

eastern veterans cycling club

www.easternvets.com

Newsletter July 2 2005

Graded Scratch Races Metec June 25

A top day for racing with 81 starters, but unfortunately marred by a serious fall in D grade just as they got the bell. E and F grades were the only grades to finish their races. Those that came down were: Su Pretto lacerations to her hand and a broken wrist, James Harris broken collar bone, Neville Williamson broken elbow, John Thomson battered and bruised, Dick Fox is more seriously injured with a fractured cheek bone, deep cut near his eye and possible fractures in his neck. The fall was apparently caused by a clipping of wheels and we wish all the riders a speedy recovery.

I do not have a list of those people who helped the riders after the fall, notified wives and partners and arranged transport of cars and bikes, but on behalf of those who fell and of the Eastern committee and members a very special thanks all of you.

Nigel's Race Report

What a top day for a bike ride. Unfortunately it was to be marred by a nasty accident that ended the day, let's hope all involved are back on their feet, and wheels, quickly.

Clear skies and not a breath of wind, conditions that seemed ideal for a large turnout at METEC. As it eventuated around 80 riders turned up, the middle grades were well represented, those on the ends not so popular. The decision was made to run all grades at the one time with the a-graders running 1 hour 30 through to f-grade who ran around the one hour mark. (my understanding of the crash is that it only involved d-grade, the decision to have all grades racing did not contribute to the incident. Nigel)

With 16 b-graders on the line and the near perfect conditions we could expect a fast race, only the hour-twenty race time potentially tempering the pace. There were quite a few faces on the start line that I didn't recognise, only a few old timers (Steve, Matt, Martin to name a few) Graeme Parker also gracing us with his presence. Ian Milner, still recovering from 4000km of saddle soreness, was absent and as such we might have expected none of his trademark breaks, but then again, maybe not.

A initial neutral lap showed that different riders have different ideas of neutral, but half way into the second lap we're all together and racing. It wasn't long before a rider decided to test the bunch by bolting and pulling a hundred metres on the group. With a long race to go nobody in the

bunch seemed too concerned about the break and were quite happy to leave them out there for a couple of laps. But the threat of a few intervening bunches brought a response from the rest of us as we picked it up and recovered our truculent member.

That's basically how the race unfolded, every now and then a rider would launch themselves from the bunch, occasionally a second rider would jump with them, they would stay away for a lap or so before coming back to the bunch or before the bunch made the effort to bring them back. At one stage a group of three got away working together swapping turns, this break wasn't allowed the grace of a lap in the sun, the bunch quickly responding to shut them down. They were so focussed on the task at hand that they continued to roll over even with the remainder of the bunch sitting on at fourth wheel, we weren't about to spoil their fun.

Around three quarters of the race was spent with one or more riders away and the remainder either biding their time or chasing. Controlling the breakaways was generally left to the lead rider of the bunch, if one got too far out, or looked like a serious threat it was they who upped the tempo to control the break. An attempt to get the whole bunch involved in one such chase came to nothing with only three contributing, when they gave up individual riders were forced to make the effort and a fractured bunch eventually got across and ended that attack. There appeared to be a few 'team' tactics employed during the race with some riders reluctant to chase some breakaways but quite happy to chase others (not that there is anything wrong with that, it actually makes it a little more interesting).

Having a couple of breaks of my own chased down and coming to nothing meant it was probably time to formulate a new plan. Feeling a little knackered and taking a break on Graeme's wheel, I've come up with the great idea of sitting where I was and using his brain. It seemed like a good idea at the time.

This plan didn't last too long. With over an hour of racing under the Vittoria's a break of two pulled a decent gap on the bunch, with another two trying to get across and around fifteen minutes to go this looked like a break worth being a part of. Thus ended plan x. Going from third wheel I've stepped on the pedals and made it a break of five. No sooner had we got ourselves organised and started rolling when the bunch closed the gap and joined us. Thus ended plan x. 2.

A lap later and another rider is away, this close to race end they weren't going to be allowed a break, let alone to get away, so the chase was once again engaged, the rider's effort coming to naught. A further lap and a half together and it was all over. The carnage on the road at the finish line too great to allow racing to continue. Even though the race didn't finish there were plenty of versions of how it would have ended, a couple of riders were just about to launch their own 'decisive attack' when the race was halted, others were going to sit in, allow the bunch to handle any

late attacks, and save themselves for the sprint, and yours truly, having tested the waters on two previous occasions, was going to bide his time and launch the 'decisive attack' 600 metres from home. All fine in theory, and all bound to be successful, but we'll never know which would have been the more successful.

The b-grade figures for the day were ; 47. 4k in 1 hour 16 minutes for an average of 37.4kph.

Results

	First	Second	Third
1 Grade (11)	Geoff Mackay	Rob Wagner	Keith Bowen
1 Grade (3)	Laurie Bohn	Daryl O'Grady	Rod Goodes

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 Lippie and Barry Beachley. Glenn Archer was back keeping us supplied with drinks. Thanks to all those who helped.

Eastern Vets Program

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
Saturday	July	23	2.00 pm	Macclesfield Road	Graded Scratch Races

Southern Vets Program

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
Sunday	July	24	9.00 am	Lang Lang	Graded Scratch Races

Northern Vets Program

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
Sunday	July	24	9.30 am	Toolernvale	Handicap

Casey Fields

"Casey Fields the site of a new criterium circuit is to be a major sporting complex in the City of Casey. The Circuit was 'launched' by the Justin Maddern last week and is planned to be completed by April May 2006. The following information on the site is from the Casey Council's website.

Casey Fields is set to become the 'fields of dreams'. When the master plan for this 70-hectare site in Cranbourne East is fully implemented, thousands of people will be able to enjoy a broad range of first-class active and passive sporting and recreation opportunities.

Casey Fields is on the Berwick - Cranbourne Road, just east of Cranbourne

The Casey Fields master plan includes:

- VFL oval and stadium
- Four other football / cricket ovals, with room to develop two additional cricket fields which can also be accommodated across each pair of soccer pitches
- Four soccer pitches with potential to develop four additional pitches, including a state level soccer field and stadium
- Twelve tennis courts
- Six netball courts
- Three rugby fields
- Athletics track
- A golf driving net
- Criterium cycling track

Casey Fields will also provide for passive recreation through the development of:

- A dog obedience area and a dog 'playground'
- More than three kilometres of walking and cycling trails
- A large district playground
- A village green, which is open grassed area and can be used for informal 'kick about' spaces and community events
- A picnic node centred around a lake
- A series of wetlands
- Large tracts of woodland

During 2003/04 Stage 1 was commenced with earthworks for the first three ovals together with swales/major dam to recycle storm water. In 2004/05, \$4.15m is allocated to complete the Stage 1 works. This will include finalisation of the three ovals with irrigation and grassing, construction of a major sports pavilion, twelve tennis courts, three netball courts and installation of services including power, water and sewer. This will ensure some initial use during the 2005-06 summer season and full use for the 2006 winter season."

The criterium circuit is about 2.3 km in length with the turns at the top of each leg of the "U" the same radius as the turn into the straight at Metec. A plan of the circuit will be included in Saturday's Newsletter. The ovals and soccer fields inside the "U" will not be constructed for about 5 years.

Racing at Metec

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- When there are 70 or more riders there will be two sets of races.
- After the sprint finish riders must get off the track ASAP and keep well to the right after the turn into the 4 lane western straight.

Training Session

Enhance your bike handling skills. Training session with Graeme Parker, Metec July 9, 12.30 pm. A good chance to improve your bike handling, cornering, situations to avoid etc etc.

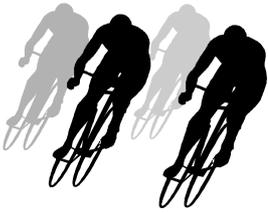
Yarra Junction Photos

Photos taken by David de Gama at Yarra Junction are now on the web. These are top quality photos, check them out. Most riders featured have been sent their photo but if you want one email me at keithb@rabbit.com.au.

News from the Club Meeting June 27

No more Yarra Glen Toolangi In view of the very heavy traffic on the Yarra Glen Healesville Road experienced at our last race on the Yarra Glen Toolangi course it was decided that we will no longer race on this circuit. A pity I know as this was one of our best circuits, but last time it was pretty scary, particularly for those riding back solo after being dropped. The race on Saturday July 23 will be at Macclesfield Road.

Prize money increase Prize money will be increased to \$30, \$20, \$15 and \$10 for fourth when there are 15 or more riders in a grade. This is subject to review and may revert to the old formula if numbers are low on a particular day.



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their sprint. Fortunately common sense prevailed and we didn't pass them. Murray was able to hold on and win from Keith Bowen and Sally Both.

Only 3 starters in F grade saw the wily John Porter win from Heather Christie and Northern visitor Catherine Camerlengo.

Nigel's Race Report

The forecast was for cool potentially wet conditions, and that's the way it was looking on the drive out to Yarra Glen. Not the best conditions for a bike ride. With what little wind there was coming from the general direction of North it was going to be a typical Steels Creek race; a slow slog out and a quick run back. Given the turn out I must have been the only one to think that there may have been better ways to spend a Saturday afternoon. Very good numbers in most grades with four bunches of around 20.

Having had a quiet week on the bike there was debate as to whether I was going to be well rested or lacking in conditioning. On top of this I was still trying to shake a cold picked up a few weeks back, it was going to be any body's guess as to how I was going to stand up. There was no guessing as to what plan to adopt, sit on for the first four laps and hope I don't get dropped in the sprint. As with all plans, it was formulated with the best of intentions, and it didn't last too long.

Given the size of the bunch the race would go one of two ways, it would either split up or stay together.

True to plan I've started off down the bunch, sitting on, letting others set the pace. Wary of the possibility of a break forming I've slowly made my way up the bunch to sit around sixth wheel, Quentin Frayne's wheel. No sooner had I got there and he's decided to go to the front. Having little choice I've followed him to the front then off the front as we've opened up a 10 - 20 metre gap. Even though there were the best part of four laps to go it seemed like a good idea to see if we couldn't get something going. It wasn't to be, rather than a few riders coming across to build a viable break the whole bunch came across en mass.

That hinted at the way the race was going to go, it was going to take a coordinated and special effort for any group to get a holdable break. The first lap was fairly sedate, most riders content to sit in and settle their legs, those setting the pace seeming more happy to take in the scenery rather than to stretch the legs of the bunch.

The second lap was not much different. Ian Milner (who was there last week, but broke his bike while warming up) went to the front a few times during the first lap and a half,

but not with his usual explosive power. It wasn't until a kilometre or so from the Steels Creek turnaround on the second lap that he's put in an effort and pulled a gap that he's held through the turnaround and into the return leg. Nobody seemed too keen to join him and we slowly rode him down over the next half lap.

The third lap was where things started to pick up a bit and it became more like a race and not a Sunday afternoon ride. There were a few attempts to pick up the pace, each succeeding to do just that but no more, the bunch kicking any time anybody looked sideways. A couple of kilometres short of the turnaround some kids had thrown a branch onto the road creating quite a mess. A quick stop to clear the road and then a chase to regain the bunch. The bunch had slowed a bit, a group of three slowing more than the others with the intention of helping me back on (real professional stuff, well I'd like to think so). Unfortunately a couple of cars snuck through and I found myself sitting on the bumper bar of a small hatch that was sitting on Matt White's wheel. The slowing down for the turnaround and the long neutral zone that followed was enough for the four of us to get back on.

Somewhere along the way back Quentin snuck off again, and again nobody seemed too concerned. He was slowly bought back over a couple of kilometres, this little jaunt seemed to put the damper on any other activities for the remainder of the lap. My brain was in neutral, with one capable rider off the front and under a lap and a half to go, it would have been the ideal opportunity to do something, to try to get something going. But, the pieces didn't click and it was as a bunch that we rode over Quentin and onto the turnaround for the last lap.

Being the last lap, the thinking must have been that the bunch would not allow a breakaway, as there were no serious attempts to do so. Half way back I thought I'd try to liven things up a bit, leaping from fourth wheel and the saddle I cranked the speedo up to 60kph. After a couple of hundred metres of this (I'd like to think it was a couple of hundred metres) a quick glance over the right shoulder showed 17 faces, with expressions varying from anger to

zest, lined up behind me. I sat back down. So much for that.

There would be one last opportunity on the inclines before the finish to try again. To attack the bunch, maybe get away, or at least break up the bunch. This wasn't to be either, finding myself boxed in for most of the climb. I'm not sure of the etiquette of getting out of such a situation, but I didn't think ; 'excuse me, excuse me, could I please get across and out to the open road SO THAT I CAN ATTACK THE BUNCH GOING UP THIS HILL!' would work too well, kind of remove the element of surprise a bit wouldn't it?

So it was to come down to a sprint with the whole bunch in contention. As with most sprints at Steels Creek it started way to early with the first riders going long before the finish line came into sight. It was tight, with three or four riders abreast trying to make their way into a good position whilst trying to only use half of the road. When one rider took off up the far right hand side of the road, totally blind, firing up the run to the line I figured that it was time to back off and leave it to the others. I wasn't the only one with this sentiment, memories of last week still fresh in the minds of many.

A lesson to be learnt from today's race for the non-sprinters is that more coordination needs to be established within the group to get something happening before the sprint. This was illustrated by the fact that two of the podium, both known sprinters, had not been seen in the top half of the bunch until the last couple of hundred metres of the race. Not that there is anything wrong with that, if the non-sprinters don't do anything to hurt the sprinters during the race then they effectively give them the race.

Figures for b-grade's race ; 65.8k in 1:50:29 for an average of 35.7kph. Not a fast race, which just reinforces the observation that it played into the hands, or legs, of the sprinters.

P. S. It wasn't me.

Results

	First	Second	Third	Fourth
4 Grade	Rob Amos	Guy Green	Mark Wallace	
I Grade	Trevor Rickard	Steve Fothergill	John Hunt	Gary Wishart
C Grade	Steve Szalla	Jeff Pretto	Hylton Preece	Dave McCormack
I Grade	Chris Barton	Richard Flanagan	Nick Tapp	Peter Shanahan
I Grade (11)	Murray Howlett	Keith Bowen	Sally Both	
I Grade (3)	John Porter	Heather Christie	Catherine Camerlengo	

Officials

Officials today were, Angelo Antignani assisted by his family, on traffic control, Mark Chambers in the lead car, Richard Plumb and someone else on the turn all under the control of Ian Smith. Thanks to above and to all those others who helped.

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Saturday	July	9	2.00 pm	Metec	Graded Scratch Races
Saturday	July	16	2.00 pm	Yarra Junction	Le Tour Classic Handicap
Saturday	July	23	2.00 pm	Macclesfield Road	Graded Scratch Races
Monday	July	25	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	July	30	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	July	10	9.00 am	Dromana	Graded Scratch Races
Sunday	July	17	9.00 am	Cora Lynn	Handicap
Sunday	July	24	9.00 am	Lang Lang	Graded Scratch Races
Sunday	July	31	9.00 am	Cora Lynn	Handicap

Northern Vets Program

Sunday	July	10	9.30 am	Toolernvale	Handicap
Sunday	July	17	9.30 am	Campbellfield	Graded Scratch Races
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Sunday	July	31	9.30 am	National Blvd C' field	Graded Scratch Races

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Training Session

Enhance your bike handling skills. Training session with Graeme Parker, Metec July 9, 12.30 pm. A good chance to improve your bike handling, cornering, situations to avoid etc etc.

Yarra Junction Photos

Photos taken by David de Gama at Yarra Junction are now on the web. These are top quality photos, check them out. Most riders featured have been sent their photo but if you want one email me at keithb@rabbit.com.au.

Who Accesses Our Website?

As mentioned a few weeks ago we now have this smart software that reveals all sorts of information on those accessing our website, including location. Last week 3% of those accessing it came from the US with another 3% from Sweden!!! Guys if you are reading this send us an email (keithb@rabbit.com.au) and let us know who you are.

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Message from Dick and Libby Fox

Dick and Libby would like to thank Club members for their support both on the course after the accident and since Dick has been in hospital. Dick's first question was; where is my bike and the van? I was able to reassure him that both had been taken care of and brought safely home by Glen Campbell and Glen Wattie. Dick's cheek bone has been pinned and the gouge under his eye stitched. Hopefully the x-rays will show that his neck bones have been realigned so that he will not need surgery and he can come home. Dick is in good spirits most of the time and suggests that riders not mention to partners and loved ones that he will be in an enormous head apparatus for the next 12 weeks, as it might make them less keen for you to continue racing. Dick and I have not talked about his racing future, but I am sure you will see him (without his bike) at a few races before too long.

Regards

Libby Fox

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Late Entry Fee and No Show Penalty in NSW!!!!

With rules like this I guess there are no late entries!!!!

Please note the following for NSW State Championship or Handicap events. You must enter them by the closing date (normally at least 2 weeks prior) as they will not accept late entries, this is for all events. If you can persuade CNSW to enter late it will cost you an additional \$40, entering on the day of the event will cost you an additional \$80.

If you have entered an event and will not be able to attend you must contact the CNSW office by midday Friday by Fax (02 9738 5853) or email otherwise a \$50 penalty may be awarded. (thanks to Brian Farrell for this info).

Those team time trial rules explained (well almost)

By Roger Hughes

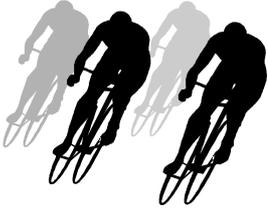
Just to make life easier for everybody, the Tour organisers last year introduced a new set of rules to determine how much time riders can lose on the team time trial stage. In previous years, there has been a simple ceiling - no rider who finishes inside the time limit could lose more than X minutes. This year the system is a little more complex. So here goes:

- The teams' times are taken on the fifth rider to finish, and all riders finishing together with their team are credited with that time. Riders who are dropped will be given their actual time, and there is a time limit of the winning team's time +25% to avoid elimination, which could be a tough call for a rider who gets dropped early; the rest of this spiel **only affects the individual GC for riders who finish with their teams.**
- The **maximum** amount of time that a rider who finishes with their team can lose **to the riders on the winning team** is determined by the placing of their team: riders in the team that finishes second can lose no more than 20 seconds, 3rd - 30 seconds, 4th - 40 seconds and so on in ten second increments down to the 15th team, who can lose no more than 2.30, and then in five second increments down to the 21st team whose riders can lose no more than 3 minutes. If the team finishes closer to the winners than the maximum, the riders get the actual team time. Still with me? Good.
- The actual team times are used for the overall team classification.

Now, as well as giving accountants something to do in their spare time, this system gives a little scope for slightly odd outcomes for the riders with a real interest in the general classification, particularly if the winners are a team without any serious GC contenders, since the limits are on what they lose to the winning team, not to each other. If, for example, Bouygues Telecom unexpectedly power ahead, with T-Mobile finishing second a minute down and Discovery Channel a couple of seconds slower still, Jan Ullrich would gain 10 seconds on Lance Armstrong, even though the actual difference between them was far less. And if another team finished between them, it would be 20 seconds difference, and so on (the *reductio ad absurdum* case would be if the teams in 2nd to 21st position finished separated by fractions of a second but more than 3 minutes down on the winners, in which unlikely event riders finishing in the same second could be credited with times up to 2.40 apart). So placings may well be as important as times here for the GC riders - they need to worry not only about each other but about the other strong time trialling teams as well. (Courtesy Cycling News)

Tuesday morning riders gather at Burke Road





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Nigel's Race Report

The forecast was for cool potentially wet conditions, and that's the way it was looking on the drive out to Yarra Glen. Not the best conditions for a bike ride. With what little wind there was coming from the general direction of North it was going to be a typical Steels Creek race; a slow slog out and a quick run back. Given the turn out I must have been the only one to think that there may have been better ways to spend a Saturday afternoon. Very good numbers in most grades with four bunches of around 20.

Having had a quiet week on the bike there was debate as to whether I was going to be well rested or lacking in conditioning. On top of this I was still trying to shake a cold picked up a few weeks back, it was going to be any body's guess as to how I was going to stand up. There was no guessing as to what plan to adopt, sit on for the first four laps and hope I don't get dropped in the sprint. As with all plans, it was formulated with the best of intentions, and it didn't last too long.

Given the size of the bunch the race would go one of two ways, it would either split up or stay together.

True to plan I've started off down the bunch, sitting on, letting others set the pace. Wary of the possibility of a break forming I've slowly made my way up the bunch to sit around sixth wheel, Quentin Frayne's wheel. No sooner had I got there and he's decided to go to the front. Having little choice I've followed him to the front then off the front as we've opened up a 10 - 20 metre gap. Even though there were the best part of four laps to go it seemed like a good idea to see if we couldn't get something going. It wasn't to be, rather than a few riders coming across to build a viable break the whole bunch came across en mass.

That hinted at the way the race was going to go, it was going to take a coordinated and special effort for any group to get a holdable break. The first lap was fairly sedate, most riders content to sit in and settle their legs, those setting the pace seeming more happy to take in the scenery rather than to stretch the legs of the bunch.

The second lap was not much different. Ian Milner (who was there last week, but broke his bike while warming up) went to the front a few times during the first lap and a half,

but not with his usual explosive power. It wasn't until a kilometre or so from the Steels Creek turnaround on the second lap that he's put in an effort and pulled a gap that he's held through the turnaround and into the return leg. Nobody seemed too keen to join him and we slowly rode him down over the next half lap.

The third lap was where things started to pick up a bit and it became more like a race and not a Sunday afternoon ride. There were a few attempts to pick up the pace, each succeeding to do just that but no more, the bunch kicking any time anybody looked sideways. A couple of kilometres short of the turnaround some kids had thrown a branch onto the road creating quite a mess. A quick stop to clear the road and then a chase to regain the bunch. The bunch had slowed a bit, a group of three slowing more than the others with the intention of helping me back on (real professional stuff, well I'd like to think so). Unfortunately a couple of cars snuck through and I found myself sitting on the bumper bar of a small hatch that was sitting on Matt White's wheel. The slowing down for the turnaround and the long neutral zone that followed was enough for the four of us to get back on.

Somewhere along the way back Quentin snuck off again, and again nobody seemed too concerned. He was slowly bought back over a couple of kilometres, this little jaunt seemed to put the damper on any other activities for the remainder of the lap. My brain was in neutral, with one capable rider off the front and under a lap and a half to go, it would have been the ideal opportunity to do something, to try to get something going. But, the pieces didn't click and it was as a bunch that we rode over Quentin and onto the turnaround for the last lap.

Being the last lap, the thinking must have been that the bunch would not allow a breakaway, as there were no serious attempts to do so. Half way back I thought I'd try to liven things up a bit, leaping from fourth wheel and the saddle I cranked the speedo up to 60kph. After a couple of hundred metres of this (I'd like to think it was a couple of hundred metres) a quick glance over the right shoulder showed 17 faces, with expressions varying from anger to

zest, lined up behind me. I sat back down. So much for that.

There would be one last opportunity on the inclines before the finish to try again. To attack the bunch, maybe get away, or at least break up the bunch. This wasn't to be either, finding myself boxed in for most of the climb. I'm not sure of the etiquette of getting out of such a situation, but I didn't think ; 'excuse me, excuse me, could I please get across and out to the open road SO THAT I CAN ATTACK THE BUNCH GOING UP THIS HILL!' would work too well, kind of remove the element of surprise a bit wouldn't it?

So it was to come down to a sprint with the whole bunch in contention. As with most sprints at Steels Creek it started way to early with the first riders going long before the finish line came into sight. It was tight, with three or four riders abreast trying to make their way into a good position whilst trying to only use half of the road. When one rider took off up the far right hand side of the road, totally blind, firing up the run to the line I figured that it was time to back off and leave it to the others. I wasn't the only one with this sentiment, memories of last week still fresh in the minds of many.

A lesson to be learnt from today's race for the non-sprinters is that more coordination needs to be established within the group to get something happening before the sprint. This was illustrated by the fact that two of the podium, both known sprinters, had not been seen in the top half of the bunch until the last couple of hundred metres of the race. Not that there is anything wrong with that, if the non-sprinters don't do anything to hurt the sprinters during the race then they effectively give them the race.

Figures for b-grade's race ; 65.8k in 1:50:29 for an average of 35.7kph. Not a fast race, which just reinforces the observation that it played into the hands, or legs, of the sprinters.

P. S. It wasn't me.

Results

	First	Second	Third	Fourth
4 Grade	Rob Amos	Guy Green	Mark Wallace	
I Grade	Trevor Rickard	Steve Fothergill	John Hunt	Gary Wishart
C Grade	Steve Szalla	Jeff Pretto	Hylton Preece	Dave McCormack
I Grade	Chris Barton	Richard Flanagan	Nick Tapp	Peter Shanahan
I Grade (11)	Murray Howlett	Keith Bowen	Sally Both	
I Grade (3)	John Porter	Heather Christie	Catherine Camerlengo	

Officials

Officials today were, Angelo Antignani assisted by his family, on traffic control, Mark Chambers in the lead car, Richard Plumb and someone else on the turn all under the control of Ian Smith. Thanks to above and to all those others who helped.

Eastern Vets Program

Saturday	July	9	2.00 pm	Metec	Graded Scratch Races
Saturday	July	16	2.00 pm	Yarra Junction	Le Tour Classic Handicap
Saturday	July	23	2.00 pm	Macclesfield Road	Graded Scratch Races
Monday	July	25	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	July	30	2.00 pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	July	10	9.00 am	Dromana	Graded Scratch Races
Sunday	July	17	9.00 am	Cora Lynn	Handicap
Sunday	July	24	9.00 am	Lang Lang	Graded Scratch Races
Sunday	July	31	9.00 am	Cora Lynn	Handicap

Northern Vets Program

Sunday	July	10	9.30 am	Toolernvale	Handicap
Sunday	July	17	9.30 am	Campbellfield	Graded Scratch Races
Sunday	July	24	9.30 am	Toolernvale	Handicap
Sunday	July	31	9.30 am	National Blvd C' field	Graded Scratch Races

Racing at Metec

At the Monthly meeting on June 27 it was decided to implement the following changes when we are racing at Metec. These measures are being introduced to enhance the safety of riders.

- Lower grades are not to pass a higher grade. (It is pointless anyway because the higher grade invariably passes again in half a lap or less. If you come up against a higher grade, just back off).
- Bunch captains will be appointed in each grade
- An orange flashing light or the traffic lights will be turned on to indicate that the sprints have started and bunches **must keep to the left during this period**. (Bunches should keep to the left any way. It is sometimes difficult for officials on the starting/finishing line to judge the sprint so that the sprinting bunch will have a clear run. If bunches do not separate the officials may give the bell to the leading bunch even though it should be finishing after the bunch behind).
- The section coming into the left hander is neutral, **no passing**. An official will be stationed at the top of the left hander, making sure that bunches do not pass in this vicinity. This person will have the power to disqualify riders and or bunches.
- When there are 70 or more riders there will be two sets of races.
- After the sprint finish riders must get off the track ASAP and keep well to the right after the turn into the 4 lane western straight.

Training Session

Enhance your bike handling skills. Training session with Graeme Parker, Metec July 9, 12.30 pm. A good chance to improve your bike handling, cornering, situations to avoid etc etc.

Yarra Junction Photos

Photos taken by David de Gama at Yarra Junction are now on the web. These are top quality photos, check them out. Most riders featured have been sent their photo but if you want one email me at keithb@rabbit.com.au.

Who Accesses Our Website?

As mentioned a few weeks ago we now have this smart software that reveals all sorts of information on those accessing our website, including location. Last week 3% of those accessing it came from the US with another 3% from Sweden!!! Guys if you are reading this send us an email (keithb@rabbit.com.au) and let us know who you are.

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Message from Dick and Libby Fox

Dick and Libby would like to thank Club members for their support both on the course after the accident and since Dick has been in hospital. Dick's first question was; where is my bike and the van? I was able to reassure him that both had been taken care of and brought safely home by Glen Campbell and Glen Wattie. Dick's cheek bone has been pinned and the gouge under his eye stitched. Hopefully the x-rays will show that his neck bones have been realigned so that he will not need surgery and he can come home. Dick is in good spirits most of the time and suggests that riders not mention to partners and loved ones that he will be in an enormous head apparatus for the next 12 weeks, as it might make them less keen for you to continue racing. Dick and I have not talked about his racing future, but I am sure you will see him (without his bike) at a few races before too long.

Regards

Libby Fox

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Late Entry Fee and No Show Penalty in NSW!!!!

With rules like this I guess there are no late entries!!!!

Please note the following for NSW State Championship or Handicap events. You must enter them by the closing date (normally at least 2 weeks prior) as they will not accept late entries, this is for all events. If you can persuade CNSW to enter late it will cost you an additional \$40, entering on the day of the event will cost you an additional \$80.

If you have entered an event and will not be able to attend you must contact the CNSW office by midday Friday by Fax (02 9738 5853) or email otherwise a \$50 penalty may be awarded. (thanks to Brian Farrell for this info).

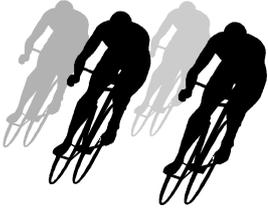
Those team time trial rules explained (well almost)

By Roger Hughes

Just to make life easier for everybody, the Tour organisers last year introduced a new set of rules to determine how much time riders can lose on the team time trial stage. In previous years, there has been a simple ceiling - no rider who finishes inside the time limit could lose more than X minutes. This year the system is a little more complex. So here goes:

- The teams' times are taken on the fifth rider to finish, and all riders finishing together with their team are credited with that time. Riders who are dropped will be given their actual time, and there is a time limit of the winning team's time +25% to avoid elimination, which could be a tough call for a rider who gets dropped early; the rest of this spiel **only affects the individual GC for riders who finish with their teams.**
- The **maximum** amount of time that a rider who finishes with their team can lose **to the riders on the winning team** is determined by the placing of their team: riders in the team that finishes second can lose no more than 20 seconds, 3rd - 30 seconds, 4th - 40 seconds and so on in ten second increments down to the 15th team, who can lose no more than 2.30, and then in five second increments down to the 21st team whose riders can lose no more than 3 minutes. If the team finishes closer to the winners than the maximum, the riders get the actual team time. Still with me? Good.
- The actual team times are used for the overall team classification.

Now, as well as giving accountants something to do in their spare time, this system gives a little scope for slightly odd outcomes for the riders with a real interest in the general classification, particularly if the winners are a team without any serious GC contenders, since the limits are on what they lose to the winning team, not to each other. If, for example, Bouygues Telecom unexpectedly power ahead, with T-Mobile finishing second a minute down and Discovery Channel a couple of seconds slower still, Jan Ullrich would gain 10 seconds on Lance Armstrong, even though the actual difference between them was far less. And if another team finished between them, it would be 20 seconds difference, and so on (the *reductio ad absurdum* case would be if the teams in 2nd to 21st position finished separated by fractions of a second but more than 3 minutes down on the winners, in which unlikely event riders finishing in the same second could be credited with times up to 2.40 apart). So placings may well be as important as times here for the GC riders - they need to worry not only about each other but about the other strong time trialling teams as well. (Courtesy Cycling News)



eastern veterans cycling club

www.easternvets.com

Newsletter July 16 2005

Le Tour Classic Handicap July 16

The forecast had been promising rain for Saturday throughout the week. A quick check of the radar early in the morning showed very heavy rain at Mount Gambier and the question was, would it reach Yarra Junction before the end of the race? You all know the answer by now. The heavens opening up at about 3.30 to 3.45. I was one of the smart ones who pulled out after the first lap, I couldn't face the thought of another 55 minutes or so in the cold and rain. As I drove out to the fall the conditions were as bad as they can get and I couldn't help congratulating myself on the smart decision I had made to pull the pin. I don't need to tell you that it was freezing cold, miserably wet and very dark, particularly through the treed area. Under the conditions 51 starters was a commendable turn out. There were no amalgamations during the first lap, but they all came together during the second lap. There was a bit of confusion in the scratch bunch because they had seen riders heading back and did not realise that the riders had turned for home. Anyway despite thinking they were riding for fastest time they managed to get up and win. Riders from scratch, 4 minutes, 8 minutes (Michael Paull was lucky, he got dropped from his bunch, thus avoiding the fall and was able to latch on to the back of the 4 minute bunch), and 12 minutes filled the placings.

Four riders came down in the 8 minute bunch, when the handlebars and the front wheel on a new bike went in different directions on hitting a pothole. Colin O'Brien spent a very cold 30 minutes or so on the road being looked after by Peter Ransome while waiting for the ambulance. Colin is now fine and was discharged from hospital early in the evening. Unfortunately Tim Hall has a fractured collar bone. Our thanks to those who looked after the fallen riders, Shane Dawson, J C Wilson, Peter Ransome and those in their bunch who stopped to look after those that had fallen.

Nigel's Race Report

The forecast for the weekend was not looking good for a pleasant ride through the Yarra Junction hinterlands, but then again a handicap format race doesn't look good for a pleasant ride either.

A quick run out to Powelltown and back showed the road, despite the breeze shaking the trees, to be relatively clean and mainly dry, just a few patches through the shaded areas retaining some dampness. The wind was going to be a concern though, it appeared to be gusting out of the west meaning a headwind back to the finish.

A pre-race warm-up was more of a misnomer than an actuality, several riders expressing the opinion that missing their allocated start time might not be such a bad thing. The handicapper, even after my last effort here in the AST handicap four weeks ago left me struggling to get home, had seen fit to start me in the scratch group. Admittedly the constitution of scratch was much the same calibre as the three-minute group from the AST race but with the inclusion of Rob Amos.

Awaiting our release a lone rider has emerged from around the corner on his way back to the start/finish, the first of several riders who had the sense to withdraw before things took a turn for the worse.

Once away, with four minutes to make on the larger group in front, the pace was on. Despite the efforts of Rob Graham to keep the group organised and together we lost the first of our group around the 7.5k mark. Down to 6 and not working well together despite the best of intentions was making for hard work. Organisation is the key, but trying to organise things at 40kph is probably not the best way to go, this lack of organisation combined with the disparity in rider strengths resulted in a very disjointed progress down the road. Rob would come through with nobody on his wheel, end up doing a couple of hundred metres or so before second wheel would go round rolling the remainder of the bunch until Rob came around again. Rob wasn't the only one to find himself in this situation, it's just that more often than not it was him.

I found the variable pace too much, slowing down to allow the next rider through, picking it up to catch the wheel of the rider coming across (lesson to be learnt here is that I didn't need to do that), having to chase to get on the fast lane as I miss my queue or a rider misses a turn, then chasing to get ahead of the 'slow' line to have a rest. I was certainly feeling it by the first turnaround having already fallen off the back at one point, stretching the rubber band close to its limit. I don't think I was the only one feeling it, as the group had, at various points along the road, dropped from six to four, then back to six, then down to five.

The only joy I felt coming into Powelltown was that that was 25% of the race done. The returning riders showed that we had certainly made time on the diminishing groups ahead, but by my guesstimation it was going to take till the last quarter of the race before we got within striking distance. If I made it that far. We had passed lone riders on the way out, dropped by their respective groups, and a couple of riders, who had seen the folly of the whole

exercise, making their way back to the warmth and security of their cars.

On the return leg I'd been off the back again, back on, and seriously thinking that I'd help all I could to Yarra Junction then pull the plug. At the bell, although feeling wrecked, I continued back out to Powelltown trying to do my bit and not let the others down. Then the rain started, a few drops at first, then a few more. The cows were still standing so it couldn't be going to get much worse. It did, it didn't get torrential, but it was enough to wet the road and make life a little less than pleasant for any Englishman silly enough to be out for a Saturday afternoon bike ride. I tested the rubber band again toward Powelltown and again soon after the turn for the run home, this time it broke and I was looking at a 12km ride into the wind and the rain on my own.

At both the halfway and three-quarter turns it was obvious that the gaps between all groups were dropping and that it promised to come down to a good close finish, one that would not include me.

An unfortunate incident in the 8 minute group saw them essentially wiped out as a pothole showed up a mechanical fault in a brand new bike, handlebars going one way and the front wheel going another resulting in a nasty accident

that brought down 4 of the six remaining riders. The other two stopping to render assistance.

Figures for my race were 59.1k in 1 hour 35 for an average of 37.3, a little better than the AST handicap at an average of 36.1kph, but not as good as last years LeTour race at 39.1kph.

Results

1st	Gary Wishart scr
2nd	Rob Amos scr
3rd	Rob Russell 4 min
4th	Craig Everard 4 min
5th	Martin Stalder 4 min
6th	Steve Prior 4 min
7th	Neale McLennan scr
8th	Wayne Robinson 12 min
9th	Rob Graham scr
10th	Michael Paull 8 min
Fst	Gary Wishart 1 hr 32 min

Officials

Officials today were, John Macleod, Tony Curulli, Graeme Parker, Frank Douglas, Shane Dawson, David Casey, John Chadwick, David McCormack, Andrew Dick and J C Wilson. Glenn Archer was again providing the drinks, although sales would have been down a bit because of the weather. Ian Smith was the man in charge making sure everything went smoothly

Eastern Vets Program

Saturday	July	23	2.00 pm	Macclesfield Road	Graded Scratch Races
Monday	July	25	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	July	30	2.00 pm	Metec	Graded Scratch Races
Saturday	Aug	6	2.00 pm	Metec	Graded Scratch Races
Saturday	Aug	13	2.00 pm	Strathewen	Graded Scratch Races

Southern Vets Program

Sunday	July	24	9.00 am	Lang Lang	Graded Scratch Races
Sunday	July	31	9.00 am	Cora Lynn	Handicap
Sunday	Aug	7	9.00 am	Crib Point	Graded Scratch Races
Sunday	Aug	14	9.00 am	Somers	Graded Scratch Races

Northern Vets Program

Sunday	July	24	9.30 am	Toolernvale	Handicap
Sunday	July	31	9.30 am	National Blvd C' field	Graded Scratch Races
Sunday	Aug	7	10.00 am	Avenel Rd Seymour	Handicap
Sunday	Aug	14	10.00 am	Lancefield	Championships

Diary of an Ozzie Squatter in France.

After reluctantly being persuaded by my wife that House Sitting, in a small village somewhere up in the French Alps would be a good idea, I made plans to pack the bike and make the most of what I considered to be an arduous three months. I mean no coffee runs into Southbank with Keith, Richard, Steve & the rest of the 'boys'. No racing Saturday, or leisurely Sunday rides up to Strathewen. What was I to look forward to? Bloody big mountains, ten kilometre climbs, one after the other. Le Tour de France. Bollocks! Was I crazy?

Any how here we are now into our third week and what have I done? Not a great deal as yet but I'm building up to it.

We arrived at the beginning of a heat wave, flying into Lyon after changing planes at London's Heathrow. The bike must have gotten wind of the impending heat and decided that it would prefer Heathrow. So with the normal relaxed French way, we ascertained that the said bicycle (along with all of our shoes and other apparel suitable for padding) would arrive on the next flight and it would be instantly dispatched to our place of abode, some 100

kilometres away. The problem was that 'instant dispatch' was via la Poste and a bike bag with 20 kg of bike et cetera is not something that the local Postie would deliver on his normal rounds.

At Lyon we picked up our lease car (if anyone is planning a trip to Europe for more than seventeen days, I can recommend Peugeot's car lease arrangements) and having been met by our host, an American lady whose house we were to look after for the next couple of months, we set off for St Barthelemy, a small village about 25 kilometres south of Grenoble. Mickey (Michelle) helped us settle in and introduced us to a number of expats, Americans, Poms the odd Irish & Scot (not that they are odd, there is less of them, ah I better shut up before I put my foot in it!). Which at least has given us some English speaking contacts to fall back on if in trouble. 'Je ne parle pas francais' is about my limit when it comes to French and it has taken two weeks to learn that! She also introduced us to the locals, of which some speak 'anglais', whom, as natives, have been very friendly. One couple, Gilbert & his Indonesian wife Dewi, have been especially good to us. He has taken me out riding, fed us local food & wine and made us very welcome.

I'm beginning to ramble so back to the plot....

Le Poste delivered our belongings, none the worse for the extra travelling, two days after we arrived, and as I was beginning to get withdrawal symptoms from not riding, it was not a minute too soon.

I had removed the chain rings, derailleur, pedals and, needless to say, wheels before leaving Melbourne, so it was imperative that I got on with the job and get everything road-worthy again. It was too late that evening to go far so I had to be content with a short ride before dark.

St Barthelemy lies up the side of a valley. From our cottage I can choose downhill towards Grenoble, an 8 kilometres climb to the Col de Arzelier or the gentler ascent up the valley and circle back to the said Col from an easier direction. For my first ride, on the Wednesday and as it was approx 35 deg C, I opted for the third option and pedalled off up, what started out as a gentle incline, to my first watering hole, St Guillanne. Most villages have a trough fed from a free flowing mountain spring, which provide the most refreshing cold water on a hot ride. My bidon is refilled at every opportunity. From St Guillanne it is basically climbing all the way through Chateau Barnard and up to Col de Arzelier at 1154 metres, then 8km of downhill back to camp. What an exhilarating ride, with tight hairpins and some quite long straights, where 60k/hr is reached so easily, without pedalling.

Over the next couple of weeks less time was spent, than I planned, on the bike. The village where we are staying is a little remote from Grenoble and there is no regular bus service. Shelagh, the other half, is reluctant to drive in such strange surroundings. Home to work at the Austin Hospital is her comfort zone for driving, so I'm the chauffeur for most of our journeys. But I've managed to explore most of the local "hills". Having climbed the Col de Allimas, Col des Deux and then over the Col de Arzelier in about four and a half hours, all relatively small climbs, it makes you appreciate the le Tour riders and the punishment that they

take. At the beginning of July the weather became noticeably cooler. On one ride fairly early in the morning I had been climbing for about 10 kilometres up Col de Deux and the weather started to close in. Deciding that it looked better where I'd come from, I turned about and headed for home. It was then I realised that it had been a mistake to leave my winter gear back in Melbourne. Descending at a reduced speed to normal, the rain still felt like needles hitting bare skin on the arms and legs and the extremities were numb with cold. And this is summer?

As I'm typing now, it has been almost a month since we left Melbourne. Our daughter, Louise, has joined us, flying in from Canada where she has been for the last year, and we have had my two brothers & their wives stay for seven days who have now returned to the UK.

Le Tour has been to Grenoble and gone. Monday this week was a rest day for the riders and we were hoping that some form of 'Side Show' would be happening about town. But rest day means just that, and apart from crowds about various Hotels where the riders were staying nothing much else was happening.

Tuesday we headed off to the Col de Meraillet near Cormet de Roseland, the highest climb for the Grenoble to Courchevel Stage. By the time we reached Beaufort the road ahead had been closed so we had to divert around a goat track, over the Col de Pre, to a vantage point up the mountain. Luckily traffic was only going in one direction and by the time we got to within walking distance of the 'Col', cars were parked, filling every available space on the road. This is when I realised that I should have encouraged Shelagh to persevere with riding a bike (or leaving her behind) as it is the best way to get about in the hours before the Tour riders come through. Shelagh, Louise and I found ourselves a spot to settle in & have lunch, for the four hour wait before the riders would arrive. The crowd entertained us, the fat guy with a giant cow bell, the Gendarme who was pulling cyclists off their bikes (the road was closed to 'Transport'), the kids tied together on a rope so that they would not get lost, the flags, banners, whistles et cetera.

The 'Caravan' comes through before the riders. Two hundred vehicles dispensing freebies such as lollies, coffee, phone cards, beer anything that is part of the sponsorship deal. South Australia was represented by two Kangaroos on bikes atop Land Rovers. There were hats, packages, key rings, badges flying out in all directions. I bent down to pick one up that flew my way only to be beaten to it by an ankle biter of a kid obviously trained for this type of event.

Helicopters started to appear in the sky overhead, alerting the crowd below that the first of the riders would be arriving shortly. The first riders appeared around the bend and the crowd went mad, banging blow up tubes, clapping giant green hands, whistling, waving, ringing bells and shouting encouragement. Then there were more riders, hard to distinguish individuals as they speed past. Then more again and finally the odd straggler, battling forever up. Then it was all over, so quickly. Now the fun of getting back to the car and driving home. Luckily we had parked far enough away so as not to be parked in. There must have been 500 metres of cars unable to move until the

first (or last) driver arrived to move on. Those in the know had their cooking gear out & were settling in for the long wait, for us it was a half-hour walk and then follow the traffic back down the goat track being overtaken the whole time by bikers of all sorts, screaming past all other traffic.

Wednesday we headed off to Briançon to watch a stage finish. The drive from Grenoble was uneventful until we reached the Col du Lautaret where the intersection from Col du Galibier came in. The French love for their motor homes was very evident with them dotted all the way up the mountain and possibly down the opposite side. After about a half hour delay, to allow some coaches to pass in the opposite direction, we carried on to the finish at Briançon arriving about four hours before the first riders were due there. For a finish to a major stage I was surprised to find it in a semi industrial area next to a scrap yard, but I suppose it gave room for most of the entourage to park up. We walked up and down the last kilometre of the finish before picking our spot by the fence 120 metres from the chequered flag. Here, again, we were entertained by the crowd, freebie givers and others. Hats were the big give away with the big companies wanting their 'colours' being shown on national television at the finish. First it would be a sea of yellow hats, Le Credit Lyonnais, then polka dot hats, Supermarche Champion, white Skoda and others. Some wore them piled on top of each other, but I think it was the yellow of Le Credit Lyonnais that won out at the finish as they came through twice, the last time not long before the leading riders bore down. A large screen to our right gave us an indication of what was going on over the mountains and to watch the riders coming down the same road that we had been on just a few hours before gave us a much greater appreciation of the speed of their descent. The road to the finishing line doubled back on itself, so we were able to see the riders coming through on

a road, the other side of a river, two kilometres from the finish. Vinokourov and Botero were battling it out for first and second followed by a bunch including Armstrong and Aussie Cadel Evans on his wheel. A final bunch came through about forty minutes down on the leaders by which time most of the crowd had dispersed and the podium awards had finished. But they still got an applause from the remnants waiting for the road to re-open.

Driving back to Grenoble was an experience in itself. The road was re-opened about an hour after the last rider came through. A slow drive back through Briançon and then a fairly good 25 kilometres to the Col du Lautaret. Traffic in the other direction was horrendous and we were hoping that most of the traffic would be off Col du Galibier by the time we got there. Wrong! As we approached the intersection we could see the snake of motor homes winding its way down. All police had high tailed it back to Briançon (sirens wailing, lights flashing, let's get home for dinner, sod the others) leaving hundreds of vehicles to sort themselves out. Just before the town of la Grave (aptly named) was a tunnel that was not wide enough for the large trucks heading south and the motor homes heading north. With no traffic control the big trucks would enter the tunnel and keep going, they don't back up very easily, and all other traffic would have to give way. It took an hour or more to negotiate this area and the whole ninety kilometres drive took about four hours but no one seemed at all bothered and if a leak was required just get out of the car and relieve yourself at the side of the road (Shelagh hid her eyes on more than one occasion!).

Next week we hope to see the Time Trial at St Etienne and perhaps another newsletter will follow.

Regards

Geoff Puttock

Bike Safety Check

Is your bike roadworthy? Please check the head stem bolts, the handle bar clamp, your cleats, the bolts securing your brakes, (are they the correct length?), the seat post and seat, are there any cracks in the handle bars? A member recently had his handle bars fracture without warning when he was doing 5 km/hr, only seconds after he was doing 45 km/hr down a hill. When you are checking them, give them a vigorous test (but don't overtighten and break the bolts!!!), they come under a lot of pressure when you are riding and hit a pot hole or get out of the saddle.

It might be a brand new bike or has just come back from the bike shop, don't be fooled they all should be checked, failure to do so could have dramatic consequences for you or others riding with you.

Although your cycling insurance provides ambulance cover, members are strongly urged to have their own cover.

Stop Press

Karen Hopkinson rides the L'Tape and watches the Tour and stays in the same hotel as Lance and team Discovery. Check out her story on the website (and she gets paid for it what's more).

Craig Peacock and Kerry Ryan (team Aussie Ratz), who are both Eastern Vet members, won the TransRockies Challenge 2005 for the 100+ age group category (combined ages > 100).

Kerry won the Silver Medal in the World Masters Games for the 60 to 65 age group.

Here is our story ... as told by Craig.

World Masters Games

Our 4 to 5 week Canadian adventure commenced in Edmonton for the World Masters Games. We had a great BandB accommodation for \$50 a night with a fully cooked breakfast. Unfortunately for Kerry being a vegetarian, he had to bypass the cooked bacon, ham, and sausages each morning.

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Kerry was 2nd by about only 30 seconds. He could have won but was beaten by “roadie tactics”. Kerry was beaten to the first single track descent by the UK guy (who won). This UK guy then fell over 4 times on the descent, but would not let Kerry him pass. Kerry basically crashed into him each time. The UK guy then slip-streamed Kerry around the fire roads and then got a small break, which he kept. The UK guy also knocked over a racer in another age group in order to stay in front. It gets pretty competitive at that age group!

My result was bad, real bad! I got knocked over on the starting line (50 riders) and was last up the first hill. I then got chain stuck on the big hill every lap. Excuses I know. I also had a big stack – blood etc. and then came 20th in a field of 50.

Kerry and I were the only Australians who competed in the MTB event.

Fernie and Whistler - Crankworks

Following Edmonton, Kerry had a 2 week stay in Fernie before the TransRockies, riding all of the trials. This proved very valuable as Kerry had the winning tactics for stage 1.

Craig and his family went to Whistler for Crankworks (the biggest Freeride festival in the World) and riding the downhill mountain bike park (renting body amour, full face helmets and Norco DH bikes - awesome fun), plus scoping out the World 24hrs Solo course for 2006.

The single tracks in Canada are awesome – 30 minute descents with very little pedalling, and we are not going slow.

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The TransRockies is the toughest “technical” mountain bike race in the world with 175 teams competing in 6 different categories. It is a 7day stage race, 600km from Fernie to Canmore (Canada), which climbs 12,000 vertical metres over the Canadian Rockies. It is a team event, where both members can't be more than 2 minutes apart at any stage. The 175 teams came from all over the world, including Europe, UK, North America, Central America and South Africa.

Day 1 - We won the important Stage 1. It was a 3hrs sprint on 45km of single track; just like home. Because we won the stage we had the leader jersey and collected the stage 1 trophy plus some small prizes.

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Day 3 - 120k of dirt roads, 4x4 tracks and hike-a-bike sections; we were tired from the day **before and finished about 15mins behind the first place team.**

Day 4 – We won this stage and regained the leader’s jersey. It rained for 7 hrs overnight. In my sleeping bag that night I thought that this was our best change to get back in front. We had about 65km of mud that day with extreme hypothermic condition on the alpine trails. Just imagine a winter race with a 7km loop of mud. This day we had 65km of mud, climbed over 2,000m. At the top of Sullivan Pass (2,000m), the day’s major obstacle, the temperature dropped to 4 degrees and the long flat section at the bottom of the descent had been turned into glue by the pouring rain. During this stage, two of our main competitors’ lost valuable time (one bloke dislocated his shoulder and another bloke got fluid on the lungs) which then forced these two teams had to pull out.

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Summary

Overall we won 5 stages, collected 5 leader journeys and 5 stage trophies. We shared in the prize money; but the Canadian government took 25% for taxation purposes. (I should now claim the whole trip as a tax deduction since they taxed our prize money.) Interestingly, all stage 1 winners eventually became the overall winners in their category.

We got lots of encouragement from our fellow racers during the race and at night in the campgrounds; they would sing out “Go Ratz, Go” as we rode with them. Our team name was quite unique for the Canadians, as there are no rats in Alberta. They literally have people killing rats that cross the border into Alberta.

Mountain Biking is in so big in Canada and the female participation rate is very high. The TransRockies is a huge event; all of the towns that we stayed at participate in the event - roads blocked off, presentations each night in the town's halls, food cooked by the locals, the local fire brigade providing a bike wash service, hot showers, the Mayor of each town firing the starting gun, being on TV and in the local papers.

It's a great event, similar in many ways the Simpson Desert race, with multiple stages, long hours, many feed stations, and great country.

It's been a fantastic experience; the mountains are just so big. The hike-a-bike sections go for up to 1.5hrs and are very steep. We had plenty of mud (4 days worth), which made the racing hard. Kerry summed it as – it's just like child berth, after the race you forget how hard it was.

We were the only Australian team, but four other Australians competed in teams with partners from other countries. Karen Masson's (AUS) team won the Open Women's category.

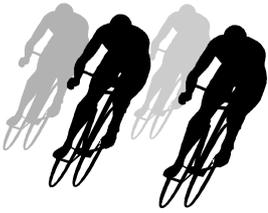
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See www.transrockies.com for more information, photos and results.

Last point – if a Canadian says that it is all downhill to the finish line (30km away) don't believe them. It just means that there are no massive hike-a-bike sections between you and the finish; however there will be plenty of hills, creek crossings, and tough trails and of course mud.

Some of the scenery





Eastern veterans cycling club

www.easternvets.com

Newsletter September 3 2005

Graded Scratch Races - Metec August 27

Fine sunny, but windy conditions greeted the 78 riders at Metec. Pretty good conditions, but not up to the Gold Coast weather that I had become used to. Splitting the field into D, E and F followed by A, B and C, seemed to work well and certainly reduces the number of times the lower grades are passed. It looks as though we will follow this split in the future.

A grade welcomed back Phil Smith, who managed to get away for a while until they decided to reel him in. The six of them circulated together until Guy Green and Rob Amos decided enough was enough and left the rest of them behind. With 10 minutes or so to go Guy decided it was time to get rid of Rob, winning comfortably in the end. Phil Smith caught up with Phil Thompson, but Phil T was too good in the sprint for third.

Nigel's Race Report A large number of entries, particularly in the middle grades, saw the racing split over two sessions with b-grade on second. Having an hour or so to kill, a few of the participants opted to continue their warm-up by riding the one in twenty, the remainder taking the soft option to enjoy the sun and the racing.

There was no plan, with Ian Milner riding A-grade the closest I came to a plan was to try to stir things up a bit every now and then. For a non-plan it seemed to work ok.

The idea was floated on the start line to cause the 'hill climbers' some suffering by hitting hard from the gun. One rider (Steve Gray) took this suggestion seriously and bolted before the last of us had our feet securely cleated to our pedals. John Jardine, about the only one quick enough to respond, was hot on his wheel as they grabbed a quick 100-120 metres. Nick Panou set off in pursuit to advise them that they were out there by themselves but it was too early in the race and his legs didn't have enough to bridge. The majority in the bunch, not too upset by the attack, were content to leave the two out there to suffer the energy sapping Northerly for a while, but not with such a large gap.

It was difficult to tell who this initial attack hurt the most, the riders who had gone up Mt Dandenong, or those who had only a couple of minutes circulating between the early races and this effort. It took a tough couple of laps, with a few riders taking turns, to bring the pair back to within a

manageable distance. The effort having Matt White riding on the horn of his saddle for so long that it collapsed, almost depositing him on the crossbar. Another lap to recuperate and then the kill as the bunch powered past down the finish straight at over 45kph. Either this was not fast enough, or the bunch was too big, John and Steve managing to hook back in.

The next thirty minutes saw various riders attempting to mix it up, Steve Gray, Ian Smith, Ben Schofield, and me all launching themselves off the front at various stages with John Jardine more often than not covering their wheels. These surges of effort met with varying degrees of success, some managing to create a small break with three or four riders gaining 40-50 metres, the others being chased down by the whole bunch before any real gap had been attained. Those efforts that did manage to pull a break were short lived as the conditions and the mindset of the bunch had everybody back together within a lap. It was looking as though the bunch were not going to allow anybody to get away for long and that it would come down to a bunch run for the line.

Just over forty minutes into the race, coming around the right hander off the hump, the lead rider has decided that he didn't want to play that game any more and has sat up. Second wheel wasn't going to play either, nor were third, fourth or fifth as the bunch backed right off the pace and spread out across the whole road. Being rested from a couple of laps mid-field a little voice (that sounded a lot like Ian Smith) in my head suggested that now would be a good time to attack, at least to mix things up again. After burying myself for a couple of hundred metres I've looked around expecting to see the smiling faces of all and sundry only to be greeted with the sight of clear road back to a bunch that didn't seem to be responding. If that's the way they were going to be, then I'd make 'em work to get me back. And the rest, as they say, is documented in the annals of history.

Shouts of encouragement the next time past the traffic lights, is this the plan? No, but what the heck. Over the next couple of laps the lead built to around 20 seconds (or 200m), an effort by the bunch to make inroads after five minutes was met with a determined counter effort to maintain the gap. The speed getting noticeably slower each time down the finish straight, the bell still too far away,

pleading looks to the time keeper were being met with looks of bewilderment - 'what?'. Checking the gap at the turn onto the hump and again at the top corner, which early on had shown that I was pulling away or at least maintaining the status quo, were now showing that I was slowly losing ground. The C-grade bell was a sweet sound, surely not long now for me, another effort to consolidate the gap and claw back a little of what had been surrendered over the previous couple of laps. Two laps later and the bell-ringer has consented to end my suffering. Still holding a good break, about the length of the back straight, it was now up to me to not lose the race as the bunch would surely pick it up for the finish.

That was a good race, many riders getting involved in setting the pace or chasing a break, a variety of riders attacking, the odd counter attack, a fairly high pace given the conditions. Incident free, except for Matt's seat, with all riders appearing to negotiate the corners and passing manoeuvres without cause for concern. Steve Gray won the bunch sprint from Jeff Pretto just nudging out Bob Lewis.

Stats for the race : 36. 27k in 58 minutes 13 for an average of 37.3kph

C grade had 18 starters, main workers during the race seemed to be David McCormack, Ivan Tarrant, Colin O'Brien and Peter Wykes. Colin had a break at the bell, but unfortunately the bell was rung after he crossed the

finish line, not sure whether he heard it or not. David won the sprint fairly comfortably and looked as though he was about to take his hands off the bars to give a finishing salute. Colin O'Brien managed to hang on for second followed by Steve Smith.

D grade had the biggest field with 24 starters. Several riders tried to get away but Neil Wray was intent in chasing anyone who showed any signs of getting away and the pace waxed and waned as riders were reeled in. Geoff Mackay was too good for them in the sprint, flashing around the final bend to win by a length or two from sprinters Glenn Archer, Kenton Smith and Leon Bishop.

E grade had 11 starters and headed off at a leisurely pace until Glenys Jardine decided to break away and opened up a gap of 200 metres. The old blokes are a bit wary of Glenys after she broke away a month or so ago and stayed away, and eventually caught her after 20 minutes or so. A few more attacks came from Glenys, Glen Campbell and Val Kalns, but non one was allowed to escape. The last lap saw a fair amount of jockeying for Alan Sandford's wheel, but it didn't matter, J C Wilson and Val don't need the assistance of someone's wheel and left the rest of us behind. J C winning from Val with Keith Bowen following them home for third.

F grade saw Gayle Burke hold off John Porter in the sprint with Mike Fisher coming in third.

Results

	First	Second	Third	Fourth
Grade (6)	Guy Green	Rob Amos	Phil Thompson	
I Grade (13)	Nigel Kimber	Steve Gray	Jeff Pretto	
C Grade (18)	Dave McCormack	Colin O'Brien	Steve Smith	
I Grade (24)	Geoff Mackay	Glenn Archer	Kenton Smith	Leon Bishop
I Grade (11)	J C Wilson	Val Kalns	Keith Bowen	
I Grade (6)	Gayle Burke	John Porter	Mike Fisher	

Officials

Officials today were: Graeme Parker and Ron Stranks taking entries, JC with the trailer. Greg Lipple was again in charge of organising the set up of the course, he was ably assisted by Angelo Antignani and the Antignaninettes, Brian McCann, Ian DeKam, Rob Russell, Martin Stalder, and Peter Wykes. And as we have become accustomed; Glenn Archer was behind the bar. Thanks to all of the above and to any others who helped.

Eastern Vets Program

Saturday	September	10	2:00pm	METEC	Graded Scratch Races
Saturday	September	17	2:00pm	The Basin	Basin Hill Climb (entries close 13/9/2005)
Saturday	September	25	9:00am	Lang Lang	Eastern v. Southern
Saturday	October	1	2:00pm	Yarra Junction	Club Championships

Note : Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race, entries can be submitted via e-mail to the handicapper or on any race day prior to the event.

No late entries will be accepted.

Southern Vets Program*

Sunday	September	11	9:00am	Dromana	
Sunday	September	18	9:00am	Cora Lyn – Bayles	
Sunday	September	25	9:00am	Lang Lang	Southern v. Eastern

Northern Vets Program*

Sunday	September	11	9:30am	Toolernvale	Graded Scratch Races
Sunday	September	18	9:30am	Tullamarine	Graded Scratch Races
Sunday	September	25	10:00am	Broadford	Mountain Goat Classic handicap
Sunday	October	2	9:30am	Sth Gisborne	Graded Scratch Races

Victorian Veteran Cycling Council Program*

Sunday	September	11	?	Wangoon	Jack Brennan handicap (60k)	5/9 \$10
Sunday	September	18	10:00 am	Burrumbeet	VVCC Road Championship	12/9 free
	October	15	12:00	Rushworth	Handicap	10/10 \$10
	October	22	10:00	Camperdown - Warrnambool	Handicap	10/10 \$15

* See the relevant web sites for further details (links available from the Eastern Vets site – www.easternvets.com)

News, congratulations to:

Liz Randall I have been receiving cryptic SMS messages from Liz on her results. She came first in her age group for a road race somewhere and finished in the top 10 (the rest of her age group were nowhere to be seen). At World masters in the time trial although she had a faster time than last year this was only good enough for 5th.

Martin Peeters Martin came 3rd in the road race and 4th in the time trial for men 65-69.

Rob Amos et al Eastern riders Rob Amos, Mark Wallace and Michael Burke rode in the 90 km CycleSport Victoria Victorian Masters road Championships on a 30km circuit at Lancefield. All riding in Mas4 (45-49) in warm conditions but with gale force winds.

A good class bunch stayed intact for the first 50kms until Rob attacked on a small climb, he was soon joined by Geoffrey Robertson and they worked well together until caught by a group of 4 about 10kms later, with the bunch disintegrating. They all worked together, one rider puncturing, until the sprint with Ray Jarratt winning from Rob with Geoff Robertson 3rd and Mark Wallace finishing 6th

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where both members can't be more than 2 minutes apart at any stage. The 175 teams came from all over the world, including Europe, UK, North America, Central America and South Africa. (Craig and Kerry's total time for this event was 41 hours and 8 minutes, they were an hour and a 43 min in front to the second place team and 29 hours in front of the last placed (8th) team ed).

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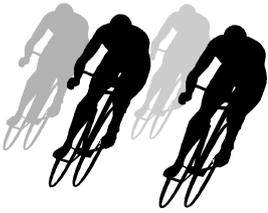
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Craig Peacock



Eastern veterans cycling club

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Newsletter September 10 2005

Victoria State Home Loans Handicap, Benalla September 3

Handicap

It was the usual circuit for the handicap, a short out and back down the course (4k each way) before a loop of the 44k circuit, making for a 52k race. A gentle wind blowing from the North meant that the run back was going to be harder than the run out.

Keith Bowen and his co-markers set off 13 minutes (I kid you not) after limit headed off. The prospects of us catching them and staying in front of the bunches behind looked grim. As a group we worked well together, but there was a gradual attrition of riders until after the turn there were only four left out of seven with yours truly dangling off the back. Not long after the turn the winning bunch came by and rode away in the distance never to be seen again. Ben Muller couldn't hack the pace and Ben and I had an enjoyable ride back together. This is a pretty fast circuit and I still managed to average 32.3 kph for the 50 odd kilometres of the race. Back to Nigel.

A group of 9 set off 27 minutes behind the out-markers, three behind the group in front, and three ahead of scratch. The bunch got rolling quickly and the pace was up from the start. Given the conditions the run down to the first turn of the circuit proper was going to be quick, as was the run across the back. With Nick Panou in fine voice the group stayed together and worked well, reaching speeds of up to 47kph as we chased down wind. The long open straights enabled us to catch glimpses of a coloured mass on the road in front that must have been the 6 minute group, or a dead lorikeet. This gave us something to chase, the group never appeared to get any closer.

Behind us, although unbeknownst to us at the time, scratch were in hot pursuit. They had made a very quick start and had taken a sizable chunk out of our lead on the 'pan handle'. Thirteen kilometres into the race, coming over the freeway they could see our group ahead and knew that they had us. It took them another twenty kilometres to actually close the gap, the tail wind proving to be a bit of an equaliser, the few inclines being where scratch would close another hundred metres or so, their speed not dropping as much as ours.

The catch was a not a pretty affair, not as bad as the Jack Thompson, but still messy. We (3 minute bunch) had been totally unawares of the impending closure and had been barreling down the slope to the creek crossing when they came past us, as a bunch this time. It caught Nick so

unexpectedly that he was heard to utter a few Greek exclamations of surprise. In the aftermath of the union, the single file crossing of the bridge, and the short sharp climb to the second turn, only half of the 3 minute group managed to hang on to the scratch riders. Ian Milner's (scratch) race ended on the climb up the far bank as he stood on his pedals to get up the short sharp climb, putting a little too much power through the back wheel and snapping a spoke.

The run back to the finish was messy with the bunch alternating between working well to not working at all, a couple of riders pulling the others along, the riders picked up from the three minute bunch doing their share of the work. The road back was not as open as the road out and it was rarely that there was a stretch long enough to see the bunch in front. Those glimpses that were attained showed that we still had a bit of work to do to catch them. We never did, finishing a minute or so down on what was a large combined group.

It was the twelve and a half minute group, with a one from the 17 minute bunch caught the outmarkers with a few kilometres to go filled the major placings with the limit bunch making up the ten. Peter Shanahan and Peter Mackie did well for 4th and 6th respectively, Peter Shanahan had a good weekend also winning on Sunday. The majority of the money going to Hume Vets riders, the only joy for Eastern being Rob Amos getting fastest time and Gayle Burke (8th I think) getting the money for the first female.

Race stats for a 3 minute rider finishing with scratch were : 52.07k in 1:17:15 for an average of 40.4kph, scratch, covering the distance three minutes quicker, would have averaged 42.03kph. The winner would have averaged about 37 kph.

Scratch race - A ride for payback.

Even though the weekend isn't an inter-club competition the feeling amongst the Easter riders was that it was time to get serious and ride as teams in a bid to restore a bit of Eastern pride.

B-grade was made up from most of the riders from the three minute group of the day before, a couple from the 6 minute group, and Jeff Pretto who had come up for the day.

The day was glorious, not a cloud in the sky, the wind had turned 180 degrees and was now blowing gently from the south, a racers delight, a head wind going out and a tail wind coming home. You couldn't ask for anything better.

The blue sky, the cool clean air, the beautiful country side (more on that later), and flat, fast, clear roads. Today's race was over the circuit of the handicap, sans le pan-handle.

The starter had us away exactly two minutes after a-grade, nobody was prepared to question him and unfortunately Jeff Pretto was caught with his pants down and missed the start. Jeff followed the very large c-grade race (21 riders) and by all accounts had a very pleasant training ride.

With twelve in the bunch, split 7/5 Eastern/Hume, the race could have gone any number of ways. There were many plans at the start, none of them mine, according to Ian Smith, they were going to let me ride away and he and Matt White would protect and promote Nick Panou for the sprint. Nick was of the opinion that we sit in and cover anything the Hume riders tried, the stronger riders keeping the bunch together. Steve Short's plan was to simply hang on and do what he could to help or hurt, as the situation dictated. Steve Fothergill was quiet after a hard night, and Brian McCann was keeping his thoughts to himself.

Hume went on the attack early with Ken Dyson launching himself off the front a hundred metres from the start. Gaining a hundred metre lead he was left to hang for while as the bunch got itself organised and then simply maintained the gap. The wind eventually taking its toll on Ken and Matt White led the bunch past him over the freeway overpass 4k into the race. The next 6k were interesting with various riders riding away from the bunch in small groups. Most riders involved were from Hume, who, unfortunately for them, didn't realise that the Eastern riders had turned it into a team's event.

At around 10k three Hume riders and Steve Fothergill rode off the front. The bunch wasn't going to chase, but they (the Eastern component) weren't going to allow them too much of a gap either. It wasn't long before the three Hume riders fell back towards the group leaving Steve out on his own. Seeing this little break as being over, I've picked up the pace at the head of the bunch to gather the three, and then Steve back. On reaching Steve I've looked back to see that I hadn't brought any friends with me, there was a gap to the group of three and then a further gap back to the bunch.

It was too early to make a serious break, but with two of us working we could stretch the Hume riders for a bit. Unfortunately Steve, still recovering from the handicap (and dinner) was only able to kick for a little while and silently dropped back leaving me out there by myself to enjoy the scenery. Large gum trees lining the sides of the road with luscious green fields stretching away to the blue-green hills in the distance. The occasional farmhouse or shed dotted across this patchwork of green. The magpies were twittering between the trees and there was nothing but the sound of their song and that of 7/8th inch tyres racing across the bitumen. A presence on my shoulder disrupted this quiet reflection, it was Ian Smith. Back to business. A look around showed that he was alone, so we set about continuing the work Steve and I had started, keep the pace up, make the Hume riders chase.

After a kilometre, a look over the shoulder, as Ian has come through to do a turn, showed that we were pulling away from the bunch, the Hume riders not knowing what was

happening and the Eastern riders happy to 'sit on'. As the miles passed under the Vittoria's and the gap got to the point where it was only on the longest straight sections that we could see the bunch behind, it began to dawn that we may be able to hold it to the finish. About a kilometre from the first turn the road dies and turns ever so slightly upwards making for a hard slog to the corner. A look at the turn showed that the group appeared to have clawed some of the gap back, but they were on what was probably the hardest kilometre of the race and we were free of it.

With the incentive of having the bunch just behind, we picked it up a bit as we raced across the fast, undulating, but overall gentle downhill stretch across the back. Approaching the timber bridge a sign on the road warned of cattle on the road, yeah right, I've seen those signs before but never any cattle. But just in case, 'after you Ian'. And sure enough, half way up the hill, in the middle of the road was a cow, a bloody big cow, facing right and blocking the left side of the road. Going around the front ran the risk of being charged, the back involved riding in the dirt and potentially getting a tail caught in the front wheel, or worse. 'Well come on Ian you're the president what are we going to do?'. Ian took the gravel around the back which was enough to get the cow to shift its' bony posterior and clear the road for me. 'Thanks Ian'.

The ride back to the finish was a hard slog as we continued to swap turns, at this point enjoying the scenery was not an option, when I was leading it was head down watching the road roll through under the front wheel with the occasional glimpse up the road to ensure there were no more cows, when Ian was leading it was head down concentrating on the gap between his back wheel and my front one.

The finish saw me lead out nicely with Ian having enough to come around with 150 metres to go and take the win. Then came an embarrassingly long wait for the remainder of the bunch to come through. Ian even suggested that they may have stopped. Post race discussions showed that this was virtually what had happened.

Back in the bunch : on the run across the back of the circuit the Hume riders started to get a little upset at the lack of effort being made by the Eastern riders to peg back the break, Nick thriving on the input as the Hume riders made their feelings known. I'm not too sure how the race unfolded for the others, I believe most of the group were still together at the bridge over the creek where they also encountered the cows. Steve Short breaking a spoke in his rear wheel at this point (same make as Ian Milner's, hmmm) and being forced to let the others go, limping home as best he could (I think he had company in another dropped rider). With three kilometres to go there were just six riders left; 4 Hume riders, Nick and Matt (I think). Matt doing a turn at the front sat up to pass the lead to another rider, nobody wanted it and the group came to a virtual standstill as they all struggled to not lead out the last couple of kilometres. Eventually it was a Hume rider who broke and led the way home. Nick, back to true form, positioned himself perfectly for the sprint and with 80 metres to go has exploded from third wheel, never to be challenged for third place.

A clean sweep in b-grade, the same in a and c-grades, and strong representation on the podium in the other three

grades giving Eastern a bit of revenge for the previous day's showing.

Stats for the race : 44.11k in 1:11:28 for an average of 37.0kph

The weekend.

Again it was a terrific weekend. The conditions were ideal for riding and racing, the racing was good, the company great (I got the bond back on my room - thanks). By all accounts the winery tour was very enjoyable, the partners again giving us a musical number at dinner. Dinner at Georgina's was top rate with excellent food, service, and entertainment.

Maybe next year? – no way – definitely next year! Hopefully we'll see a few more Eastern riders up there to weight the handicap back to our favour.

Many thanks to all of the people who put it together, especially Colin O'Brien who did a power of work to get the event running and to run as smoothly and as well as it did, to his trusty side kick, the voice and unofficial MC for the weekend, a true gentleman (who said chivalry was dead), Steve Short, and to all of those who helped on the day ; starters, finishers and those in between – corner marshals, car drivers, etc.

Results

Handicap

Ian Bott 1.24.06 (12.30)
 Dave Wolhers (12.30)
 Lyle Gray (12.30)
 Peter Shanahan (12.30)
 Alan Lea (12.30)
 Peter Mackie (12.30)
 Arthur German (12.30)
 Brett Caddy (17.00)
 Merv Macdonald (30.00)
 Bruce Caddy (30.00)
 1st female Gayle Burke
 Fastest Rob Amos (scr) 1.14.09

Scratch Races

A Rob Amos Rob Graham Guy Green
 B Ian Smith Nigel Kimber Nick Panou
 C Dave Anderson Dave McCormack Ian Bott
 D Peter Shanahan Peter Wykes Max Richards
 E Dale Thompson Chris Wilkins JC Wilson
 F Sid Dymond Bruce Caddy Ian Jones

Eastern Vets Program

Saturday	September	10	2:00pm	METEC	Graded Scratch Races
Saturday	September	17	2:00pm	The Basin	Basin Hill Climb (entries close 13/9/2005)
Saturday	September	25	9:00am	Lang Lang	Eastern v. Southern
Saturday	October	1	2:00pm	Yarra Junction	Club Championships

Note : Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race, entries can be submitted via e-mail to Keith Bowenthe or on any race day prior to the event.

Make sure you enter for the Hill Climb on Saturday or to keithb@rabbit.com.au by Tuesday

Southern Vets Program*

Sunday	September	11	9:00am	Dromana	
Sunday	September	18	9:00am	Cora Lyn – Bayles	
Sunday	September	25	9:00am	Lang Lang	Southern v. Eastern

Northern Vets Program*

Sunday	September	11	9:30am	Toolernvale	Graded Scratch Races
Sunday	September	18	9:30am	Tullamarine	Graded Scratch Races
Sunday	September	25	10:00am	Broadford	Mountain Goat Classic handicap
Sunday	October	2	9:30am	Sth Gisborne	Graded Scratch Races

Victorian Veteran Cycling Council Program*

Sunday	September	11	?	Wangoon	Jack Brennan handicap (60k)	5/9 \$10
Sunday	September	18	10:00 am	Burrumbeet	VVCC Road Championship	12/9 free
	October	15	12:00	Rushworth	Handicap	10/10 \$10
	October	22	10:00	Camperdown - Warrnambool	Handicap	10/10 \$15

Herald Sun Tour program – October 2005

The Herald Sun Tour takes on a different format this year. Two stages are open to the public the Gran Fondo on 13 October (a 140 km ride through the Yarra Valley, there is also a 90 km option and a dash for cash with an 11 km from Monbulk to Mt Dandenong, including the infamous wall climb, with the winner taking home \$1000. You can enter on line for these events at www.heraldsuntour.com.au/20005/ (although I couldn't find the link on the page to enter last time I looked, let me know if you can find it).

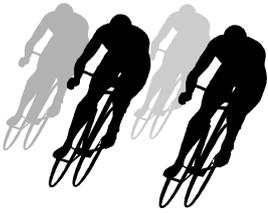
Date	Event	Location	Time
Sun 9 th	TTT	Williamstown - 9.6k Start / Finish : Nelson Place	13:00 – 14:30
Mon 10 th	Road	Bendigo to Bendigo via Maldon and Castlemaine - 150.9km Start / Finish : Tom Flood Reserve	10:30 – 14:30
Tues 11 th	Road	Bendigo to Shepparton - 153km Start : Hargreaves St, Bendigo (Town Hall) Finish : Wyndham St, Shepparton alongside the Lake	10:30 – 14:30
Wed 12 th	Road	Nagambie to Marysville - 172.6km Start : Mitchelton Winery Finish : Murchison St, Marysville (Cumberland Hotel)	10:30 – 14:30
Thur 13 th	Gran Fondo	Healesville to Healesville - 140.9km Tour of the Yarra Valley Start / Finish Maroondah Highway outside the Healesville Hotel There is also a shorter 90 km option.	9:00 –
Thur 13 th	Road	Healesville to Healesville – 140.9km Tour of the Yarra Valley Start / Finish : Maroondah Highway outside the Healesville Hotel	10:30 – 14:30
Fri 14 th	Dash for Cash	Monbulk to Mt Dandenong - 11km (includes ... 'the infamous wall') Start : Main Rd Monbulk opposite the Post Office Finish : Skyhigh Mount Dandenong	10:15 ♂, 10:25 ♀
Fri 14 th	ITT	Monbulk to Mt Dandenong - 11km (includes ... 'the infamous wall') Start : Main Rd Monbulk opposite the Post Office Finish : Skyhigh Mount Dandenong	11:30
Sat 15 th	criterium	Carlton Start / Finish : Argyle Sq. Lygon St.	10:30 – 11:30

Gran Fondo

- Staged 13 October 2005 in the stunning Yarra Valley (www.visitvictoria.com.au)
- Entry fee \$80
- \$5 from every entry goes to the Tours official charity, Very Special Kids ()
- Each rider receives a Go for your Life Gran Fondo musette with souvenir t-shirt, product samples
- Feedstation provided on the course to registered entrants
- Enjoy the Go for your Life Tour Village after your ride
- Start time time 9:00 am
- Registration starts 7.30 am – get there early to receive your musette and accreditation for the feedstation
- Register online
- Make sure your bike is in sound condition, and carry spare tyres, a mobile phone and identification
- You must wear a helmet and sunscreen is highly recommended
- Carry plenty of food and fluids
- Registrations close Monday 3 October

Skyhigh Mount Dandenong Dash for Cash

- Staged 14 October 2005 up Melbourne 's own mountain, Mt Dandenong
- Entry fee \$30
- \$1,000 winner takes all to first male and first female rider over the line at the Skyhigh Mount Dandenong
- Each rider receives a Skyhigh Mount Dandenong musette with product samples
- Enjoy the Go for your Life Tour Village after your ride
- Start time 10.15 am males, 10.25 females
- Registration starts 8.45 am – get there early to receive your musette and race number
- Register online
- Make sure your bike is in sound condition, and carry a mobile phone and identification
- You must wear a helmet and sunscreen is highly recommended
- Registrations close Monday 3 October



Eastern veterans cycling club

www.easternvets.com

Newsletter September 17 2005

Graded Scratch Races - Metec September 10

Not many starters today, down to 53. The forecast and the threat of rain probably put a few off. Surprisingly numbers were up in A grade with 9 starters. Notwithstanding the rain shower just as the races were finishing and all grades being on at the one time, racing went off without incident. When numbers are up and the grades are split, we have settled on the A, B and C and D, E and F arrangement. Which group goes on first is determined by whether Steve Fothergill or Glenn Archer are on the drinks. Whoever it is, their grade will be on first to ensure that drinks are available for the first group of riders when they finish.

Nigel's A grade report A dim and damp forecast for Saturday afternoon kept the number of competitors down, that and the fact that it was proverbially coming down in the South-Eastern suburbs.

Despite the forecast the weather wasn't too bad, the Northerly wind keeping the threatening clouds down South. The low numbers enabled all riders to be on at the same time, with a-grade riding 1 hour 20, through to f-grade at around the 1 hour mark.

Given the performances of the past two weeks I thought it might be pushing friendships a little too far to ride b-grade and so registered in a-grade for the first time in almost 12 months, well the first time voluntarily. Given the lack of general interest there was a surprisingly reasonable turnout of a-grade riders, 9 taking the starters orders.

The pace was on from the get go with an almost handicap urgency in the bunch. Whenever the lead rider slackened off second wheel would go round and keep the pace at a punishing level. The only respite being the few occasions where the bunch would catch a lower grade bunch approaching the left-hander into or off the hump and back right off to allow them first go at the corner.

In the first ten minutes there were a few riders who pulled a little harder when they took the lead and managed to create a little break, but these were short lived as the wind took its toll. At the fifteen minute mark Rob Amos has created one of these mini-breaks, taking Ian Milner with him. The two worked together to maintain their lead for a couple of laps with the bunch not gaining, nor losing, any ground. My concern was that this was an ideal platform for Guy Green

to set up a race-winning break. If Rob and Ian could pull a 40-50 metre gap then Guy could bridge to make a strong three man break that the remainder of the bunch would have serious trouble neutralizing. In an attempt to pre-empt this, and while there was a manageable 20m gap, I've gone from second wheel to join the break. Although I managed to leave the bunch behind the extra rider in the break was obviously enough to goad them into action and they picked up the intensity to close it down.

A brief shower at this point made the track a little greasy and there were a couple of moments on the tight left-hander coming off the hump, fortunately nobody came to grief, but unfortunately it seemed to cost some riders their position in the bunch, resulting in a split that left six riders being chased by three.

After 35 minutes of riding a lapse in concentration has seen a small break appear between my wheel and that of the rider in front as we came around the hairpin. This quickly grew to quite a gap and without thinking I've made a massive effort to get back on, unfortunately Phil Thompson had been on my wheel and my lack of thought has left him stranded. The effort to regain the bunch costing all the beans I had on me and two laps later I was circulating on my own.

Being disinclined to 'flog my guts out' for no result I've taken the soft option and withdrawn from the field of battle to spectate from the sidelines and provide you with this report. Phil T was obviously of a similar opinion and the race was down to seven - four being chased by three, the chasers being lapped just as I was pulling the pin.

At around the 45-minute mark Ian has finally run out of gas and started to lose ground to the other three. Ten minutes later, with the wind doing a 180 degree about face and now blowing the clouds and rain across the circuit, Rob Amos pulled out with a puncture, later explaining that it was just as he was beginning to feel good. This brought it down to three contenders for the podium ; Guy Green and Phil Smith circulating together with an ever increasing gap back to Ian, the original chase bunch of three still chasing. Seven and a half minutes from the bell Guy has decided to make the official's job easier by riding away to finish half a lap ahead of Phil, a further lap back to the third placed Ian.

Stats for my incomplete race : 25. 7k in 38 minutes for an average of 40. 2kph, the total race time was 1 hour 20.

Eleven starters in **B grade** saw Phil Jarvie who we hadn't seen for awhile win from a consistent Jeff Pretto and Nick Panou. Su Pretto promoted herself to **C grade** and looked to have a winning break with 5 minutes or so to go. The male chauvinists on the line seemed to wait for Su to be caught before ringing the bell!!! In the sprint Peter Shanahan continued his winning form from Benalla and won from Steve Barnard and Harold Simpson. If Peter continues with this form he will be in B grade before long.

D grade was the biggest field with 13 starters. Paul Kelly, not long back after some surgery hasn't lost any form and won from Ewan Williams and Geoff Mackay. Ronnie Stranks put in some hard efforts in **E grade** to get rid of all but the three place getters. Unfortunately the rain came just at the wrong time making the sprint a pretty cautious affair. Val Kalns has too good a kick and was able to hold off Keith Bowen and Ron Stranks. **F grade** saw Ian Jones back to the winners list from John Porter and Phil Stern.

Results

	First	Second	Third
Grade (9)	Guy Green	Phil Smith	Ian Milner
I Grade (11)	Phil Jarvie	Jeff Pretto	Nick Panou
(Grade (10)	Peter Shanahan	Steve Barnard	Harold Simpson
I Grade (13)	Paul Kelly	Ewan Williams	Geoff Mackay
I Grade (6)	Val Kalns	Keith Bowen	Ron Stranks
I Grade (4)	Ian Jones	John Porter	Phil Stern

Officials

Thanks again to our officials, Greg Lipple was again in charge of the start/finish assisted by John Macleod, who also towed the trailer, Steve Short and Nigel Kimber swept and set up the course, Keith Bowen took the entries and Steve Fothergill served the drinks. Thanks to all of the above and to any others who helped out.

Eastern Vets Program

Saturday	September	17	2:00pm	The Basin	Basin Hill Climb (entries close 13/9/2005)
Saturday	September	25	9:00am	Lang Lang	Eastern v. Southern
Saturday	October	1	2:00pm	Yarra Junction	Club Championships
Saturday	October	8	2:00pm	Metec	Graded Scratch Races

Note : Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race, entries can be submitted via e-mail to the handicapper or on any race day prior to the event.

No late entries will be accepted.

Southern Vets Program*

Sunday	September	18	9:00am	Cora Lyn – Bayles	
Sunday	September	25	9:00am	Lang Lang	Southern v. Eastern

Northern Vets Program*

Sunday	September	18	9:30am	Tullamarine	Graded Scratch Races
Sunday	September	25	10:00am	Broadford	Mountain Goat Classic handicap
Sunday	October	2	9:30am	Sth Gisborne	Graded Scratch Races
Sunday	October	9	9:30am	Seymour	Vin Nuttall Handicap

Victorian Veteran Cycling Council Program*

Sunday	September	18	10:00 am	Burrumbeet	VVCC Road Championship	12/9 free
	October	15	12:00	Rushworth	Handicap	10/10 \$10
	October	22	10:00	Camperdown - Warrnambool	Handicap	10/10 \$15

* See the relevant web sites for further details (links available from the Eastern Vets site – www.easternvets.com)

Is your performance slipping?

Erectile Dysfunction Back in the News

A researcher named Steven Schrader, Ph.D., has got the attention of headline writers by reporting in the September edition of *The Journal of Sexual Medicine* that there is "no longer a question if bicycle riding causes erectile dysfunction." He calls on medical practitioners "to focus on intervention", whatever that means. Are doctors now supposed to stop us from riding?

However, unlike the previous alarmist, Irwin Goldstein, M.D., who sent a shock wave through the male cycling population in the late 1990s, Schrader allows that "one would not expect that every bicyclist would suffer from erectile dysfunction any more than one would expect every smoker would get lung cancer."

Whew, that's a relief.

Beware of Overhydration

An autopsy is being performed, but it appears that a police officer died last week from drinking too much water during a 12-mile training ride for bike cops in Washington, DC. James McBride, 25, said he'd consumed about 3 gallons of water as he began vomiting and convulsing. (*These are US gallons or 11 litres. Can't believe that anyone could drink 11 litres in 12 miles KB*)

Hyponatremia is blamed. At RBR, we've mentioned this medical danger as we've warned about the opposite risk, dehydration. A report in the *Washington Post* explains:

"Hyponatremia, an abnormally low salt concentration in the blood, occurs when a person loses a large amount of sodium or consumes a large amount of water. Hyponatremia in athletes is almost always caused by drinking too much water.

"As the blood becomes increasingly diluted, water moves out of the bloodstream and into cells, which swell. The swelling of the brain is responsible for the symptoms of severe hyponatremia -- nausea, confusion, seizures and coma. If pressure inside the skull increases enough, the base of the brain is squeezed downward through where connects it to the spinal cord, causing death."

The solution is not to avoid drinking on rides -- dehydration can be as dangerous as hyponatremia -- but to avoid drinking only water. Instead, use a sports drink that contains sodium. For insurance, add a pinch of salt to commercial drinks such as Gatorade, which typically have only a low amount of sodium (around 110 mg per 8 fluid oz.). Unlike water, sports drinks also have the advantage of providing carbohydrate calories for energy.

Is your body designed for climbing hills?

The rule for climbing prowess: You should weigh (in pounds) no more than twice your height in inches. So at 6 feet (72 inches) you'd need to weigh 144 pounds. The metric conversion is: height in centimetres times 0.35 equals weight in kilograms. How do you match up? If you weigh 90 kg you would need to be about 2.5 metres tall to qualify!!!.

(Thanks to *RoadBikeRider.com* for the above info.)

Sun Tour

On line entries for the Gran Fondo and the dash for cash are supposed to be available this week at www.heraldsuntour.com.au. Initially for Visa card holders, but later for Mastercard holders.

Congratulations to Liz Randall at the World Masters Track Championships

To date Liz has picked up a sixth place in the Womens 45+ points score and a gold in her pet event, the 500 metre time trial for women 50+ in a time of 43.117 sec.

Beach Road Closed for the Frankston to Melbourne Marathon

Beach Road will be closed on Sunday 9 October from 7.00 am until 1.00 pm. The closure will apply to cyclists.

Trek Madone Found

Steve Barnard's mate who had the misfortune to lose his Trek Madone from the roof rack of his car on Ballarat Road has found it relatively undamaged, apart from the front forks which broke off where they were clamped in the rack. The first day he found and his bottle on the side of the road and thought the bike would be somewhere in the vicinity. The second day he conducted a more extensive search and was asked by a passing motorist what he was doing. On being told he had lost his bike, the motorist told him that he picked it up the day before and advised the police what he had found. Steve's mate had also told the police but no one connected the two. Anyway the bike has been returned to its rightful owner. No one is too sure whether the bike was clamped in too tightly or not tightly enough. If you carry your bike on a roof rack, not only beware of carports, garage doors and low tree branches, but check the clamping arrangement.

Nude Cycling

Nigel found this in Friday's on-line Herald Sun? Maybe there are a few club members that might be interested.

Nude cyclists OK to ride
Alison Barclay
16sep05

A GROUP of naked cyclists will be allowed to ride through inner Melbourne next week -- as long as they keep their underwear on in the presence of children. The pristine peloton will pedal from Federation Square to Fitzroy in the company of Russell McGilton, an actor and playwright who claims to have cycled nude in the Himalayas.

McGilton is promoting his new show, *From Bombay to Beijing by Bicycle*, part of the Melbourne Fringe Festival. A Fringe spokeswoman said McGilton had received police clearance to stage the ride, which will set off from Flinders St on Tuesday at 12.30pm.

"But because it is school holidays, they can't be nude at Federation Square," the spokeswoman said. "They have to reach a certain street in Fitzroy before they can nude up. The police said that if they get out of the city centre before they take their clothes off, they won't be prosecuted."

McGilton said yesterday 10 people had registered for the ride and he was hoping for more. All will be asked to sign a form waiving public liability.

"Once we get out of the city, we can attempt a nude run down Brunswick St," McGilton said. "We'll have whistles, drums, we'll be handing out flyers for the show and creating a bit of excitement and madness." He said that police had warned they would have to book him if there are complaints from the public about the state of undress. His fearless and weatherproof companions will pose for a photograph in front of a billboard for his show in Alexandra Pde.

In 2001 the Fringe set an honourable precedent for mass public nudity when 4300 people stripped on Princes Bridge for US artist Spencer Tunick. (*I have an amusing video clip of this if anyone is interested. KB*)

Cyclists should register for Tuesday's ride at kimberlyg@optusnet.com.au before 6pm on Monday. *From Bombay to Beijing by Bicycle* is at the Lithuanian Club, North Melbourne, from September 23.

Eastern vs Southern September 25 Lang Lang

Help wanted, next Sunday at Lang Lang, Eastern vs Southern. We need as many riders as we can get to retain the challenge shield. Be there Lang Lang Football Ground, Melway 612 R8. Racing starts at 9.00 am.

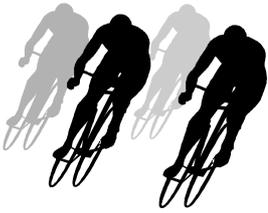
See you there'.

No racing next Saturday

You can watch the grand final at home next Saturday. Racing has been cancelled so that you will be in form for Sunday's racing at Lang Lang.

News on Dick

If he is not here today, the news on Dick Fox is good, he is now out of the head frame.



Eastern veterans cycling club

www.easternvets.com

Newsletter September 17 2005

Basin Hill Climb Cancelled- September 17

The weather gods conspired against on Saturday and the long awaited Hill Climb was cancelled at about 11.15. While the radar showed that most of the rain would clear by the start time of 2.00 pm, there were still showers lurking around for the afternoon and the temperature at the top of the hill would have been about 5 degrees and not much more at the bottom. Not very good conditions for riders, let alone the officials at the start and finish.

Apologies to those hardy souls who turned up expecting to ride. My informant says there were about 20. The race cancellation arrangements are that: an email will be sent out as soon as a decision to cancel is made and a message put on the race day phone (0407 688 154). If conditions are such that there is some doubt as to whether racing will be held, check your email or the race day phone before leaving home.

A decision will be made at the Club meeting on Monday 26 September regarding whether to hold it on another day.

Nigel's Race Report

It was a weekend of two days; Saturday and Sunday.

Saturday dawned a little like a theme park, wet and wild. There were serious thoughts over the weeties about sitting at home, watching the 2004 Tour de France and writing a race report based on the prologue time trial, for Lance Armstrong read Nigel Kimber (a boy can dream).

Around 10:30 the skies began to clear, a quick check of the radar showed that the last band of rain was clearing the city with nothing further on the immediate horizon. A call to the race day phone and Ian's cheery voice inviting me to get along to the Basin was enough to have me loading the car and setting off to enjoy a draining 7k climb.

An hour later and I was driving up the Dandenongs stopping every so often to clear debris from the race line. As I drove and swept there was a mist rising from the road where the sunlight was getting through the overhanging trees. By the time I got back to the park at the foot of the climb a few club members had assembled and were standing around chatting.

With the little hand on the one and the big hand approaching the 6 and no sign of a trailer or registration facilities a sinking feeling started to embrace the gathered group. A call to the race day phone confirmed it, they'd pulled the plug, there'd be no racing this day.

A sports photographer had turned up to capture images of the competitors as they struggled up the one in twenty, the images were to be available for purchase on the internet during the week, I'm sure that would have appealed to the vanity of some in the club.

Having made the effort, put my shoes on and all, I figured that I may as well do something, Phil Pelgrim was of the same mind so he and I made a leisurely ascent, tapping our way up to Olinda, with an equally leisurely descent on the wet roads.

Sunday dawned like a theme park, no, wait, that was my dreamworld, the morning was more like a mountain stream, clear and crisp. The drive out along the Western Highway showed blue skies to the horizon and the windsocks along the way were as limp as a cyclist's ... well let's not go there – thanks Keith for that insightful little article last week.

Only a few Eastern members turned out for the VVCC Road Championships. The Mc Coys were there along with the Jardines, the Burkes, and the Kym Petersen, Barry Beachley, John Hunt, Rob Lewis, Guy Green, Rob Amos, and myself.

The 45-49 year old race was two 10k laps followed by one 50k lap, with three Eastern riders in a bunch of 15 we had a reasonable showing. By the time the race started the wind had picked up a bit from the north, making the outbound stretch a little harder than the return. But not enough to justify the 27kph the bunch set off at. My plan had been to do a little better than my last time here two years ago, i.e. finish the race, and the way to achieve that was to keep my head down and only do what I had to stay with the bunch. But 27kph, no way. With less than a kilometre covered I've gone to the front to pick up the pace and initiated the first attack of the race. They left me hanging a 100m off the front for a kilometre or so before Rob took pity on me and brought the bunch up.

With the cobwebs cleared the pace picked up, the bunch rolling along at a speed that made it difficult to launch an attack. By the end of the first lap we had dropped a few riders, a mechanical failure at the end of the second lap saw a few more lose too much ground and get separated from the bunch. This left six; two Ballarat riders, Rob, myself, and two others being chased by a group of 4 or 5. The pace didn't slacken, the group didn't stop rolling, the effort costing another member of the bunch as one of the Ballarat boys dropped away. With around 8k to go I got the feeling that it was finally going to revert to a scratch race. Rob must have had the same feeling as he's taken the opportunity to attack as I've taken a drink whilst leading the bunch. He only managed a gap of 20 metres, the word within the bunch was to let him hang for a while which suited me as I was not going to chase.

In the end the toll of the previous 65k, the road, and the wind were too much and Rob was bought back into the fold just before the turn onto the finish straight. As we hit the

finish straight, a two kilometre net downhill (about a 20m drop) run with the wind, there was a lot of activity concerning tightening of shoes. Going for the drink bottle rather than my shoelaces I've been caught out as the last rider in the group has launched an attack and the other three have responded. Not overly concerned I've picked up the pace figuring that the three chasers would catch the break and the pace would drop as they then postured for positions for the final sprint. I got the first bit right, the three caught the one, but I got the second bit wrong as the pace was maintained to within 50m of the finish when they started sprinting. I chased the last 1500m at over 50kph to finish 5-10 seconds behind the others.

My race statistics were 69k in 1:47:23 for an average of 38.5kph. The top speed recorded on the Flightdeck was 125.7kph, honest.

Eastern Vets Program

Saturday	September	25	9:00am	Lang Lang	Eastern v. Southern
Saturday	October	1	2:00pm	Yarra Junction	Club Championships
Saturday	October	8	2:00pm	Metec	Graded Scratch Races

Note : Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race, entries can be submitted via e-mail to the handicapper or on any race day prior to the event.
No late entries will be accepted.

Southern Vets Program*

Sunday	September	25	9:00am	Lang Lang	Southern v. Eastern
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Northern Vets Program*

Sunday	September	25	10:00am	Broadford	Mountain Goat Classic handicap
Sunday	October	2	9:30am	Sth Gisborne	Graded Scratch Races
Sunday	October	9	9:30am	Seymour	Vin Nuttall Handicap

Victorian Veteran Cycling Council Program*

	October	15	12:00	Rushworth	Handicap	10/10 \$10
	October	22	10:00	Camperdown - Warrnambool	Handicap	10/10 \$15

* See the relevant web sites for further details (links available from the Eastern Vets site – www.easternvets.com)

Is your performance slipping?

Erectile Dysfunction Back in the News

A researcher named Steven Schrader, Ph.D., has got the attention of headline writers by reporting in the September edition of The Journal of Sexual Medicine that there is “no longer a question if bicycle riding causes erectile dysfunction.” He calls on medical practitioners “to focus on intervention”, whatever that means. Are doctors now supposed to stop us from riding?

However, unlike the previous alarmist, Irwin Goldstein, M.D., who sent a shock wave through the male cycling population in the late 1990s, Schrader allows that "one would not expect that every bicyclist would suffer from erectile dysfunction any more than one would expect every smoker would get lung cancer."

Whew, that's a relief.

Beware of Overhydration

An autopsy is being performed, but it appears that a police officer died last week from drinking too much water during a 12-mile training ride for bike cops in Washington, DC. James McBride, 25, said he'd consumed about 3 gallons of water as he began vomiting and convulsing. *(These are US gallons or 11 litres. Can't believe that anyone could drink 11 litres in 12 miles KB)*

Hyponatremia is blamed. At RBR, we've mentioned this medical danger as we've warned about the opposite risk, dehydration. A report in the Washington Post explains:

"Hyponatremia, an abnormally low salt concentration in the blood, occurs when a person loses a large amount of sodium or consumes a large amount of water. Hyponatremia in athletes is almost always caused by drinking too much water.

"As the blood becomes increasingly diluted, water moves out of the bloodstream and into cells, which swell. The swelling of the brain is responsible for the symptoms of severe hyponatremia -- nausea, confusion, seizures and coma. If pressure inside the skull increases enough, the base of the brain is squeezed downward through where connects it to the spinal cord, causing death."

The solution is not to avoid drinking on rides -- dehydration can be as dangerous as hyponatremia -- but to avoid drinking only water. Instead, use a sports drink that contains sodium. For insurance, add a pinch of salt to commercial drinks such as Gatorade, which typically have only a low amount of sodium (around 110 mg per 8 fluid oz.). Unlike water, sports drinks also have the advantage of providing carbohydrate calories for energy.

Is your body designed for climbing hills?

The rule for climbing prowess: You should weigh (in pounds) no more than twice your height in inches. So at 6 feet (72 inches) you'd need to weigh 144 pounds. The metric conversion is: height in centimetres times 0.35 equals weight in kilograms. How do you match up? If you weigh 90 kg you would need to be about 2.5 metres tall to qualify!!!

(Thanks to RoadBikeRider.com for the above info.)

Sun Tour

On line entries for the Gran Fondo and the dash for cash are supposed to be available this week at www.heraldsuntour.com.au. Initially for Visa card holders, but later for Mastercard holders.

Congratulations to Liz Randall at the World Masters Track Championships

To date Liz has picked up a sixth place in the Womens 45+ points score and a gold in her pet event, the 500 metre time trial for women 50+ in a time of 43.117 sec, Liz came second in the pursuit for women 50+ 0.4 sec behind the winner.

VVCC Championships, Eastern Riders Do Well

Eastern riders did well at last week's VVCC road championships at Burrumbeet. Debbie McCoy and Kym Petersen first and second in women's 30 to 39 and John Hunt first in mens 55 to 59. Guy Green, Rob Amos and Rob Lewis second in mens 40 to 44, 45 to 49 and 60 to 64 respectively. Glenys Jardine third in women's 45 to 49. Regular Eastern riders Sally Both third in women's 40 to 44 and Gayle Burke second in women's 50 to 54. Sometime Eastern rider Tony Retra third in mens 55 to 59. Congratulations to all.

Beach Road Closed for the Frankston to Melbourne Marathon

Beach Road will be closed on Sunday 9 October from 7.00 am until 1.00 pm. The closure will apply to cyclists.

Trek Madone Found

Steve Barnard's mate who had the misfortune to lose his Trek Madone from the roof rack of his car on Ballarat Road has found it relatively undamaged, apart from the front forks which broke off where they were clamped in the rack. The first day he found his bottle on the side of the road and thought the bike would be somewhere in the vicinity. The second day he conducted a more extensive search and in an incredible coincidence was asked by a passing motorist what he was doing. On being told he had lost his bike, the motorist told him that he picked one up the day before and advised the police what he had found. Steve's mate had also told the police but no one connected the two.

Anyway the bike has been returned to its rightful owner. No one is too sure whether the bike was clamped in too tightly or not tightly enough. If you carry your bike on a roof rack, not only beware of carports, garage doors and low tree branches, but check the clamping arrangement.

By the way, in the latest Lance Armstrong book he is reported to have not been happy with the Trek Madone which he rode in the 2003 Tour.

Nude Cycling

Nigel found this in Friday's on-line Herald Sun? Maybe there are a few club members that might be interested.

Nude cyclists OK to ride
Alison Barclay
16sep05

A GROUP of naked cyclists will be allowed to ride through inner Melbourne next week -- as long as they keep their underwear on in the presence of children. The pristine peloton will pedal from Federation Square to Fitzroy in the company of Russell McGilton, an actor and playwright who claims to have cycled nude in the Himalayas.

McGilton is promoting his new show, *From Bombay to Beijing by Bicycle*, part of the Melbourne Fringe Festival. A Fringe spokeswoman said McGilton had received police clearance to stage the ride, which will set off from Flinders St on Tuesday at 12.30pm.

"But because it is school holidays, they can't be nude at Federation Square," the spokeswoman said. "They have to reach a certain street in Fitzroy before they can nude up. The police said that if they get out of the city centre before they take their clothes off, they won't be prosecuted."

McGilton said yesterday 10 people had registered for the ride and he was hoping for more. All will be asked to sign a form waiving public liability.

"Once we get out of the city, we can attempt a nude run down Brunswick St," McGilton said. "We'll have whistles, drums, we'll be handing out flyers for the show and creating a bit of excitement and madness." He said that police had warned they would have to book him if there are complaints from the public about the state of undress. His fearless and weatherproof companions will pose for a photograph in front of a billboard for his show in Alexandra Pde.

In 2001 the Fringe set an honourable precedent for mass public nudity when 4300 people stripped on Princes Bridge for US artist Spencer Tunick. (*I have an amusing video clip of this if anyone is interested. KB*)

Cyclists should register for Tuesday's ride at kimberlyg@optusnet.com.au before 6pm on Monday. *From Bombay to Beijing by Bicycle* is at the Lithuanian Club, North Melbourne, from September 23.

Eastern vs Southern September 25 Lang Lang

Help wanted, next Sunday at Lang Lang, Eastern vs Southern. We need as many riders as we can get to retain the challenge shield. Be there Lang Lang Football Ground, Melway 612 R8. Racing starts at 9.00 am.

See you there.

No racing Saturday 24 September

You can watch the grand final at home on Saturday. Racing has been cancelled so that you will be in form for Sunday's racing at Lang Lang.

News on Dick

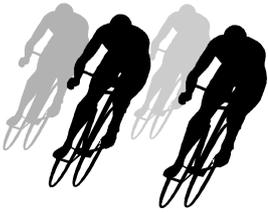
The news on Dick Fox is good, he is now out of the head frame and but for the weather would have been at the Hill Climb as a spectator. Dick's record of the only rider to have competed in all seven hill climbs remains intact.

Urgent, new race circuits required, both crit and road

We urgently need new circuits. We have had to abandon Holloway Drive because the council has refused to give us a permit, similarly Rushdale is no longer available. We will be trying out Gatwick Drive over summer. Our access to Metec is limited to about twice a month.

Northern has recently tried out two new crit circuits, at Tullamarine and the back of the Ford factory, Campbellfield. These are both terrific circuits, wide smooth roads and no traffic. Highly recommended if you are into crit racing and particularly if you have ready access to the Ring Road. Northern are in the fortunate position of racing Sunday morning when industrial estates are quiet, unlike Saturday afternoon. Please be on the lookout for any potential circuits, we cannot keep going back to the same ones, or we will wear our welcome out.

We have a similar need for road circuits. Yarra Glen Toolangi is gone, Steels Creek and Yarra Junction are looking grim for the long term because of increasing traffic. If you have any ideas please let someone on the committee know, it would be disastrous if we couldn't race every Saturday because of lack of circuits.



Eastern veterans cycling club

www.easternvets.com

Newsletter October 1 2005

Graded Scratch Races – Eastern vs Southern Lang Lang September 25

Well guys, what a shellacking, 55 points to 11. It looked as though Southern was smarting after failing to win in the 5 previous years and came out with well prepared race plans. There were break aways in every grade dominated by Southern riders, except for A grade where there was a break away of two including Rob Amos, but Rob got rolled in the sprint and in D where Debbie McCoy (Chambers) were in the break with Southern's G Walker.

B grade was won by D Cummings in a solo break away, with Michael Hay managing to come second in the sprint for the remaining places. C grade had two Southern riders (G Rosengarten and G Ward, miles out in front followed by a solo Southern rider, G Timms). Nick Hainal doing well to win the bunch sprint despite being off the back a couple of times on the climbs. D grade had Debbie McCoy and Graeme Parker in the break with Southern rider G Walker, who started the break and won the sprint. In E grade Ronnie Stranks was the only Eastern rider able to stay with bunch past Poowong, the rest of us were left behind on the first climbs. These don't look much, but in my view are harder than the long climb into Poowong. But even Ronnie couldn't stay with the place getters, Amy Jensen and Joanne Sabbatini, C Pyper and H Ross. In F grade Daryl O'Grady rode away from the rest of the field. At least Daryl is also an Eastern member

The weather was perfect, the roads free of traffic and once you got dropped you could admire the scenery of Gippsland at its best.

Thanks to all the Eastern riders who rode and congratulations to Southern and thanks to their officials out on the course and at the start finish line. We were thrashed, but nevertheless enjoyed the racing. We look forward to next year at Braeside and later on to one of our road circuits.

Nigel's Race Report

The plan : at the beginning of the week the plan was to attack on the first hill, pinch a break and hold it to the finish. Ok that was the dream, but don't try telling me that it wasn't yours also.

A more realistic plan was to do what I could to help hurt the Southern riders and hope that Guy and Rob could take advantage and get away. The most realistic plan was to hold on, contribute where I could and hope I didn't stuff

anything up. On the day it looked like it was to be the latter.

It was a day made for cycling, clear skies, cool air, and no wind. The good weather and the promise of good hard racing for the honour of the respective clubs resulted in a big turnout, well over a hundred in total with a strong a-grade of 18 riders; 10 Southern, and 8 Eastern.

Phil Smith's race started with a little drama he's gone for the big chain-ring on the approach to the roundabout and 'snap'. The lever's gone across but the derailleur didn't budge, a slight communications problem: 70k on the small chain-ring, Phil was going to burn a few more calories than the rest of us. (Other hard luck stories were Mark Wallace dropping his chain and not being able to get it back on without stopping and Phil Pelgrim puncturing when he was feeling pretty good).

The initial pace was a little leisurely, I was a bit concerned that b-grade might overtake us, this didn't eventuate and as the kilometres passed under the wheels the pace increased. Around 7 kilometres in Andrew Nichols, pre-empting my plan, has launched himself away from the bunch with Rob Amos covering. Nobody in the bunch seemed too concerned and they were allowed to ride away. We had the occasional glimpse of these two as the race progressed up to Poowong, but after that they were unsighted and ended up riding their own race. The remainder of us kept a watchful eye on, well, the remainder of us. Guy Green made a couple of attempts to get away and bridge but was marked by up to three Southern riders each time and consequently had to give it up.

True to plan, come the hill to Poowong, I've ridden off trying to grab a break and maybe bridge to the disappearing Rob and Andrew. It was a bit tougher than I'd anticipated, the presence of a Southern rider on my wheel was just the excuse I needed to sit up as I've overestimated my own abilities and underestimated the gap and the climb. Turning for Druin South the bunch was essentially back intact, Rob and Andrew still up the road.

Every now and then Guy would attempt another break, each one being covered by Southern riders and coming to nothing, each hill we came to I pushed the pace only to be covered also, or not have the legs to make it stick. Interspersed with these attacks there were a few from the Southern riders, these were covered by an Eastern rider and came to nothing also. Around the half way mark three riders; 2 Eastern (Peter Howard and John Lynch (I think))

and 1 Southern managed to get a small break but were unable to consolidate it, eventually succumbing to the chasers and being reintegrated into the bunch.

A hill at the 50k mark has prompted another feeble attempt by myself to stretch the bunch. It didn't last long, half way up I've paid the price for the effort and for the previous kilometres and watched as most of the others have ridden away. I wasn't the only one to feel the strain, a few others also struggling, Jim Timmer-Arends (Southern) being one of the first to suffer. Cresting the hill the road flattened out to show a hundred metres or so to the remnants of the bunch with a couple of riders struggling in the intervening space. Shortly into this section Jim has come around me in pursuit of the diminished bunch ahead. I had a daily zone 1-2-3 ticket in my back pocket and figured this would be a good time as any to use it, so I've jumped on. While I've been playing 'eye-spy' (something beginning with 't' - 'tyre', very good, something beginning with 'r' - 'road', very good, something beginning with 't' - 'tyre', and so it went) Jim has picked up the other stragglers and got us into range of the bunch.

With ten kilometres to go there were two up the road, a bunch with most of the original starters, and a couple of stragglers. Unfortunately I didn't have my note pad and pen with me (nor a great deal of mental faculty - oxygen deprivation, well that's my story and I'm sticking to it) but I think the stragglers were Eastern riders and the bunch was 9-5 Southern-Eastern. From where I sat it certainly looked like we were seriously outnumbered. I haven't experienced interclub racing at the a-grade level, but in the past, at the

lower levels, Southern either haven't had the organisation or they haven't had the numbers. Today they had both and rode the last ten kilometres very well.

An attack by a Southern rider was met with a chase by an Eastern rider who dragged the whole bunch up, no sooner had that attack been neutralised than another Southern rider went, requiring another response from an Eastern rider. And so it went until there was no juice left in any of the Eastern legs' and an attack by Jim three kilometres from home has stuck. With third place secure the Southern riders sat up and left it to the weary Eastern riders to attempt a chase, which was essentially a lead out for the Southern riders who raffled fourth place amongst themselves.

Credit to Andrew and Rob for their strong ride, to Jim for chasing back from a hundred metres down (20k from home) and to ride the last couple of kilometres alone to take third, Phil for hanging in with a 39-12 top gear, and to the Southern riders for a well executed race. Credit also to the Eastern riders who persisted against the greater odds at the end.

Stats for the race : 73k in 1:57:54 for an average of 37.1kph

Credit also to the person whom I plagiarised the 'eye-spy' from, sorry I don't remember who you were, I don't remember who you were talking to at the time either, so I can't ask them.

Results

	First	Second	Third	Fourth
1 Grade (10S 8E)	A Nicholls	R Amos (E)	J Timmer-Arends	P O'Callaghan
I Grade (17S 7E)	D Cummings	D Heatley	M Hay (E)	P Purdham
C Grade (15S 10E)	G Rosengarten	G Ward	G Timms	N Hainal (E)
I Grade (9S 17E)	G Walker	D Chambers (E)	G Parker(E)	S Campbell
I Grade (9S 6E))	A Jensen	J Sabbatini	C Pyper	H Ross
I Grade (10S 3E)	D O'Grady	F Gleeson	B Collins	D Breen

Eastern Vets Program

Saturday	October	1	2:00pm	Yarra Junction	Club Championships
Saturday	October	8	2:00pm	Metec	Graded Scratch Races/Avon Tyre Service H'cap
Saturday	October	15	2:00pm	Strathewen	Graded Scratch Races
Sunday	October	16	Around the Bay in a Day		
Saturday	October	22	2:00pm	Metec	Graded Scratch Races
October 28 - 30				Ballarat	AVCC Titles (entries close 11 October)

Note : Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race, entries can be submitted via e-mail to the handicapper or on any race day prior to the event.

No late entries will be accepted.

Southern Vets Program*

Sunday	October	2	9:00am	Braeside	Graded Scratch Races
Sunday	October	9	9:00am	Healey Road	Graded Scratch Races
Sunday	October	16	9:00am	Carrum Downs	Graded Scratch Races
Sunday	October	23	9:00am	Healey Road	Graded Scratch Races

Northern Vets Program*

Sunday	October	2	9:30am	South Gisborne	Graded Scratch Races
Sunday	October	9	10:00am	Seymour	Vic Nuttall Handicap
Sunday	October	16	9:30am	Melton	Graded Scratch Races
Sunday	October	23	9:30am	South Gisborne	Graded Scratch Races or H'cap

Victorian Veteran Cycling Council Program*

	October	15	12:00	Rushworth	Handicap	10/10 \$10
	October	22	10:00	Camperdown - Warrnambool	Handicap	10/10 \$15

* See the relevant web sites for further details (links available from the Eastern Vets site – www.easternvets.com)

Sun Tour, Opportunity To Watch The Sun Tour And Get Paid For It

People are required to work as Marshalls for the whole of the tour. This would be to work on selected corners and hot spots along the routes for the whole of the tour. You would get to see the start and finish of each stage. Accommodation and meals are supplied and these are paid positions.

Traffic controllers are also required to assist with traffic management on the 14th and 15th of October for the 6th (Hill climb TT from Monbulk to Mount Dandenong) and 7th (criterium in Lygon Street) stages. Again for the hill climb in particular, you would have a prime viewing position. These are also paid positions and will require the setting out of signs for the two courses being used on those stages.

If you are interested contact:

Damien Petrie
General Manager

Deploy Management Solutions Pty. Ltd.

Phone: 03 9723 5511

Facsimile: 03 9723 5522

Mobile: 0409 351 264

Email: deploy@netspace.net.au

Ian de Kam races the Upper Murray Challenge (30km MTB, 26km paddle, 25km mountain run) and wins the 50 + Category

Three big buck kangaroos back on their tails boxing hard and pushing each other around. And it was very fresh at 7.30am on Geehi camping ground but an inspiring place to start the Upper Murray Challenge. My personal match was about to start, and I hope I wouldn't bounce off, defeated into the scrub.

My nerves were also rattled by a paddling friend insisting the paddle would be dangerous because the rivers were so high especially for our less stable marathon boats. But I was going to enjoy this mountain bike ride regardless. It was mostly downhill [how else could you get down to the rivers far below!]

86 riders pedalled off down the flat sandy track before they were slowed by the puffin' and blowin' required for the sudden ascent of the Alpine Road. Then the downhill began. Plenty of fast swoopy corners and water bars to send you skywards for a few weightless seconds. Must land that back wheel first! Concentrate and don't crash this early in the race! I've almost forgotten that we did have some long climbs but, with some commitment, they were all rideable.



Too soon we were on the flats and splashing through creeks and puddles.

Seemed to me that the bogs were really slowing me down. A glimpse at the back tyre told me why! Buggar!! The wheel was muddy, the tyre was wet, the ground was a swamp, my hands were slipping on everything, and the bloody bead wouldn't come off the rim! And all those riders were going past--- the same ones I'd desperately passed on my mad descent! And those shortie pumps are so good at biting your fingers just when you're pumping at 2000 strokes per minute! Was I here to enjoy myself? So it's a long day and I hope I'm still leading my class. Relax, wave to the sympathetic riders going past, remount and on with the race.

The Swampy Plains River promised a fast ride and I'd prefer the security of a downriver racer but this is the Upper Murray Challenge and this river was going to challenge me to stay upright and even to enjoy the very swift current running since the recent floods. Never helps when the boat beside you suddenly capsizes and is washed straight into the willows. But a rescue raft was well positioned to collect the paddler so I focussed on avoiding a similar fate. Choppy broken waves and threatening boils meant my very light TK1 was menaced from all directions. I envied the skill of the few K1 paddlers like Tony and Jody Zerbst who could race through these destabilizing conditions.

At the 4th bridge, the flood debris had blocked all channels except the far right which also felt like it was about to scrape my head when I passed beneath the span. Being bald has some advantages. The spectators/support crews lining the bridge, as elsewhere, cheered and encouraged all competitors. Not long after, I spotted a paddler running along the bank - obviously chasing his boat. I figured I'd look out for his boat to see if I could get it to the bank for him. Now let's remember this river has been flooding and is still flying along at a very fast rate, so about 20 bends later I finally passed his kayak! I think he would have been quicker swimming after it - mmmnn bit cold though.



After Bringenbrong bridge the river did settle enough for me to crank up the strokes and get paddling properly and the safety vest was such a relief to see I nearly fell straight in on puddles up to transition. Well the fun was over and dry land

Loaded up with the fuel belt of Powerade, gulped down more drinks, as I hadn't drunk on the river, and off down the undulating sand road. Had a chat to Del Lloyd (2nd female who ran on well to catch Wendy Wilson). Maybe I'll omit the next hour - well we just ran? walked? climbed? Mt Elliot. Up 500 metres they say. I won't argue. I had prepared for a steep long climb and it was just that and more. Remember, this is a Challenge which is different from a race. Other runners said something about 'great views' while I read the labels on my shoes.



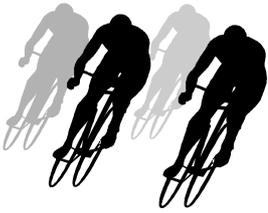
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I couldn't ignore the panorama of green valleys spread below and the forested mountains on all sides, when we emerged from the trees to face the steep paddock descents. Thankfully the ground was still soft and the grass absorbed the thudding feet. Can't say I enjoyed the prospect of a long, flat bitumen road but after battling gravity all day how could I complain? My secret to climbing that last, never ending rise was to refuse to look up and try to think about money, sex, food, anything but my aching legs which just wanted to stop for a long, long rest.

But every race has a finish (some old Chinese philosopher said that I think) and suddenly there's a crowd of people in the distance and a banner and the loudspeaker announcing my name and it's all over.



The UMC has a great atmosphere with friendly, helpful marshalls, participants and organizers. It's in the most beautiful setting - snow capped peaks, mountain rivers, green fertile country - highly recommended for every multisport/adventure racer.



Eastern veterans cycling club

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Newsletter October 8 2005

Club road Championships Yarra Junction October 1

Sunny, but windy conditions welcomed the 51 starters for the Club Road Championships at Yarra Junction. The numbers were up 25% on last year and knowledge that the race was to go over the hill, didn't put anyone off, or else they didn't know what was planned. There are only two races a year that we race in age groups and you never know what will happen. Reinhard Neuwirth was expecting a shellacking and finished up coming second and went home pretty happy as a result. Driving the lead car you get to see scenery more than you do on a bike when sitting on a wheel. The country was looking its best and it seems to be the home of pink azaleas which were in full bloom and looking absolutely stunning. If anyone is into azaleas sneak out there and take a few cuttings. Having been hotly pursued by Rob Amos down the hill, I was not going to get caught again and took off before the top and waited for Guy Green at Powelltown. I didn't have to wait very long and headed back to Yarra Junction at 40 to 45 km/hr most of the way. Before the race Guy said he was looking forward to being 80 so that he could ride in a race by himself. Apart from the fact Guy that no one looks forward to being 80, you can ride by yourself now most times.

Six starters in the mens 35 to 39 saw Ian (I can't climb hills, but I can go down them bloody fast) Milner win comfortably from Richard Matison and Gary Chamberlain. Bret Rallings came back in a car and I think he might have fallen somewhere.

Guy Green had 10 opponents, but only Phil Smith was able to stay with Guy when he attacked at the bottom of the climb. Phil had never ridden the climb or descent before and was not able to stay with Guy on the descent. Phil held on for second followed by Michael Hay third.

The biggest field was the mens 45 to 48. The hot tips were Rob Amos and Mark Wallace. They didn't disappoint, Rob beating Mark by the barest of margins, with Nigel not far back third. Michael Burke had the misfortune to hit the bank on the way down the hill and was accompanied home by Phil Tattersall and a few others.

Rob Graham was the hot tip in the mens 50 to 54 and didn't disappoint. Steve Short just won the sprint for second from Shane Schlotterlein, again by the barest of margins.

Martin Stalder won the mens 55 to 59 with Graeme Parker second and John Jardine third.

Only three starters in the mens 60 to 64, Reinhard Neuwirth hung on to Bob Lewis's wheel for a second place, with Brian Farrell, travelling from Lara to the race, third.

Ted McCoy won the mens 65 to 69, as expected comfortably. But this was a pretty impressive ride by Ted (and also Debbie McCoy). The women started first, followed by the 65+ men. Only the 'guns' from the younger age groups managed to pass them. Paul Kelly came second with Alan Sandford (who must be surprised that he has placed in a championship with a significant hill) third. Ronnie Stranks won the 70+ from John Porter. Ronnie's ride was another impressive one, which would have placed him third in the 65 to 69.

Five women went off at the start of the field in an 'all in' championship. Debbie won from Adrienne Lang who was able to out sprint Su Pretto in the dash for the line.

Congratulations to all riders participating, I am sure as you look back now, you are glad you rode. Next championships, let's see if we can up the participation rate by another 25%.

Nigel's Race Plan

The plan; being an age group race I was anticipating a small turn out and the plan was based on this. It was a good plan, it would work if we went over the hill or did Powelltown and back twice, it was a simple plan. Stay with the bunch/keep the bunch together, until the half way point then try to get away, if we went over the hill the climb back would provide the opportunity to attack, if it was out and back twice the small inclines on the way back would provide the platform for attacks. Of course the plan had to be flexible enough to allow for covering earlier attacks, and if we went over the top the most important thing was to have Rob Amos' wheel on the descents.

You know what they say about assumptions, fortunately I am flexible. A glorious day combined with a penchant for punishment has seen a dozen members in the 45-49 group turn up to pit their leg muscles against the climb out of Powelltown. With the wind from the west it was going to be a tough ride, the final 16k back from Powelltown into a headwind with tired legs. Back to the plan. A bigger than anticipated field with the likes of Phil Thomson, Rob Amos, Mark Wallace, and other quality/capable riders meant that it was likely somebody would attack early to break up the bunch, so the plan was revised to simply sit in and go with whatever move was made.

On setting off, two lines formed behind Michael Burke and Phil Tattersall who were content to set the pace. About 5k into the race, riding to plan and sitting fifth wheel when, on a slight descent, momentum has carried me over the rider in front. Seeing as I was out there I figured I'd keep it going into the vale and up the other side, rolling past the leaders as the road turned upward. There was no effort and I fully expected to look back and see the train on my back wheel, nope, nothing but space. It was way to early to launch an attack and I guess that was the bunch's thinking as they left me out there waiting for them to catch up.

While waiting I've been enjoying the scenery and trying not to think about the pain to come, my respite rudely interrupted by cries of 'hup hup'. A quick glance over my shoulder not necessary as Rob Amos and Mark Wallace have come flying past. It had begun, and contrary to plan it was all my own doing, spurring the legs into action I've slotted into third wheel, between Mark, and Phil Thomson, with Ian Smith completing the break. Chewing on the handlebar tape the kilometres have disappeared under the Alex at a decent clip and the next thing I knew we were riding into Powelltown. A thought that had been at the back of my mind in the lead up to this race now came to the fore, the hill starts with a nasty pinch that, if taken too hard, can result in hurt all the way to the top. It was time to come off autopilot and take control.

At this point Ian has decided that prudence is the better part of valour, choosing to take the climb at his own pace he has let the four of us go to fight it out to see who had the bigger ego. The pace up the hill was consistent but it proved too much for Phil who fell away somewhere amidst the effort. By now we were getting into some of the groups that had set off earlier. At one point there were three O'Mara jerseys in a row as we closed on Ted McCoy (65-69yo) who was chasing his daughter - Deb (women's), up the hill (Deb managing to hold on and ultimately finishing ahead of her dad).

Cresting 'The Bump' it was Rob's turn to set the pace and he's taken off at a rate of knots down the other side.

Making our way to the turnaround I've been able to sit in a

bit and get some oxygen back to my brain, with oxygen comes thought and I was thinking that we had covered a fair distance and hadn't seen any of the 35-39 or 40-44 year old groups returning. Finally the lead car came into sight followed by Guy Green and Phil Smith, then not long after that, the turnaround. As per plan the haul back to the top of the hill was an opportunity to reduce the odds, several attempts to hurt the other two on a few of the inclines came to naught and it was as a group of three that we came into sight of the top. As expected, 100m from the top, Rob has launched himself from behind in a race for the KOM points, or more importantly, a break going into the descent. Chalking up a \$20 fine I've kicked to stay with him, Mark must have been expecting this tactic as well as he was right there and the three of us have gone over the top and catapulted down the other side line astern.

Clinging to Rob's back wheel we made the descent in slightly better time than the ascent with only one or two hairy moments, still on an adrenaline high we've ridden through Powelltown and into the wind that was going to dog us all the way home. Even with a big break over Phil we continued to push the pace. Still clinging to my plan I've attacked (albeit ever more feebly as the miles passed beneath the tyres) on the small rises in an attempt to get away. Toward the end these little surges seemed to have an effect as a gap of 10-20 metres would open up, hold for a while but then close. Of course this behaviour had me at the front and that was where I was coming into the last couple of hundred metres. My only chance was to break early and hope, hope that I got a big enough jump on the other two, hope that their legs were as tired as mine, hope that I could maintain an effort to the finish line. I knew where I had to go, but there was nothing in the legs and 20 metres later Rob and Mark have come over the top and made their run to the finish. Rob just holding out Mark to take the championship.

Stats for the race, 57 12k in 1:35:23 for an average of 35.9kph. Maximum speed 74 7kph.

Results

	First	Second	Third
Men 35 to 39	Ian Milner	Richard Matison	Gary Chamberlain
Men 40 to 44	Guy Green	Phil Smith	Michael Hay
Men 45 to 49	Rob Amos	Mark Wallace	Nigel Kimber
Men 50 to 54	Rob Graham	Steve Short	Shane Schlotterlein
Men 55 to 59	Martin Stalder	Graeme Parker	John Jardine
Men 60 to 64	Bob Lewis	Reinhard Neuwirth	Brian Farrell
Men 65 to 69	Ted McCoy	Paul Kelly	Alan Sandford
Men 70+	Ron Stranks	John Porter	
Women	Debbie McCoy	Adrienne Lang	Su Pretto

Officials

Helping today were, Greg Lipple, Chris Norbury (start finish), Kathy Green (start), Geoff Puttock, Alan Hicks and Sid Dymond (TC's and marshall at the turn), Keith Bowen (entry and lead car). Thanks to all and Steve Short for the drinks.

Eastern Vets Program

Saturday	October	8	2:00pm	Metec	Graded Scratch Races/Avon Tyre Service H'cap
Saturday	October	15	2:00pm	Strathewen	Graded Scratch Races
Sunday	October	16	Around the Bay in a Day		
Saturday	October	22	2:00pm	Metec	Graded Scratch Races
October 28 - 30				Ballarat	AVCC Titles (entries close 11 October)

Note : Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time.
Handicap entries close the Tuesday before the race, entries can be submitted via e-mail to the handicapper or on any race day prior to the event.

No late entries will be accepted.

Southern Vets Program*

Sunday	October	9	9:00am	Healey Road	Graded Scratch Races
Sunday	October	16	9:00am	Carrum Downs	Graded Scratch Races
Sunday	October	23	9:00am	Healey Road	Graded Scratch Races
Sunday	October	30	9:00am	Healey Road	Graded Scratch Races

Northern Vets Program*

Sunday	October	9	10:00am	Seymour	Vic Nuttall Handicap
Sunday	October	16	9:30am	Melton	Graded Scratch Races
Sunday	October	23	9:30am	South Gisborne	Graded Scratch Races or H'cap
Sunday	October	30	9:30am	Campbellfield	Graded Scratch Races

Rose Hainal Describes What Happens On The 'Girls' Winery Tour

MEMORIES OF BENALLA 2005

There was movement in Benalla, for the word had passed around
That the girls from Eastern Vets were on their way
With credit cards at the ready – to the wineries they were bound
To search for frisky Merlot and that sassy Chardonnay
All the noted grape growers from wineries near and far
Were polishing glasses and popping corks
For the Eastern girls loved hard wine tasting and propping up the bar
While their lycra clad men challenged the Hume Vets. Boys

I hope Banjo Patterson forgives me for corrupting his fine verse but we attacked those wineries with the same courage and enthusiasm as the Man from Snowy River went after the colt from Old Regret.

The dew had well and truly evaporated from the sleepy lawns of Benalla when the Eastern Vets converged on the country town once again to pit their cycling skills against the Hume Vets. Us girls came along for the ride again [or should I say “wine” again]. With each passing year I think this trip is becoming more and more about the Saturday afternoon wineries tour than the cycling – at least in the minds of the girls.

Once again we bid farewell and good luck to our lycra lads and set off for an afternoon of wine, song and good will. Bacchus, that ancient and cheerful Greek god of wine, was smiling on us that day for the weather was perfect for indulging our taste buds.

There were a few less girls this year; I guess fathers' day weekend challenges many loyalties. It was good to hear at the Sunday barbecue that next year this won't be a dilemma as this winery [oops, I mean cycling] weekend will be held on a later date.

Numbers notwithstanding we headed off to the call of Bacchus with our taste buds watering. June outdid herself again by organising our bus, the driver and the wine tour. THANKS JUNE ! With our tastes in fine wine forever expanding we visited some wonderful wineries, finishing with our trusted friend and wine grower Cyril at Ciavarella's. I'm sure he's got us marked on his calendar!

Of course as the afternoon wore on our spirits soared [and I don't mean our blood alcohol levels]. We've sworn our bus driver to secrecy so don't even think about trying to get information out of him. What happens on tour stays on tour. I can reveal that our merriment was witnessed by several truck drivers we wolf whistled along the way. We even composed a little ditty to entertain [well we hoped we would] everyone at dinner on Saturday night. I think this is becoming a bit of a tradition. Ah the challenge to top last year's number one hit on the Eastern Vets. Music charts! It's amazing how many songs there are with wine as their theme.

Sunday morning, while our guys did battle with Mrs. Maggie, we were off to do lattes and decadent cakes at the Benalla Art Gallery. You can see we are a cultured lot. What a fine weekend this was. Thanks girls and I'm looking forward to next year already.

If any of you were hoping to find out the results of the cycling [oh that's right, that's why we came] I'm sorry to have disappointed you but you see it's a matter of priorities. You can see where mine lie. Ah, wine and cycling have become a wonderful mix.

Regards

Rose



The girls in fine song at the dinner.

Eastern Rider Results

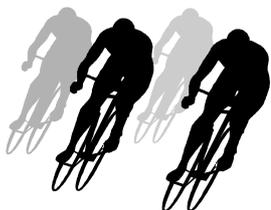
Quentin Frayne's team came second in a multisport race (30km MTB, 26km paddle, 25km mountain run) in Corryong, defending our Open Male Teams win of last year. We came 2nd in the Open Male Teams (pipped by a team whose runner came out of nowhere and smashed the run record by 7 minutes!). I had a reasonable ride, spoilt somewhat by mechanicals (chain drops and chain suck) and lack of experience on dirt and mud and a 3km hill with an average gradient of about 20+%!!

Eastern's Ian de Kam won the Classic Vets category (over 50s, doing it all on his lonesome, see next week's newsletter for more details) and Val Kalns was the paddler in the winning vets team.

CHECK OUT THE COMMONWEALTH GAMES ROAD RACE CIRCUIT

It looks more like a long crit course than a road circuit





Eastern veterans cycling club

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Newsletter October 15 2005

Graded Scratch Races - Metec October 8

The weather gods were again unkind to us, when we had to postpone another feature event last Saturday, the Avon Tyre Service handicap. The forecast of heavy rain, possible hail for the afternoon didn't look promising. Heavy rain before the start caused the 'stewards to revise the course from the 'hill circuit' to the normal outer circuit. Further rain resulted in cancellation of the handicap, which will now be held on October 22.

Notwithstanding the weather, there were 50 starters. Seven up in A grade saw another win to Rob Amos from Guy Green with Phil Thompson, who seems to be getting back to his old form third. The eight B graders had a massed sprint won by Bob Lewis from Steve Short and Martin Stalder. C grade had the biggest field with 15 starters with Harold Simpson winning another bunch sprint from Terry Murdock and Geoff Puttock. Lucio Cesario was looking pretty pleased with himself following his win in D grade

from handy sprinters in Geoff Mackay and Leon Bishop. J C Wilson headed off early in the E grade race and was later pursued by Ronnie Stranks, the two of them riding away from the rest of the field, Keith Bowen coming third a long way back. Five starters in F grade resulted in another win for John Porter from Paul Devine and Phil Stern.

A bit of rain early in the race wasn't quite heavy enough for the riders to be called, although it miserable and very blustery heading down the straight. Black skies in the west after 50 minutes of racing resulted in a hasty end to the races. This was a smart move and gave just enough time for riders to put the bikes in their car before the heavens opened up during the presentation. The covered area at Metec is a very welcome addition, particularly on a day like Saturday.

Results

	First	Second	Third
7 Grade (7)	Rob Amos	Guy Green	Phil Thompson
8 Grade (8)	Bob Lewis	Steve Short	Martin Stalder
15 Grade (15)	Harold Simpson	Terry Murdock	Geoff Puttock
9 Grade (9)	Lucio Cesario	Geoff Mackay	Leon Bishop
6 Grade (6)	J C Wilson	Ron Stranks	Keith Bowen
5 Grade (5)	John Porter	Paul Devine	Phil Stern

Officials

Thanks again to our officials, Greg Lipple was again in charge of the start/finish assisted by Graeme Parker and Nigel Kimber (who had punctured). Steve Fothergill served the drinks. Ronnie Strank's complimentary BBQ was particularly welcome on such a cold wet miserable day, thanks Ronnie.

Eastern Vets Program

Saturday	October	15	2:00pm	Arthurs Creek	Graded Scratch Races
Saturday	October	22	9:00am	Metec	Graded Scratch Races and Avon Handicap
Saturday	October	29	2:00pm	Steels Creek	Royce Bennett Handicap
Saturday	November	5	2:00pm	Metec	Graded Scratch Races

Note : Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time.

Handicap entries close the Tuesday before the race, entries can be submitted via e-mail to the handicapper or on any race day prior to the event.

No late entries will be accepted.

Southern Vets Program*

Sunday	October	16	9:00am	Carrum Downs	Graded Scratch Races
Sunday	October	23	9:00am	Healey Road	Graded Scratch Races
Sunday	October	30	9:00am	Lakeside Drive	Graded Scratch Races
Sunday	November	6	9:00am	Star Crescent	Graded Scratch Races

Northern Vets Program*

Sunday	October	16	9:30am	Campbellfield	Mountain Goat Classic handicap
Sunday	October	23	9:30am	South Gisborne	TBD
Sunday	October	30	9:30am	Campbellfield	Graded Scratch Races
Tuesday	November	1	9:30am	Toolernvale	Graded Scratch Races

Ian de Kam races the Upper Murray Challenge (30km MTB, 26km paddle, 25km mountain run) and wins the 50 + Category

Three big buck kangaroos back on their tails boxing hard and pushing each other around. And it was very fresh at 7.30am on Geehi camping ground but an inspiring place to start the Upper Murray Challenge. My personal match was about to start, and I hope I wouldn't bounce off, defeated into the scrub.

My nerves were also rattled by a paddling friend insisting the paddle would be dangerous because the rivers were so high especially for our less stable marathon boats. But I was going to enjoy this mountain bike ride regardless. It was mostly downhill [how else could you get down to the rivers far below!]

86 riders pedalled off down the flat sandy track before they were slowed by the puffin' and blowin' required for the sudden ascent of the Alpine Road. Then the downhills began. Plenty of fast swoopy corners and water bars to send you skywards for a few weightless seconds. Must land that back wheel first! Concentrate and don't crash this early in the race! I've almost forgotten that we did have some long climbs but, with some commitment, they were all rideable.

Too soon we were on the flats and splashing through creeks and puddles. Seemed to me that the bogs were really slowing me down. A glimpse at the back tyre told me why! Buggar!! The wheel was muddy, the tyre was wet, the ground was a swamp, my hands were slipping on everything, and the bloody bead wouldn't come off the rim! And all those riders were going past--- the same ones I'd desperately passed on my mad descent! And those shortie pumps are so good at biting your fingers just when you're pumping at 2000 strokes per minute! Was I here to enjoy myself? So it's a long day and I hope I'm still leading my class. Relax, wave to the sympathetic riders going past, remount and on with the race.

The Swampy Plains River promised a fast ride and I'd prefer the security of a downriver racer but this is the Upper Murray Challenge and this river was going to challenge me to stay upright and even to enjoy the very swift current running since the recent floods. Never helps when the boat beside you suddenly capsizes and is washed straight into the willows. But a rescue raft was well positioned to collect the paddler so I focussed on avoiding a similar fate. Choppy broken waves and threatening boils meant my very light TK1 was menaced from all directions. I envied the skill of the few K1 paddlers like Tony and Jody Zerbst who could race through these destabilizing conditions.

At the 4th bridge, the flood debris had blocked all channels except the far right which also felt like it was about to scrape my head when I passed beneath the span. Being bald has some advantages. The spectators/support crews lining the bridge, as elsewhere, cheered and encouraged all competitors. Not long after, I spotted a paddler running along the bank - obviously chasing his boat. I figured I'd look out for his boat to see if I could get it to the bank for him. Now let's remember this river has been flooding and is still flying along at a very fast rate, so about 20 bends later I finally passed his kayak! I think he would have been quicker swimming after it - mmmnn bit cold though.

After Bringenbrong bridge the river did settle enough for me to crank up the strokes and get paddling properly and then Towong appeared. The marshall in the pink safety vest was such a relief to see I nearly fell straight in on the last bend. Sprint through more mud and puddles up to transition. Well the fun was over and dry land and Mt. Elliot awaited.

Loaded up with the fuel belt of Powerade, gulped down more drinks, as I hadn't drunk on the river, and off down the undulating sand road. Had a chat to Del Lloyd (2nd female who ran on well to catch Wendy Wilson). Maybe I'll omit the next hour - well we just ran ? walked? climbed? Mt Elliot. Up 500 metres they say. I won't argue. I had prepared for a steep long climb and it was just that and more. Remember, this is a Challenge which is different from a race. Other runners said something about 'great views' while I read the labels on my shoes.

I couldn't ignore the panorama of green valleys spread below and the forested mountains on all sides, when we emerged from the trees to face the steep paddock descents. Thankfully the ground was still soft and the grass absorbed the thudding feet. Can't say I enjoyed the prospect of a long, flat bitumen road but after battling gravity all day how could I complain? My secret to climbing that last, never ending rise was to refuse to look up and try to think about money, sex, food, anything but my aching legs which just wanted to stop for a long, long rest.

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The Bike Ride



The Paddle



The Run



The Finish

More on that bike seat business

Feeling sweet on a bicycle built for - who?

By Alan Attwood October 10, 2005 (From the on-line Age 10/10/2)

I'm still feeling a bit guilty about not participating in Ride To Work Day last Wednesday. I guess it's an occupational hazard of working from home. I did contemplate moving the bike from the back of the house around to the front, but I knew that wouldn't feel quite right.

Actually, I'm pleased to be able to feel anything at all. On the same morning that a legion of commuters was pedaling into the city, *The New York Times* website was running a report that would have prompted at least half the riders to dismount and hail cabs. *The Times* had warned the cyclists of the world that "a raft of new studies ... add to earlier evidence that traditional bicycle saddles, the kind with a narrow rear and pointy nose, play a role in sexual impotence".

The idea that bike seats aren't compatible with male reproductive equipment has been around for a while. But now, apparently, all the evidence has been assessed in *The Journal of Sexual Medicine*, not a periodical I read regularly. And the news is not good, although it's tricky to summarise what the *Times* makes of it all, because I'm conscious that people may be reading this over breakfast. Do you really want to know the ins and outs of erectile dysfunction, saddle-related trauma, or "small calcified masses inside the scrotum"?

Suffice it to say that when men sit on a bicycle, especially for a prolonged period, they're putting pressure on a part of their body that doesn't appreciate sustained compression. Blood flow is diminished. Arteries and nerves are squashed. Bits go numb. Over time, it's likely that these bits can't do what a healthy, hulky cyclist would hope they would do. And this deflation is not something easily rectified with a bike pump.

As some readers have now turned pale, especially those people wearing tight Lycra shorts, it is incumbent on me to offer some reassurance. The *Times* quotes a researcher who is the full bottle on bike seats as saying that people should not stop cycling and that occasional riders have no cause for alarm. It's only those "who spend many hours on a bike each week" that should be concerned. Yes, you lot on Beach Road. This means you. It's time to take a good, hard look at your seat. (Rather than the seat of the lady cyclist in front of you in the pack.)

Incidentally, women cyclists shouldn't feel too smug about any of this. They, too, are sitting on similar seats. They have the same arteries and nerves, although they're heading to different destinations. And their vital bits are, to quote Messrs Bowie and Mercury, under pressure.

Now for some good news. The bicycle industry is aware of this line of research. Different kinds of saddles have been designed. Some have more padding. Some have cut-outs or splits in the back. The bad news is that researchers are not convinced that they ease any problems. So-called ergonomic saddles have a smaller surface area, which means that the same weight now rests on a smaller surface area. Ouch.

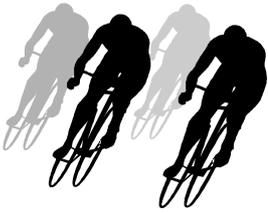
The consensus seems to be that the ideal bike seat is one that positions the rider's weight, and pressure, back rather than forwards. A seat that does not have the classical pointy nose is also desirable. I imagine this would take some getting used to. One American researcher is conducting a trial with policemen who patrol on bicycles. He gave them seats without noses and is asking pointed questions about their sex lives. They should tell him to mind his own business or stick to lab rats.

As it turned out, I didn't get on the bike at all on Ride To Work Day. But I did catch up with an old friend at the Botanic Gardens. She rode there. I drove. (Shame!) Luckily, I hadn't yet pored over the detail of the *Times* report, so I didn't embarrass her by looking too closely at her bicycle seat or ask personal questions about how she was getting on at home.

She wanted to show me a bench her family had organised in the gardens as a memorial to her late mother. It's in a beautiful spot overlooking the lake. We sat there for a while, admiring the view and soaking in the tranquillity of the scene. It struck me that here was a perfect seat: available to everyone; invested with love and memories; and guaranteed not to impair physical wellbeing.

It also seemed to me that we would all benefit from considerably more time spent sitting on park benches. Not going anywhere. Not compressing our parts on unforgiving surfaces. Just sitting, thinking, letting time slip by. Watching birds or tourists clicking their cameras. I could have used some more time in the gardens on Wednesday. But I did make one decision. I resolved to enter into the spirit of things on Friday.

Friday? Friday was Walk To Work Day. And I did. Calmly but purposefully I strolled from the back room into the study. There I settled myself on a large, comfy seat. Well padded. Broad. You know what? I didn't feel any pressure at all.



Eastern veterans cycling club

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Newsletter October 22 2005

Graded Scratch Races – Arthurs Creek Strathewen October 15

A bit of a disappointing turn out last Saturday with only 39 riders. Perhaps some of us, like yours truly were saving ourselves for the next day's Around the Bay in a Day, but Arthurs Creek Strathewen is a top circuit and it is not all that far away for most riders.

Surprisingly there were 9 in A grade which was the biggest A grade field for a while. Craig Everard volunteered to go up. Craig came 12th in the hill climb on Friday from Monbulk to Mount Dandenong. If you check out the cycle2max.com.au site you will find Craig is up with the best times up the Wall.

B grade with 7 starters finished in a very close bunch sprint won, by Gary Chamberlain from Bob Lewis and Martin Stalder. Nick Skewes put in a creditable performance with his rear derailleur cable breaking just before the start, riding with only two gears and finishing with the bunch..

Another bunch sprint in C grade saw Greg Lippie just win from Andrew Finnigan and Ian De Kam. But where were the D graders? Only 5 starters including Glenn Archer and J C Wilson who are not renowned for their hill climbing ability. Richard Flanagan won by the proverbial country mile from Dick Barnes and Geoff Mackay. Richard's comfortable win means he won't see D grade again for a long long time. Six starters in a combined E and F grade saw Ronnie Stranks winning from Richard Maggs and Ken Crow.

Nigel's Week of Cycling

What a week!. I think it would bring a smile to my cheeks if I were to never straddle another saddle.

The Sun Tour and Gran Fondo

It started with a short jaunt to Williamstown on Sunday to catch the start of the Herald Sun Tour. An interesting experience, the course probably a little short to enable the teams to get fully organised before they finished.

Thursday saw me out at Healesville at 05:00 to register for the Gran Fondo, long story ; over enthusiasm, inability to judge travel time, and the misfortune of setting the time an hour ahead when checking the alarm. It was not a bad day for the ride, a little windy but otherwise very pleasant. Rob Graeme was there to do the ride also. Setting off at 8:00 we followed the first part of the race route, a missed turn had us follow the Warburton Highway all the way to the Maroondah when we should have turned right some-where earlier and re-join the Maroondah at Cold Stream. There are a few hills on the Warburton Highway, that when

driving to Yarra Junction, you think would be murder to ride up, trust me they are, especially on the commute bike. With a very strong head wind on the Melba leading to Yarra Glen and only a couple of riders rolling at the front of the bunch the legs were beginning to complain. By the time we got through Yarra Glen and were heading back towards Healesville they'd had enough, as the others in the group turned at Old Healesville Rd. I continued on to Healesville to catch the start of the race.

After the start it was in the car and back to Old Healesville road to watch the race go through. A group of about 15 were there to watch the break, and then the peleton, pass. About 90% of the spectators were Eastern members. A couple more members rode through in the petite Fondo (my expression) before the race came through. From there a quick dash up to Toolangi to catch the race there, after the two leaders and the first couple of pursuers went through it was a race down Chum Creek Road to beat the road closure (only just made it) and into Healesville to catch the finish. Another half dozen members were around town by this stage and I made the observation that there were more there than turn out to a regular race meeting (quite prophetic given Saturday's turnout, see below).

Saturday morning it was into Carlton for the final stage - the criterium, again there was a poor spectator turnout, Eastern Vets were well represented with half a dozen members passing my vantage point and another few around the circuit who managed to get there faces on TV. After the finish it was another mad dash to Arthurs Creek via Eltham to race.

Thirty nine members turned up to race, 40 actually but John Jardine discovered that he was meant to be on duty and so had to swap hats. A-grade had 9 starters, which made it one of the biggest groups, for a change.

The race plan was the tried and trusted 'hot-dog road circuit' plan; sit in for two laps, get a feel for body and soul, and then start pushing things on the many little inclines on the circuit in an attempt to break things up. And true to form that plan went out the window on the first incline after the neutral zone. (*Nigel should follow Spike Milligan's advice, which was to never have a plan and then nothing could go wrong*). A training habit I have is to push it up every incline, no matter how small, attempting to maintain, if not improve, my speed by the top of the bump. Under race conditions the group are more inclined to allow their speed to decline on the incline, but I can't, and without

some serious self-control I get carried away on the first rise resorting to habit and go to the front to maintain the speed.

The misinterpretation of my training habit for an attack saw the race start proper. There were several more attacks in the first lap by various riders, notably Rob Amos and Phil Smith, each effort attracting one or two riders, none were allowed to get too far out or stay away for too long. The start of the second lap saw the first casualty with I. (C. C. H.) Milner living up to his name and dropping from the bunch early in the lap. Half way out Phil Smith has put in another effort taking Neale McLennan with him, this break stuck for quite a while with Phil doing the majority of work. Three quarters of the way out my early escapades started to take their toll. A break in the bunch just ahead of my wheel gave Rob Amos enough to take off and join Phil who was now on his own, Neale dropping back to the bunch. No sooner had Rob joined Phil than Guy decided to get serious and bridged the 50 or so metres in distressingly quick fashion. This left three away, a bunch of four chasing, and me a further 20 metres back desperately trying to coax some effort out of my limbs. A kilometre or so's rest was enough to enable some energy back into the legs and after an effort I was back with the chasers.

Some where along the way back we lost another member to the pace and then Mark Wallace punctured towards the end of the second lap, leaving three a-reserve riders chasing three a-graders. Taking turns Phil Thomson, Neale, and I continued the chase with little expectation, but a little hope, a puncture in the lead group and we'd be racing for some money rather than just, well whatever we were doing it for. Toward the end of the third lap Mark rejoined the chasers and we continued to plug away, not expecting to make any inroads into the leaders, our expectations were met. The fourth lap saw Phil Thomson loose contact with the chasers and it was back down to three on three. At this point I was thinking I'd rather be playing 3on3 against the lead three rather than chasing them, at least we would've had the height advantage.

The leaders started the final climb together, an attack by Guy toward the top put three metres into Rob, Rob's response put three metres into Phil and that's how they started the descent a three metre gap between wheels. Rob's descending skills had him back on Guy's wheel at the final turn, Phil's small stature and low weight had him unable to join the party going into the finish straight. An attack by Guy down Green's road stretched the elastic band to near breaking point but Rob was able to scramble back to be on Guy's wheel at the final turn giving him the ideal sit for the finish. Rob capitalised on his position to finish just over Guy in a tight sprint, Phil Smith coming in a couple of seconds behind. The race for fourth came down to a sprint also with Neale just getting up to pip me on the line with Mark, a lap down, sitting up for the last couple of hundred metres.

My stats for the race were 52. 21k in 1:29:54 for an average of 34. 8kph, the leaders doing it a bit quicker.

Given the conditions and the quality of the course the turnout was a little disappointing. Yes there is a hill or two in the course, but if the fields are large enough there are plenty of kilometres to sit in and recover/prepare. The course can reward effort, both for those who want to attack and for those who are prepared to make the effort to stay with the leaders. I believe that finishes at Strathewen have been split 50/50 between bunch sprints and break-away wins. The road quality is good, there is very little traffic, and the locals still see a bike race as a novelty rather than an inconvenience.

Around the Bay in a Day

Sunday didn't dawn. One of the joys living close to town is the half-hour roll down to docklands and points a little further away. A 5:30 departure time and a penchant for not wanting to be late combined with a responsibility to deliver a set of bibs (ticket to ride) I was making my way through a chilly Sunday pre-dawn soon after 4:30. Paul Kelly was already at Graham Street by the time I arrived around 5:00, his penchant had had him there a good hour before me. As the minutes rolled past half a dozen members rolled up, by 5:20 we were all there except the individual for whom I had the bibs. With the dawn breaking onto what was going to be a glorious day for riding, and Paul champing at the bit to be away the decision was made for the others to set off and I would wait 5-10 minutes after half past and chase. Peter Howard offered to wait and ride with me so that is how it went. At twenty to six, long after groups of riders had stopped parading along Williamstown Road, Peter and I set off. It wasn't long before we started catching and passing groups on our way over the Westgate and through the South-West suburbs to the Geelong freeway.

Soon after getting on the freeway we were passed by a couple of riders towing a small train, I didn't need to be asked twice, the early pace combined with Saturday's racing certainly beginning to tell. We hopped on and sat on 37-40kph all the way to Geelong, Peter doing his share of work, my two efforts being brushed aside as the speed dropped to less than the obviously required 37. Each group we passed I looked out for the others, hoping to catch sight of the few Eastern jerseys I knew were somewhere ahead of us and giving me the excuse to hop bunches and curtail the punishing pace.

We lost our engine and a couple of minutes, on the outskirts of Geelong proceeding to Queenscliff at a slightly more leisurely pace. Arriving at 9:10, the hundred and ten odd k had been covered in three and a half hours at an average of around 33kph. At Queenscliff we were greeted by a couple of autograph hunters who were quite impatient with an old man who struggled to hold the pen let alone sign his name, but flattering none the less. Queenscliff was where we caught up with the others who had also managed to catch a fast moving group arriving just a couple of minutes before us. We were all ferried onto the 10:00 ferry for the crossing to Sorrento.

Having been greeted by autograph hunters at Queenscliff I was expecting a similar welcome at Sorrento, or at least a group of Eastern riders to swell our numbers for the run home. There was no such welcoming party and the eight of us set off up the road. With the exception of a slow leak in Peter's back tyre that necessitated a replacement, which he managed without stopping the group by riding ahead, the whole circuit was uneventful. There were a few colourful characters on the road, one on a scooter ; two with the left leg, swap, two with the right, swap, One on a large

wheeled unicycle, which could have been interesting on some of the descents, and heaps and heaps of people taking up the challenge. *(Two riders of unicycles were seen descending Olivers Hill, very carefully I must admit ,but amazing to see. KB)*

My legs are a little sore, both from the inside (muscle ache) and the outside (sunburn), my stats for the ride were 225k (home to home) in 7 hours 40.

Results

	First	Second	Third
I Grade (9)	Rob Amos	Guy Green	Phil Smith
I Grade (7)	Gary Chamberlain	Bob Lewis	Martin Stalder
(Grade (12)	Greg Lipple	Andrew Finnigan	Ian De Kam
I Grade (5)	Richard Flanagan	Dick Barnes	Geoff Mackay
I Grade (6)	Ron Stranks	Richard Maggs	Ken Crow

Officials

Officials today were, Rob Graham, John and Glenys Jardine, Paul Kelly, John Lynch and Keith Bowen, with Glenn Archer keeping up the supply of drinks.

Eastern Vets Program

Saturday	October	22	2:00am	Metec	Graded Scratch Races and Avon H'cap
Saturday	October	29	2:00pm	Steels Creek	Royce Bennett Handicap
Monday	October	31	8.00pm	Maroondah Club	Monthly General Meeting
Saturday	November	5	2:00pm	Metec	Graded Scratch Races
Saturday	November	12	2:00pm	Arthurs Creek Stratheven	Graded Scratch Races

Note : Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time.

Handicap entries close the Tuesday before the race, entries can be submitted via e-mail to the handicapper or on any race day prior to the event.

No late entries will be accepted.

Southern Vets Program*

Sunday	October	23	9:00am	Healey Road	Graded Scratch Races
Sunday	October	30	9:00am	Lakeside Drive	Graded Scratch Races
Sunday	November	6	9:00am	Star Crescent	Graded Scratch Races
Sunday	November	6	9:00am	Star Crescent	Graded Scratch Races

Northern Vets Program*

Sunday	October	23	9:30am	South Gisborne	TBD
Sunday	October	30	9:30am	Campbellfield	Graded Scratch Races
Tuesday	November	1	9:30am	Toolernvale	Graded Scratch Races
Sunday	November	6	10.00am	Seymour	Chooks Wheel Race

Coming Event

Royce Bennett Handicap October 29 Steels Creek 2.00 pm. Entries close on Tuesday 25 October, with Keith Bowen (9439 8013 or email keithb@rabbit.com). We would prefer your entry by Saturday as the handicapper will be away next week. If you enter after Saturday there is no guarantee of getting your correct mark. An email will be sent out later in the week, or you can enter on Saturday.

Metec Water Supply

We have been advised that the water supply to METEC will be cut off Saturday 22 October from 8.30am to 3.30pm. If you are racing please make sure you have plenty of water with you. **It would be appreciated if toilets are only used in an emergency and if used, flushed before you leave.**

Some Eastern Rider Results

Mont 24 hour

Craig Peacock won the 40+ category with 17 laps from **Jeff Williams** (former member) second with 16 laps with **Greg Molesworth** 13th with 10 laps.

Adelaide Masters Games

Su Pretto cleaned up with gold in duathlon and 2000 metre pursuit, and silver in the 500 metre time trial, road time trial, road race and triathlon. This was riding on the track for the first time and riding her road bike.

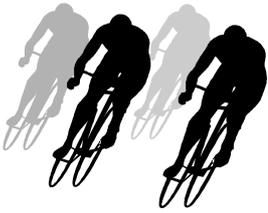
Neil Wray also cleaned up with gold in pursuit, scratch race and criterium and silver in the 500 m time trial and sprint derby.

Casey Fields is on the way

Casey Council has awarded the tender for the construction of Criterium Cycle Track, Casey Fields, to Streetworks Pty Ltd, for the sum of \$576,540. Construction is expected to take 16 weeks.

Your Library May Have The Dvd Of The 2005 Tour

The 2005 DVD of le Tour is now available at the Yarra Valley Library, they have five copies. Other libraries also may have them.



Eastern veterans cycling club

www.easternvets.com

Newsletter October 29 2005

Avon Tyre Service Handicap Metec October 22

Another one of those days with showers floating around, will racing be on or will it be cancelled? A day very similar to a fortnight ago when we cancelled the Avon Tyre Service handicap. No rain at Montmorency, but rain in the morning in the hills meant there were a few calls to find out whether it would be on or not. Luckily the rain held off for the races, although it looked threatening a few times. It bucketed down on the way home and a very bedraggled Steve Gray was seen approaching Warrandyte where his car was parked. My guess is that in the future, if it looks like rain, Steve will drive all the way and forgo the warm up ride from Warrandyte.

Sixty four riders was a good turn out. Those setting out the course got in before I could park my car beside the office and stop the use of circuit encompassing a couple of extra right angled turns. D, E and F grade races were completed without any dramas, although there was a tendency to forget to turn right at the traffic lights. Unfortunately in C Grade Harold Simpson came down on the left turn down the little dogleg and was taken away by ambulance (apart from being a little bruised and battered, Harold is fine). Some quick thinking by someone, directed the riders around past the office until the track was cleared. Most riders got back in and the races resumed in earnest. The handicap of four laps was a pretty torrid affair. Bunches took off at 20 second intervals, which meant that scratch were giving away a start of 1 min 40 sec over a distance of 4.8 km. Limits were quickly mown down by the 1 min 20 bunch staying together. But most of the other bunches split up in the last one or two laps. With one lap to go it was pretty clear that Rob Amos and Guy Green would get up, passing the leaders just past the traffic lights. These guys are good. If my maths is correct, they completed the 4.8 km in 6 min 30 sec at an average speed of 44.3 km/hr.

Thanks to our sponsor, Nick Hainal of **Avon Tyre Service**, remember if you want tyres go and see Nick, he a long term sponsor of the club.

Nigel's Race Report

The weather man had hinted at the probability of rain, hail, and storms. This didn't bode too well for the opportunity to take advantage of the sponsorship of Nick Hainal and Avon Tyres for the second time in as many fortnights. Fortunately the meteorologists got it wrong and Avon Tyres' bottom line is now a couple of hundred dollars down. As it turned out it was an almost ideal day for racing, the conditions were overcast but mild with minimal wind (a pleasant change for METEC). The circuit for the scratch races contained the extra kink around toward the

car park, although this changed mid-race later in the afternoon.

A couple of large bunches saw the scratch racing split over two sessions, with D, E, and F setting off at two o'clock for 45 minutes of punishment, A, B, and C 50 minutes later.

Ivan Tarrant was the protagonist in the d-grade bunch, taking off very early opening a twenty metre gap that the bunch didn't seem too interested in closing, the bunch quite happy to leave him to hanging out there for a couple of laps. Five minutes later it was all back together until Ivan decided to stir the pot once again, attempting another break five minutes later. With warmer legs the bunch was a little more inclined to respond, the elastic band was stretched to breaking point but didn't.

At the half way mark John Thomson has attempted to make his mark with a strong surge off the front, this lasted a lap before the chasers had him back in the bunch. Shortly after regrouping Ivan has made yet another attempt to get away, this time Chris Norbury was able to go with him and the two opened a little gap before a stretched bunch pulled them back. Sensing that the bunch were wearying of the constant change of pace, and probably hoping that they'd give up, Ivan has gone again, this time holding ten to twenty metres for a lap before being reunited with the bunch.

The next ten minutes saw the bunch get stretched, as one rider or another picked up the pace, and then concertina back as they realised they were flogging a dead peleton. It was as a bunch that they received the bell. The finish coming down to a tight sprint Tony Curulli winning ahead of Lucio Cesario. Ivan Tarrant having enough in his legs, after his efforts during the race, to hold onto third and progress to the next round - the handicap.

The e-grade race was a little less hectic, an early break by Ian Jones was short lived with the peleton catching him after a couple of laps. The race progressed as a series of surges that had the peleton stretch and recover, then roll around for a while as a group while the riders recovered before being stretched again. Val Kalns being one of the key instigators of the peaks in the pace. The majority of the group of twelve took the bell together and it looked like coming down to a bunch sprint. An attack by Val 250 metres from home put an end to any thought of a bunch kick as the group was stretched in response. Val holding off a determined Su Pretto with Ron Stranks crossing in third place comfortably ahead of the remaining chasers.

The f-grade race was even less hectic with the bunch of five circulating together for the whole race. There appeared to be a different leader each time the bunch rode past your intrepid reporter as each member took his or her turn at setting the pace. In the end it came down to a dash for the line with John Porter, Laurie Bohn, and Mike Fisher (Snr.) making it through to the handicap.

The a-grade race started with a rush of blood from Guy Green which was met with cat calls from the gallery of assembled b & c grade riders, and a shaking of the heads and rolling of the eyes from the a-grade riders who were still trying to get their shoes cleated to their pedals (now there's an idea, a three legged bike race, hmmm). Realising the error of his ways, Guy has sat up 20m down the road and waited patiently as the others have got them selves organised.

Ten minutes into the race the bunch was effectively split in two as Ian Milner, Rob Amos, and Phil Smith got away. With three away and only three in the chasing bunch this looked like it could be a significant break. It didn't take too long for Guy to react and bridge across leaving Phil Thomson and Neale McLennan to chase the best they could. Phil T. , beginning to regain form, has found what was needed and got across with Neale hanging onto his wheel, the effort proving too great for Neale who dropped away soon after.

Efforts by various riders (Rob mainly) saw the pace maintained at a fair clip, after half an hour of racing one such effort has broken the bunch with Rob dragging Guy and Phil T. away. Phil Smith was able to struggle back to the break but Ian was not, effectively ending his race. Having made it back to the leaders Phil S. has gone straight off the front to open up a handy 50-metre gap. A lap later Rob broke from the other two and crossed, Guy obviously didn't feel threatened by the break and left the chasing to Phil T. who was able to bring it all back together.

Then it got serious. With around five minutes to race Rob and Guy decided that it was time to end the mucking about and took off, leaving the two Phils to fight it out for the last position in the handicap.

Even with the sit for the last couple of hundred metres Guy was unable to get around a powerful Rob Amos finish. The race for third going the other way with Phil T. making the most of the limited draft the diminutive Phil S. provides to get over him just before the finish.

An incident in the c-grade race had part of the circuit closed for almost half the race. What, from the finish line, sounded like a tyre blow-out on the left-hander off the hump saw two riders come down hard and the other riders in the bunch going every which way. With that corner effectively blocked a rapid change of course was implemented, the racing continued straight along the back of the buildings before re-joining the original circuit by the registration area. Due to the sizes of the B and C grade bunches their races became neutral until the area was cleared, the smaller a-grade field, being able to get through relatively unhindered, continued to race.

Up until the crash the b-grade race had been fairly sedate, well, from an observers point of view, I'm sure the

participants would argue that they were on the limit and that plans were being hatched and executed every other turn of the pedals. Once racing was back under way the pace hotted up, just as it got serious Ian Smith pulled out with some excuse about a flat tyre. Neale McLennan's offer of his bike was politely declined on the grounds that it might not be a good image for the president to look like a circus performer on a miniature bike.

The pace had the bunch stretching to near breaking point on a few occasions, but it held together. Forty minutes in it looked like the rubber band had reached it's limits as, Brett Rallings, sporting some non-union skin and making a tentative return to the field of competitive cycling, asked the question 'how fast can I go before I fall off?' Either he went close to finding out or the stragglers found that little bit of reserve and the bunch was back together with five minutes to go. This close to the finish nobody was going to waste the effort on what would undoubtedly be a futile attack. Well, nobody but Gary Chamberlain, who either anticipated the bell a lap early, or simply took the opportunity to stretch his legs with a couple of laps to go, probably the former, as, not hearing the bell he sat up and allowed the bunch to reform.

In an attempt to spoil the sprinter's fun, and anticipating the bell a bit better than Gary, Phil Pelgrim has powered through the top turn to open up a gap on the field. Half way through the last lap it was looking like he might carry it off, a hard chasing Brett was closing the gap with the bunch not too far behind. Brett caught and passed Phil on the top corner and they both came into the finishing straight with an ever-decreasing lead. Phil was swamped by the bunch about 50 metres from the line, Brett suffering the same indignity soon after as the sprinters had their day, Steve Gray proving too strong finishing ahead of Gary Chamberlain and Bob Lewis.

With the exception of the disruption caused by the crash, the c-grade bunch managed to stay together for the whole race. From the sideline there were no obvious antagonists in the bunch and although the post-race talk indicated that it was a hard and fast race (when they were racing) it was hard to discern the individuals who were making it difficult for the others from my vantage-point. In the end it came down to a bunch sprint, a very tight finish with less than 5 seconds covering the whole field. Terry Murdock, Alan Hicks, and Adrian Darcy earning the available places in the handicap.

Then we got to the money race.

Unfortunately most of the lower grade riders had dispersed by this time and they missed out on a great sprint race. Held over four laps of the 'usual' circuit the six groups were set off at twenty second intervals. By the time the a-grade group got underway, 1 minute 40 down on the out-markers, they had almost 4/5ths of a lap to make up.

The f-grade bunch were split at the end of the first lap, the e-grade riders working well together had all but caught the dispersed f-graders. The d-grade group had used the time between races to practice their rolling technique and looked good as they went through, the gap to the bunch ahead still around the twenty second mark. The c-grade bunch, although not as pretty as the d-graders, were working

effectively and appeared to be taking a bit of time out of them. The b-grade group were also working together and seemed to be marginally closer to the c-graders and holding their own against the a-graders

The end of the second lap saw the e-grade group come through first with John Porter hanging on for all his worth, the d-grade group were still looking good but not making any noticeable headway into the leaders. C-grade were showing that you didn't have to be pretty to achieve as the gap to d-grade had shrunk another couple of seconds. The b-grade race was all but over, the scratch group almost on top of them as they passed the finish post, a four lap concerted effort proving too much for sprinter's leg's.

The end of the third lap (the beginning of the last), saw the beginning of the end of the working groups, e-grade went through, still intact and still rolling. But the majority of the other groups were stretched or busted apart, some riders abandoning their buddies in the search for individual glory, some dropping away as the legs started to fail them. The top two scratch riders were still swapping turns and

mowing the hapless bunch remnants down in their pursuit of the leading threesome.

As the a-graders crossed the line for the last lap they still had nearly two hundred metres to close on the leaders. In an event like this the ability to maintain a sustained effort is all important and it showed as the unrelenting a-grade pair of Rob Amos and Guy Green chased down the lead group sweeping aside all in their way. About three hundred metres from home they achieved their goal as they rode past the last of the competition. In a repeat of the scratch race result Rob Amos was able to hold off Guy to take the big money. Back in the e-grade group, the petite Su Pretto had been able to take advantage of the bow-wave and subsequent vacuum created by the eventual winners as they passed to gain a break on her cohorts. Su was able to hold this break to finish third ahead of a strongly finishing Val Kalns, Ronnie S. getting a well deserved fifth.

A few jokes at the post race presentations by the club president went down quite well, maybe a miniature bicycle would not have been out of place.

Results

	First	Second	Third
1 Grade (6)	Rob Amos	Guy Green	Phil Thompson
1 Grade (15)	Steve Gray	Gary Chamberlain	Bob Lewis
1 Grade (15)	Terry Murdock	Alan Hicks	Adrian Darcy
1 Grade (12)	Tony Curulli	Lucio Cesario	Ivan Tarrant
1 Grade (11)	Val Kalns	Su Pretto	Ron Stranks
1 Grade (5)	John Porter	Laurie Bohn	Mike Fisher
1 handicap	Rob Amos (scr)	Guy Green (scr)	Su Pretto (80 sec)
	Ron Stranks (80 s)	Val Kalns (80 s)	Terry Murdock (40 s)
	Lucio Cesario (60 s)	Gary Chamberlain (20 s)	Alan Hicks (40 s)
	Ivan Tarrant (60 s)	Adrian Darcy (40 s)	Phil Thompson (scr)
	Fastest Rob Amos 6 min 30 sec (approx 44 km/hr)		

Officials

Officials today were, Rob Graham, John and Glenys Jardine, Paul Kelly, John Lynch and Keith Bowen, with Glenn Archer keeping up the supply of drinks.

Eastern Vets Program

Saturday	October	29	2:00pm	Steels Creek	Royce Bennett Handicap
Monday	October	31	8.00pm	Maroondah Club	Monthly General Meeting
Saturday	November	5	2:00pm	Metec	Graded Scratch Races
Saturday	November	12	2:00pm	Arthurs Creek Strathewen	Graded Scratch Races
Saturday	November	19	2:00pm	Dunlop Road	Graded Scratch Races

Southern Vets Program*

Sunday	October	30	9:00am	Lakewood Blvd	Graded Scratch Races
Sunday	November	6	9:00am	Star Crescent	Graded Scratch Races
Sunday	November	13	9:00am	Lakewood Blvd	Graded Scratch Races
Sunday	November	20	9:00am	Healy Road	Graded Scratch Races

Northern Vets Program*

Sunday	October	30	9:30am	Campbellfield	Graded Scratch Races
Tuesday	November	1	9:30am	Toolernvale	Graded Scratch Races
Sunday	November	6	10.00am	Seymour	Chooks Wheel Race
Sunday	November	13	10.00am	East Trentham	Pig and Whistle Handicap

Camperdown to Warrnambool

Congratulations to Debbie McCoy for her third place in the Camperdown to Warrnambool.

Around the Bay 2005

Graham Haines makes it all the way

This was my eighth Round the Bay in the last ten years but never have I done so little training. Prior to last Sunday, the longest ride that I had been on in the months leading up to the ride had been one of 100kms from Woori Yallock up to the Upper Yarra Dam and back with a diversion to Hoddles Creek in the company of Paul Kelly, Nick Hainal, Alan Hicks and Hylton Preece. That was on the 28th August and then we went to the Flinders Ranges for ten days where I managed to do something to my left knee after a couple of strenuous bush walks. I don't mind going up hill but I hate coming downhill. The knee took a couple of weeks to right itself and since then, I completed one ride on the road bike up the 1 in 20 to Olinda, Monbulk, Mt Evelyn and home to East Ringwood and a few rides on the mountain bike culminating in a trip to Southgate and back via the Yarra River trail beginning at the car park on Tindals Road. That was on that very wet Saturday afternoon the week before the Round the Bay.

I was in two minds as to whether to go or not but on the strength of spending four hours on the bike on the 8th October, I decided to start with the aim of getting to Queenscliff, crossing to Sorrento and finishing the ride there. I also decided that I would try to compensate for the lack of time on the bike by paying more attention to food, drinks, clothing etc in an attempt to ward off the dreaded rise of the lactic acid that I have always had a problem with.

First the clothing – I invested in some “Skins”, having read about their miraculous ability to combat lactic acid and aid recovery. They are a much tighter fit than leg warmers and I was a bit worried about wearing them under bike knicks but they were comfortable and not too hot. And they work. A short sleeved thermal vest, Eastern top and arm warmers completed the ensemble.

I have lost a couple of kilos recently and decided to go on the wagon for the week before the ride. Carbohydrate loading consisted of chicken pasta on Friday night, spaghetti bolognese on Saturday night and pasta carbonara eaten from a vacuum flask at J L Murphy Reserve about twenty minutes before we set off at 5.30. For food on the ride, I took four sachets of Gu, four high energy bars and four bananas, with half to be eaten on the way to Queenscliff and half on the way back should I decide to continue.

For drink, I had two bike bottles of “full strength” Staminade plus a two litre Camel Back with a very weak solution of the same plus a snap lock bag containing enough powder to make up three more bike bottles. By the end of the ride, I had consumed about four and a half bottles and the Camel Back had maybe half a litre still in it. On the ride to Queenscliff, I attached myself to the back of the Eastern train secure in the knowledge that there would be a platoon of Eastern riders at Sorrento to drag me back to Melbourne. But where were they? The café was devoid

of Eastern colours. The unpalatable truth struck home – they had left without us!

But our group had swelled to seven or eight and having phoned my wife at Queenscliff and told her to abandon the rescue plan, I was committed to completing another Round the Bay. The Eastern group on the way back was fantastic – Nigel was doing his sheepdog act and offering words of encouragement to the stragglers. I was dreading the hill at Mount Martha but I was actually climbing better at the top than I was at the bottom. Sometime after Frankston, I think, a group of seven or eight riders went by at great speed and an Eastern top was spotted amongst them. Paul Kelly, true to his natural instincts, immediately gave chase – he later said he thought it was me! I wish. However, I think it was Ian Milner.

Many times on the way back, I had that sensation of fluid running up inside my left leg which usually signals the onset of cramp but changing down to the small chain ring and upping the cadence and keeping up the fluid and food intake successfully kept the lactic acid at bay.

The group kept together until the last 15 kms or so and I had the privilege of riding in the company of Michael Milton, para-olympian skiing gold medallist and one-legged skiing world speed record holder. I still don't understand the physics of cycling with one leg, or skiing for that matter.

At just after 2.30 I pulled into docklands to the welcome sight of Ian and Steve guarding an esky of cold drinks. After an hour or so of winding down with a couple of drinks, Ewan, Paul, Nick and I had to find our way back to J L Murphy Reserve. Luckily, Harold Simpson knew the way so we followed him – at least that was the plan but we lost Harold over the footbridge so we had to work it out for ourselves. This we did and were soon back at the cars. I kept the “Skins” on to put their recuperative powers to the test and forced down another bottle of water on the way home but couldn't resist the lure of a chicken zinger burger and chips at a KFC on Burwood Highway!

So ended another Round the Bay. I would never have believed that paying attention to diet and clothing could have such a beneficial impact and compensate for a pathetic lack of training. Next year, I'll do the training and my fair share of work at the front.

Regards

Graham Haines

Geoff Puttock tackles it for the first time

A Beach Road Virgin

Having not ridden a bike with any serious intent, for nigh on forty years, I purchased a Hybrid nearly two years ago. I started exploring the local bike paths of Eltham, Westerfolds Park et cetera.

This was not enough for me! I needed more of a challenge. Eastern Veterans gave me that test and having treated

myself to a road bike last November I now find those meagre early rides less than a warm up.

Our illustrious Secretary, Keith Bowen, was asking for riders to cycle "Around the Bay in a Day" and fly the club's colours.

I opted for the Sorrento and return alternative, having heard whispers of extended delays at the Ferry terminals and not being one who enjoys hanging about I thought that would be the better option.

Second thoughts set in when a meeting time of 6am at Port Melbourne reminded me of early starts for Time Trials in the UK.



Way back in a period as a spotty teenager I would ride out, racing wheels attached to the front of my bike on sprint carriers. Hands covered in fur-lined mitts, wearing my elder sister's old woollen tights (no Lycra in those days) I would ride 30 to 40 miles for a 6am start. Must have been crazy then and my wife reckons I'm not much better now.

I did not have to ride to the start this time, opting to wake the neighbours at 5-15am with the roar of the old MkII Jag (a car that does not appreciate early cold starts).

Hanging around the J L Murphy reserve where a shivering bunch of blokes readying themselves for the ride ahead. About a dozen Eastern members, and a token couple of Northern and Southern interlopers, made their way towards 'Beach Road'.

This would be my initiation to the delights of riding the smooth skin surface of Beach Road. Being more used to the undulations of Nillumbik Shire and the rough surface of the Boulevard I was looking forward to being able to skim along around the bay. I was not disappointed. We cruised along at a steady 30 – 35 kms/hr with Steve Gray and Shane Schlotterlein taking up the early front position of the 'Peloton'. The station at the front and amid the peloton changed constantly as we passed other riders, stopped at

traffic lights and negotiated roundabouts. The banter between riders was made all the more enjoyable by the jokes and tales from Harold Simpson and Graham Parker, none of which can be printed in these pages (ask Harold about the Great Dane at the Veterinarian).

A toilet stop midway was a great relief for one of our number and the riders immediately following him. Those with stronger bladders kept on towards Sorrento and the promise of breakfast.

By the time we reached Sorrento the arm warmers had been rolled down as the sun's warm rays started to break through and a couple of undulations negotiated. A cast of thousands seemed to be queuing for the Ferry, we skirted around them and searched for our brekky spot. Some opted for a place close to the foreshore, five of us climbed the hill into the main street of Sorrento for an egg & bacon roll and a lattè. The place had a carnival atmosphere with street performers, train rides for the kids and plenty of bikes.

Having partaken of enough sustenance for the return journey we joined the growing number of cyclist now on their homeward leg(s), having traversed The Rip from Queenscliff and heading off towards the Docklands. The mixture of riders and machines were numerous and varied. Unicycles negotiating the hill down into Frankston, recumbents hidden from view by other riders, disabled riders, paraplegic and one legged, showing us that cycling can be a means of transport for many.

The first twenty or thirty kilometres were a casual roll but as we neared the City the speed increased as we felt the competitive urge. Speeds of 40-45 kms/hr were recorded on our speedometers as we dashed around the Bay. As we neared St. Kilda we regrouped for our final few kilometres into Docklands where an esky of cool drinks was awaiting, kindly tended by Ian Smith & Steve Short.

Two-hundred and three kilometres, in just over seven hours riding time, a little more than the twelve or so kms that I started riding nearly two years previous!

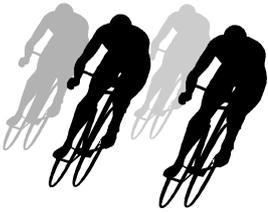
A health bonus for all of this riding is a Cholesterol reading of 4.9, down from 5.6 a couple of years ago.

PS

All those kind souls that were asking and giving advice on what was clicking on my bicycle and all the solutions i.e.: loose spoke, cracked bearing. After checking spokes, stripping, cleaning and regreasing of wheel bearings etc, my dear wife suggested that I put the bike on to the wind trainer. She is a little beauty! I quickly traced the noise (even with my bad hearing) to the Michelin Presta valve, a tube that I had purchased in France. So beware those of you that have Shimano rims and cannot trace an annoying click, check your valves and put a little PTFE tape around them.

Regards

Geoff Puttock



Eastern veterans cycling club

www.easternvets.com

Newsletter November 5 2005

Royce Bennett Memorial Handicap Steels Creek October 29

For a change the weather was a bit warmer than we are used to, but the typical northerly greeted the 64 starters for the annual Royce Bennett Memorial Handicap. Most bunches had 10 to 12 riders, the exceptions being scratch with five, but no Guy Green and Rob Amos, and limit with John Porter the lone starter. John was riding strongly and it took a lap and half for the 19 minute bunch to catch him. Unfortunately, the 15 minute bunch were not far behind and quickly swept by, with Brian Farrell and Sally Both being able to hang on. The 12 and 15 minute bunches amalgamated with a lap and a bit to go and were never headed. Scratch had caught the 2 minute bunch with over a lap to go. Not sure what happened to the 5 and 9 minute bunches but there were plenty of representatives of the various bunches who had pulled out after two laps to watch the finish.

The judges were nervous about getting placings down to 10 if there was a bunch sprint. In the end it was a piece of cake and they worked out seven of them without any trouble, the remaining three worked out later on. In a strong sprint Hylton Preece won from Wayne Robinson, who found himself on the gravel at one stage, but managed to recover. Hylton didn't realise he had won the race until some time later, he thought he had only won the bunch sprint. Ian de Kam came third with another strong ride from Su Preto, fourth and Gary Binding who we haven't seen for a while coming fifth. Peter Leonard from Southern won the sprint for fastest time.

Nigel's Race Report

It was late on Friday night as the isobars came together in the Western suburbs of Melbourne, blowing into town in the early hours of Saturday morning, howling through high tension power lines, rattling windows, and giving rise to concerns about the sanity of riding a handicap. As dawn broke and the day progressed they started to dissipate, but in the far eastern reaches, around Yarra Glen, the wind was still strong enough to have the trees bowing to the gods of the south.

And so it was that under overcast, but unthreatening, skies 64 odd souls took to the road in search of glory and fame, or to simply attempt to recuperate some of their drink money.

With an hour or so to kill before start time Brett Rallings and I tapped it out to Steels Creek and back, get the legs accustomed to propelling a velocipede across the tarmac. The return journey certainly a lot faster than the outbound one (and not because we had miss-timed the ride).

Approaching the start area we were passed by the lead car followed by a solitary Johnny Porter, given the conditions it wasn't going to be a fun day for any of us and even less so for a lone cyclist trying to keep 63 pursuers at bay.

The scratch bunch, although small seemed to be fairly well balanced and under less windy conditions would have stood a very good chance of getting into the money. With largish two and five minute bunches our work was going to be cut out for us, but, if the bunch ahead stayed together and we caught them there was a chance that a combined working group of ten or more could catch the lead car before race end.

Twenty-four minutes after Johnny Porter set off on his solo expedition five scratch riders set off in pursuit. Ian Milner setting the early pace, seemingly in a hurry to get the whole ordeal over and done with as quickly as possible. This surge of raw power meant that it took a while for the bunch to get organised and start working together. It also meant that Ian spent a lot of bikkies early resulting in a reversion to his renowned hill climbing abilities and his separation from the group on one of the early inclines. Unfortunately by the time his absence was noted he was a long way off the back and the decision was made to go on without him (note to self, organise this better next time).

As expected it was a hard slog out to Steels Creek and the organisation in the bunch suffered with the conditions, swapping between a rolling bunch and track turns at whim. Peter Leonard, visiting from Southern, doing a power of work to keep the pace up, Neale McLennan, Rob Graham, and I doing what we could to just keep up and contribute as best we could.

The lead car, still being pursued by a lone Johnny Porter, crossed well outside Steels Creek, the distance too great to judge our progress against the out-marker. Closer to the turnaround it was easier to assess the situation and it was looking good, the gaps to the returning bunches, as they passed on their way back, seemingly to be significantly smaller than they had been at the start. We crossed the two minute group around the tennis courts and I figured we'd have them in short order, but the turnaround didn't appear where I was expecting it to, a case of wishful thinking, or poor memory, or both.

At the turnaround we were informed that it was forty seconds to the group ahead, one-minute twenty taken out of them in half a lap was a good effort, but we didn't expect to make any huge inroads on the down-wind leg. And we didn't. It took us till half way out on the second lap before

we caught half of the now split two-minute group. All they could do was silently curse us and ponder their future as we went past. We had been passing stragglers along the way, but the groups ahead still contained enough to make them viable working units. At the Steels Creek turn-around we were informed that we were eight and a half minutes behind the leaders, this sounded good, but not knowing which mark was leading meant that we weren't really sure where we stood. Only enough to know that there was still a lot of hard work ahead.

Catching the lead half of the two-minute bunch on the return added some much needed legs to the group, Martin Stalder, Brett Rallings and a couple of others stepping up to contribute. Again the conditions and the various states of muscle fatigue had the bunch oscillating between a fully working eight-man rolling bunch to a four-man rolling group (with a tail) to a track line and back again, riders taking time out to recuperate before rejoining the fray. This group essentially staying intact for the remainder of the race.

At the final turn in Steels Creek the gap was four and a half minutes to the leaders, you don't need to be the son of an

actuary to figure that four minutes made in a lap with four and a half to make in half a lap didn't look good.

Especially given that the majority of the four minutes gained on the previous lap would have come out on the up-wind leg. And that was how it was, despite speeds of 61kph on the return journey we only occasionally caught glimpses of the five-minute group up the road, there was no sign of the bunches ahead of them.

Peter Leonard jumped on the last incline before the finish in a dash for fastest time honours, despite the efforts of several Eastern riders to get one of their own up, and failing leg strength, Peter was able to hold on for a well-deserved result. Ahead of an equally exhausted me.

Stats for the scratch group were : 50k in 1 hour 16 and a half for an average of 39. 1kph

The winner (Hylton Preece) came from the 12 minute group finishing in a ride time of 1 hour 24 from which put scratch a bit less than four minutes behind, and the five and nine minute groups somewhere in between.

Results

First	Hylton Preece	12 min
Second	Wayne Robinson	12 min
Third	Ian de Kam	12 min
Fourth	Su Pretto	15 min
Fifth	Gary Binding	15 min
Sixth	Peter Shanahan	12 min
Seventh	Andrew Finnigan	12 min
Eighth	Paul Kelly	15 min
Ninth	Ivan Tarrant	12 min
Tenth	Andrew Fraser	15 min
1st lady	Sally Both	19 min
Fastest	Peter Leonard (1 hr 16 m 20 s)	scr

Officials

Officials today were, Ron Stranks the main man, Peter Mackie, Graham Haines, Reinhard Neuwirth, Dale Maizels assisted by those who dropped out after a lap or two. Steve Fothergill was keeping up the supply of drinks at the after race BBQ, kindly supplied by Margaret Bennett and Kayley and Russell Ward.

Eastern Vets Program

Wednesday	November	2	6.00pm	Metec	Graded Scratch Races
Saturday	November	5	2:00pm	Metec	Graded Scratch Races
Saturday	November	12	2:00pm	Arthurs Creek Stratheven	Graded Scratch Races
Saturday	November	19	2:00pm	Dunlop Road	Graded Scratch Races
Saturday	November	26	2:00pm	Metec	Graded Scratch Races

Southern Vets Program*

Sunday	November	6	9:00am	Star Crescent	Graded Scratch Races
Thursday	November	10	6.05pm	Sandown	Graded Scratch Races
Sunday	November	13	9:00am	Lakewood Blvd	Graded Scratch Races
Sunday	November	20	9:00am	Healy Road	Graded Scratch Races
Sunday	November	27	9:00am	Carrum Downs	Graded Scratch Races

Northern Vets Program*

Sunday	November	6	10.00am	Seymour	Chooks Wheel Race
Sunday	November	13	10.00am	East Trentham	Pig and Whistle Handicap
Sunday	November	20	9.30am	National Boulevard	Graded Scratch Races
Sunday	November	27	9.30am	Campbellfield	Graded Scratch Races

Australian Veteran Championships

Nigel's Race Report

And as if that wasn't enough Sunday morning saw me loading the Alex onto the car and heading west.

This time the wind-socks along the Western Hiway weren't quite as flaccid as they had been six weeks ago.

Apparently men in their late forties have no life or are keen for any excuse to get away from the wife and kids as the largest group of the day lined up for the 45-49 year-old AVCC National Road Championships. At 11:10, twenty-five of the twenty-seven registered riders headed off, down wind, into the first of 70 kilometres. My plan for the day was to keep Rob Amos' wheel in sight and have fun. After the first of two small (10k) laps things were going to plan, then Rob went and made things difficult. An effort to break things up caught me in the back half of the peleton and having to climb over riders as they lost contact with the wheel in front, the last gap almost too much. Scrambling back to the safety of a slipstream just as Rob has run out of steam, nobody else seemed keen to keep it going resulting in a drop in pace that enabled the stragglers to get back on. All that effort for naught.

In obvious need of lessons in uncourteous behaviour I've been shuffled down the line as the peleton turned into the back of the small lap for the last time, fearing another surge up a small incline I've prepared myself for more pain and suffering. It didn't eventuate; the surge that is, the pain and suffering were there. The pace was up, but consistent, and what was left of the bunch was able to stay intact as we've ridden into the big lap.

An anticipated surge as we started the big lap didn't happen either, and I'd pushed my way up to sixth or seventh wheel in anticipation. Then going into the back of the small lap for the last time (the big lap starts with the first half of the small lap) I've again been unceremoniously pushed back down the line. And then the surge came. As the road rose to the turn where the big lap deviated from the small Rob has kicked it up a notch, hoping to dislodge the last of the passengers. Again clambering over a couple of riders who found the pace too hot I've just been able to stay in touch with the back of the now more than halved peleton (10 of the original 25) as they raced downhill and downwind on the start of the big lap proper.

Twenty kilometres into the race I needed hydration, but there had been little opportunity to soft pedal enough to get bidon to mouth. Taking the opportunity of the downhill/downwind conditions I've managed to gulp down a couple of mouthfuls of Staminade, this exercise costing me five metres to the bunch. Pushing the speedo to sixty-four and a half kilometres per hour I have again found sanctuary on the wheel of the, now, second last rider in the bunch.

With the efforts of the past month, the Grand Fondo, Around the Bay, and yesterday's rides still in my legs it was

inevitable that I would not be able to hang on for very much longer. An hour in, after a small incline with another just ahead, a gap has appeared between my front wheel and the back wheel of the bike in front. It wasn't long before the gap grew to a metre, then two, then five, then twenty. It held at twenty, tormenting me with the possibility of maybe getting back on and the thought that "if only I'd made that effort to stay on I'd still be there, if I can hold the gap on my own surely I could have sat on". Another ten metres opens up and the referee's car pulls into the gap, that's when the feelings of being in a real race (hey they have a referee's car) slowly change to the realisation that you ain't gonna get back on.

Still, maybe, just maybe, there's a chance, the bunch could back right off, a flock of sheep could bring them to a standstill, Rob might come back for me (ok, that one was pure fantasy). With lord only knowing what going through my head I've crested the rise to see the bunch ahead, disappearing away down the other side. There's a lone rider off the back, is it Rob? No. But it is something to aim for, someone to help on what were going to be the two hardest legs of the course.

The rider in front certainly wasn't waiting for me and it took quite a while to pull him in, in which time another rider had become separated from the bunch giving another target to aim for. Catching the first of the dropped riders the comment that we could work together and try to get back on was made in passing, unable to formulate a cohesive reply a nod and a grunt had to suffice. It didn't take the two of us long to reel in the next rider and the three of us became 'les pursuants', circulating like a frog (or three) in a pail of milk.

With the three of us working together we made our way back into the wind along a dead road. Every now and then a look up the road showed a shimmering illusion of the lead car, the remainder of the peleton (7 riders), and the referee's car. As the group ahead hit a small incline the gap would come down, then as we crested the same rise they would be away down the road. Each time we rounded a bend or crested a rise we'd look ahead hopeful for a flock of sheep with a half dozen cyclists interspersed amongst their fleecy hides. And each time we were greeted only by the sight of clear road, sometimes leading to the next crest or corner, sometimes stretching far enough that we could see the leaders. The gap hovering around the half kilometre mark.

Seven kilometres from the finish the road surface improves, this, combined with sightings of the lead group that suggested we may have been making some inroads, gave rise to a new optimism as we set into the last ten to fifteen minutes of the race. All the way to the final turn it was apparent that the gap to the leaders was dropping as they backed it off, jockeying for position. Then they went around the bend into the home straight and the line stretched as one of them, obviously frustrated at the

gamesmanship, has forced the pace. A momentary moan went through the pursuants as the gains of the past kilometres looked like getting away. But the leaders had two kilometres to go and it was into a head wind, there was no way they were going to sprint from that far out. And sure enough they didn't, the tantrum lasting less than a couple of hundred metres.

As the finish line got closer the leading bunch got slower and the gap got lesser, it got tantalisingly close, then the leaders got to within sprinting range and it was over. Being all over I've sat up 50 m from home crossing the finish line around 10 seconds behind the winner.

My stats for the race : 68.97k in 1:15:51 for an average of 37.2kph. This average a little less than the 38.5kph of the State Championships, the wind being an obvious contributing factor to this result.

Driving home, the pain gone from the legs, the mind forgetting the hurt, it all starts; only 50 metres, I could have bridged that, I'd have had momentum, I would have caught them by surprise, I could have gotten up. Could have, should have, didn't. In retrospect there was no way my legs could have done any more than they did, it was a very satisfying result.

Rob Amos' Story

Road Race The road race didn't exactly go to plan for Rob, attacking on the last drag at Mt Misery, with 5klms to go, after gaining a small gap, the legs started to cramp, and Rob was forced to sit down and soft pedal, luckily nobody

would come through from the group of seven riders and the group crawled towards the finish almost track standing. The sprint and the title was taken out by Garry Gullock (who won Olympic silver at L.A. in the rowing) with Rob taking second, for a repeat of the state titles held a month earlier

Crit Rob Amos rode in the 45-49 & had a hard chase for the first lap after missing the start. After a few unsuccessful attempts to break away, he eventually got a gap at about half distance and was joined by another rider working well to maintain a small gap, until 4 laps remaining when informed Rob that he could no longer do turns! The gap was slowly diminishing and with just over one lap remaining a rider jumped across going straight pass, Rob gave chase, catching him with a third of a lap remaining, and sprinting past to take the title with the fast finishing bunch A few lengths back.

Other Results

Debbie McCoy won the women's 35 to 39 road race, breaking away with 2 km to go. The bunch was slowed by a flock of sheep blocking the road with 5 km to go.

Adrienne Lang won gold in the time trial.

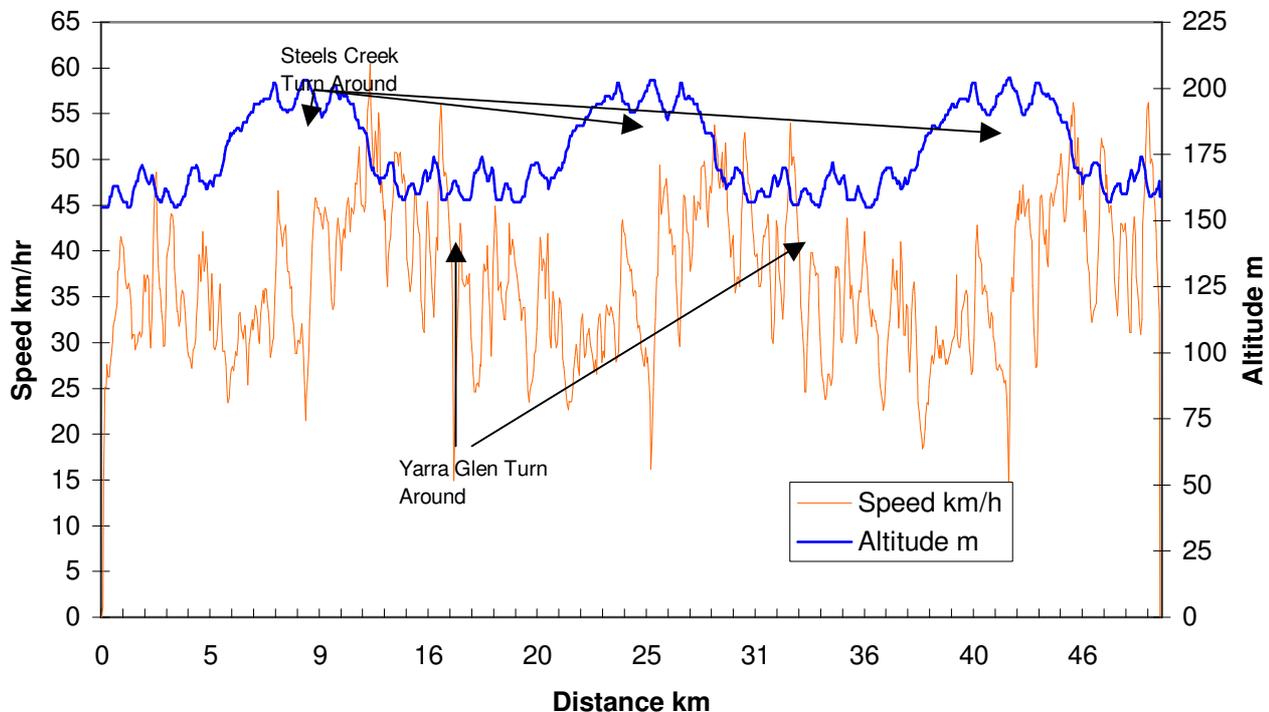
Ted McCoy came second in the men's 65 to 69 road race after a torrid sprint finish with Ray King.

Kym Petersen won three silver medals.

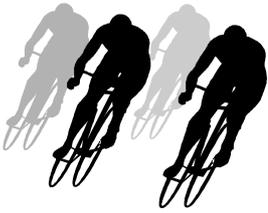
Ronnie Stranks came fourth in the road race.

Phil Smith third in the time trial. John Lynch won the crit in a breakaway ride.

Steels Creek Profile



Matt White has provided this profile and speed for last week's race at Steels Creek. It shows that there is not too many flat sections and the last bit to the turn around is not only a very dead section of road, but it is also up hill!!!!. No wonder it is hard.



Eastern veterans cycling club

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Newsletter November 12 2005

Graded Scratch Races Metec, November 5

Near perfect conditions for a return to Metec, temperature in the low 20's and next to no wind for the start of racing, although D, E and F grades found that the wind had picked up during their races. Yet another variation of circuits was used, taking in the hair pin bend and taking out the sharp left hander down the hill. Although the hair pin had to be taken with care the general view of the circuit was a positive one and several riders are looking forward to the ultimate Metec circuit, one incorporating the hair pin and the right and left up and over the little hill near the office. Watch for it in coming races at Metec.

Some new riders on Saturday, Roy Clark and Michael Whiting in A and E grades respectively and some old hands in Dayle Goodall, Rowan Fell and Stuart Bendall returned to try their luck. All up 77 riders was an excellent turn out.

With the guns of A grade in Rob Amos and Guy Green away and the offer of big money from the O'Mara Cycles sponsorship for A grade, with prize money down to fifth, riders were eager (?) to try their luck in A grade which finished up with 15 starters. Phil Smith was eager to put the pressure on and eventually the field broke up into a group of 5 riders out in front with another group of 5 or 6 a few hundred metres or so behind. Eventually Phil Smith was able to break away for a comfortable win. The sprint for the remaining places was not without drama, Russ Newnham got out of the saddle for the sprint at the traffic lights and immediately punctured and rolled around to the finish to pick up 5th place. 50 metres or so before the line he realised that the chasing bunch were about to swamp him, hopped off his bike and sprinted to the line with bike

on shoulder to just beat the fast finishing bunch behind. Phil Thompson won the sprint for second from Neale McLennan and Roy Clark. (There might have been a problem with these placings, Neale collected the money for third, but there appears to have been a mix up in the numbers and Roy should have collected third place).

Another 15 starters in B grade saw Phil Pelgrim and John Jardine set the early pace and got out to a 30 second lead for a few laps. They were eventually caught and David Downing decided it was his turn to take off and never to be seen again by the bunch. Terry Murdock won the bunch sprint for second from Rowan Fell and Dayle Goodall, getting places on their first up race for a year or thereabouts.

Andrew Finnigan did a power of work in C grade and was too good to the end holding off Steve Barnard and Harold Simpson recovering fully from his fall a week or so ago. This will most likely be Andrew's last ride in C grade.

Don't know too much about D grade, other than it was won by Ewan Williams from Ivan Tarrant and Peter Mackie.

There was another runner in E grade when Ronnie Stranks took off after about 2 laps and like David Downing was never seen again. Rod Hay put in 3 or 4 attacks, but was unable to shake off his pursuers. He was smart enough to rest up for the last few laps and won the sprint from Ron Stewart.

Barry Beachley won F grade from John Porter and Mike Fisher.

Results

	First	Second	Third
1 Grade (15)	Phil Smith	Phil Thompson	Roy Clark (?)
1 Grade (15)	David Downing	Terry Murdock	Rowan Fell
C Grade (16)	Andrew Finnigan	Steve Barnard	Harold Simpson
1 Grade (15)	Ewan Williams	Ivan Tarrant	Peter Mackie
1 Grade (12)	Ron Stranks	Rod Hay	Ron Stewart
1 Grade (4)	Barry Beachley	John Porter	Mike Fisher

Officials

Officials today were, Ted McCoy, Dan McGannon and John McLaughlin. Steve Fothergill was keeping up the supply of drinks.

Eastern Vets Program

Saturday	November	12	2:00pm	Arthurs Creek Strathewen	Graded Scratch Races
Saturday	November	19	2:00pm	Dunlop Road	Graded Scratch Races
Saturday	November	26	2:00pm	Metec	Graded Scratch Races
Saturday	December	3	2:00pm	Steels Creek	Graded Scratch Races

Southern Vets Program*

Sunday	November	13	9:00am	Lakewood Blvd	Graded Scratch Races
Sunday	November	20	9:00am	Healy Road	Graded Scratch Races
Sunday	November	27	9:00am	Carrum Downs	Graded Scratch Races
Sunday	December	4	9:00am	Lakewood Blvd	Graded Scratch Races

Northern Vets Program*

Sunday	November	13	10.00am	East Trentham	Pig and Whistle Handicap
Sunday	November	20	9.30am	National Boulevard	Graded Scratch Races
Sunday	November	27	9.30am	Campbellfield	Graded Scratch Races
Sunday	December	4	9:30am	Toolernvale	Handicap

Eastern Riders at the De Bortoli Tour

Five Eastern riders started the 2 day De Bortoli Tour of the Yarra Valley, Adrienne Lang in the women's, Guy Green in Mas 2-3 and Rob Amos, Mark Wallace and Michael Burke in Mas 4+.

Stage 1 started at De Bortoli Vineyard, 9 km neutral to Yarra Glen, up to Toolangi and then 2 laps of death valley, Mas 2-3 rode Toolangi twice! 102 km + 18 neutral, the rest 72km +18n. Guy finished 2nd to Tom Crebbin.

Adrienne finished 20th 16.07 behind Kathy Watt.

Rob finished 2nd 7sec down on Daniel Bellis in a 9 man bunch sprint. Mark lost 59 sec after dropping off after an attack on the last climb. Michael finished 19th losing 16min 48s

Stage 2 Steels Creek 17km TT.

Adrienne didn't start as she didn't have enough time to recover from the road race. Guy finished 5th in 26.10. Rob not to be out done also finished 5th in 26.33. Michael 13th in 28.23 and Mark on a special TT bike 16th in 28.32.

Stage 3 84 km in 32° C heat with 3 climbs from Don valley to Pantons Gap with about half the 10 km climb unsealed!!!! Rob was 3rd overall 9 sec behind Geoffrey Robertson, with Daniel Bellis comfortable in 1st. With time bonus's for the KOM resulted in a frantic sprint on the dirt with Ray Jarratt winning from Rob and Geoffrey. Rob carried on, attacking on the descent and opening a 20 sec lead. He sat up after about 8 km by which time the main chasers were down to 6 riders including Mark in 12th and 1st, 2nd, 5th and 6th overall. It stayed this way with the first three left to do all the work, until Daniel attacked half way up the climb on the last lap. Rob tried to respond but was too fat, too weak or too unfit, or all of the above (no one who has seen you ride Rob would believe any of them)! Ken Ford then hit the front for the first time, sending Mark and Gerard Donnelly off the back. Ken just pipped Rob for 2nd in the sprint with Geoffrey 4th. The stage time was 2 hrs 54min. Mark finished the stage in 5th at 2.57, and Michael finished 18th at 45min.

Overall the top three positions stayed the same with D Bellis 2.34 ahead of G Robertson with Rob 5 seconds further back in third place. Mark moved up to 6th at 7 30 and Michael finished 18th. Guy finished 4th in his stage in 2hrs 52min and was 4th overall only 59 seconds behind and won the KOM overall. Peter Milostic won A grade which had four times the prize money of the other grades.

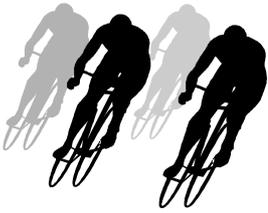
New Weekly Bike Show and a Return of the Roller Derby

David Olle of Topbike Tours in Melbourne has signed a deal with local television network Channel 31, to produce a weekly show 'Cycling Sooty Park'. The show has a magazine format, featuring cycling in all forms and disciplines, from commuters to Grand Tour Riders, with an emphasis on fashion, fun and the lighter side of cycling.

'Sooty Park' will also see a return of the Rollers competition that used to feature on 'World of Sport' back in the 70's and 80's, although the rollers will be replaced by Computrainers, with digital readouts on screen.

'Sooty Park' is keen to have all the groups that ride Beach Rd (Melbourne) represented in the competition, ie Bay Riders, Bandidos, Pack of Aces, Brumby's Group etc. Brush up you roller or wind trainer skills guys, because I have let them know that Eastern would be interested in providing some riders.

'Sooty Park' will be brought to you by Divella Pasta, Giant Bicycles, Vittoria and Geax Tyres, Computrainer and Videocraft, at 8.00pm Tuesdays, commencing January 2006.



Eastern veterans cycling club

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Newsletter November 19 2005

Graded Scratch Races Arthurs Creek, November 12

With 59 starters, it was our biggest turnout yet at Arthurs Creek (we have to stop calling it Strathewen, Sally Both was another one on Saturday who headed out to Strathewen looking for the start). Because of an open garden function on Sunday we were unable to use the hall and moved to the school instead. We will probably continue to use the school, it's cheaper, the school could do with some funds and we will be able to make arrangements for the toilets to be open.

O'Mara cycles sponsorship of A grade has had the desired result of increasing the number of riders with 12 starters. The field quickly broke up with 5 riders, Guy Green, Rob Amos, Mark Wallace, Neale McLennan and Roy Clark asserting their authority. The field broke up again with Guy getting a break on Rob, with Mark just beating Neale in the sprint for third, and Roy just pipping Phil Thompson for fifth.

Notwithstanding B grade being given the bell at the end of the third lap, the riders made sure they kept to the original plan to do 3 laps only. A massed sprint saw Arthurs Creek specialist Steve Gray, just pip another specialist in Phil Pelgrim and Jeff Pretto.

Another bunch sprint in C grade had the handicapper win from Ian de Kam and Adrian Darcy. The D grade field also retained intact with Tony Curulli winning from Kevin Mills and Dick Barnes.

Val Kalns set the pace in E grade with riders gradually dropping out as the race progressed. Val pulled his foot at the top of the last climb allowing the place getters to get past, Dick Maggs, followed by Sally Both and Geoff Whiting, a credible third in only his second race. Barry Beachley won't see F grade again after his very comfortable win from Laurie Bohn and John Porter.

O'Mara Cycles Race Report courtesy Nigel Kimber

I recall reading a quote somewhere that went 'Of all the things I have lost in my life, it is my mind that I miss the most'. My mind was certainly AWOL Saturday as I've made my way out to Arthurs Creek via Yarra Glen. Having no directional ability there was certainly no planning ability and I started the race with little idea of what I was doing, let alone what I was going to do.

A peleton of twelve riders volunteered to complete four laps of the Strathewen circuit before returning to Arthurs Creek, this was despite some complaining from one member of the group about how far that was. Get over it

Guy, 50k isn't that far, and any way the weather was almost perfect, cool, patchy cloud cover, and very little wind.

A neutral first kilometre or so saw two lines of cyclists proceeding up the road at a civilised pace. Once past Nankervis Road the race started and the pace picked up a little, but obviously not enough for one amongst us, as Guy Green has attacked from mid-pack. This drew a couple of riders in Neale McLennan and Ian Milner, but nobody else seemed overly interested. Too early in a 50k race to get excited by a rush of blood by one of the younger members of the bunch. But then Mark Wallace and Rob Amos showed some interest and we all had to assume the duck position till it was back together again.

With various riders taking a turn at the front the pace was fairly quick and steady as a single line of riders made there way into Strathewen. Within a kilometre of the first turn-around Rob Amos has launched an attack of his own, Mark Wallace the only one quick enough or enthusiastic enough to go with him. As the turn-around approached the bunch began to panic as it dawned that the delay of the neutral zone would give the break the opportunity to pull further away. As it was Rob and Mark got round clear and had about 100m on the bunch as the race resumed for the return journey.

Back in the peleton panic drifted toward calm as the bunch started rolling turns, holding the two leaders at around 100 metres. Half way back the bunch had made no inroads into the leaders and my brain was thinking that a break with Rob Amos could, just maybe, possibly, stay away, even with three and a quarter laps to go. At the cool store I've launched myself off the front of the 'fast line' and made a dash for Mark's back wheel, or was it Rob's?. A quick glance behind showed the others had been caught by surprise, but they were chasing. Half way across and the legs are asking the tough questions, like 'what were you thinking?' another look behind showed the peleton stretched, but essentially on my wheel. Oh well, it seemed like a good idea at the time, sitting up I've retreated to the back of the line to recover and contemplate the situation; eggs, basket, oops.

By the time we reached the bottom of the pinch I'm still suffering and the two leaders are still up the road. On the climb Neale has made a move with Guy in tow, the others unable to respond and yours truly struggling behind I. C. C. H. Milner. Cresting with a break Guy towed Neale down the other side and they turned well clear of the chasers and

closing on the leaders who, seeing the move, sat up a bit and waited, making a break of four.

On the climb Rob Graham has put the pedal down and broken a spoke, ending his race and bringing the chasing bunch down to seven. Going into the last three-quarters of the race the chasing group had basically surrendering itself to racing for the last of the available cash, never getting organised to chase the break.

That was how it went for the next two laps, Guy Green marshalling the four in the lead bunch, keeping the pace at a level that kept them away, ensuring everyone did what they could without burning themselves out. The chase bunch, well, we simply chased, Roy Clarke and Craig Everard doing a power of the work with Roman Suran, Phil Thomson, Ian Milner, and another (sorry) doing their bit as well.

Early in the last lap Guy and Rob decided that they didn't need the other two and parted company, giving the lead driver cause to consider taking an advanced driver training course. The chase group continued in the same fashion as the previous laps. Ian Milner, finally succumbing to the hills, and despite efforts to keep him in touch, has conceded defeat a kilometre or so into the last lap and taken the short-cut home.

Not wanting to get caught out like last time at this circuit Guy has attacked Rob at the base of the pinch, gaining a gap he was able to consolidate on, finishing comfortably; sitting up, looking around and acknowledging his many fans. Rob was never going to be challenged for second.

A similar tactic by Neale didn't yield similar results as Mark matched him pedal for pedal. The finish coming down to a sprint that Mark took from Neale.

As for the remainder. Craig Everard had shown strength on the hills all through the race and it came as no surprise as he launched his attack at the bottom of the last climb. What did come as a surprise was that he stopped just before the top (I'm assuming cramp). Another surprise was that despite felling totally stuffed and having gone from front of the bunch at the bottom of the climb to the back soon after starting it I've pulled through, cresting in the lead with Phil and Roy on my wheel. With a small gap and no time for playing games I've led these two to the finish where they had their own sprint for the last of the money, Roy just able to keep ahead of Phil.

Figures for the race, 67 kilometres (ok Guy, I was wrong, but I did say that my mind was somewhere else (I hope it was having a good time) in 1 hour 57 for an average of 34.4kph. The winner (that'd be Guy) would have been a good 6-7 minutes faster than that.

Times and splits at the Strathewen turnaround;

1st lap – 2:25 (Rob A. and Mark approx. 5 seconds ahead of the rest)

2nd lap – 2:52:30 (4), 2:53:30 (bunch) – split 1 minute

3rd lap – 3:19:15 (4), 3:22:00 (bunch) – split 2 minutes 45

4th lap – 3:46:10 (2), 3:46:40 (2), 3:50:40 (bunch) – split 30 seconds, and 4 minutes

Thanks to all who contributed information toward this report.

Results

	First	Second	Third
C 'Mara (12)	Guy Green	Rob Amos	Mark Wallace
I Grade (14)	Steve Gray	Phil Pelgrim	Jeff Pretto
C Grade (12)	Graeme Parker	Ian de Kam	Adrian Darcy
I Grade (8)	Tony Curulli	Kevin Mills	Dick Barnes
I Grade (9)	Dick Maggs	Sally Both	Geoff Whiting
I Grade (4)	Barry Beachley	Laurie Bohn	John Porter

Officials

Officials today were, Peter Wykes, Angelo Antignani, Ben Muller, Dave McCormack and Nick Hainal. Steve Fothergill was keeping up the supply of drinks.

Eastern Vets Program

Saturday	November	19	2:00pm	Dunlop Road	Graded Scratch Races
Saturday	November	26	2:00pm	Metec	Graded Scratch Races
Saturday	December	3	2:00pm	Steels Creek	Graded Scratch Races
Saturday	December	10	2:00pm	Metec	Graded Scratch Races

Southern Vets Program

Sunday	November	20	9:00am	Healy Road	Graded Scratch Races
Sunday	November	27	9:00am	Carrum Downs	Graded Scratch Races
Sunday	December	4	9:00am	Lakewood Blvd	Graded Scratch Races
Sunday	December	11	9:00am	Frankston Gardens	Graded Scratch Races

Northern Vets Program

Sunday	November	20	9.30am	National Boulevard	Graded Scratch Races
Sunday	November	27	9.30am	Campbellfield	Graded Scratch Races
Sunday	December	4	9:30am	Toolernvale	Handicap

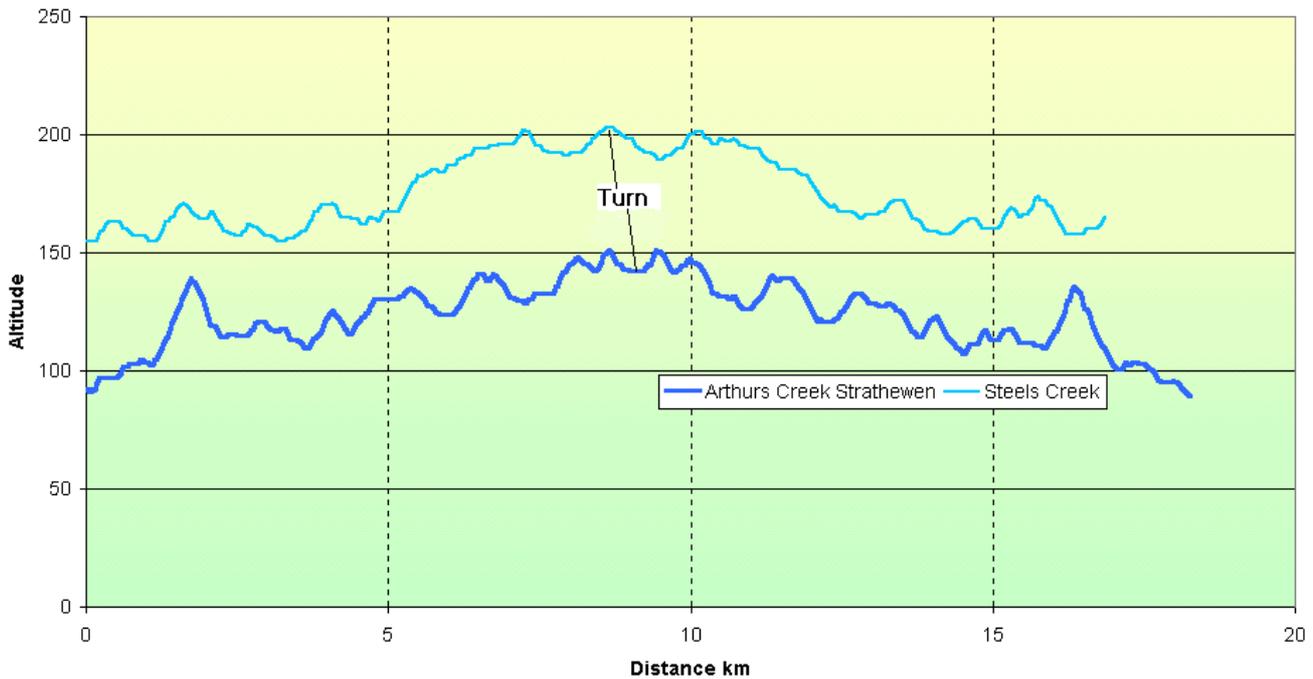
Arthurs Creek Strathewen Profile

Matt White had his heart rate monitor in action again on Saturday. Here is the course profile for one lap. Not shown is the last portion after you turn into Greens Road. As the first kilometre shows, this section is mostly down hill and no wonder it is a fast sprint, Matt was doing 57.4 km/hr at the finish line. There are not too many flat bits on this course and overall in three laps you climb a total of 575 metres, 204 on the first lap, 184 on the second and 187 on the last out at Strathewen. Don't forget that it also means 575 metres of downhill. The steepest climbs are on the way out, 632 metres at a gradient of 5.7% and on the way back 445 metres at 5.6%.

Also shown is the Steels Creek profile on the same scale. Steels Creek has a long climb of 2.07 km (with some minor flats or slight downhills) with a gradient of 1.6%. The steepest is 370 metres at 3.8%.

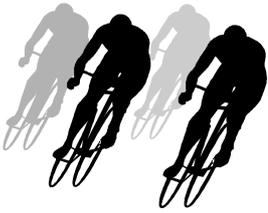
Coming soon similar information for Macclesfield Road and Yarra Junction Powelltown.

Arthurs Creek Strathewen
(Altitude not accurate, but variations are)



Presentation at Arthurs Creek, November 12 (photo Ben Muller).





Eastern veterans cycling club

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Newsletter November 26 2005

Graded Scratch Races Dunlop Road, November 19

With 104 starters it is clear that Dunlop Road is our most popular circuit. Good conditions greeted the riders with a bit of a head wind in the finishing straight. The traffic control arrangements didn't cause any problems to the riders, but for some reason motorists still drive down the right hand side of the cones in Dunlop Road

Nigel's Race Report O'Mara Cycles

As far as days go it was just like any other. It started with a sunrise and ended with a sunset. In the interim there was a race. Whether it was the weather, the circuit, or the promise of some good racing 19 riders registered for the O'Mara a-grade race.

A neutral first lap was covered at an average of around 36kph which didn't auger too well for those who may have been hoping for an easy ride. No sooner had the racing started and the first attack was launched, Phil Smith making a break with a couple of friends. Nobody seemed too concerned and they were allowed a bit of lee way. One or two individuals, either disregarding Ford Prefect's advice, or thinking that a 50-minute break-away had a chance, decided to make the effort and bridge. As the break bunch size started to threaten the chase bunch size the chase bunch did and it was all back together after a lap or so.

No sooner had it all come together than another attack was launched, again the relatively small size of the break didn't elicit a response from the chasers. It wasn't till one rider tried to bridge from the front of the bunch that it was all brought back together again. I really must learn to make my move from further back in the bunch.

Another lap and another attack, again Phil Smith was involved, and again it was considered too small and/or not strong enough to be a serious threat and so no serious attempt to bring it back was initiated. The break lasting a couple of laps until one rider again tried to bridge from the front of the bunch (one day I'll learn) dragging the chasers up to the leaders, or most of the way.

A few laps later with just over half race distance covered Grant Mathews, John Lynch, and few others chanced their legs and another break was away. This one attracted the interest of Guy Green and it didn't take him long to get across. Either nobody else in the bunch saw what Guy did (did see), or they were so on the limit that they couldn't respond. Phil Smith saw the potential and has dragged himself up to chase from mid-pack. With Guy and, potentially, Phil in the break it was forming to be the place to be, so with effort I've chased, yes from the front again, but I didn't have a great deal of choice. The bunch were

stretched behind, chasing me chasing Phil, this time the rubber band gave way. After a short rest on Phil's wheel it was into the finish straight and the wind. Phil's small stature and frame doesn't provide a great deal of protection, so figuring that I may as well be in the wind I've gone round to do a turn, it was probably my turn anyway.

Just as we've caught the tail of the break Guy has turned to Grant and said something about not liking what I wrote last week, and he, Grant, and John Lynch have buried their heads and left the rest of us to sort ourselves out. Phil managed to get around the stragglers and pull himself onto the back of the other three, the remainder of us were left to ponder the damage teeth can do to carbon, or the benefits of being in a chasing bunch. It took a while but the bunch thing won in the end.

Efforts by individual riders in the chasing bunch and two very short stints of rolling (we need to work on that guys) kept the leaders in sight. At one stage they were just there, but that was as close as we got.

Ten minutes from the bell Phil Smith has dropped off the back of the break and was half way back to the pursuers in very short order. With the scent of fourth place money in the air the intensity picked up and Phil was reintegrated back into the chase bunch before he could say 'Tuwappateetee'.

The reason Phil was in no-man's land was explained post-race; he missed the turn into McDonalds Lane. Either he had been delirious with the effort and simply forgotten to turn at the corner, or Guy said something that caused him to 'sput the dummy' (sic) and head for home, but thinking better of it (and remembering that his car was at the start/finish) he got back on circuit.

And that was all she wrote. The O'Mara money went to the three in the break, Guy gapping the other two in the last lap to take it comfortably, Grant getting a break on John for second. Distribution of the last of the cash was decided in a bunch sprint; an early breaking Ray Turner getting it over Phil Thomson, the majority of the remainder left wanting just another 10 metres, heck another five.

Figures for the race; 42k in 1:01 for an average of 41kph
Coming toward the finish of B grade there were two riders in a break with Phil Pelgrim trying desperately to get across which he eventually did and then rode away from them having a good gap at the bell. He was able to hold on and win comfortably. Phil Tattersall and Brian McCann fought out the sprint for third, Phil just getting over Brian as he

died on the line. Bob Lewis won the bunch sprint for fourth.

Craig Peacock has at last got the hang of road racing and now knows that you can't sit on the front all day pedalling a little gear and win. He won the sprint for Chris Norbury, Ian de Kam and Steve Barnard.

Leon Bishop won the D grade sprint from Neville Williamson in his first ride back after the fall at Metec a

month or more ago, from sprinters Neil Wray and Glenn Archer.

J C Wilson was too good for E grade winning from Southern visitors John Donnelly and Ken Stewart with Val Kalns fourth.

Gayle Burke was another who blitzed the field being in front at the bell and holding on to win from Laurie Bohn and John Porter.

Results

	First	Second	Third	Fourth
('Mara (19)	Guy Green	Grant Mathews	John Lynch	Ray Turner
I Grade (21)	Phil Pelgrim	Phil Tattersall	Brian McCann	Bob Lewis
(Grade (21)	Craig Peacock	Chris Norbury	Ian de Kam	Steve Barnard
I Grade (19)	Leon Bishop	Neville Williamson	Neil Wray	Glenn Archer
I Grade (16)	J C Wilson	John Donnelly	Ken Stewart	Val Kalns
I Grade (8)	Gayle Pung	Laurie Bohn	John Porter	

Officials

Lots of officials are required at this course and those on duty were, Ian Jones, Steve Short, Brian Farrell, Terry Murdock, Peter Norbury, Hylton Preece, Glenys Jardine, Greg Lipple, Nick Panou, Michael Paull, John Jardine, Ian Milner, Tom O'Malley, Brian McCann, Kevin O'Donohue, Phil Tattersall, James Harris, Kevin Mills and Mark Wallace. Steve Fothergill was keeping up the supply of drinks.

Eastern Vets Program

Saturday	November	26	2:00pm	Metec	Graded Scratch Races
Monday	November	29	8.00pm	Maroondah Club	Monthly Meeting
Saturday	December	3	2:00pm	Steels Creek	Graded Scratch Races
Saturday	December	10	2:00pm	Metec	Graded Scratch Races
Saturday	December	17	2:00pm	Dunlop Road	Ladies Handicap and Graded Scratch Races

Southern Vets Program

Sunday	November	27	9:00am	Carrum Downs	Graded Scratch Races
Sunday	December	4	9:00am	Lakewood Blvd	Graded Scratch Races
Sunday	December	11	9:00am	Frankston Gardens	Graded Scratch Races
Sunday	December	18	9:00am	Healy Road	Graded Scratch Races

Northern Vets Program

Sunday	November	27	9.30am	Campbellfield	Graded Scratch Races
Sunday	December	4	9:30am	Toolernvale	Handicap
Sunday	December	11	9:30am	Lillee Crescent	Graded Scratch Races
Sunday	December	18	9:30am	Avenel Road Seymour	Christmas Handicap

Healthy Volunteers Needed

Jeff Pretto works in the Respiratory Laboratory at Austin Hospital. They are looking for healthy volunteers to take part in two research studies. One is take part in a study into a new device for measuring blood oxygen levels and the other is to assess your concentration and memory, how well you drive (ride a bike ?) and how well you sleep???. The attachments give contact details for the researchers running the studies for any interested people, or contact Jeff Pretto on 9496 5754 or email jeff.pretto@austin.org.au for further details.

NEUROPSYCHOLOGICAL IMPAIRMENT IN OBSTRUCTIVE SLEEP APNOEA AND CHRONIC OBSTRUCTIVE PULMONARY DISEASE PATIENTS

Interested in having your memory, concentration and driving ability checked?

Austin Health is looking for healthy volunteers between 50 and 80 years old to participate in a project that will assess your concentration and memory, how well you drive and how well you sleep.

If you are interested in being involved in this exciting new project, please contact:

Daniela De Fazio

Ph: 0412 902 927

Email: daniela.defazio@research.vu.edu.au

HEALTHY VOLUNTEERS ARE INVITED TO TAKE PART IN A STUDY INVESTIGATING A NEW MEDICAL DEVICE FOR MEASURING BLOOD OXYGEN LEVELS

If you

- Are 25-70 years old
- Are in good general health.
- Are available to attend the Austin Hospital for a half day
- Interested in assisting with medical research

...we would very much appreciate your participation.

For further details please contact –

Peter Rochford

Institute for Breathing and Sleep

Austin Campus,

Austin Health

Tel: 9496 3673

Email: peter.rochford@austin.org.au

This study has been approved by the Austin Health Human Research Ethics Committee.

BICYCLE SUPERSTORE WANTS HELP

Hi All,

I am sending this email in the hope that anyone may know of somebody that is looking for work in bicycle assembly. Ideally someone with experience, but if not someone with a good work ethic that has a good mechanical aptitude.

Work is available on a full time or part time basis.

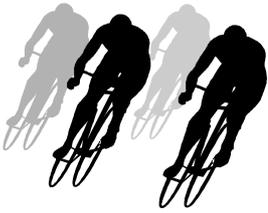
Regards Nigel Letty

If you are interested contact Nigel on 9764 2233 or email: nigel@bicyclesuperstore.com.au.

2005 POINTS SCORE

Rob Amos and Guy Green have a mortgage on first and second, but Ron Stranks and John Porter are fighting it out for third place.

Amos	Rob	131	Paull	Michael	33
Green	Guy	109	Douglas	Frank	32
Stranks	Ron	89	Dymond	Sid	32
Porter	John	84	Granland	Mark	32
Bowen	Keith	66	Kalns	Valdis	32
Wilson	John C	60	Panou	Nick	32
Parker	Graeme	57	Short	Stephen	32
Kimber	Nigel	55	Chamberlain	Gary	31
McLennan	Neale	54	Cunneen	Alan	31
Pretto	Jeff	54	Lewis	Robert	30
Simpson	Harold	54	Maggs	Richard	30
Stalder	Martin	53	Stewart	Ron	30
Pretto	Su	51	Pelgrim	Phil	29
Wright	Clive	51	Archer	Glenn	28
Shanahan	Peter	49	Barnard	Stephen	28
Curulli	Tony	48	Fox	Richard	28
Mackay	Geoff	48	Hall	Tim	28
Thompson	Phillip	48	Smith	Steve	28
Kelly	Paul	47	Ransome	Peter	27
Hainal	Nick	45	Casey	David	26
Preece	Hylton	45	Jones	Ian	26
Howlett	Murray	44	Pauwels	Dennis	26
Bohn	Laurie	43	Thomson	John	26
Lipple	Greg	43	Jardine	John	25
Milner	Ian	43	Mills	Kevin	25
Antignani	Angelo	41	Tarrant	Ivan	25
Crow	Ken	41	Flanagan	Richard	24.5
Smith	Phillip	41	Cesario	Lucio	24
Fothergill	Steve	40	Haines	Graham	24
McCann	Brian	40	Hunt	John	24
Puttock	Geoff	39	O'Brien	Colin	24
Norbury	Chris	38	Robinson	Wayne	24
White	Matt	38	Tattersall	Philip	24
Bishop	Leon	37	Fraser	Andrew	23
Mackie	Peter	37	Nieuwirth	Reinhard	23
Fisher	Michael	36	Pung	Gayle	23
McCormack	David	36	Stumbles	Juanita	23
Smith	Ian	36	De Kam	Ian	22
Jardine	Glenys	35	Stern	Phillip	22
Rickard	Trevor	35	Cadd	Graham	21
Murdock	Terry	34	Everard	Craig	21
Wallace	Mark	34	Graham	Robert	21
Wykes	Peter	34	Schlotterlein	Shane	21
Farrell	Brian	33	Darcy	Adrian	20
Finnigan	Andrew	33	Russell	Rob	20



Eastern veterans cycling club

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Newsletter November 26 2005

Graded Scratch Races Metec, November 26

Seventy riders fronted to Metec in overcast and windy conditions for Saturday's racing. A strong south easterly meant it was hard work down the back straight and after the hairpin, but a tail wind down to the finish line. Except for A grade where there was a break away with you know who, all other grades were content to finish with a bunch sprint.

O'Mara Cycles sponsorship is having the desired effect in increasing the number of A grade riders with 11 starters this week.

Nigel's Race Report O'Mara Cycles

There was movement among the vets, for the word had passed around Eastern's a-grade was on the up O'Mara cycles were footing the bill - it was worth a hundred bucks So all the guns had gathered to race The tried and fastest riders from clubs to the north and south

Ukulele Kimber

Well not quite all the guns, but there were a few new faces mixed in with the old (regular) as eleven a-grade riders lined up for the start of the fourth race in the O'Mara series at METEC on Saturday. Unfortunately the race didn't quite live up to the hype, to be honest, it was quite pedestrian, there's not a lot more that could be said about it, but I'll try.

Mark Wallace was the first to get his feet into his pedals and held a twenty metre lead for the first two laps before he and the bunch were re-united. A couple of laps later Rob Amos has ridden off the front with no great effort and nobody in pursuit. Two laps later Guy Green has tried to mix things up by attacking to bridge, Peter O'Callaghan on his wheel. There was no response from the remainder, my excuse was that the ride to METEC was still fresh in my legs, I don't know what anybody else's was, but nobody seemed overly keen to instigate anything that might have resembled a chase. Despite an attempt to get the bunch working together and a couple of half-hearted efforts at doing so, the leading three slowly pulled away.

Mark Wallace found that another, not so energetic, way to increase the heart rate was to try to take the hairpin with a deflating rear tyre, a quick stop, two Xanax, and a replacement wheel later, and he was back into the fray. Forty minutes into the race, the leaders had a third of a lap on the remainder of us; they were dropping into the tight

hairpin as the chasers were crossing the finish line. A suggestion to cut the corner to get back onto their wheels was met with blank stares and we continued to circulate as before.

With around ten minutes to go Guy has decided he could do the rest without the others and pulled a gap down the finish straight. Rob wasn't going to let his efforts of the previous 40 minutes go to waste (it was his break anyway) and has given chase, Peter was left behind to contemplate a lonely slog to the finish as Rob caught up to Guy. A couple of attempts by Guy to shake Rob met with no success, Rob still there as they took the bell. Despite leading Guy into the final straight Rob was just strong enough to hold him out to take the win by the proverbial close margin. Peter was never challenged in his solo circumnavigations of the circuit, taking the last of the O'Mara money.

Meanwhile back in the bunch the primary concern was to not let the leaders lap us, that would have been so shameful. With the bell tolled that risk was eliminated and we got down to the business end of the proceedings. Leading the bunch into the last lap is never a good idea, trying to out run them instead of forcing someone else to the front probably isn't any better an idea. Two feeble attempts to shake the tender and carriages were just that and it was me who led the bunch into the final bend. I was well and truly swamped by the others as we swept into the finish straight. In what appeared (from 50m back) to be a tight finish Stuart Bendall took the a-reserve sprint over Michael Hart, Mark Wallace just the proverbial margin behind and out of the money. Post-race Michael had the heart to admit Mark deserved recognition for his efforts during the race.

Figures for the race were : 39.89k at 37.5kph in 1:03:40

In B grade Steve Fothergill took off early and got out to 25 second lead and stayed there for five laps or more until slowly being pegged back. John Pritchard has had a rush of blood in recent weeks abandoning his normal race tactics. He took off at the traffic lights and had a clear break coming into the straight, never to be headed. John won C grade at Southern on Sunday and has been in fine form at the Loop of a Wednesday. John Jardine managed to keep Jeff Pretto at bay in the mad dash for the placings.

In C grade Harold Simpson has made a good come back from his fall a few weeks ago and looks like he might be trying B grade in the near future. He managed to stay in front of Steve Smith and Shane Schlotterlein. Something

strange going on here, all B grade place getters had a first name starting with J and all place getters in C grade had a surname starting with S.

Neil Wray is tuning his sprinting skills at the Northcote velodrome of a Thursday evening and was able to keep Murray Howlett and Andrew Dick at bay in **D grade**. **E grade** was content to ride around and finish with a sprint at

the end. Clive Wright took off at his usual place at the traffic lights but was passed by Keith Bowen and Dick Maggs in the straight. Evergreen John Porter collected in **F grade** from Rod Goodes and Mike Fisher.

Results

	First	Second	Third
C 'Mara (11)	Rob Amos	Guy Green	Peter O'Callaghan
I Grade (15)	John Prichard	John Jardine	Jeff Pretto
C Grade (21)	Harold Simpson	Steve Smith	Shane Schlotterlein
I Grade (12)	Neil Wray	Murray Howlett	Andrew Dick
I Grade (6)	Keith Bowen	Richard Maggs	Clive Wright
I Grade (6)	John Porter	Rod Goodes	Mike Fisher

Officials

Craig Peacock was the person in charge assisted by several others. Steve Fothergill was keeping up the supply of drinks.

Eastern Vets Program

Saturday	December	3	2:00pm	Steels Creek	Graded Scratch Races
Saturday	December	10	2:00pm	Metec	Graded Scratch Races
Saturday	December	17	2:00pm	Dunlop Road	Ladies Handicap and Graded Scratch Races

Southern Vets Program

Sunday	December	4	9:00am	Lakewood Blvd	Graded Scratch Races
Sunday	December	11	9:00am	Frankston Gardens	Graded Scratch Races
Sunday	December	18	9:00am	Healy Road	Graded Scratch Races

Northern Vets Program

Sunday	December	4	9:30am	Toolernvale	Handicap
Sunday	December	11	9:30am	Lillee Crescent	Graded Scratch Races
Sunday	December	18	9:30am	Avenel Road Seymour	Christmas Handicap

Coming Events

Xmas party Sunday 18th Dec 7pm - 10 pm. for Eastern Vets, family and friends of Eastern, including those who race on Wednesdays.

BBQ and food, beer wine and soft drinks supplied

at

Waverley Family Healthcare

58 Pinewood Drive (corner of Blackburn Rd)

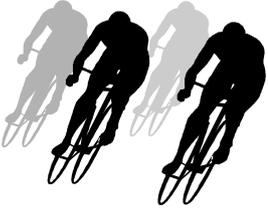
Mt Waverley Mel Map 70 J 5

(parking on site and adjacent Pinewood shopping centre)

Christmas Handicap

Eastern Veteran's Christmas Handicap this year will be a women only event on 17 December. Five laps of Dunlop Road, \$100 first prize plus trophy donated by Croydon Cycles. Entry is \$10 which also entitles you to ride in the scratch races later in the day. This will be our last event for 2005 and there will also be a free BBQ after racing is finished.

Men, watch the handicap and ride in the scratch races.



eastern veterans cycling club

Newsletter December 17 2005

A Message From The President

Greetings.

Another year over already. It's getting quicker every year.

I hope that everyone has enjoyed the year with Eastern Vets. We've had some excellent events in 2005. The Tsunami Appeal day was one of the highlights. The club managed to raise over \$4000 – a fantastic effort from all involved.

Unfortunately there has been some lowlights as well with a couple of serious accidents to our members both commuting and racing. Hopefully we'll see Dick Fox and Graham Cadd back on their bikes soon.

Thanks to all our great sponsors throughout the year. Vic State Home Loans who supported the Benalla Weekend, Le Tour, Superstore, Athletic Soft Tissue Therapy, Indoor Outdoor Imports, The Wilson Group and Avon Tyre Service. Two new sponsors were added this year - Croydon Cycle Works a new sponsor for the women's Christmas Handicap and O'Mara Cycles with the A grade series over summer. Remember these are the people that support the club so in return support their businesses. Without their help our races would certainly be less impressive.

Steve and Glenn always do a great job with the drinks every week. It takes time and effort to buy all the drinks and pack the eskies and we all appreciate a cold drink at the end of a race. All the drinks profit goes back into the club with the sponsorship of the Royce Bennett Memorial Handicap. This is a great reason to stay after the races for the presentation, have a drink and support the club and the riders who have won the day's events.

I'd like to thank all the committee members for their support throughout the year. Greg Lipple has one of the more difficult jobs as co-coordinator of the official's roster. Remember to confirm your availability with him to make his job a little easier. JC Wilson does a great job bringing the trailer every week and when we're out on the road circuits he has to load up his ute as well. Next year we will have a new trailer capable of holding all our equipment, and more, which will make his job somewhat easier. Also Thanks to Gary Chamberlain who has built the trailer for us at a great price. It really is rather large!

Something to look forward to in 2006 will be the opening of the new circuit at Casey Fields. This 2.2km circuit will be ready for use in April and we will be utilizing it extensively with Southern, Caulfield/Carnegie, Blackburn and the Berwick Human Powered Vehicle and Bicycle Clubs.

Ride Safely and I'll see you all in 2006.

Ian Smith

Graded Scratch Races December 10 Metec

A bit of a windy day again and the ultimate Metec circuit, taking in the hairpin bend and the right turn at the traffic lights meant that you had to be concentrating the whole duration of the race. With the wind from the south the hard bits seem to be after the hairpin and after turning at the traffic lights. There should be a head wind down the back straight but there seems to be some protection from the factory just outside the fence.

The President seemed to be spending a fair amount of time on the front in B grade, particularly early on. It was all to no avail as the race finished in a bunch sprint featuring the usual culprits, Bob Lewis winning from Jeff Pretto and Martin Stalder. Harold Simpson took off like a rocket in C grade and opened up a big gap. They eventually caught up with him and the race finished in another bunch sprint won

by Lucio Cesario for his second crit win in recent times from Peter Shanahan, Graeme Parker and Steve Barnard. In the famous words of Butch Gale, or was it Mike Williamson? "I tipped this", John Thomas won D grade, taking off with about 2 or 3 laps to go and put a couple of hundred metres into the rest of the field. In the sprint for the remaining placings Murray Howlett was able to keep his mate Geoff Mackay at bay. John won't be at Dunlop Road on Saturday, but C grade watch out for this guy, he could easily make it three races for three wins. Tony Curulli's mate Ross Tantau is a quick learner. In his first race a few weeks ago he rode the whole race in the small chain ring and led for about the last 5 laps, and finishing nowhere. This week he eventually got into the big ring following advice from Tony on every lap and only took the lead just before the traffic light turn when he powered away

to win from Ron Stranks and Keith Bowen. E grade won't have to worry for too long about Ross. Mike Fisher won F grade from Ken Woollard and new rider Tom Partel.

Nigel's O'Mara Cycles Report

It was a mixed dozen that set off for fifty-five minutes around the longest and most technical layout that METEC could offer. With the wind from the south-west we were going to have to work across the back and off the tight hairpin as well as down the finish straight.

Rob Amos must have been feeling really crook as he's launched himself away early in the second lap, using his mountain bike cornering skills to advantage through the tight hairpin. With an anticipated 50 minutes to ride this wasn't seen as a huge threat but as a break that needed to be controlled. And controlled it was, a few in the bunch prepared to work to keep him within reach.

Unfortunately we got a little too close, as the gap got down to thirty metres Phil Smith made his move and bridged. With two of the club's top riders away things were looking a little less controllable. A bit of disarray in the bunch enabled the two leaders to extend their break over the next lap or so and as it became apparent that they were likely to stay away Guy Green has decided that that was where the money was and has ridden across. From where I was sitting it looked as though Guy was still coming to terms with the Campagnolo shifters, pushing a big gear down the long straight.

From that point on the race pattern was pretty well set, the chasers more concerned about being lapped than actually chasing the break. Occasionally getting organised into a rolling bunch, but that never lasted very long; it's a little difficult riding two abreast round the hairpin.

A bit of confusion on the finish line about when to ring the bell had Ian Milner launch himself on a solo effort with an anticipated two laps to run. Ian held the bunch at bay for the first lap only to be dismayed at the silence that greeted

Results

	First	Second	Third
A Grade (12)	Rob Amos	Guy Green	Phil Smith
B Grade (12)	Bob Lewis	Jeff Pretto	Martin Stalder
C Grade (19)	Lucio Cesario	Peter Shanahan	Graeme Parker
D Grade (11)	John Thomas	Murray Howlett	Geoff Mackay
E Grade (13)	Ross Tantau	Ron Stranks	Keith Bowen
F Grade (5)	Mike Fisher	Ken Woollard	Tom Partel

Eastern Vets Program

Saturday	Jan	7	2. 00 pm	Dunlop Road	Graded Scratch Races
Saturday	Jan	14	2. 00 pm	Metec	Graded Scratch Races
Saturday	Jan	21	2. 00 pm	Gatwick Drive	Graded Scratch Races
Saturday	Jan	28	2. 00 pm	Metec	Graded Scratch Races
Monday	Jan	30	8.00 pm	Maroondah Club	Monthly General Meeting

Southern Vets Program

Saturday	Jan	8	9. 00 am	Healey Road	Graded Scratch Races
Saturday	Jan	15	9. 00 am	Lakewood Drive	Graded Scratch Races
Saturday	Jan	22	9. 00 am	Healy Road	Graded Scratch Races
Saturday	Jan	29	9. 00 am	Frankston Gardens	Graded Scratch Races

him next time past the finish line. Making the most of his break Ian kept going only to be disappointed yet again the next time he crossed the line. Unable to sustain the effort, and not knowing how many more laps they were going to send us on, he fell back to the bunch. Another lap, another rider, another anticipatory attack, also met with silence.

It was a fragmented and chase-weary bunch that finally got the bell after one hour four minutes. Of the nine chasers only half a dozen went into the last lap together and only three of them had anything left in the legs to attempt what might have passed for a sprint.

The end result saw the break finish three quarters of a lap ahead of the remainder with Rob finishing just ahead of Guy and Phil taking the last of the O'Mara money. Stuart Bendall took the sprint for fourth from Roy Clark.

Figures for my race - 40.95k in one hour six minutes at an average of 37.1kph.

Editor's Comments

Our crit races are nominally of around an hour's duration. With three groups on the course at one time and with riders in break aways, the officials at the finish line have to try and judge whether a group will have a clear run on the bell so as to avoid overtaking or being overtaken while on the bell lap. It is Club policy to start the lower grades first and for them to finish first, consequently at Metec, A and D grade's finishing times (on other crit circuits it will be A and B) may go longer than the nominal 60 minutes. Notwithstanding that, there was a bit of a mix up on Saturday. I started the rot telling the bell ringer to ring the bell for the coming bunch, but it was the wrong one!!!. It perhaps went down hill a bit from there, but in our defence it is a tricky job. If you haven't tried it before, come and give them a hand on the finish line, it is not as easy as it looks when you are riding around. The greater the number of experienced officials we have for the finish line, the less likely there will be problems on the finish line.

Northern Vets Program

Saturday	Jan	8	No Racing		
Saturday	Jan	15	9. 30 am	National Boulevard	Graded Scratch Races
Saturday	Jan	22	9. 30 am	Lillee Crescent	Graded Scratch Races
Saturday	Jan	29	10.00 am	National Boulevard	Graded Scratch Races

Wednesday Racing

Wednesday racing at the loop will close down until February 1, 2006 (last race for 2005 on December 21).

Midweek evening racing

Reverts to Tuesday, commencing January 3, (no racing on December 27 or 28).



Alan Cunneen's Xmas party Sunday 18th Dec 7pm - 10 pm. for Eastern Vets, family and friends of Eastern, including those who race on Wednesdays. BBQ and food, beer wine and soft drinks supplied at Waverley Family Healthcare 58 Pinewood Drive (corner of Blackburn Rd) Mt Waverley Mel Map 70 J 5 (parking on site and adjacent Pinewood shopping centre).

IF YOU ARE COMING MAKE SURE YOU PUT YOUR NAME DOWN ON SATURDAY.

Thanks from the Editor



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

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

Keith and Hylton are on holidays during January, but we will be back in action in February, 2006.

Merry Christmas and a Happy New Year to you all.

Keith Bowen

2006 AGGREGATE IS ALL WRAPPED UP

At the beginning of the year it was decided to change the aggregate so that it ran for the whole year and for the presentation to made on the last race day without points being allocated for the final race. All that has gone to plan except that the presentation won't be made on Saturday (we haven't organised the trophies). As has been the case for sometime, Rob Amos has won convincingly from Guy Green. Rob has had an outstanding second half of the year, being unplaced only 3 times (one in a handicap), second twice and the rest wins (12 of them). Guy has not been far behind except that he has come second to Rob in most of his wins. Ron Stranks took out third place from John Porter, followed by Keith Bowen, Jeff Pretto. There will be some changes to the system next year in which we will probably adopt the rules used in the mid-week crit series. Whether it will run for the whole year or revert to a summer and winter series is yet to be decided. Top finishers are as follows:

Amos	Rob	146	Stalder	Martin	58
Green	Guy	117	Shanahan	Peter	57
Stranks	Ron	96	McLennan	Neale	56
Porter	John	91	Wright	Clive	56
Bowen	Keith	77	Pretto	Su	53
Pretto	Jeff	65	Howlett	Murray	52
Parker	Graeme	62	Curulli	Tony	51
Wilson	John C	62	Mackay	Geoff	51
Simpson	Harold	60	Kelly	Paul	50
Kimber	Nigel	58			