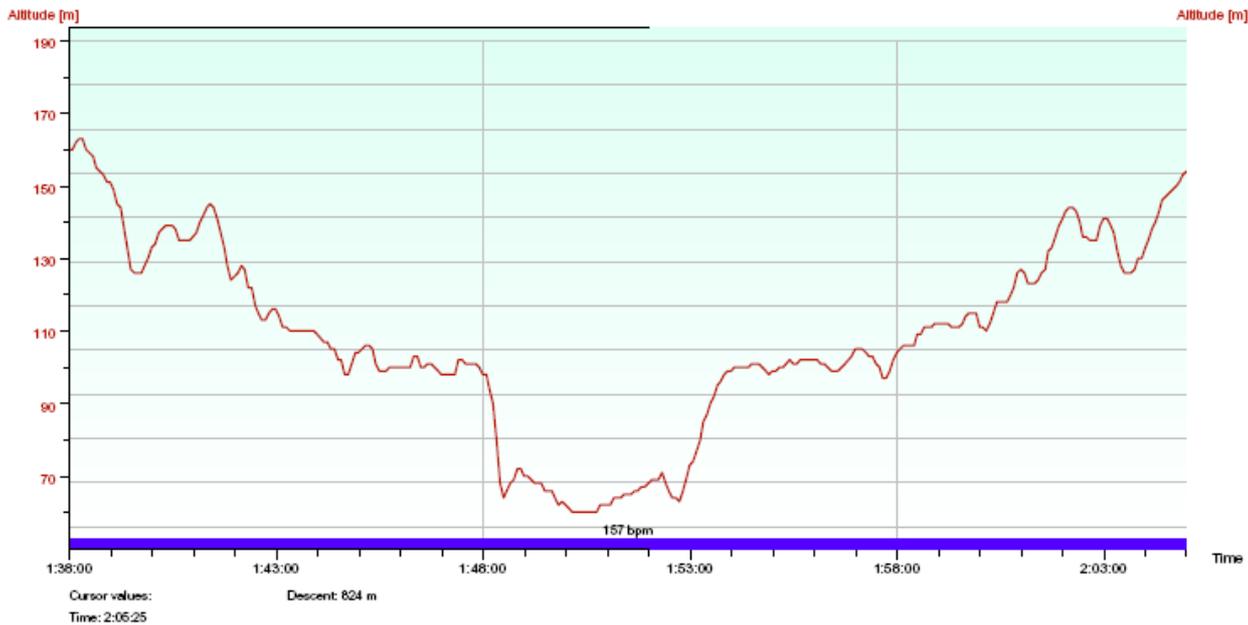
We have now cycled 34,300 kms since leaving England with the next leg across the States to do. We start this in mid May this year and hope to take about 4 months.

We have enjoyed our time in Melbourne and racing with the Vets has been most enjoyable, good luck to you all for the remaining season and we hope to see you again in the not too distant future.

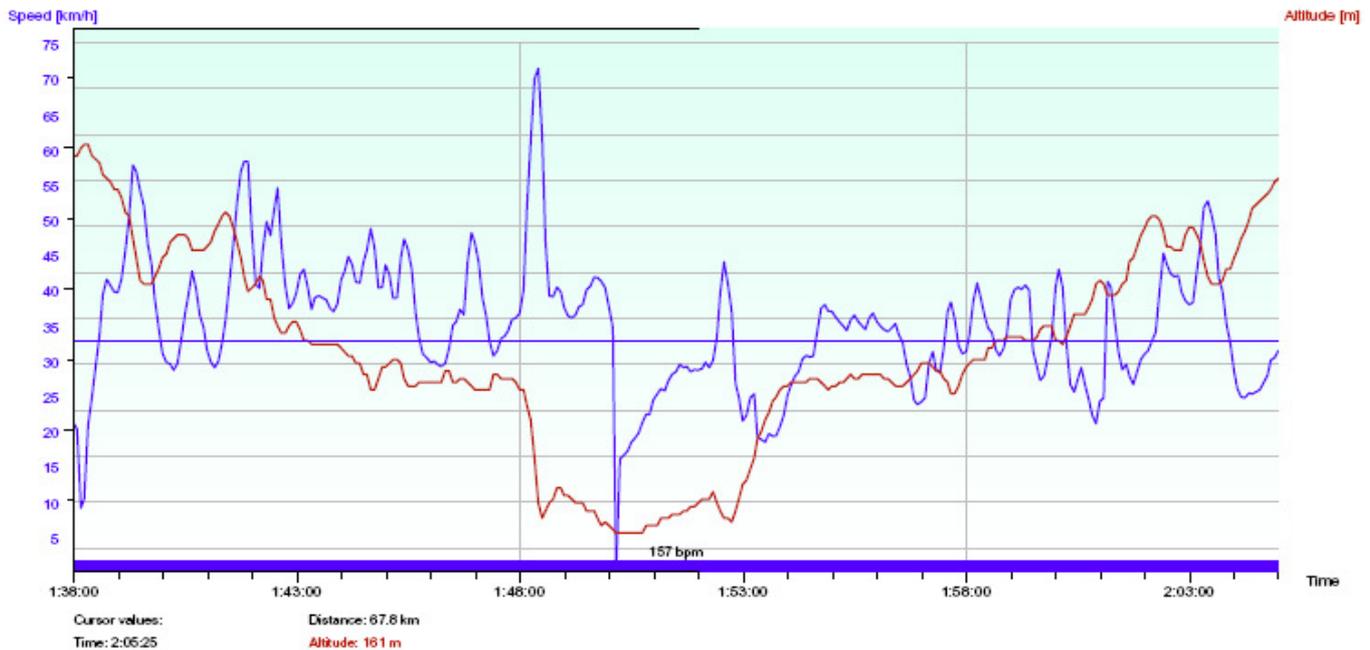
Dick Naylor

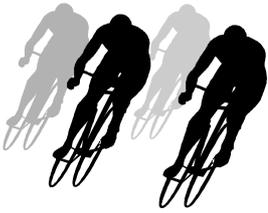
More on Macclesfield Road Course

Michael Day who rode B grade last week has downloaded the information from his Polar Heart Rate monitor and provided the following course profiles. No wonder it is hard, there is 183 m of climbing each lap, with two big climbs each lap, just after the turnaround and the climb to the finish. Overall the difference in elevation between the start and the turnaround is about 95 m.



The following graph also shows the speed.





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Newsletter May 21 2005

Graded Scratch Races Metec May 14

Just absolutely perfect conditions for racing. Temperature about 20 degrees and absolutely no wind. Lots of others thought so too and we had 108 starters, most of whom were entrants in the Bicycle Superstore Series. The conditions lead to some fast races, according to Nigel the fastest B grade race at Metec with an average of 39.4 km/hr. E grade was similarly fast with an average of 35.4 km/hr, again the fastest E grade race at Metec. The fast conditions meant that it was very difficult for anyone to break away, and although there were a few attempts they were for the most part quickly brought back to the field.

A grade had 11 starters. Phil Smith tried to put his time trial skills to the test and managed to get a lead of 100 metres or more. Rob Amos and Gerry Donnelly managed to get away, but as they were caught there must have been a touch of wheels and Rob and a few others hit the deck. Fortunately, apart from loss of skin to Rob and injured pride, there were no serious injuries and all remounted and rejoined the race. In the sprint Peter O'Callaghan managed to keep Guy Green and Peter Howard at bay. Brett Rallings has had a bit of rough go in the Bicycle Superstore Series, puncturing in both races.

Nick Panou won the B grade sprint from consistent place getter Steve Gray, followed by Peter Ransome, Trevor Rickard and Gary Chamberlain.

C grade with 25 starters was the biggest group on the day. Again finishing in a bunch sprint. Kevin Mills put in a blinder of a sprint down the left hand side to win from Mark Granland, Shane Schlotterlein.

New riders Steve Smith and Neale McLennan were to the fore in D grade, followed home by Debbie McCoy in a very good ride.

Andrew Ferridge gave E grade an armchair ride by staying on the front for much of the race and keeping the pace high. Keith Bowen won the sprint from Ron Stranks and Murray Howlett, another one who was up near the front for much of the race.

F grade was whittled down to a field of three and with the bell it was the signal for Geoff Mackay to take off, winning from John Porter and Juanita Stumbles.

Nigel's Race Report

Some days God smiles on cyclists and today was one of them. A pleasant 20 degrees, clear skies, and, most importantly, no wind.

I'd played this race out many times over the past week. Early in the race a break-away of three riders got a jump on

the bunch and were working well together. It took a couple of laps of hard work to bring them back, then a few laps later another group of four made a break and again were working together swapping turns every couple of hundred metres or so. This time it took some organisation within the bunch to get it rolling and to eventually bring everyone back together again. With contact being made the pace slowed noticeably, this must have been the trigger for somebody's plan as a sole rider has launched an attack of their own and ridden away from the middle of the bunch. This wasn't seen as a significant threat and, although the pace of the bunch was upped, no serious chase was instigated, and sure enough, after a couple of laps, we were back together again. Showing that the effort of a sole rider is no match to that of a bunch.

The next 15 minutes saw a series of individuals making attempts to either get away, or to get something happening. None of these came to anything as the stronger riders in the bunch responded individually or en-mass to close them down and keep the bunch together. This surging of pace proving too much for some riders and the bunch slowly got smaller as riders dropped off. Another attempt to get away by two members of the initial break, again had the bunch working together to close them down. Fifteen minutes to go and another couple of individual efforts were very quickly quashed, it was getting close to the end of the race nobody was prepared to give an inch away. With 5 minutes to go there was still a fairly large bunch and unless somebody did something really spectacular it looked like it was going to come down to a bunch sprint.

That was how it wasn't.

Being a Bicycle Super Store event there were a large number of riders on the start line. With a large peleton, no wind, and no hills to aid an attack it looked like it was going to be a group affair all the way unless there was somebody with the strength, and (maybe) friends enough, to get away and stay away.

I certainly wasn't feeling strong enough, a cold picked up last week had me feeling a little under the weather and with a strong field the best I felt I could hope for was to resist the urge to ride at the head of the bunch and hang on. I failed in the former, but succeeded in the latter.

My recollection of the race was that it was fairly uneventful and as such I don't really have a lot to say about it. The pace was up from the start, Ian Milner continuing his form from last Sunday's social recovery ride, and pretty well on for the whole race. This high speed may have contributed

to the lack of serious attacks. There were a few breakaways, only a couple were seen as threatening, these were shut down by individuals chasing and dragging the remainder of the bunch along. There were certainly no bunch efforts to reel in any of the breaks. It was either left to the attack giving up and coming back to the bunch, or a couple of riders within the bunch putting in an effort.

I was caught a little by surprise by the bell, my mind a little muddled by the cold and the lack of oxygen bought about by the efforts of the previous 50 minutes. Unfortunately it appears as though I wasn't the only one feeling less than 100%. One rider's lack of concentration as we rode down into the dip before the first corner had Ian Smith squeezed into another rider before going over the handle bars and surfing the bitumen. Ian was mid-field at the time, the remainder of the bunch did well to avoid the carnage and continue with the race. The pace for the last lap was as strong as for any other and it was at full tilt that a dozen or

so riders came around the last bend into the final straight. Not being in a good position for a podium finish, and with the image of Ian's beautiful bike lying rider less on the bitumen, I opted to keep all of my skin and let the others decide who would fill the first 13 positions.

As records will show criteriums are not my favourite event and this one was no exception, I was not happy with the way I rode this race, I think I need some tutelage on how to ride them. OK, maybe I need education on how to ride, full stop.

My figures for the race ;

As I mentioned above, this was a fast race. From my records it was the fastest I have ridden at Metec. 35 km in 53 minutes for an average of 39.4kph. Top speed was recorded at 52.2kph, given that I didn't participate in the final sprint, this occurred at some stage within the race.

Results

	First	Second	Third	Fourth	Fifth
1 Grade (11)	Guy Green	Guy Green	Peter Howard	Rob Amos	Gerry Donnelly
1 Grade (23)	Nick Panou	Steve Gray	Peter Ransome	Trevor Rickard	Gary Chamberlain
1 Grade (25)	Kevin Mills	Mark Granland	Shane Schlotterlein	Michael Paull	Jeff Pretto
1 Grade (24)	Steve Smith	Neale McLennan	Debbie McCoy	Glenn Archer	Leon Bishop
1 Grade (18)	Keith Bowen	Ron Stranks	Murray Howlett	Ron Stewart	Sally Both
1 Grade (7)	John Porter	John Porter	Juanita Stumbles	Daryl O'Grady	Kathy Green

Note Gerry Donnelly is a non Bicycle Superstore entrant and Nigel Letty takes points for fifth. Peter Ransome is a non entrant, Trevor Rickard, who was placed ahead of Gary following review of the video, and Gary Chamberlain move up a place and David Paton takes points for fifth. Mark Granland is a non entrant, likewise Alan Hicks who followed Jeff Pretto, so fifth place points go to Peter Wykes. Leon Bishop is a non entrant and Shane Dawson takes points for fifth.

Officials

Thanks to the many riders who helped throughout today. I think Tony Curulli was the main man. Tony is suffering from a broken rib as a result of playing soccer with his son. Dangerous game obviously.

Coming Events

Following the very successful club championship race for women, we are having a women only race at Metec on May 28. Format to be decided, but make sure all you female racing friends are there.

Eastern Vets Program

Saturday	May	21	2.00 pm	Yarra Glen Toolangi	Bicycle Superstore Road Race
Saturday	May	28	2.00 pm	Metec	Graded Scratch Races
Monday	May	30	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	June	4	2.00 pm	Strathewen	Graded Scratch Races
Saturday	June	11	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	May	22	9.00 am	Lang Lang	Graded Scratch Races
Sunday	May	29	9.00 am	Crib Point	Graded Scratch Races
Sunday	June	5	9.00 am	Cora Lynn - Modella	Graded Scratch Races
Sunday	June	12	9.00 am	Carrum Downs	Graded Scratch Races

Northern Vets Program

Sunday	May	22	9.30 am	Campbellfield	Graded Scratch Races
Sunday	May	29	9.30 am	Toolernvale	Handicap
Sunday	June	5	9.30 am	Campbellfield	Graded Scratch Races
Sunday	June	12	9.30 am	Seymour	Tom Stewart Handicap

Forget Mount Hotham, Falls Creek, New Zealand or Europe for your next ski trip, try Japan, Shane Schlotterlein did and here is his story

JAPAN SKI TRIP – FEBRUARY 2005

We went to Niseko about 2 hrs out of Sapporo on the northern island Hokkaido. Qantas fly direct from Cairns twice weekly. The time difference is only two hours. So unlike going to the US, Canada or Europe to ski you can leave and arrive same day with no jet lag – and the air fares and packages are a hell of a lot cheaper. We were there for 2 weeks and I can safely say it snowed at some time every day and the 2nd week it snowed almost non stop. The place is renowned for it's powder skiing as the snow is plentiful and the weather generally consistently cold. The cold air comes over Siberia, picks up moisture in the Japan sea then promptly dumps it as soon as it hits the land. It is uniquely situated although I am sure if I lived there it would drive you insane. The mountain we skied on, an extinct volcano had four resorts on it all of which could be accessed by lifts as long as you could get to the top lifts. Unfortunately with the snowy (bad) weather it also meant high winds and for probably half of our stay the top of the mountain was closed and so other parts of the mountain were difficult to access unless you took a shuttle bus which took some time to organize and get to other parts of the mountain. Most of the good powder skiing was off piste (ungroomed) and in the end we seldom skied on the groomed runs. Many use big fat powder skis which make it a lot easier.

They ski 12 hrs a day 8.30am to 8.30pm under lights at night which is surprisingly good. The mountain is probably more on the intermediate level and not the vertical you get in the US, Canada and Europe.

We stayed in a very traditional Japanese Pension which had traditional Japanese bathing and very austere rooms. We had beds but most are futons. There was only a low table with cushions to sit around on. Unfortunately they do not always have a common area so it was a bit difficult to sit around and socialize. We had breakfast included which alternated between western and Japanese - the Japanese breakfast was a bit difficult to stomach with salted

vegetables and pickled fish with rice and miso soup so we looked forward to the western breakfast which was quite good. The eating on the mountain was good and cheap enough although if you didn't want rice or noodles you were in trouble. No sandwiches or rolls and they have no idea how to make coffee. We ate out every night and paid as little as \$1.50 for a bowl of noodles - the most we paid was \$40 a head for a special 9 course traditional dinner on our last night. Generally we paid about \$15 each for dinner each night. It was really very reasonable as you are led to believe Japan to be really expensive – we travelled through Japan in the early 80's and it was terribly expensive then but they have been in recession for many years now so things have changed. We took in some duty free grog but the beer was about the same price and the hard liquor a lot cheaper. Cigarettes are half the price and they all smoke like chimneys in restaurants, gondolas – anywhere and everywhere. We could have bought ski gear there a lot cheaper than here.

Everything in Japan is very organized and on time and everything is very clean. Most toilets are a delight to use! All the toilet seats are heated and are also bidets.

The language barrier is significant even though there are many English speaking (mainly

Australian) tourists although the big influx has just started in the last couple of years with the tour operators carry up to double the numbers of last year. There is also a lot of foreign investment starting in the village we stayed with a recent subdivision being bought up mainly by Australians. Building is however very difficult with the language. You could never tour by car in Japan as apart from the big cities all the writing is in their Hieroglyphics.

The trip was a different and interesting cultural experience with the bonus of some great skiing.

Shane Schlotterlein

A clear day! With Mt Yotei in the background - often mistaken for Mt Fuji.

(See newsletter on Saturday for picture).

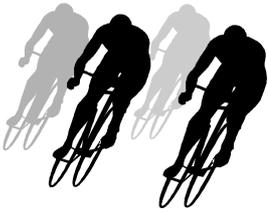
Bicycle Superstore Points Score

Points for riders who have only completed one unplaced ride not shown

Name	Grade	Points TT	Points Crit	Total	Name	Grade	Points TT	Points Crit	Total
O'Callaghan Peter	A	12	10	22	Petersen Kym	C	1.5	1	2.5
Green Guy	A	9	8	17	Shanahan Peter	C	1.5	1	2.5
Smith Phillip	A	15		15	Simpson Harold	C	1.5	1	2.5
Howard Peter	A	1.5	6	7.5	Wykes Peter	C		2	2
Lynch John	A	6	1	7	Smith Steven	D	12	10	22
Amos Rob	A	1.5	4	5.5	Randall Elizabeth	D	15	1	16
Graham Robert	A	3		3	McLennan Neale	D	6	8	14
Rallings Brett	A	1.5	1	2.5	Papalois Jim	D	9	1	10
Salinger Tom	A	1.5	1	2.5	McCoy Deborah	D	1.5	6	7.5
Letty Nigel	A		2	2	Archer Glenn	D	1.5	4	5.5
Hay Michael	B	15		15	Fox Dick	D	3	1	4
Wishart Garry	B	12		12	Dawson Shane	D	1.5	2	3.5
Milner Ian	B	9	1	10	Antignani Angelo	D	1.5	1	2.5
Panou Nick	B		10	10	Cunneen Alan	D	1.5	1	2.5
Gray Steven	B	1.5	8	9.5	Haines Graham	D	1.5	1	2.5
Chamberlain Gary	B	1.5	4	5.5	Haines Michael	D	1.5	1	2.5
Friis Boyd	B	6	1	7	Pretto Su	D	1.5	1	2.5
Rickard Trevor	B	1.5	6	7.5	Smith Kenton	D	1.5	1	2.5
Frayne Quentin	B	3		3	Tarrant Ivan	D	1.5	1	2.5
Chandler Anthony	B	1.5	1	2.5	Thomson John	D	1.5	1	2.5
Fothergill Steve	B	1.5	1	2.5	Wilson John C	D	1.5	1	2.5
Jardine John	B	1.5	1	2.5	Ferridge Andrew	E	15	1	16
Kimber Nigel	B	1.5	1	2.5	Flanagan Richard	E	12		12
Lucas John	B	1.5	1	2.5	Bowen Keith	E		10	10
McCann Brian	B	1.5	1	2.5	Cordedda John	E	9	1	10
McCormack David	B	1.5	1	2.5	Stranks Ron	E	1.5	8	9.5
Paton David	B	1.5	2	3.5	Howlett Murray	E	1.5	6	7.5
Tattersall Phil	B	1.5	1	2.5	Both Sally	E	4.5	2	6.5
Darcy Adrian	C	15	1	16	Farrell Brian	E	4.5	1	5.5
McCoy Ted	C	12	1	13	Stewart Ron	E	1.5	4	5.5
Mills Kevin	C	1.5	10	11.5	Beachley Barry	E	1.5	1	2.5
Douglas Frank	C	9	1	10	Crow Ken	E	1.5	1	2.5
Schlotterlein Shane	C	1.5	8	9.5	Gray Ian	E	1.5	1	2.5
Pretto Jeff	C	3	4	7	Jardine Glenys	E	1.5	1	2.5
Szalla Steven	C	6	1	7	Mackay Geoff	F	15	10	25
Paull Michael	C		6	6	O'Grady Daryl	F	9	4	13
Baigent Laurie	C	1.5	1	2.5	Burke Gayle	F	12		12
Casey David	C	1.5	1	2.5	Stumbles Juanita	F	6	6	12
Chambers Mark	C	1.5	1	2.5	Porter John	F	1.5	8	9.5
Clifford Ray	C	1.5	1	2.5	Green Kathy	F	1.5	2	3.5
Hainal Nick	C	1.5	1	2.5	Fisher Michael	F	3		3
Kelly Paul	C	1.5	1	2.5					

Next Week at Yarra Glen

In A grade Peter O'Callaghan only has to come third or better to win. Guy Green only have to turn up to secure second and Peter Howard to win and Phil Smith to be unplaced to secure third. B grade is pretty open following the failure of first and second in the Time Trial, to race on Saturday, eight riders have a chance of filling the places. C grade is likewise pretty open with seven riders competing for the places. Five riders are in contention in D, although Steve Smith only has to run a place to stitch up first. This should be a good race for the places. E grade will be another race to watch with 9 riders in contention for the places. Geoff Mackay has F grades sewn up, but the other places are still open.



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Newsletter May 21 2005

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New riders Steve Smith and Neale McLennan were to the fore in D grade, followed home by Debbie McCoy in a very good ride.

Andrew Ferridge gave E grade an armchair ride by staying on the front for much of the race and keeping the pace high. Keith Bowen won the sprint from Ron Stranks and Murray Howlett, another one who was up near the front for much of the race.

F grade was whittled down to a field of three and with the bell it was the signal for Geoff Mackay to take off, winning from John Porter and Juanita Stumbles.

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I'd played this race out many times over the past week.

Early in the race a break-away of three riders got a jump on

the bunch and were working well together. It took a couple of laps of hard work to bring them back, then a few laps later another group of four made a break and again were working together swapping turns every couple of hundred metres or so. This time it took some organisation within the bunch to get it rolling and to eventually bring everyone back together again. With contact being made the pace slowed noticeably, this must have been the trigger for somebody's plan as a sole rider has launched an attack of their own and ridden away from the middle of the bunch. This wasn't seen as a significant threat and, although the pace of the bunch was upped, no serious chase was instigated, and sure enough, after a couple of laps, we were back together again. Showing that the effort of a sole rider is no match to that of a bunch.

The next 15 minutes saw a series of individuals making attempts to either get away, or to get something happening. None of these came to anything as the stronger riders in the bunch responded individually or en-mass to close them down and keep the bunch together. This surging of pace proving too much for some riders and the bunch slowly got smaller as riders dropped off. Another attempt to get away by two members of the initial break, again had the bunch working together to close them down. Fifteen minutes to go and another couple of individual efforts were very quickly quashed, it was getting close to the end of the race nobody was prepared to give an inch away. With 5 minutes to go there was still a fairly large bunch and unless somebody did something really spectacular it looked like it was going to come down to a bunch sprint.

That was how it wasn't.

Being a Bicycle Super Store event there were a large number of riders on the start line. With a large peleton, no wind, and no hills to aid an attack it looked like it was going to be a group affair all the way unless there was somebody with the strength, and (maybe) friends enough, to get away and stay away.

I certainly wasn't feeling strong enough, a cold picked up last week had me feeling a little under the weather and with a strong field the best I felt I could hope for was to resist the urge to ride at the head of the bunch and hang on. I failed in the former, but succeeded in the latter.

My recollection of the race was that it was fairly uneventful and as such I don't really have a lot to say about it. The pace was up from the start, Ian Milner continuing his form from last Sunday's social recovery ride, and pretty well on for the whole race. This high speed may have contributed

to the lack of serious attacks. There were a few breakaways, only a couple were seen as threatening, these were shut down by individuals chasing and dragging the remainder of the bunch along. There were certainly no bunch efforts to reel in any of the breaks. It was either left to the attack giving up and coming back to the bunch, or a couple of riders within the bunch putting in an effort.

I was caught a little by surprise by the bell, my mind a little muddled by the cold and the lack of oxygen bought about by the efforts of the previous 50 minutes. Unfortunately it appears as though I wasn't the only one feeling less than 100%. One rider's lack of concentration as we rode down into the dip before the first corner had Ian Smith squeezed into another rider before going over the handle bars and surfing the bitumen. Ian was mid-field at the time, the remainder of the bunch did well to avoid the carnage and continue with the race. The pace for the last lap was as strong as for any other and it was at full tilt that a dozen or

so riders came around the last bend into the final straight. Not being in a good position for a podium finish, and with the image of Ian's beautiful bike lying rider less on the bitumen, I opted to keep all of my skin and let the others decide who would fill the first 13 positions.

As records will show criteriums are not my favourite event and this one was no exception, I was not happy with the way I rode this race, I think I need some tutelage on how to ride them. OK, maybe I need education on how to ride, full stop.

My figures for the race ;

As I mentioned above, this was a fast race. From my records it was the fastest I have ridden at Metec. 35 km in 53 minutes for an average of 39.4kph. Top speed was recorded at 52.2kph, given that I didn't participate in the final sprint, this occurred at some stage within the race.

Results

	First	Second	Third	Fourth	Fifth
1 Grade (11)	P O'Callaghan	Guy Green	Peter Howard	Rob Amos	Gerry Donnelly
1 Grade (23)	Nick Panou	Steve Gray	Peter Ransome	Trevor Rickard	Gary Chamberlain
1 Grade (25)	Kevin Mills	Mark Granland	Shane Schlotterlein	Michael Paull	Jeff Pretto
1 Grade (24)	Steve Smith	Neale McLennan	Debbie McCoy	Glenn Archer	Leon Bishop
1 Grade (18)	Keith Bowen	Ron Stranks	Murray Howlett	Ron Stewart	Sally Both
1 Grade (7)	Geoff Mackay	John Porter	Juanita Stumbles	Daryl O'Grady	Kathy Green

Note Gerry Donnelly is a non Bicycle Superstore entrant and Nigel Letty takes points for fifth. Peter Ransome is a non entrant, Trevor Rickard, who was placed ahead of Gary following review of the video, and Gary Chamberlain move up a place and David Paton takes points for fifth. Mark Granland is a non entrant, likewise Alan Hicks who followed Jeff Pretto, so fifth place points go to Peter Wykes. Leon Bishop is a non entrant and Shane Dawson takes points for fifth.

Officials

Thanks to the many riders who helped throughout today. I think Tony Curulli was the main man. Tony is suffering from a broken rib as a result of playing soccer with his son. Dangerous game obviously.

Coming Events

Following the very successful club championship race for women, we are having a women only race at Metec on May 28. Format to be decided, but make sure all you female racing friends are there.

Eastern Vets Program

Saturday	May	21	2.00 pm	Yarra Glen Toolangi	Bicycle Superstore Road Race
Saturday	May	28	2.00 pm	Metec	Graded Scratch Races
Monday	May	30	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	June	4	2.00 pm	Strathewen	Graded Scratch Races
Saturday	June	11	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	May	22	9.00 am	Lang Lang	Graded Scratch Races
Sunday	May	29	9.00 am	Crib Point	Graded Scratch Races
Sunday	June	5	9.00 am	Cora Lynn - Modella	Graded Scratch Races
Sunday	June	12	9.00 am	Carrum Downs	Graded Scratch Races

Northern Vets Program

Sunday	May	22	9.30 am	Campbellfield	Graded Scratch Races
Sunday	May	29	9.30 am	Toolernvale	Handicap
Sunday	June	5	9.30 am	Campbellfield	Graded Scratch Races
Sunday	June	12	9.30 am	Seymour	Tom Stewart Handicap

Forget Mount Hotham, Falls Creek, New Zealand or Europe for your next ski trip, try Japan, Shane Schlotterlein did and here is his story

JAPAN SKI TRIP – FEBRUARY 2005

We went to Niseko about 2 hrs out of Sapporo on the northern island Hokkaido. Qantas fly direct from Cairns twice weekly. The time difference is only two hours. So unlike going to the US, Canada or Europe to ski you can leave and arrive same day with no jet lag – and the air fares and packages are a hell of a lot cheaper. We were there for 2 weeks and I can safely say it snowed at some time every day and the 2nd week it snowed almost non stop. The place is renowned for it's powder skiing as the snow is plentiful and the weather generally consistently cold. The cold air comes over Siberia, picks up moisture in the Japan sea then promptly dumps it as soon as it hits the land. It is uniquely situated although I am sure if I lived there it would drive you insane. The mountain we skied on, an extinct volcano had four resorts on it all of which could be accessed by lifts as long as you could get to the top lifts. Unfortunately with the snowy (bad) weather it also meant high winds and for probably half of our stay the top of the mountain was closed and so other parts of the mountain were difficult to access unless you took a shuttle bus which took some time to organize and get to other parts of the mountain. Most of the good powder skiing was off piste (ungroomed) and in the end we seldom skied on the groomed runs. Many use big fat powder skis which make it a lot easier.

They ski 12 hrs a day 8.30am to 8.30pm under lights at night which is surprisingly good. The mountain is probably more on the intermediate level and not the vertical you get in the US, Canada and Europe.

We stayed in a very traditional Japanese Pension which had traditional Japanese bathing and very austere rooms. We had beds but most are futons. There was only a low table with cushions to sit around on. Unfortunately they do not always have a common area so it was a bit difficult to sit around and socialize. We had breakfast included which alternated between western and Japanese - the Japanese breakfast was a bit difficult to stomach with salted

vegetables and pickled fish with rice and miso soup so we looked forward to the western breakfast which was quite good. The eating on the mountain was good and cheap enough although if you didn't want rice or noodles you were in trouble. No sandwiches or rolls and they have no idea how to make coffee. We ate out every night and paid as little as \$1.50 for a bowl of noodles - the most we paid was \$40 a head for a special 9 course traditional dinner on our last night. Generally we paid about \$15 each for dinner each night. It was really very reasonable as you are led to believe Japan to be really expensive – we travelled through Japan in the early 80's and it was terribly expensive then but they have been in recession for many years now so things have changed. We took in some duty free grog but the beer was about the same price and the hard liquor a lot cheaper. Cigarettes are half the price and they all smoke like chimneys in restaurants, gondolas – anywhere and everywhere. We could have bought ski gear there a lot cheaper than here.

Everything in Japan is very organized and on time and everything is very clean. Most toilets are a delight to use! All the toilet seats are heated and are also bidets.

The language barrier is significant even though there are many English speaking (mainly Australian) tourists although the big influx has just started in the last couple of years with the tour operators carry up to double the numbers of last year. There is also a lot of foreign investment starting in the village we stayed with a recent subdivision being bought up mainly by Australians. Building is however very difficult with the language. You could never tour by car in Japan as apart from the big cities all the writing is in their Hieroglyphics.

The trip was a different and interesting cultural experience with the bonus of some great skiing.

Shane Schlotterlein

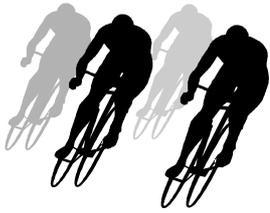
Bicycle Superstore Points Score

Points for riders who have only completed one unplaced ride not shown

Name	Grade	Points TT	Points Crit	Total	Name	Grade	Points TT	Points Crit	Total
O'Callaghan Peter	A	12	10	22	Petersen Kym	C	1.5	1	2.5
Green Guy	A	9	8	17	Shanahan Peter	C	1.5	1	2.5
Smith Phillip	A	15		15	Simpson Harold	C	1.5	1	2.5
Howard Peter	A	1.5	6	7.5	Wykes Peter	C		2	2
Lynch John	A	6	1	7	Smith Steven	D	12	10	22
Amos Rob	A	1.5	4	5.5	Randall Elizabeth	D	15	1	16
Graham Robert	A	3		3	McLennan Neale	D	6	8	14
Rallings Brett	A	1.5	1	2.5	Papalois Jim	D	9	1	10
Salinger Tom	A	1.5	1	2.5	McCoy Deborah	D	1.5	6	7.5
Letty Nigel	A		2	2	Archer Glenn	D	1.5	4	5.5
Hay Michael	B	15		15	Fox Dick	D	3	1	4
Wishart Garry	B	12		12	Dawson Shane	D	1.5	2	3.5
Milner Ian	B	9	1	10	Antignani Angelo	D	1.5	1	2.5
Panou Nick	B		10	10	Cunneen Alan	D	1.5	1	2.5
Gray Steven	B	1.5	8	9.5	Haines Graham	D	1.5	1	2.5
Chamberlain Gary	B	1.5	4	5.5	Haines Michael	D	1.5	1	2.5
Friis Boyd	B	6	1	7	Pretto Su	D	1.5	1	2.5
Rickard Trevor	B	1.5	6	7.5	Smith Kenton	D	1.5	1	2.5
Frayne Quentin	B	3		3	Tarrant Ivan	D	1.5	1	2.5
Chandler Anthony	B	1.5	1	2.5	Thomson John	D	1.5	1	2.5
Fothergill Steve	B	1.5	1	2.5	Wilson John C	D	1.5	1	2.5
Jardine John	B	1.5	1	2.5	Ferridge Andrew	E	15	1	16
Kimber Nigel	B	1.5	1	2.5	Flanagan Richard	E	10.5		10.5
Lucas John	B	1.5	1	2.5	Bowen Keith	E		10	10
McCann Brian	B	1.5	1	2.5	Cordedda John	E	10.5	1	11.5
McCormack David	B	1.5	1	2.5	Stranks Ron	E	1.5	8	9.5
Paton David	B	1.5	2	3.5	Howlett Murray	E	1.5	6	7.5
Tattersall Phil	B	1.5	1	2.5	Both Sally	E	4.5	2	6.5
Darcy Adrian	C	15	1	16	Farrell Brian	E	4.5	1	5.5
McCoy Ted	C	12	1	13	Stewart Ron	E	1.5	4	5.5
Mills Kevin	C	1.5	10	11.5	Beachley Barry	E	1.5	1	2.5
Douglas Frank	C	9	1	10	Crow Ken	E	1.5	1	2.5
Schlotterlein Shane	C	1.5	8	9.5	Gray Ian	E	1.5	1	2.5
Pretto Jeff	C	3	4	7	Jardine Glenys	E	1.5	1	2.5
Szalla Steven	C	6	1	7	Mackay Geoff	F	15	10	25
Paull Michael	C		6	6	O'Grady Daryl	F	9	4	13
Baigent Laurie	C	1.5	1	2.5	Burke Gayle	F	12		12
Casey David	C	1.5	1	2.5	Stumbles Juanita	F	6	6	12
Chambers Mark	C	1.5	1	2.5	Porter John	F	1.5	8	9.5
Clifford Ray	C	1.5	1	2.5	Green Kathy	F	1.5	2	3.5
Hainal Nick	C	1.5	1	2.5	Fisher Michael	F	3		3
Kelly Paul	C	1.5	1	2.5					

Next Week at Yarra Glen

In A grade Peter O'Callaghan only has to come third or better to win. Guy Green only have to turn up to secure second and Peter Howard to win and Phil Smith to be unplaced to secure third. B grade is pretty open following the failure of first and second in the Time Trial, to race on Saturday, eight riders have a chance of filling the places. C grade is likewise pretty open with seven riders competing for the places. Five riders are in contention in D, although Steve Smith only has to run a place to stitch up first. This should be a good race for the places. E grade will be another race to watch with 9 riders in contention for the places. Geoff Mackay has F grades sewn up, but the other places are still open.



eastern veterans cycling club

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Newsletter May 28 2005

Graded Scratch Races Yarra Glen Toolangi May 21

Final Race in Bicycle Superstore Series

A bit of a dismal morning suggested that it might be cold at Toolangi and the big decision was, what to wear? Clearing skies late morning foreshadowed a fine afternoon and the arm warmers etc were not needed. Remarkably there were 107 starters on Saturday, an entry list that has stayed constant over the three races for the Bicycle Superstore Series. This contrasts with last year when by the fifth race when there were only a few contenders left, interest and entries in the series had dropped off.

Having been dropped on the climb in E grade you don't get a chance to see any of the finishes. The following is a bit of hotch potch of information gleaned from various sources. As well as being our top time triallist Phil Smith is a pretty good climber and led A grade at the top of the climb with Guy Green. Guy got away on the descent, Phil not having ridden the course previously. Guy won by about 300 metres followed by a bunch sprint for the placings won by Peter O'Callaghan and Rob Amos, who is still sporting some raw skin following his fall last week.

Another bunch sprint in B grade was won by Rudy Joosten, who we haven't seen much of recently, from new rider Greg Davis with Steve Gray third. Graeme Parker won the sprint in C grade from Jeff Pretto and Shane Schlotterlein. We used to think Jeff was a bit of a flat course specialist, but in recent times he has been showing us that he can climb hills.

D grade was a bonanza for new riders, Neale McLennan, Steve Smith, Tim Crowe and Nick Tapp, who came first,

Results

	First	Second	Third	Fourth	Fifth
1 Grade (11)	P O'Callaghan	Guy Green	Rob Amos	John Lynch	A Mitchell
1 Grade (23)	Rudy Joosten	Greg Davis	Steve Gray	Phil Jarvie	P Tattersall
1 Grade (25)	Graeme Parker	Jeff Pretto	Shane Schlotterlein	Steve Szalla	Peter Wykes
1 Grade (24)	N McLennan	Debbie McCoy	Steve Smith	Tim Crowe	Nick Tapp
1 Grade (18)	J Sabbatini	Murray Howlett	Richard Flanagan	Andy Ferridge	Ron Stranks
1 Grade (7)	Geoff Mackay	Daryl O'Grady	Juanita Stumbles	Gayle Burke	Kathy Green

Note A Mitchell is a non Bicycle Superstore entrant and Phil Smith gets the points for fifth. Greg Davis and Phil Jarvie were non entrants and Steve Gray and Michael Burke receive second and fifth place points respectively. Graeme Parker is a non entrant and Ted McCoy receives fifth place points. Nick Tapp is a non entrant and Su Pretto receives fifth place points. Jo-Ann Sabbatini is a non entrant and John Cordedda receive points for fifth while the others move up a place.

Officials

Thanks to the many riders who helped throughout today, in particular Ian Smith who was in overall control and the traffic controllers and marshalls on the course.

third, fourth and fifth respectively. Debbie McCoy in a top ride managed to split them by coming second. Debbie follows in 'father Ted's' footsteps and obviously relishes the hills. I suspect that C grade will have a few new faces from now on.

Southern visitor Jo-Ann Sabbatini was too good for the rest of E grade, winning from Murray Howlett and Richard Flanagan. Geoff Mackay won F grade from Daryl O'Grady and Juanita Stumbles.

Bicycle Superstore Results

All the Superstore Series results are attached. The closest event was in C grade where only 0.5 of a point separated first place Shane Schlotterlein from equal second Jeff Pretto and Adrian Darcy. The weighting of 50% for the time trial was a real bonus to the winners, everyone time trial winner running no worse than third place in the final results. Geoff Mackay in F grade was the only rider to win all three events.

The three race series, rather than the five last year and prizes for each grade rather than overall prizes kept interest in the event to the last race and if we have a similar series next year, we will be certain to follow the same format.

Our thanks to Nigel Letty and the Bicycle Superstore for sponsorship of the event. One hundred plus riders on each day confirms the popularity of the event.

Coming Events

Following the very successful club championship race for women, we are having a women only race at Metec on May 28. Format to be decided, but make sure all you female racing friends are there.

Eastern Vets Program

Saturday	May	28	2.00 pm	Metec	Graded Scratch Races
Monday	May	30	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	June	4	2.00 pm	Strathewen	Graded Scratch Races
Saturday	June	11	2.00 pm	Metec	Graded Scratch Races
Saturday	June	18	2.00 pm	Yarra Junction	Athletic Soft Tissue H'cap

Southern Vets Program

Sunday	May	29	9.00 am	Crib Point	Graded Scratch Races
Sunday	June	5	9.00 am	Cora Lynn - Modella	Graded Scratch Races
Sunday	June	12	9.00 am	Carrum Downs	Graded Scratch Races
Sunday	June	19	9.00 am	Lang Lang Yannathan	Graded Scratch Races

Northern Vets Program

Sunday	May	29	9.30 am	Toolernvale	Handicap
Sunday	June	5	9.30 am	Campbellfield	Graded Scratch Races
Sunday	June	12	10.00 am	Seymour	Tom Stewart Handicap
Sunday	June	19	9.30 am	Toolernvale	Graded Scratch Races

Bicycle Superstore Series Results 2005

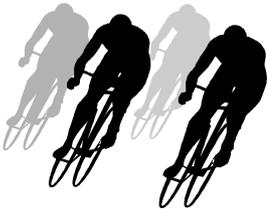
Name	Grade	Points TT	Points Crit	Points RR	Total	Place
O'Callaghan Peter	A	12.0	10	8	30.0	1
Green Guy	A	9.0	8	10	27.0	2
Smith Phillip	A	15.0	1	2	18.0	3
Amos Rob	A	1.5	4	6	11.5	4
Lynch John	A	6.0	1	4	11.0	5
Howard Peter	A	1.5	6	1	8.5	6
Graham Robert	A	3.0		1	4.0	7
Salinger Tom	A	1.5	1	1	3.5	8
Knight Steve	A	1.5		1	2.5	9
Rallings Brett	A	1.5	1		2.5	10
Letty Nigel	A		2		2.0	11
Everard Craig	A	1.5			1.5	12
Retra Tony	A	1.5			1.5	12
Gray Steven	B	1.5	8	8	17.5	1
Hay Michael	B	15.0		1	16.0	2
Wishart Garry	B	12.0			12.0	3
Milner Ian	B	9.0	1	1	11.0	4
Panou Nick	B		10	1	11.0	4
Joosten Rudy	B			10	10.0	6
Rickard Trevor	B	1.5	6	1	8.5	7
Friis Boyd	B	6.0	1	1	8.0	8
Chamberlain Gary	B	1.5	4	1	6.5	9
Tattersall Phil	B	1.5	1	4	6.5	9
Jarvie Phil	B			6	6.0	11
Paton David	B	1.5	2	1	4.5	12
Burke Michael	B	1.5		2	3.5	13
Chandler Anthony	B	1.5	1	1	3.5	13
Fothergill Steve	B	1.5	1	1	3.5	13
Jardine John	B	1.5	1	1	3.5	13
Lucas John	B	1.5	1	1	3.5	13

Name	Grade	Points TT	Points Crit	Points RR	Total	Place
McCann Brian	B	1.5	1	1	3.5	13
McCormack David	B	1.5	1	1	3.5	13
Frayne Quentin	B	3.0			3.0	20
Kimber Nigel	B	1.5	1		2.5	21
Peacock Craig	B	1.5		1	2.5	21
Ryan Kerry	B	1.5		1	2.5	21
Barnard Stephen	B	1.5			1.5	24
Drew Robert	B	1.5			1.5	24
Skewes N	B	1.5			1.5	24
White Matt	B	1.5			1.5	24
James David	B		1		1.0	28
Matson Richard	B			1	1.0	28
Short Stephen	B		1		1.0	28
Smith Ian	B		1		1.0	28
Wallace Mark	B			1	1.0	28
Schlotterlein Shane	C	1.5	8	8	17.5	1
Darcy Adrian	C	15.0	1	1	17.0	2
Pretto Jeff	C	3.0	4	10	17.0	2
McCoy Ted	C	12.0	1	2	15.0	4
Szalla Steven	C	6.0	1	6	13.0	5
Mills Kevin	C	1.5	10	1	12.5	6
Douglas Frank	C	9.0	1	1	11.0	7
Paull Michael	C		6	1	7.0	8
Wykes Peter	C		2	4	6.0	9
Baigent Laurie	C	1.5	1	1	3.5	10
Chambers Mark	C	1.5	1	1	3.5	10
Kelly Paul	C	1.5	1	1	3.5	10
Shanahan Peter	C	1.5	1	1	3.5	10
Simpson Harold	C	1.5	1	1	3.5	10
Casey David	C	1.5	1		2.5	15
Clifford Ray	C	1.5	1		2.5	15
Hainal Nick	C	1.5	1		2.5	15
Hall Tim	C	1.5		1	2.5	15
Petersen Kym	C	1.5	1		2.5	15
Puttock Geoff	C	1.5		1	2.5	15
Preece Hylton	C		1	1	2.0	21
Curulli Tony	C	1.5			1.5	22
Johnson Bruce	C	1.5			1.5	22
Smith Steven	D	12.0	10	6	28.0	1
McLennan Neale	D	6.0	8	10	24.0	2
Randall Elizabeth	D	15.0	1		16.0	3
McCoy Deborah	D	1.5	6	8	15.5	4
Papalois Jim	D	9.0	1		10.0	5
Archer Glenn	D	1.5	4	1	6.5	6
Crowe Tim	D		1	4	5.0	7
Fox D	D	3.0	1	1	5.0	7
Dawson Shane	D	1.5	2	1	4.5	9
Pretto Su	D	1.5	1	2	4.5	9
Antignani Angelo	D	1.5	1	1	3.5	11
Cunneen Alan	D	1.5	1	1	3.5	11
Haines Graham	D	1.5	1	1	3.5	11
Haines Michael	D	1.5	1	1	3.5	11
Smith Kenton	D	1.5	1	1	3.5	11

Name	Grade	Points TT	Points Crit	Points RR	Total	Place
Thomson John	D	1.5	1	1	3.5	11
Cadd Graham	D	1.5		1	2.5	17
Haines Steve	D	1.5		1	2.5	17
Tarrant Ivan	D	1.5	1		2.5	17
Mackie Peter	D		1	1	2.0	20
Neuwirth Reinhard	D		1	1	2.0	20
Dick Andrew	D	1.5			1.5	22
Thompson Dale	D	1.5			1.5	22
Maggs Richard	D		1		1.0	24
Ferridge Andrew	E	15.0	1	6	22.0	1
Flanagan Richard	E	10.5		8	18.5	2
Howlett M	E	1.5	6	10	17.5	3
Cordedda John	E	10.5	1	2	13.5	4
Stranks Ron	E	1.5	8	4	13.5	4
Bowen Keith	E		10	1	11.0	6
Both Sally	E	4.5	2	1	7.5	7
Farrell Brian	E	4.5	1	1	6.5	8
Stewart Ron	E	1.5	4	1	6.5	8
Crow Ken	E	1.5	1	1	3.5	10
Gray Ian	E	1.5	1	1	3.5	10
Jardine Glenys	E	1.5	1	1	3.5	10
Wilson John C	E	1.5	1	1	3.5	10
Beachley Barry	E	1.5	1		2.5	14
Macleod John	E	1.5			1.5	15
Dymond Sid	E		1		1.0	16
Mackay Geoff	F	15.0	10	10	35.0	1
O'Grady Daryl	F	9.0	4	8	21.0	2
Stumbles Juanita	F	6.0	6	6	18.0	3
Burke Gayle	F	12.0		4	16.0	4
Porter John	F	1.5	8	1	10.5	5
Green Kathy	F	1.5	2	2	5.5	6
Fisher Michael	F	3.0			3.0	7

2005 Points Score Progress Results

Green	Guy	57	Simpson	Harold	25
Amos	Rob	56	Kimber	Nigel	24
Stranks	Ron	35	McCann	Brian	24
Bowen	Keith	34	Stewart	Ron	23
Antignani	Angelo	33	Chamberlain	Gary	22
Parker	Graeme	32	Lipple	Greg	22
Kelly	Paul	29	Smith	Phillip	22
Wright	Clive	29	Wykes	Peter	22
Curulli	Tony	28	Fothergill	Steve	21
Douglas	Frank	28	Jardine	Glenys	21
Hainal	Nick	27	Mackay	Geoff	21
Porter	John	27	Pretto	Jeff	21
Crow	Ken	26	Bohn	Laurie	20
Puttock	Geoff	26	Maggs	Richard	20
Shanahan	Peter	26	Paull	Michael	20
Farrell	Brian	25	Smith	Ian	20
Fox	Richard	25	Stumbles	Juanita	20
Milner	Ian	25	Wilson	John C	20



eastern veterans cycling club

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Newsletter May 28 2005

Graded Scratch Races Metec May 28

A cold overcast morning at Montmorency, but no sign of rain so there was no need to check the radar late morning. How wrong can you be? On the way by Ringwood the rain had started to set in and by Kilsyth it was clear that racing would be a touch and go affair. In these cases there is no need to make a decision, the weather either gets better and we race or gets worse and we go home. By 2.15 it looked like the former option would be the go and entries from 43 riders were taken with a view to racing starting at 2.30. And so it was, a few drizzly showers early in the race, but nothing heavy enough to call a halt to proceedings and all races lasted the allocated one hour or thereabouts. Despite the wet track racing did not seem to be dangerous in any way, by far the worst part was the gale force southerly that hit you as you entered the back stretch and the wet conditions which always bring those sharp stones to the surface and resulted in several punctures, some having the misfortune to puncture twice.

A feature of the day was to be the women's race. Unfortunately the weather kept several riders away and only 5 started. Nevertheless it was a hotly contested race, with Su Pretto following an early lead out before the sweeping turn holding off Kym Petersen and Debbie McCoy, Gillean Hilton having the misfortune to puncture on the second last lap. The plan is that we will have another women's race at Steels Creek on July 2.

Nigel's Race Report

What a difference two weeks can make, last time I wrote it was lyrically about the gloriousness of God's benevolence to cyclists. This week, not quite the case, it was cold, wet, and windy.

Having arrived early I set about sweeping the circuit, only to be interrupted twice by passing showers that had me scurrying for cover and wondering over the sanity of continuing the task. As it transpired I apparently didn't do a very good job as two A graders retired early in their race with punctures and a couple of others experienced the same problems later in their own races.

Back at the registration desk there was a bit of concern over whether the weather would hold off long enough to allow us to race. After considerable deliberation a decision was made at two o'clock to race, starting at 2:30, given the small number of attendees all grades would be on at once.

With ten B-grade riders on the start line it looked like it could be good race, I hadn't done a great deal of warm up and hadn't really thought about what I was going to do, just let the race evolve. Although, having been given a crash

course (no pun intended Ian, Rob, et al.) in criterium racing a couple of weeks ago I thought I would try to put into practise what I had been told.

At race pace there were a few hairy spots on the circuit. The corner after the hump was certainly given due respect, and coming out of the hairpin into the final straight provided some interesting moments as the wind caught the front wheel and tried to skip it across to the right.

Ian Milner launched the first of many attacks on the third lap. The bunch were happy to leave him out there for a couple of laps letting the wind take its toll before the fresher legs of the bunch brought him back. No sooner was he back in the fold than he's gone again, this time he wasn't left hanging for long as the bunch upped the speed to keep him company. Twice more over the next ten minutes Ian tried to get something going, but either Matt White, or Steve Short gave chase, bringing the bunch back to Ian. I was putting my new-found knowledge to good use, letting others lead the chase.

It took a couple of laps for me to work out that half wheeling to the right was the easiest path along the finish straight. Of course this lesson came at the cost of a turn at the front, but the knowledge gained was filed with that of the other lessons for later use.

Finally after 20 minutes Ian Milner succeeded in getting away with Ian Smith in tow. With a still intact bunch of eight, and more than half the race to go, two away didn't seem to be too much of a threat, so long as we maintained the gap and didn't let them get too far ahead. Trevor Rickard had other ideas though, and made an attempt to bridge the gap, after half a lap of chasing he succeeded. This put three away with 7 chasers, a whole new scenario. It was time to do something, from second wheel I've launched my own attempt to get over to the newly formed break-away. Once across a quick look behind showed that Martin Stalder had come over with me and a gap to the remainder.

The next 10 minutes or so saw the five of us working together to build the break. Once a decent gap was established the cooperation waned and it reverted to a scratch race. A few attacks by Ian Milner kept us all on our best behaviour, one of them costing Ian Smith his place in the bunch. Ian's relentless attempts to shake things up had me digging deep to keep in touch on several occasions.

A self-imposed neutral lap to allow a lower grade to finish unimpeded saw me leading the other three into the last couple of laps. Not wanting Ian to launch an attack out of

the last corner and down the finish straight I've elected to ride that stretch on the far right of the road ensuring that any body who wanted to make a break would have to work for it. See, my filing system works.

When we received the bell I was still out the front, still on the far right of the road.

Going around the first bend after the bell and I can still hear ringing, it's my phone. I doubted that the other three would be too favourable to a neutral period to allow me to answer it, so who ever it was going to have to wait.

Being first wheel I didn't hold much hope for a podium finish. I thought my best opportunity would be to get off the front, but I was having so much fun. I figured I'd just keep going, push it up and over the hump and into the right-hander; see what happened. Well, my mind had ideas that my legs were not capable of fulfilling, the push amounted to no more than a maintenance of pace and we've all gone into the last turn together. Expecting to be swamped by all three before the line, a final attempt (down the far right hand side of the road) to keep them at bay saw only Trevor come round to take the blue ribbon. Martin and Ian fighting each other for third.

The poorer conditions and the smaller group saw the race speed down on two weeks ago, 36.3 kilometres in 59 and a half minutes for an average of 36.5kph.

Kym Petersen's Race Report of the Women's Race

So the day finally rolled around when us girls were given our own race. I knew that the interest was high amongst my fairer-sex colleagues and was looking forward to having a good hitout amongst some familiar and possibly some new faces. The more the merrier was what we were hoping for. I had also warmed up the vocal chords in anticipation of Su and I yelling out (with vigour) to the blokes as we passed "stay left" or something to the effect of "move the hell over you*#!" Oh, to turn the tables, even if we only get to do it a couple of times....Must remember to hang a quick left also, having not quite passed them and cut them right off, sweet payback.....

As luck would have it, the weather forecast was to be intermittent rain with a top temperature of 15 degrees - time to bring out the winter woolies ladies! Not being overly confident that we would actually hit the track, I drove down to Metec, sans bike and proceeded to check out the conditions. I joined around 20 or so others all huddled under cover and out of the rain that was slowly, if somewhat sporadically, coming down. There was lots of will we, won't we talk going on and everyone giving their perspective on whether or not the clouds would break. Who knows really, but I thought I'd nick back home and get myself at least part way organized for a race, should it indeed happen.

When I came back there were a total of 5 of us chicks all ready to roll. Possibly the diehards you could say, either that or completely nuts! Poor Heather, who hadn't raced for 11mths was probably steamrolled into it by Su, c'mon Hes, you can hang in there, words to that effect. Plus myself, Deb McCoy and a new face, Gillean, who later mentioned to me that she is actually a member of Eastern but hasn't done much racing in recent times.

The plan was to start us 20mins after the regular grades took off, so that they could all watch the end of our race.

As was clarified by Keith, this actually translated to 'perv.' Yep, thanks Keith, you just set the women's movement back another 50 years! Actually we don't mind being the showcase event once in a while; as I said later, we all felt special.

So back to the race report....our delayed start time of +20mins didn't happen. As soon as the guys were one lap in, down she came and we had a general consensus to get our race going and NOW. We all rode over to the start line, told the guys how it was going to be and we were away, just like that. Us girls don't need no pre-race waffle, we know the drill, just let us go and we can do the rest.

Into the rain we went, Jill took to the front for the first lap and I was happy to sit in and enjoy the windbreak. I'm no Rob Gell but I'm pretty sure it was a SW wind, blowing with some almighty gusto. Being a small person, I do tend to suffer in the wind and I knew it would be tough out there, I also knew my turn at the front would come soon enough.

As predicted, we all rolled turns at a pretty even interval, all except Hes who I think popped off after a few laps, so it was down to the four of us. For the first few laps I was keen to take the corners a little conservatively as I didn't want to see my race end up on the deck before it had really began. Also letting a bit of air out earlier proved to be a wise move as it gave me that little extra grip that I needed. The four of us were very evenly paced and I thought throughout the race that this would come down to a sprint for sure - nothing would get away today or even if an attack was made, it couldn't possibly stick in these conditions. I had a bit of a plan early on and hoped that by the bell lap I could actually pull it off.

We continued to each pull a turn with the wind continually buffeting us around, well me anyway, and this is pretty much the format we followed for the entire 1 hour of racing. With about 2 or 3 laps to go, poor Gillean had a slow leak in her back tyre, which was confirmed by each of us having a look and passing comment on - can't see that happening in a men's race hey! She eventually pulled out after cautiously riding around on it and realizing that it was going down fast. It was then down to myself, Deb and Su and as we got the bell, I found myself on the front - not exactly where I wanted to be and I remember having a little chuckle as it was rung. I fully expected Deb to take off once the bell was rung and me having to chase but it didn't happen and there I was leading the girls around for our final lap. Coming into the final bend Su took off and got the jump on us, I thought to myself, you go girl, I am not going to chase you. If Deb wanted to, all the power to her but I was very happy to watch a 'Croydy chick' get up for the win. So I eased around the far right-hand side of the bend, giving minimal draft to Deb (sorry 'bout that Deb), with Su on the far left, pushing her legs as fast as they would humanly go. I could sense that maybe Deb was closing in behind and so I took off and the finish was probably just that little bit too close, with Su putting in a stellar effort to take out the crit. Well done to the five who started in such testing conditions, I recall someone saying at the start that the conditions were character building, you sure got that right. Here's to the next one!

Kym

Results

	First	Second	Third
1st Grade (4)	Guy Green	Peter Howard	
1st Grade (11)	Trevor Rickard	Nigel Kimber	Martin Stalder
1st Grade (7)	Neale McLennan	Peter Wykes	Hylton Preece
1st Grade (9)	Kenton Smith	Graham Cadd	Leon Bishop
1st Grade (6)	J C Wilson	Ron Stranks	Keith Bowen
1st Grade (2)	Mike Fisher	Daryl O'Grady	
Women (5)	Su Pretto	Kym Petersen	Debbie McCoy

Officials

Kerry Ryan and Ted McCoy were the people in charge today. Thanks in particular to Sharon Wilson who brought the trailer, to J C Wilson who took it home again and stood in for Glenn Archer on the drinks.

Coming Events

Following the very successful club championship race for women, we are having a women only race at Steels Creek on July 2. Make sure all you female racing friends are there.

Eastern Vets Program

Saturday	June	4	2.00 pm	Strathewen	Graded Scratch Races
Saturday	June	11	2.00 pm	Metec	Graded Scratch Races
Saturday	June	18	2.00 pm	Yarra Junction	Athletic Soft Tissue H'cap
Saturday	June	25	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	June	5	9.00 am	Cora Lynn - Modella	Graded Scratch Races
Sunday	June	12	9.00 am	Carrum Downs	Graded Scratch Races
Sunday	June	19	9.00 am	Lang Lang Yannathan	Graded Scratch Races
Sunday	June	26	9.00 am	Cora Lynn	Handicap

Northern Vets Program

Sunday	June	5	9.30 am	Campbellfield	Graded Scratch Races
Sunday	June	12	10.00 am	Seymour	Tom Stewart Handicap
Sunday	June	19	9.30 am	Toolernvale	Graded Scratch Races
Sunday	June	26	9.30 am	Campbellfield	Graded Scratch Races

The Giro

If you think Strathewen or Macclesfield Road are tough circuits, check this one out.

The penultimate stage of the 88th Giro d'Italia celebrates the Olympic Valleys of Sestrieres that will host the 2006 Winter Olympics and the riders who take the start will celebrate a world of pain. Starting in Savigliano south of Torino, Stage 19 makes a long, gradual 45km climb up to Sestrieres after 101km. After a long descent to Susa, the final 45km of this stage is simply brutal. The never-before used climb of the Colle della Finestre is a 18.5km monster, with an average gradient of 9.2%. Said to be harder than the Passo Gavia, the final 7.9km of Finestre is on a gravel "strada bianca" that will make the climb even more difficult. Once over the Finestre, there's another descent and the final 12km climb back up to Sestrieres.

See: <http://www.cyclingnews.com/road/2005//giro05/?id=stages/giro0519>

Hell on Wheels

From all reports Wednesday nights film night was a great success with Eastern members filling the theatre. Thanks to Jeff and Su Pretto for organising the night and to Tim Hall who donated the wine for the after show drinks.

MTB Race Sunday 5 June

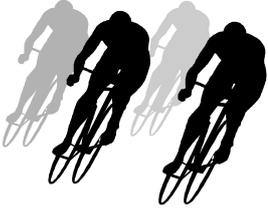
If you fancy having a go at mountain bike racing in a not too serious and 'fun' event.

The 2nd round of the Fat Tyre Flyers winter series is being held at Rob Amos's Chum Creek (Rogers Road) property on Sunday 5th June at 10.am. All classes catered for, masters(40-50), super masters (over 50s). Day licences available.

Details at www.ftf.com.au

News From The Monthly Meeting

In recent times there has been considerable discussion on unsafe riding in some bunches and the need to take some action before there is a serious fall. The riders involved may not know that they are riding in an unsafe manner. If riders are doing the wrong thing during a race someone in the bunch should tell them politely that they have done something wrong. There is no need for a string of expletives. If thought necessary the rider concerned will be given a "Unsafe Riding Advice" and some special tuition or advice on what they are doing wrong. If the riders concerned continue with the unsafe practices they may be suspended from racing for a period. The riders concerned should understand that this action is taken in the interest of safety and welfare of riders in the bunch and is not some personal vendetta, we value your membership of the club.



eastern veterans cycling club

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UNSAFE RIDING ADVICE

The number of riders racing with Eastern Veterans has increased substantially over the past 12 months and it is of concern to the Committee that some riders are riding in a manner that is potentially unsafe and may cause a fall resulting in injury. The Committee believes that the riders concerned may not be aware of problems they are causing. Where considered necessary by a bunch captain, or a member of committee, riders identified will be advised of the problems they are causing in a bunch.

Any rider identified will be asked to have a discussion and/or training session with the Club Referee, or another experienced rider in order to remedy the problems. If the problems continue in future races, the Club may suspend a rider for a race or races, until such time as it believes the rider concerned is riding in a safe manner.

Rider

During the race at on a number of occasions you were observed riding in a manner considered to be unsafe. In particular:

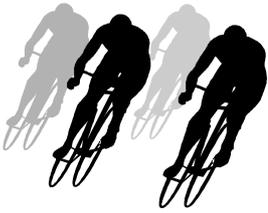
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The Club Referee or another senior rider will discuss these matters with you.

I trust that you understand that this action is being taken as a safety issue and concern of the Club for the safety and welfare of all riders.

Signed

On Behalf Race Committee
Eastern Veterans



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Newsletter June 11 2005

Graded Scratch Races Arthurs Creek Strathewen June 4

For our second race at Arthurs Creek Strathewen we had 57 starters. We have been describing it in the fixture as racing at Strathewen, but this will need to change. Rob Amos, he didn't bother to read his email telling him how to get there, looked at the map, saw Strathewen and headed off, at high speed to Strathewen for the start. Eventually when the bitumen ran out he realised he was in the wrong place and returned to Arthurs Creek in time for the start. In future we will call it Arthurs Creek Strathewen and Rob please read your emails.

A bit of gentle northerly, but otherwise near perfect conditions. From all reports the course was regarded as a winner and there no problems of riders turning into Greens Road when they shouldn't, or any other misdemeanors. The racing was hotly contested with all grades staying together except for B and E, which were blown apart.

Two riders have cemented their places in B grade after Saturday. Phil Pelgrim turned up coughing and spluttering, (and I must admit looking pretty crook), wanting to ride in C grade. The unsympathetic stand in handicapper, said: "Phil you can ride C grade and not win, or ride B grade and win". Phil reluctantly took the hard option and came third!!!. Neale McLennan after his first up win C grade last week was meant to be offered the option of a ride in B. I forgot and put him back in C. After his win on Saturday, he won't be offered the option of B next week.

Only 3 starters in A grade, which was a bit of a disappointment, but unfortunately another three whose names start with S or R (Phil Smith, Tom Salinger and Brett Rallings) were all rostered on for duty. With only 3 starters they headed off in company of B grade, but a puncture to Phil Thompson left Rob Amos and Mark Wallace to battle it out, with Rob winning by the barest of margins.

A hotly contested sprint in C grade saw Neale McLennan just held out Peter Wykes and sprint specialist Tim Hall. Peter later commented that he hates being beaten by younger riders. Peter, it is not half as bad as being beaten by riders older than you! For those who don't know, the women in white who was giving you a hard time, when she was riding off the front for about half a lap or more is Gillean Hilton. C grade beware, she rode to the start from Elwood or somewhere far away.

D grade only did 2 laps, but we will change it next time to 3. Graham Haines made up a lot of ground coming down the hill to the last turn and managed to beat Leon Bishop and Su Pretto in another good effort third.

Richard Flannagan and his mate Andrew Finnigan slaughtered E grade and can look forward to at least D next time. Murray Howlett, who came third will probably join them soon. This race was blown apart on the way back on the first lap. I don't usually mention who came last (Glenys Jardine) or second last (Keith Bowen) in a race, but in a big form reversal, or is it a preference for a flat course, but Glenys won on Sunday by hundreds of metres at Northern and Keith came third.

F grade with 3 riders stayed together with the wily John Porter out sprinting Gayle Burke and Heather Christie.

Nigel's Race Report

Cycling can be a funny thing, you can be feeling as fit as an ox, fresh as a daisy then you get to the first incline and suddenly you don't feel that good at all. On the other hand you can feel as weak as a new born and as stale as a six week old egg and as the race progresses you find that you don't feel that bad at all (just ask Phil Pelgrim). This was going to be one of those occasions. I'd had a very ordinary week on the bike, after a tough ride last Saturday, Sunday's recovery ride wasn't, it was a serious struggle back to St Kilda, and the remainder of the week was no better.

With only three a-graders on the start line I was a little wary that there might be a call for volunteers. Again. Fortunately, Keith Bowen was kitted up and waiting down the road for his grade to get the starters' orders. There was no lynching, the three a-graders starting with b-grade.

Being neutral for the first couple of kilometres Phil Thompson and I enjoyed a bit of a chat as we led the others out. Once past the cause of the neutrality the relatively pedestrian pace slowly built to race pace. Before long the three a-graders were setting the pace with the remainder of us hanging on. Ian Smith has chosen this time to come over the top and drop in at fourth wheel, cutting the speed right back, now where's that 'Unsafe Riding Advice' form (just joking Ian). Ian's actions were intended to get the a-graders away and leave the b-graders to race their own race.

The forecast for the day was clear with a northerly wind, and that was pretty well what we got as we pushed our way into the wind to the first turnaround. There was no mention in the afore mentioned forecast of rain, but the sight of a small herd of cows lying down had me searching the skies for any sign of inclement weather. None to be found.

Coming into Strathewen we were greeted by strains of Southern Blues emanating from the sole residence. A

collection of cars parked out the front suggested the beginnings of a hoedown, or something along those lines.

Around the first turn, the bunch still intact, and with the wind at our backs, the pace was a little quicker going back than it had been coming out. Without Ian Milner to liven things up, the pace of the first lap was fairly consistent, well as consistent as the wind and topography would allow. A breakdown of the speeds for the course would be interesting as speeds ranged from 58kph to less than 20 as we slugged it up the incline at the start/end of each leg.

The end of the first lap and we were still intact as a group. It was now time to put the next phase of the plan into action. Having successfully negotiated the descent we set about racing, another hard ride to the turnaround with a few of the group taking turns to set the pace. As per plan, increasing the pace up a couple of rises had some of the bunch puffing, they managed to stay in touch and again it was as a complete bunch that we rounded the witches-hat at the halfway mark.

With every-one back on, John Jardine made his move riding off the front, gaining and maintaining a 10 metre break. John had been seen out training up the 1 in 20 the day before the race, this may account for his enthusiasm. There was no response from the bunch and John was allowed a little solitude. After half a kilometre or so there was movement in the bunch as a chase was made by one rider, then another, then another, then the whole gang got in on the act and after a hectic minute or so we were all back line astern.

Coming down a dip and up the other side Ian Smith has come flying down the right passing us all, this was later explained as 'something about weight, gravity, and momentum, and not a rush of blood'. But John, seeing this as a threat to his lead, has picked up the pace and raced poor Ian up the other side, not letting him in and dragging the remainder of us along. The upped tempo causing a small break in the group. Sitting back in the bunch I've seen this as an opportunity and jumped across calling to the leaders to keep it going, it wasn't to be, a look over the shoulder showing that all and sundry had also jumped, closing the gap, and ending any hope of a breakaway.

I was umming and ahing about launching an attack up the last hill when some one has pre-empted me and taken off (Rob or Quentin). This seemed as good an idea as any and I've tacked on and followed him over the top and down the other side to the turnaround and the bell. At the turnaround there was a group of six, Rob Russell, Quentin Frayne, Phil Pelgrim, Richard Matison, John Jardine, and myself with a small break on the remainder. The instigator of the break took us back over the hill, and for the first time (in six descents) we raced down the other side and around the tight lefthander, it was shown some respect, but proved a fairly safe stretch of road.

We were no team US Postal, but we swapped turns as we worked our way back out for the last time. The pace proving too much for John, and then Richard, as they dropped off along the way. The original breakaway had stretched and fragmented the chasing bunch which was slowly pulled back together by Steve Short who picked up a couple of riders (Colin and another) who had headed him up the climb out of the turnaround, then picking up John and finally Richard. Having put in all the work Steve was caught napping watching some of the local wildlife (Kangaroos) and was dropped by the others, completing his race alone.

Meanwhile the four of us continued rotating the work and kept the pace up. The final turnaround was a sight for sore legs, with the wind at our backs the ride to the finish wasn't going to be easy, but at least it wasn't going to be as hard as the ride out had been. The turnaround also gave us the opportunity to see what sort of a lead we had and what was chasing. The lead was good, the 'what' was a group of four, meaning that we were still going to have to work at it to stay away.

Around a kilometre from the bottom of the last hill I've rotated off the front and gone to the back for a bit of a rest and a think. The rest did me the world of good and as we've hit the climb for the last time my legs are feeling like they might be able to keep up with what my brain had thought up. As the incline took it's toll on the pace I've made my move, with some encouragement (a cry of 'Take it Nige') coming from one of the others, I've pushed my legs to their limit and crested the top with a small break. Knowing that I needed to keep going to establish the break I'd made, I struggle to keep peddling down the other side, eventually having to stop and tuck down, allowing a little time to regain my breath. At the final turn the gap was about twenty to thirty metres.

With legs screaming for respite I've turned into Greens Road, the others not too far behind. I don't recall the final run to the finish being as long as it seemed, at every corner I was expecting (hoping) to see the finish come into view, when it finally did I had a quick look around and was relieved to see that the road behind was empty. With a couple of hundred metres to go and the view behind cut short by a bend, there was still work to be done.

The final margin was around a hundred metres with the other three fighting it out in a tight sprint, Rob taking second and Phil just pipping Quentin for the last of the podium positions. Jeff Pretto out sprinted the rest of the field for fifth.

My figures for the race were 51.27k in 1:29:16 for an average of 34.4kph

Results

	First	Second	Third
1/ Grade (3)	Rob Amos	Mark Wallace	
1 Grade (13)	Nigel Kimber	Rob Russell	Phil Pelgrim
1 Grade (15)	Neale McLennan	Peter Wykes	Tim Hall
1 Grade (12)	Graham Haines	Leon Bishop	Su Pretto
1 Grade (11)	Richard Flannagan	Andrew Finnigan	Murray Howlett
1 Grade (3)	John Porter	Gayle Burke	Heather Christie

Officials

Lots of people on the job today and it all worked perfectly. Geoff Puttock, Shane Schlotterlein, Tom Salinger, Steve Barnard, Brian Farrell, Phil Smith, Brett Rallings, Kenton Smith and Rob Graham all under the careful tutelage of Hylton Preece and Greg Lipple. The care in putting out the signs, traffic controllers stopping traffic, marshalls giving directions to riders makes for really safe racing and was appreciated by all riders. In the absence of Graeme Parker, Keith Bowen and Ted McCoy took the entries.

Coming Events

Following the very successful club championship race for women, we are having a women only race at Steels Creek on July 2. Make sure all you female racing friends are there.

Eastern Vets Program

Saturday	June	11	2.00 pm	Metec	Graded Scratch Races
Saturday	June	18	2.00 pm	Yarra Junction	Athletic Soft Tissue H'cap
Saturday	June	25	2.00 pm	Metec	Graded Scratch Races
Saturday	July	2	2.00 pm	Steels Creek	GSR, incl Women's race

Southern Vets Program

Sunday	June	12	9.00 am	Carrum Downs	Graded Scratch Races
Sunday	June	19	9.00 am	Lang Lang Yannathan	Graded Scratch Races
Sunday	June	26	9.00 am	Cora Lynn	Handicap
Sunday	July	3	9.00 am	Somers	Graded Scratch Races

Northern Vets Program

Sunday	June	12	10.00 am	Seymour	Tom Stewart Handicap
Sunday	June	19	9.30 am	Toolernvale	Graded Scratch Races
Sunday	June	26	9.30 am	Campbellfield	Graded Scratch Races
Sunday	July	3	9.30 am	Campbellfield	Graded Scratch Races

Nigel Wants Help

On a different tack.

I'm looking at going to France next year to do a tour of 'le Tour'. I am thinking of going with the Queensland group 'Bikestyle Tours'. I am also thinking of buying a bike over there and bringing it back.

If any club member has any opinions on the above I would appreciate their feed back. I could also use any useful hints on:

- buying a bike in France,
- getting it back home, and
- anything else that may be useful.

Feed back can be e-mailed to me at nigel.kimber@bigpond.com or imparted to me Saturday afternoons.

Nigel

RIDE WITH THE BUNCH

The Secret Of Handicap Racing Graeme Parker

Several new members of Eastern will not have had the experience of riding handicaps. With the winter road season starting soon, there will be a number of opportunities to ride handicaps. For the new riders and as a refresher for experienced riders Graeme Parker outlines the strategies for handicap racing.

‘The most important thing is to keep your bunch intact, if the bunch splits the riders will have no chance of staying away from the bunches following and winning. The objective of the handicapper is to construct groups of approximately equal ability, however, strong riders must resist the temptation to ride fast. A bunch of riders all sharing the work, will have a much better chance, than if it is split into two or more groups.

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

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

Bunch Etiquette

On a similar theme the following article is taken from the Illawarra Cycle Club April Newsletter
<http://www.illawarracycleclub.org.au/images/newsletter/icc200502.pdf>

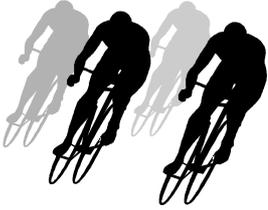
Recent Handicap races have indicated that our paceline skills are a bit rusty. For the purposes of achieving fast bunch speeds in a safe manner it is essential to both understand and practice bunch skills and etiquette. The following are the basics and for the majority of riders it’s teaching their grandmothers to suck eggs, but read it anyway for the safety of the group and where you see transgressions by other riders pass on your knowledge and help them (gently!).

1. It’s all about drafting. If you ride closely in the wind-shadow of the bike(s) in front you will use 30-40% less energy. If the bunch takes turns in drafting then a higher overall speed is achievable than riding alone.
2. The closer you ride to the wheel in front the greater the drafting effect but don’t get too close and never overlap, ride about 300mm behind and offset to one side so that if the rider in front brakes suddenly you can take avoiding action.
3. Usually you will form two lines of riders, one line will move forward relative to the other, and when you get to the head of the line you will move over to the head of the slower line and start your "rest" period moving slowly to the back in the wind-shadow of the others, where you will transition smoothly onto the back of the faster line and repeat the process. Whether the group rolls over to the left or to the right will depend upon the wind direction on the day. Usually you will move forward in the left line, take your turn at the front, move slowly over to the right, and then drift back down the slower right line.
4. When you reach the front and it’s your turn to pull the line do not accelerate. Check your speedo just before your turn and try and maintain that speed when you get to the front. You will be working harder anyway as you’re out in

the wind and there’s no one to draft behind. If you do accelerate you will force the rider behind you to do likewise and very soon the paceline will blow up. Don’t linger on the front unless you’re feeling exceptionally strong. Just maintain your speed until the rider who was in front, and is now beside you, slows slightly then check to see that you will clear him and move smoothly over. There is no need for radical or sudden changes in direction or speed, just a small deviation will keep the pack cohesive. Then just reduce your speed slowly to allow the rider who replaced you as leader to slide in front of you.

5. When slowing down in a paceline, avoid braking unless it’s an emergency, but instead move out slightly into the airstream and allow it to slow you down. Don’t deviate too far to the side or the rider behind may think you are pulling out and will jump into the space you have vacated.
6. The pack etiquette requires that you call "last" or "last wheel" as you join the back of the line moving forward and when you are in the slower line and the current leader is looking for permission to move over in front of you, call "roll" or "clear". The leader moving over on to the slower line can also flick his elbow on the side on which he wishes to be overtaken, signifying that his turn is complete, but this is more commonly seen on the track than on the road. Normal pack etiquette applies to signalling upcoming obstacles by pointing at them and relaying the warning down the pack. If the danger is approaching from the rear then the warning is passed forward; "Car back" is a frequent cry. Changes in speed are best signalled verbally, e. g. "slowing" and if you’re stopping, usually with a flat, then raise your arm as well. Remember it’s all about being smooth and helping each other to go fast.

Remember it’s not a competition - until the end!



eastern veterans cycling club

www.easternvets.com

Newsletter June 18 2005

Graded Scratch Races Metec June 11

A wet morning had the radar watchers checking to see what the afternoon would be like. The prognosis was good for all the rain to clear by about midday. And so it turned out, no rain, a blustery northerly that abated during the races resulting in pretty good conditions for racing. Sixty three starters was a good turnout for a holiday weekend, with good fields in all but A grade where there were only 4 starters. With all grades on together it was decided to extend the races beyond an hour and up to one and half hours for A grade.

Guy Green, Rob Amos and Phil Thompson circulated together until there was about 15 minutes to go, when Guy decided he had had enough and cleared away, leaving the other two in his wake.

Neale McLennan, just up from C grade where he had two wins in a row was in a break away with Mick Buckley with about two laps to go and won the sprint. Steve Fothergill winning the bunch sprint for third. Neale has raced 6 times since the Bicycle Superstore Time Trial for 5 wins and a second, in D, C and now B grade. If he keeps this up he will find himself in A grade in the near future.

Geoff Puttock who is off to watch the Tour on Saturday, put in a convincing ride to win from Kevin Mills and a very consistent Tim Hall. Geoff is probably hoping that the handicapper will forget how good his form is by the time he returns.

Neil Wray won D grade from Chris Norbury, who has been in good form recently and Glenn Archer relishing a return to his favourite circuit.

E grade was a nice evenly paced race until a frenetic last lap, when Geoff Mackay took off like a rocket on the bell. Keith Bowen looked to have had it won half way down the straight until Val Kalns, in only his third race, literally flew past to win. Murray Howlett hung on for third. Geoff will find himself in D grade when he learns not to spend too much time on the front and not to try and lead for the entire last lap.

Southern visitor won F grade from Sue Vogt and John Porter. Heather Christie must have been trying to get warm during the race when she blasted past E and then D grades, only to be swallowed up again by the bunch.

Results

	First	Second	Third
1 Grade (3)	Guy Green	Rob Amos	Phil Thompson
1 Grade (13)	Neale McLennan	Mick Buckley	Steve Fothergill
1 Grade (15)	Geoff Puttock	Kevin Mills	Tim Hall
1 Grade (12)	Neil Wray	Chris Norbury	Glenn Archer
1 Grade (11)	Val Kalns	Keith Bowen	Murray Howlett
1 Grade (3)	Gerry Egbers	Sue Vogt	John Porter

Officials

One of the great benefits of racing at Metec is that not many officials are required. A few sweepers and a couple on the finish line is all that is required. On Saturday the officials were Greg Lipple and Barry Beachley. Glenn Archer was back keeping us supplied with drinks. Thanks to all those who helped.

Coming Events

Following the very successful club championship race for women, we are having a women only race at Steels Creek on July 2. Make sure all you female racing friends are there.

Eastern Vets Program

Saturday	June	18	2.00 pm	Yarra Junction	Athletic Soft Tissue H'cap
Saturday	June	25	2.00 pm	Metec	Graded Scratch Races
Saturday	July	2	2.00 pm	Steels Creek	GSR, incl Women's race
Saturday	July	9	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	June	19	9.00 am	Lang Lang Yannathan	Graded Scratch Races
Sunday	June	26	9.00 am	Cora Lynn	Handicap
Sunday	July	3	9.00 am	Somers	Graded Scratch Races
Sunday	July	10	9.00 am	Dromana	Graded Scratch Races

Northern Vets Program

Sunday	June	19	9.30 am	Toolernvale	Graded Scratch Races
Sunday	June	26	9.30 am	Campbellfield	Graded Scratch Races
Sunday	July	3	9.30 am	Campbellfield	Graded Scratch Races
Sunday	July	10	9.30 am	Toolernvale	Handicap

Pauls (Peters?) Cycles Eltham

Peter Howard has recently purchased Pauls Cycles in Eltham and has the following dvds available to order. They include all 2005 classics (available 30 June) Tour de France and classics going back to 2001, the 1976 Paris Roubaix won by Eddy Merckx, the Sean Kelly story, fitness dvds, VO2 max training. All up there are 119 titles available. There are also some great looking posters. Prices start at \$49.95 for dvds and \$59.95 for posters.

All Eastern members will receive a 10% discount. Peter can be contacted at the shop on 9439 1418 or home on 9727 1918 or email at ellie.8@optusnet.com.au. The shop is located at Shop 16 Eltham Mall, Arthur St Eltham.

What is Karen up to?

In case you don't know Karen Hopkinson is now working with Nike in Amsterdam. From these extracts from her email it sounds like a job from heaven.

Well, I finished up in Portland (US) with the Australian sales conference - it seemed to go well- everyone appeared happy with the product which is a good thing! Anyway, we had a good time in Portland- they had a big party for Phil Knight, Paula Radcliffe, Pete Sampras, Seb Coe, Michael Jordan, Le Bron James, Moses Malone, Mia Hamm. Wayne Rooney and a few other athletes were there and said a few words about how good we had been to them!!! Lots of yummy food and drink too!! (But no Lance though!!!)

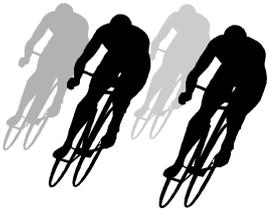
I met the team that I am doing the L'etape with- 20 guys plus me!! I think I create a spanner in the works in regards to sharing of accommodation- oops!! Anyway Gerald is hoping to come too, to help out, be my chauffeur and soigner as well as chief chef!!

With any luck we will drive down to the Tour start for work and then stay on for a few days, before heading to Grenoble for a few days in the mountains before the L'etape on the 11th July. It's a 178km stage and includes approx 70km of climbing I think and the final descent is 50km long- I am cold just at the thought of it!!

Looking forward to the Tour- still not sunk in yet that I will be there!!

Cheery beery
Love and Tulips

Karen



eastern veterans cycling club

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Newsletter June 25 2005

Athletic Soft Tissue Handicap Yarra Junction June 18

Cold weather and a head wind on the way back greeted the 68 starters for Saturday's Athletic Soft Tissue Handicap sponsored by David McCormack. We had 86 entries, but there were 18 non starters. There were some good excuses, Barry Beachley left his shoes home, Peter Wykes and Glenys Jardine were ill or injured and Ron Stranks was required on traffic control. In a handicap the handicapper takes a great deal of trouble to try and even up the grades, but if people don't turn up this can throw out all the handicapper's good work. So if you enter a handicap please make sure you turn up to race. Some clubs insist on payment of the entry fee if riders enter and don't race. A few riders were also caught out by the closing of entries on Tuesday night. If you have email, an email is sent out 8 or 9 days beforehand and you can enter by just pressing reply and send.

The first amalgamation of groups was a few kilometres before the first turn when the 14 minute bunch caught the 16 minute bunch. I thought we were riding pretty well and got a shock to be overtaken by Dick Fox, Su Pretto, Dale Maizels and Glenn Archer. On the way back it was obvious that the other bunches were closing fast, although second scratch and scratch hadn't made up as much ground as the other bunches. At the turn for the bell things were pretty ominous as all the bunches back to 6 minutes were just behind and everyone amalgamated within a kilometre of the turn, although limit were still to be mown down. The main bunch had a few workers, in particular Neale McLennan who was dominating the bunch with the others trying desperately to hang on. When it came to the finish, Neale (how good is this guy? He just keeps on winning) just rode away from and won by 25 metres or more from Graeme Parker, Bernie Crealy (Hume vets), Shane Schlottlein and David McCormack, in his own race, fifth. Second scratch came in not far behind and needed another kilometre or so to get to the front, with scratch about a minute behind, but close enough for Mark Wallace to take fastest time in 1 hour 30 min.

Nigel's Race Report

The last handicap here was a race to remember, this one, a race to forget, and if I could remember it I'd forget it. The weather was kind ; cool, overcast, with a light northerly breeze (following us out).

The handicapper had been kind, off three minutes with, on paper, a strong group of 9. With scratch three minutes behind and a decent bunch three minutes ahead we were still going to have to work to take the money but the feeling

within the group was one of optimism. On the line the 9 turned to 7, scratch went from 6 to four.

19 minutes after the limit riders set off it was our turn to hit the road, assuming the duck position (bum up, heads down) we were under way. The pace was up from the get go, the downhill start and the fact that it was a handicap contributing to the initial urgency. We quickly settled into rhythm rolling the bunch and with a few exceptions where the gradient changed, kept the whole thing pretty tight. Despite instructions on the start line to keep it together and look after the old man in the bunch (sorry Steve (53)) it wasn't long before Steve Fothergill was struggling and was eventually left behind on one of the inclines. We weren't the only group to loose a member early, we started passing individual riders on the way out to the first turn-around, punctures accounting for some of the casualties.

Sighting the returning groups as we came into Powelltown, and anticipating the turnaround, it was apparent that we had taken a decent chunk of time out of the groups immediately in front of us, things were looking good. Into Powelltown and there was no sign of a turn-around and the gains I thought we had made had to be revised. Finally we get to the turn, the feeling is that we had still made significant inroads into the groups ahead, all that is left to see was how much scratch had made on us. The scratch group cross us as we leave Powelltown, they have taken some time out of us, but not a lot. If we maintain the effort we should stay ahead of them.

Heading back for the first time the pace is still quick and the six still working well together. It's not a bad sight watching a bunch roll effectively and if I didn't have to contribute I could have sat there all day watching, but we were racing and spectating wasn't an option. As we approached the halfway mark there were a couple of large, formidable, although untidy looking, groups making their way back out for the last time. It was obvious that we were reeling them in and with words of encouragement from those on the turn we set off in pursuit. The scratch group had closed the gap further but there was only three. It looked like we had a good chance of filling the podium.

We picked up Phil Thompson (scratch) a kilometre or so into the leg, mechanical problems forcing him out of the race, so he cut the corner and sat on for the remainder of the ride. The cries of 'Riders!' were becoming more frequent as we caught and passed more and more lone

cyclists who had been forsaken by the group or groups ahead.

Halfway out and a local farmer, in a truck transporting a few cattle, decides to join the 3 minute group, dropping in to do his turn. I was beginning to feel the effects of the effort and had my head down so wasn't too aware of what was happening on the road ahead. But he cut it a bit fine and had me almost riding onto the rider on my left. Then the little **** put the foot down so that we couldn't sit on, he's obviously got a bit learn about bunch riding. Up ahead a couple of riders from the 6 minute bunch, Steve Short and another, were having a bit of a chat (as Steve is wont to do). Steve looking behind to survey the situation has drifted into the middle of road giving rise to grave fears that the farmer in his truck would clean him up. Fortunately, the luck of the Liver Bird was with Steve and the truck veered around and on its (merry) way.

As we passed the pair they kicked and joined the back of the train, slotting in either in front of, or behind, Phil. I was beginning to feel the effects of whatever it was that was affecting me, it was no longer a smooth transition from the slow line to the fast line it was more of a chase as I struggled to keep up. A kilometre or so from the final turn-around and I'm done for (a cooked duck). Completing a rotation at the front I drift slowly down the back and off the bunch. Words from Steve and Phil goad me into an effort that sees me back on for all of . . . oooohhhh, a hundred metres before I'm again on my own.

Graeme Parker must have taken to his group with lashes from his tongue and pump as we didn't sight them

anywhere on the way out and they still had a good break on us at the turn-around. Twenty metres behind at the turn and there is no way my legs are going to respond, no matter what I threatened them with. It was going to be a long hard slog back to the car, if I could catch one of the big bunches ahead it wouldn't be so bad. It wasn't to be. If I could stay ahead of the scratch group I'd salvage something, that wasn't to be either as the three riders of the scratch group seemingly flew past ten kilometres from home. There was no point in trying to sit on as my legs were like lead jelly and my head was somewhere else entirely.

I don't remember a great deal of the last leg, only that it hurt. It was the toughest race I have ridden. At the end of most events there is the feeling that 'There's still a little left, I could have gone a bit harder', not this race. This time I was seriously concerned that I wouldn't finish, that I'd have to stop and rest, but I knew that if I did that I wouldn't get going again. I had no choice but to keep plugging away.

The figures for my race were : 59.13k in 1 hour 38 for an average of 36.1kph. Word around the finish was that the average speed for the 3 minute group was mid-38s which equates to a time of around 1:30-1:31. By all accounts it was a fairly close finish with the 3 minute group failing to catch the leaders by 50m and the remnants of scratch 100m or so behind them. Congratulations to the handicapper for a job well done.

Results

1st	Neale McLennan 6 min
2nd	Graeme Parker 8 min
3rd	Bernie Crealy 8 min
4th	Shane Schlotterlein 8 min
5th	David McCormack 8 min
6th	Nick Hainal 10 min
7th	Ian de Kam 8 min
8th	Tim Crowe 10 min
9th	Richard Flanagan 12 min
10th	Frank Douglas 10 min
Fst	Mark Wallace scr 1 hr 30 min

Officials

Ian Smith was the grand pooh bah and ensured every thing went according to plan. Helpers were: Tony Chandler, Phil Sterns, Rob Drew, Andrew Ferridge, Ron Stranks, Greg Lipple, Matt White, Ray Clifford, Barry Beachley and James Harris with Steve Fothergill manning the drinks. Thanks to all those who helped. A special thanks to David McCormack for his sponsorship of the race.

Coming Events

Following the very successful club championship race for women, we are having a women only race at Steels Creek on July 2. Make sure all you female racing friends are there.

Eastern Vets Program

Saturday	June	25	2.00 pm	Metec	Graded Scratch Races
Monday	June	27	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	July	2	2.00 pm	Steels Creek	GSR, incl Women's race
Saturday	July	9	2.00 pm	Metec	Graded Scratch Races
Saturday	July	16	2.00 pm	Yarra Junction	Le Tour Classic Handicap

Southern Vets Program

Sunday	June	26	9.00 am	Cora Lynn	Handicap
Sunday	July	3	9.00 am	Somers	Graded Scratch Races
Sunday	July	10	9.00 am	Dromana	Graded Scratch Races
Sunday	July	17	9.00 am	Cora Lynn	Handicap

Northern Vets Program

Sunday	June	26	9.30 am	Campbellfield	Graded Scratch Races
Sunday	July	3	9.30 am	Campbellfield	Graded Scratch Races
Sunday	July	10	9.30 am	Toolernvale	Handicap
Sunday	July	17	9.30 am	Campbellfield	Graded Scratch Races

Strange but true

Caulfield Carnegie were racing at the Holden Proving Ground Lang Lang last weekend and guess who won? M Ford!!!!

Trans Australia Ride

The boys and Juanita are back and they raced on Saturday. Alan and Graham got dropped on Saturday demonstrating that 4000 km in fourteen and half days is not a sensible training regime. Ian Milner didn't race as he rode most of the way with a sore backside and is probably glad not to be on a bike for awhile. Alan kept all the statistics of their ride. They are a bit hard to decipher as they are written in his best 'prescription' style writing. Anyway if you want to ride across Australia this is what you have to do.

Congratulations guys, this is a remarkable effort. By the way they raised around \$20 000 for the Leukodystrophy appeal.

Day	Dist km	Ride Time hr/min	Average km/hr	Cum Dist km	Total time from start to finish hr/min	Nearest Town at end of day	Comments
1	352	13.54	25.3	352	16.10	Southern Cross	Windy
2	305	12.16	24.8	657		Norseman	Windy
3	296	11.08	26.6	953	13.53		
4	291	11.08	26.1	1244	14.15	Madura	Windy
5	263	9.56	26.4	1507	11.13		
6	261	10.14	25.4	1768	13.45	Nundroo	Windy
7	291	11.30	25.4	2059	15.00		Windy
8	290	11.57	24.3	2350		Port Augusta	
9	216	9.17	23.2	2566	11.44	Yunta	Windy/hilly
10	191	8.13	23.2	2756	10.27	Cockburn	Very windy
11	303	10.54	27.8	3059	15.00		Tail wind
12	257	10.18	24.9	3316	12.44	Cobar	Head wind
13	248	9.40	25.7	3564	11.54	Dubbo	Head wind rain
14	265	12.15	21.6	3829	14.30	Lithgow	
15	130	5.00	26	3959	8.17	Sydney	Hilly Tail wind
Total	3959	157.40	25.1				

Taping the Tour

My email:

As you all know the Tour de France is coming up and is to be broadcast live by SBS. This creates a bit of problem setting the video with a 3 hour or even a 5 hour tape. Marcus at the local bike shop says it's easy, all you do is install a TV card, connect your computer to your TV aerial and record it to the hard drive of your computer, burn a DVD of it when you wake up in the morning and then watch it at your leisure, fast forwarding through the boring bits.

Does anyone know if you can do it this way and more importantly if you are not set up to do it, what do you need to get it up and running including all the technical details, hard drive size, Windows XP or Windows 98 etc etc, or is Marcus talking a load of sh...t?

has brought a surprising number of responses, from the simple to the difficult, expensive and time consuming. The cheapest way appears to be to buy a DVD recorder, available for about \$350. But if you are a computer freak you several people have provided detailed information on what you need. I will put all this info together and get it put up on the web for those interested.

Who accesses the website?

Hylton Preece has found some smart software (StatCounter.com) that not only counts how many visits there are to the site, but all sorts of other information, such as which country, State, City, which browser, version of windows is being used, the screen resolution, whether they are a first time user. Some stats follow, why are people from Birdsville accessing our site. In terms of software by far the biggest majority of users are using Internet Explorer ver 6, Windows XP or 2000, I'm sorry to say that those of us using Windows 98 are in a very small minority, and most are using a screen resolution of 1064x768, a few still with 800x600. As a result of this info Hylton is rejigging the website to make sure it can be read at that resolution. At the moment some of the links to other parts of the site might be hidden at the bottom of the screen. If any one has a website this software is a must and it is free.

Since installing the software the initial stats are as follows:

	Page Loads	Unique Visitors	First Time Visitors	Returning Visitors
Total	416	158	102	56
Average	83	32	20	11

Returning Visitors - Based purely on a cookie, if this person is returning to your website for another visit an hour or more later.

First Time Visitors - Based purely on a cookie, if this person has no cookie then this is considered their first time at your website.

Unique Visitor - Based purely on a cookie, this is the total of the returning visitors and first time visitors - all your visitors.

Page Load - The number of times your page has been visited.

Where are some of them from?

13	Melbourne	Victoria
7	Brisbane	Queensland
5	Birdsville	Queensland
4	Sunbury	Victoria
3	Sydney	New South Wales
2	Adelaide	South Australia
2	Wangaratta	Victoria
2	Diamond Creek	Victoria

Photos from Yarra Junction

David de Gama was out last Saturday with his digital camera taking lots of photos. I have sent photos to those that I can identify and who have an email address. There are some very good photos of the following riders. If you give me an email address (talk to you children or friends for an address) I will send them to you: Graeme Parker, Neale McLennan, John Porter, Michael Paull, Val Kalns, Dick Fox, Gerry Egbers, Mike Fisher, Mark Granland. The photos will be on the website early next week.

It's all happening at Casey Fields, and it's closer than you think

On June 23 the Minister for Sport and Recreation announced that a criterium racing circuit would be constructed at Casey Fields, a sporting complex near Cranbourne. The City of Casey is spending approximately \$30 million on this complex which will include, facilities for tennis, netball, football, soccer, cricket and a crit circuit. The Government has kept its promise to the cycling fraternity to provide \$500 000 as a replacement for AFL park and Casey is providing an additional \$250 000. The circuit will be ready by Autumn 2006. It is "U" shaped, 2.3 km in length and 6 metres wide with additional track width in the finishing straight. At the top of each 'leg' of the "U" is a 180 degree bend with a radius the same as the turn into the straight at Metec.

Cranbourne is not the back of beyond, 1 hour 5 min from Montmorency in peak hour and 50 to 55 minutes in off peak (OK it is not as close as Strathewen).