

# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter July 1 2006

### Le Tour Classic Handicap Yarra Junction June 24, 2006

OK, the forecast was for a top of 13 degrees and nearly everyone left home in fine weather, but passed through a rain shower after Lilydale on the way to the race, which had them wondering about the wisdom of racing, but surprise surprise it was fine at Yarra Junction and the race was completed without a drop of rain.

61 started, which was a bit of a disappointment considering there were 81 entries. The best scratch bunch in living memory had 12 entries and 12 starters and even with the extra minute added to the handicaps just before the start, it always looked as though scratch would get up, and so it was.

Gayle Burke was the solo limit marker (25 minute) and was caught by the somewhat depleted 21 minute bunch (12 entries, 5 starters) before the turn. This bunch is slowly getting its act together to ride as a group, rather than a bunch of individuals in handicaps and was able to stay in front until the start of the bell lap when the 16 minute bunch were bearing down on us. The gaps between the bunches were substantially reduced by this time and there was no doubt that scratch would get up. Scratch also caught second scratch

just after the turn and every one was swept up by scratch either just before or after the final turn at Powelltown.

On the run home second scratch was able to stay with scratch and Phil Purdam from the 7 minute bunch and recovering from a broken wrist was able to hang in there to earn ride of the day. Andy Nicholls took off with about a kilometre to go and was soon joined by Tom Crebbin and the two of them held a small lead to the line with Tom winning. Dave Moreland lead the remainder home with Gary Wishart from the 4 minute bunch managing to get into tenth over the line (promoted to ninth when Guy Green, fourth over the line took the fastest time prize). Su Pretto (13 min) was first lady.

This was a top ride by the scratch bunch averaging something like 41.6 km/hr for the 59 kilometres and was 7 minutes faster than last year's time.

Some riders were wearing dark jerseys which is not a good idea on this course in winter with much of the road in shadow and patches of bright sunlight. Switch to bright colours is the go and keep the dark jerseys for Metec and Casey Fields where you are not going to get run down by a car.

## Results

<b>First</b>	Tom Crebbin	Scr
<b>Second</b>	Andy Nicholls	Scr
<b>Third</b>	Dave Moreland	Scr
<b>Fourth</b>	Peter O'Callaghan	Scr
<b>Fifth</b>	Paul Logan	Scr
<b>Sixth</b>	Geoff Thompson	Scr
<b>Seventh</b>	Gerry Donnelly	Scr
<b>Eighth</b>	Rob Amos	Scr
<b>Ninth</b>	Gary Wishart	4 min
<b>Tenth</b>	David Cummings	Scr
<b>1st lady</b>	Su Pretto	13 min
<b>Fastest</b>	Guy Green 1 hr 25 min	Scr

## Officials

Officials were Graham Haines, Phil Tattersall, Terry Murdock, Richard Plumb, Wayne Robinson, Stefan Kirsch and Rudy Joosten. J C Wilson filling the dual role of towing the trailer and selling the drinks with assistance from Mark Granland. Thanks to you all, without your help there wouldn't have been a race.

## Eastern Vets Program

Saturday	July	1	2:00pm	Casey Fields	Graded Scratch Races
Saturday	July	8	2:00pm	Killara Road	Graded Scratch Races
Saturday	July	15	2:00pm	Casey Fields	Graded Scratch Races
Saturday	July	22	2:00pm	Macclesfield	Eastern vs Southern

## Southern Vets Program

Sunday	July	2	9.00am	Cora Lyn	Handicap
Sunday	July	9	9.00am	Casey Fields	Graded Scratch Races
Sunday	July	16	9.00am	Lang Lang	Graded Scratch Races
Sunday	July	23	9.00am	Casey Fields	Graded Scratch Races

## Northern Vets Program

Sunday	July	2	9.30am	National Boulevard	Graded Scratch Races
Sunday	July	9	10.00am	Avenel Road Seymour	Handicap
Sunday	July	16	9.30am	Lillee Cres Tullamarine	Graded Scratch Races
Sunday	July	23	9.30am	National Boulevard	Graded Scratch Races/H'cap

## 100 Kilometre Race

The committee is considering a proposal for a 100 km race in early November for A, B, C and D grades, E grade riders if they wish. The race would be held after Around the Bay in a Day, so you will have plenty of kilometres in your legs and after the start of daylight saving.

We are seeking your views.

The proposal is for a course from Yarra Junction out towards Noojee and back to Yarra Junction. Various loops out past Whites Corner are still being considered. The disadvantages of this course are, that it will be tough and if you have a problem or wish to pull out, it is a long way back to the finish.

Alternatively two laps of a course out past Powelltown and back, which would include climbing the hill twice, but would have the advantage of, if you have to pull out you would not be too far from the finish. The disadvantage is that there would be riders ascending and descending the hill at the same time

The third alternative is that we don't have it and continue with our normal races of 50 to 60 km.

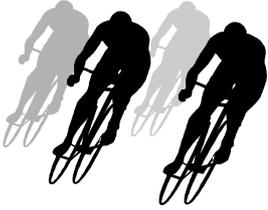
Members on email have already been asked to respond, but if you haven't an email, please let me know your preference.

- 1 I am in favour of a 100 km race from Yarra Junction out towards Noojee and back (exact details of the circuit out past Whites Corner are still to be finalised).
- 2 I am in favour of a 100 km race which would include two laps from Yarra Junction up over the hill and back ie this would entail climbing the hill twice.
- 3 I am not in favour of a 100 km race and we should keep to our current race distances of up to 60 km.

## Stop Press

### The results are now in

67 riders responded to my email with an opinion, the results are a resounding endorsement for option 1, 48 in favour, 9 for option 2 and 7 for option 3. It looks as though you should start some long training rides with hills!!!



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

**Newsletter July 8 2006**

## Graded Scratch Races, Casey Fields July 1, 2006

Casey Fields gave us an example of what it can be like in the depth of winter. No rain despite the threatening clouds, cold, but a gale force (well seemed like it anyway) westerly to north westerly which made things as tough as they are ever likely to be. Numerous riders found it too hard to stay in the big ring and the front derailleur was given a work out each lap, as the head wind hit the bunch. If you thought our first race there was tough, Saturday was several notches more difficult. As is usual in windy conditions the bunches soon split up and riders were spread around the course, making the judges job difficult.

Not sure where the O'Mara riders were, but only four started. Can't understand why some of the B+ riders didn't step up as a fifth place was there for just riding around. The four of them rode together for sometime until Phil Thompson couldn't keep up and dropped off to come in fourth. The others stayed together with Guy Green winning the sprint from Rob Amos and Roy Clark.

Twelve started in B grade and as would be expected Ian Milner took the opportunity to break away, but was eventually roped in. In the sprint Evan Butler managed to hold off Ian with Martin Stalder following for third place.

C grade was the biggest field with 20 starters and was soon blown away by Peter Shanahan. Peter put in what seemed to be a solo effort for the entire race winning by hundreds of metres and lapping all bar 4 (?) and others earning himself ride of the day and a promotion to B grade. In the sprint for the places Mick Cummings (Southern), followed by Alan Goodrope, just ahead of Phil Cavaleri. Both these guys will be following Peter into B grade before long. Check out Alan's bike, 70's vintage Malvern Star, down bar shifters and I think 5 speed.

Murray Howlett returned to the winners circle in D grade after a brief stint in C. Wayne Doherty again came second. In 8 rides Wayne has come second 4 times, with a first and a third.

E grade stayed together for half the race or more until Grant Greenhalgh took off and got a sizeable break. After a lap or so in front he came back to the fold when Ron Stranks decided it was time to go. No one was prepared or able to chase Ronnie and he had a comfortable win by a large margin. The judges failed to give Ronnie the bell and he did an extra 1 or 2 laps before he was told to call it a day. Keith Bowen won the sprint second with Peter Clark (Southern) third. To give an idea of the strength of the wind, E grade normally average 31 km/hr or more at Casey Fields, on Saturday the average was 27.2.

## Results

	First	Second	Third
<b>( O'Mara (4)</b>	Guy Green	Rob Amos	
<b>I Grade (12)</b>	Evan Butler	Ian Milner	Martin Stalder
<b>( C Grade (20)</b>	Peter Shanahan	Mick Cummings	Alan Goodrope
<b>I Grade (12)</b>	Murray Howlett	Wayne Doherty	Colin Johnson
<b>I Grade (8)</b>	Ron Stranks	Keith Bowen	Peter Clark

## Officials

Rob Russell was in charge of proceedings with assistance from a few others, but just who I am not sure. Thanks anyway

### Eastern Vets Program

Saturday	July	8	2:00pm	Killara Road	Graded Scratch Races
Saturday	July	15	2:00pm	Casey Fields	Graded Scratch Races
Saturday	July	22	2:00pm	Macclesfield	Eastern vs Southern
Saturday	July	29	2:00pm	Yarra Junction	Formtech Time Trial

### Southern Vets Program

Sunday	July	9	9.00am	Casey Fields	Graded Scratch Races
Sunday	July	16	9.00am	Lang Lang	Graded Scratch Races
Sunday	July	23	9.00am	Casey Fields	Graded Scratch Races
Sunday	July	30	9.00am	Cora Lynn	Handicap

### Northern Vets Program

Sunday	July	9	10.00am	Avenel Road Seymour	Handicap
Sunday	July	16	9.30am	Lillee Cres Tullamarine	Graded Scratch Races
Sunday	July	23	9.30am	National Boulevard	Graded Scratch Races/H'cap
Sunday	July	30	10.00am	Seymour	General Memorial Handicap

\*\*\*\*\*

### Race Photographs

Rose from Rose M Photography was on hand again taking photos. Riders will remember her photos from the Hill Climb earlier in the year. She took over 100 photos and I am sure every rider will be there. Check on her website [www.rosephotography.com](http://www.rosephotography.com) and click on the sport link. Here is an example of her photos, Rob Amos leading Roy Clark, Guy Green and Phil Thompson tucked in behind.

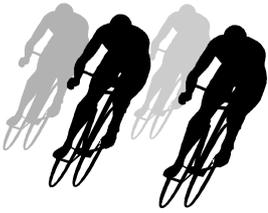


### Bike Wheels for Sale

Peter Howard (Pauls Cycles Eltham) has a special going on American Classic Wheels 420's. This wheel set features the American Classic 420 gram rim (less than 1500 gram a pair), which is the lightest deep section aluminium clincher rim in the world. It is ideal for everyday riding and racing, and suitable for flat or hilly courses, triathlons or time-trialling, and is light enough to use as a climbing wheel. This wheel set is the best do-it-all wheel set available on the market, even for Clydesdales! Price for July only \$450 (normally \$800). Ring Peter on 9439 1481 or visit his shop at 16/10 Arthur Street Eltham.

### Coming Events

The Formtech Engineering 25 km Individual Time Trial, July 29 Yarra Junction. Race format: sealed handicap and a race against standard times for your age and Eastern Veterans Time Trial Age Championships (championship eligible to Eastern members only). Excellent prize money and trophies.



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

*Newsletter July 15 2006*

## Graded Scratch Races, Killara Road July 8, 2006

Saturday was our first time back at Killara Road since our infamous first ride there in the heat, during which pretty well the only riders to finish were the place getters. The big question was would it be as tough? The answer was no, but it is nevertheless a pretty demanding course with many riders withdrawing after a lap or two. There were no bunch sprints as such and the secret of this course is to be first over the long drag to the top of the hill before the descent to the finish line. If you have a bit of a break there, you are not going to be headed.

The **O'Mara series** was back to respectable numbers with 9 starters which was eventually whittled down to 6 after a lap or two. Guy Green was first over the hill and was able to look around to see how close the opposition was as he approached the line. He had a gap of a few bike lengths to Dave Moreland followed by Roy Clark, Dan Cummings (Southern) and Rob Amos finishing in that order in the sprint for the remaining places.

Evan Butler did a power of work in **B grade** and was a contender for ride of the day. Ultimately it was too much for him and Phil Purdam (Southern) just edged out Ian Smith, followed with a bit of a gap to Craig Peacock. Craig, after his success last year with Kerry Ryan in the Trans Rockies Ride is off soon to the World 24 Hour Championships and after the race set off on his mountain bike for a few more hours of training.

On the first descent back towards the finish line. Alan Goodrope had **C grade** strung out in a long line of chasing riders. He must have eased up as the next time they were seen they were all back together. Phil Cavaleri was the work horse of the group and earned himself ride of the day for his efforts, but like Evan Butler wore himself out. Alan Goodrope was first over the last hill and won comfortably from Ross Tinkler with a further gap to Nick Tapp. This was a fine effort from Nick in his first ride in C grade.

Wayne Doherty after his run of second places in **D grade** was always going to be a winner today. No one timed his winning margin, but something like 5 minutes, or perhaps even more would have been close to the mark. C grade need to be wary of this guy. Murray Howlett and John Thomson fought out the remaining placings with Murray winning by the narrowest of margins as they sprinted to the line.

Another shoe in was Louise McKimmie in **E grade**. Louise flies up the hills in a big gear without effort and although not matching partner Wayne's effort won by 400 metres or more. A surprise in this grade was Peter Tari's second place. We know that Peter is no slouch as a sprinter but there were doubts about his ability to climb hills, considering he weighs in at 122 kg!!! But Peter climbed with ease and descended in a blur and was able to leave the remaining E graders in his wake, with Ronnie Stranks just holding out Brian Farrell for third.

## Results

	First	Second	Third
<b>O'Mara (9)</b>	Guy Green	Dave Moreland	Roy Clark
<b>I Grade (14)</b>	Phil Purdam	Ian Smith	Craig Peacock
<b>C Grade (12)</b>	Alan Goodrope	Ross Tinkler	Nick Tapp
<b>I Grade (11)</b>	Wayne Doherty	Murray Howlett	John Thomson
<b>I Grade (7)</b>	Louise McKimmie	Peter Tari	Ron Stranks

## Officials

Greg Lippie is recovering from his back operation and although not yet on the bike, Greg is back in the "saddle" running our races. Greg does a fantastic job and will be hard to replace when he is back riding in the near future.

Others helping today were, Harold Simpson, Steve Gray, Kerry Ryan, Peter Shanahan, Ray Russo, Ben Schofield, Martin Stalder, Phil Tattersall, Peter Ransome, Cameron Russell and Nic Skewes. This was probably a first for every one rostered on turning up!!! Thanks guys

### Eastern Vets Program

Saturday	July	15	2:00pm	Casey Fields	Graded Scratch Races
Saturday	July	22	2:00pm	Macclesfield	Eastern vs Southern
Saturday	July	29	2:00pm	Yarra Junction	Formtech Time Trial
<b>Monday</b>	<b>July</b>	<b>31</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly Meeting</b>

### Southern Vets Program

Sunday	July	16	9.00am	Lang Lang	Graded Scratch Races
Sunday	July	23	9.00am	Casey Fields	Graded Scratch Races
Sunday	July	30	9.00am	Cora Lynn	Handicap
Sunday	August	6	9.00am	Casey Fields	Graded Scratch Races

### Northern Vets Program

Sunday	July	16	9.30am	Lillee Cres Tullamarine	Graded Scratch Races
Sunday	July	23	9.30am	National Boulevard	Graded Scratch Races/H'cap
Sunday	July	30	10.00am	Seymour	General Memorial Handicap
Sunday	August	6	9.30am	National Boulevard	Graded Scratch Races

\*\*\*\*\*

### Race Photographs

Rose from Rose M Photography was on hand at Casey Fields taking photos. Riders will remember her photos from the Hill Climb earlier in the year. She took over 100 photos and I am sure every rider will be there. Check on her website [www.rosephotography.com](http://www.rosephotography.com) and click on the sport link. Here is another example of her photos, Peter Shanahan cruises past the finish line having just lapped most of C grade.



### Bike Wheels for Sale

Peter Howard (Pauls Cycles Eltham) has a special going on American Classic Wheels 420's. This wheel set features the American Classic 420 gram rim (less than 1500 gram a pair), which is the lightest deep section aluminium clincher rim in the world. It is ideal for everyday riding and racing, and suitable for flat or hilly courses, triathlons or time-trialling, and is light enough to use as a climbing wheel. This wheel set is the best do-it-all wheel set available on the market, even for Clydesdales! Price for July only \$450 (normally \$800). Ring Peter on 9439 1481 or visit his shop at 16/10 Arthur Street Eltham.

## Coming Events

The Formtech Engineering 25 km Individual Time Trial, July 29 Yarra Junction. Race format: sealed handicap and a race against standard times for your age and Eastern Veterans Time Trial Age Championships (championship eligible to Eastern members only). Excellent prize money and trophies.

### **Karen Hopkinson continues to have the job to die for, working for Nike in Europe, her is her story of the 2006 L'Etape Bike Ride**

Hi guys

Well as some of you will know from text messages, I did make it to the top of Alpe D'Huez, but it was not without its difficulties.

The weather played a big part and a lot of people suffered from heat exhaustion/cramps etc- it got up over 30 degrees in the valleys.

Over 2000 of the 8000 riders that started did not finish- either they stopped themselves, or missed the elimination times.

We started the day at 4am – luckily the French did not win the world cup the night before otherwise there would not have been much sleep in the small town we were staying in. (They had 2 areas to watch the game outdoors and there was plenty of yelling and singing, whilst we were all trying to sleep- but it stopped about 11pm- thank goodness.)

The ride into Gap was actually very nice- we rode very slowly – just spinning and it was a good warm up for the day- even if it did take our total distance to over 200km. (approx 220km in all)

The Nike team were in the first 2 groups- I had been in the second group but one of the guys swapped with me – so that I could go with the fast guys- not sure whether I should be grateful or not?? They all wanted me to get a top 5 place in the womens. No pressure there then!!

Had a good start- managed to stay in the lead peleton (which was about 3-400 strong) all the way to Guillestre – at the foot of the Izoard climb. We did the 57 km in 1.5 hours- so a great start- as it was undulating- with an overall gain of approx 300 metres, not flat. I saw about 5 other women in the group- who all looked really strong. But at Guillestre I had to stop for water (had already drunk 2 bottles in the first 1 ½ hours) 15 mins further up the road I stopped to take my long sleeve jersey off- was feeling OK- but my tummy was a bit funny- not sure if it was too much water or not enough- along with the power gels squelching in the belly!

When I stopped, I of course lost sight of the big peleton and the women in that group- they didn't even stop to get water???!?

The climb up the Izoard was OK- yes it took about 1 hour 50 mins (but it took me well over 2 hours in training 6 weeks ago) I passed a lot of people, but still rode within myself- got to the top in 3.5 hours- the aim had been to do it under 4 hours- so I was well on track for a good day.

Enjoyed the down hill into Briancon- even if I was passed by lots of guys and one woman absolutely hammering- same old story there then.

In Briancon I stopped for more food and drink- a banana and more water- tummy still feeling a bit queasy.

The long climb up Lautaret was not very enjoyable- although you can see from the piccies it is very beautiful!!

It only classes as a cat 2 climb (the other 2 of the day are HC climbs) but boy it felt hard after 2 hours of climbing already and the sun was warming up. There was also a head wind whistling down the valley. Started OK- in a bunch doing around 20-21km/hr (the base is like the 1 in 20 in the Dandenongs) but as it kicked up (even though it never gets really steep) I couldn't go with the guys- despite a few of them trying to help me and let them sit on my wheel and give me a bit of a push- these French guys are quite charming!!!

Climbed a fair bit of it on my own and quickly ran out of water.

At the top- no food station- just a fountain that a kind (French again) guy was standing by – desperately filling everyone's water bottles.

I hated the descent- by this stage I had cramp in the tummy and the lower back was really aching. I also started having trouble with my eyes- they kept going out of focus with black spots- so I couldn't see the road properly. Not good on an Alpine descent surrounded by guys going 20km/hr faster than me. Especially when we kept hurtling into very dark tunnels- from bright sunlight- the difference made my head hurt!!

In the end I had to give in and stop and lay down for a few minutes- eat and drink some more stuff and hope my eyes stopped seeing pink fairies. I lost contact with a nice peleton – which was a shame as the headwind was quite strong and as soon as the descent flattened out- my legs had nothing left and I slowed down to snails pace.

I lost heaps of time on this 40km descent to Bourg D'Oisans- so my great first half of the race was negated by my dodgy eyes and lack of courage on the down hill.

At Bourg D'Oisan- the base of Alpe D'Huez. Hundreds of people lining the streets cheering and a food station did its bit to revive me- but by this stage it was ultra hot.

I needed a loo stop- had to go off down a side street, away from all the people- I was too tired to notice that where I crouched down was full of nettles- ouch- I soon jumped up again!!!

The sun was bouncing off the tarmac on the Alpe- it's very steep to start with and after 40km of descending, then stopping for food, the legs were just not working. Just keep going and I am sure it flattens out, I kept telling myself, drink at every hairpin.

The road was lined with people- some of whom poured water over our heads- allelujah!! But the heat was so intense- people were off their bikes crying, lying in the one patch of shade under a tree they could find, or walking, heads bowed. No-one was talking- everyone was in their own personal hell. I just wanted to get off and stand under one of the many waterfalls gushing down the side of the mountain- bathe the burning feet and cool the body. But I kept telling myself how grumpy I would be with myself if I stopped whilst climbing!! (Don't know why- because afterwards a lot of the fast guys in the Nike and Giant groups were telling me that they stopped under waterfalls and to get drinks from passers by- so why did I feel compelled to not stop!!! Dumb or what!!!)

I was passed by about 10 guys, but I overtook at least 100 men- but only 1 girl.

By the time I got to hairpin 8 I was feeling pretty crap- nausea again, too hot, completely dead legs, hip aching, knee aching- everything bloody aching!

We started to get the slightest breeze by about hairpin 6. It's depressing when you look up the mountain and see just how far you have to go to the ski resort, when you have already been climbing at about 9-10km/hr for what feels like forever.

When I reached the lower part of the resort, I saw Cyrille, our team mechanic and photographer- another charming Frenchman- he took some pics (god knows how crap I will look on them) ran with me for a while and told me that in 500m the road went flat- then gave me a push. (I said to him- does it really go flat?? I wasn't sure I believed him!!)

But- true enough for the last km or so it is flat, the streets were full of cheering people- who especially cheered for women and I got all refreshed- cranked up into the big chain ring and started hammering- turned the last corner for the last 400 metres and it was up hill again. Lasted half way up in the big chain ring, then just had to drop down to the small one again.

My aim before the race had been under 8 hours- I did 8 hrs 3 mins !!!!!

So, considering that for half the race I felt pretty crap, I should be pleased- but of course typically I am disappointed!

My riding time was about 7 hours 40mins- so you can see I wasted a lot of time faffing about- loo stops and trying to get rid of dizziness/ sore back etc.

The lead woman did 6.5 hours- only half an hour behind the lead guy- that didn't make me feel very good- but as Gerald said- what do I expect when I hadn't done the miles or the hills- a miracle!!?

Last night I felt as if I had done an adventure race- how did I ever get through them I asked Gerald- "you did the training dear- remember" he replied. hhhhhmmmm good point!!!

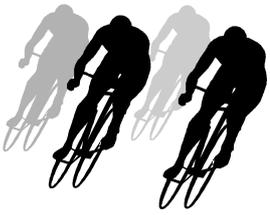
Checked the race results- 8<sup>th</sup> again!!

Happy training

*Karen*



Karen at the Col du Lautaret



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter September 2 2006

### Graded Scratch Races, Casey Fields August 26, 2006

A bit of a shock to come back from the sunny Gold Coast, with temperatures in the low 20's and no need for arm warmers let alone leg warmers when riding, to 15 degrees or thereabouts; but at least it was sunny and in contrast to our last visit to Casey Fields, no wind. The conditions were about as good as we can expect at Casey Fields. 70 riders including a few Southern visitors was a pretty good turnout. With all riders on at once the opportunity was taken to lengthen the races up to 1 hr 30 for the O'Mara riders grading back to an hour 5 for E grade and thanks to the generosity of the Bicycle Superstore prizes for intermediate sprints.

Only 8 starters in the **O'Mara series** and it wasn't long before they were spread out with Gary Wishart getting a handy lead only to be roped in before the intermediate sprint which was won by Gary Chamberlain. It was then time for Rob Amos accompanied by John Lynch to go clear, but with about 3 laps to go Rob decided it was time to go and leave John to take second place, several hundred metres behind. Rob managed to lap the remaining riders with about a lap to go. Barry Robertson was able to just nudge out Gary Chamberlain for third, with Rob Graham taking fifth place.

More break aways in B grade with first Ian Smith getting a handy break, again to be caught before the intermediate sprint which was won by Alan Goodrope, who will soon be featuring in the placings. Ian Milner in his usual style took off and opened up a break which he was able to just hold to the end, with Ian Smith winning the bunch sprint from Martin Stalder, and Ben Schofield.

**C grade** had a field of 17 starters with Tony Curulli winning the double of the sprint and the race. Tony was followed by Geoff Puttock, Kevin Jackson and Harold Simpson.

In contrast to some recent races where there were only a few starters in **D grade**, they had the biggest field today with 19 starters. Mark Granland won the intermediate sprint. Southern visitor Stuart Campbell won the sprint from Chris Norbury, showing a welcome return to form after his accident earlier in the year, J C Wilson and Neville Williamson.

There were 12 starters in the E grade race which was dominated by Alex Rigo and David Worland, with a couple of others at the front every now and then. Alex won the intermediate sprint convincingly and then took off well before the turn into the straight at the finish.

Only Grant Greenhalgh and David and were able to go with him, finishing in that order several bike lengths ahead of the rest of us. That will be last we see of Alex in E grade. David Worland maintains that he hasn't raced before, but those following him in a race find it hard to believe.

### Nigel's Race Report

It was good to see a couple of B-grade riders joining the A-grade field for the O'Mara race ; John Pritchard, Gary Chamberlain, and new member to the club Barry Robertson. The return of John Lynch and Rob Graham, and Gary Wishart joining for a hit-out prior to his club championships, plus regulars Rob Amos and Nigel Kimber saw a field of eight take the starter's orders.

An hour and a half race duration and the promise of an intermediate sprint at an indeterminate time for an indeterminate reward had the majority of the bunch content to circulate and only extend themselves to stay in touch if the pace picked up. There were a couple of riders, either strong enough or stupid enough, who chose to mix it up a bit. The first increases in tempo coming on the second lap and little surges and attacks following on almost every other lap thereafter. A break by Rob Amos early was allowed to get to 20 metres. The intent, let him hang while the bunch swapped turns keeping him in check. Things didn't quite go to plan as one rider decided that 20m was too much, even though it was seven against one. A couple of efforts by myself only managed to gap the field for a couple of hundred metres before the others came back, even with the help of John Lynch the two of us were not able to keep the chasing pack at bay. Don't know who to thank for bringing up the reinforcements.

After thirty minutes of going fast and then flat-out the powers that be deemed it a good time to make us really hurt by announcing the next lap as the sprint. For most of the lap we tailed the B-grade bunch and an effort to get us past them before we started our sprint left my legs a little less than prepared for the launch of Rob A. , both Garys, and John P. Trailing by half the finish straight it was always going to be a struggle to get back on, but as the sole representative of the sponsor, and fearless correspondent, I felt it my duty to make the attempt. The presence of the B-grade bunch in-between promised some assistance, if only I could catch them I could skip down the side and jump across. Unfortunately the B-grade bunch proved my undoing as they have surged prompting the A-grade bunch to extract a digit and lift their pace, leaving me to contemplate the reason why 2 is an odd number.

At least circulating out of the race gave me the opportunity to view it from a different angle.

With half the anticipated race time run the significant seven were still circulating together and the obscure one was still circulating alone, dropping a few metres each circumnavigation of the Casey Fields circuit. Forty-five minutes was apparently Rob A. s queue to move and he's bolted, John Lynch the only member of the seven with enough to hang on. After this the race pretty well settled down, Rob and John keeping a solid tempo, increasing their lead over the other five and noticeably closing the gap to the lone me. The following five maintaining their momentum and continuing to pull away from yours truly.

An hour into the race and with little pride left I've pulled the plug to avoid being lapped on the circuit and gone to hide in my car. Soon after my retirement Gary W. has also withdrawn having had the work-out he desired. Then there were six.

John Pritchard was the next to fall and despite, or perhaps because of, being able to fight his way back onto the chasers he was not long from the bar and a much appreciated ale. That left five ; two away and three chasing.

Five minutes from the bell Rob A. has upped the tempo another notch and ridden away from John Lynch and set off in pursuit of the chasing bunch. There was much speculation from the gallery as to whether he would run them down or not. The bell saw Rob about a quarter of a lap down on the small group of Gary C. , Rob G. and Barry, and closing. And close he did. By the end of the back straight he had caught, passed, and ridden away from the threesome to take the win comfortably. Rob had obviously been so focussed on his pursuit that he must of missed the bell as he continued another lap at full speed. John Lynch apparently suffering the same level of exhaustion asking if that was the finish as he crossed the finish line. Gary Chamberlain led the remaining competitors in a tight and fast sprint to take third.

## Results

	First	Second	Third	Sprint
<b>( 'Mara (8)</b>	Rob Amos	John Lynch	Gary Chamberlain	Gary Chamberlain
<b>I Grade (13)</b>	Ian Milner	Ian Smith	Martin Stalder	Alan Goodrope
<b>( Grade (17)</b>	Tony Curulli	Geoff Puttock	Kevin Jackson	Tony Curulli
<b>I Grade (19)</b>	Stuart Campbell	Chris Norbury	J C Wilson	Mark Granland
<b>I Grade (12)</b>	Alex Rigo	Grant Greenhalgh	David Worland	Alex Rigo

## Officials

Philip Johns and Val Kalns were in charge of proceedings with assistance in the judging from Julie Vomero. J C was in the dual role of towing the trailer and selling the drinks. Thanks to all.

**A special thanks** to the Bicycle Superstore for the 200 odd dollars worth of gift vouchers for the winners of the intermediate sprints.

## Eastern Vets Program

Saturday	September	2	2.00pm	Casey Fields	Graded Scratch Races
Saturday	September	9	2.00pm	Benalla	Vic State Home Loans Handicap
Sunday	September	10		Benalla	Graded Scratch Races
Saturday	September	16	2.00pm	Casey Fields	Avon Tyres GSR and H'cap
Saturday	September	23	2.00pm	Basin Hill Climb	Indoor Outdoor Hill Climb

## Southern Vets Program

Sunday	September	3	9.00am	Casey Fields	Graded Scratch Races
Sunday	September	10	9.00am	Dromana	Graded Scratch Races
Sunday	September	17	9.00am	Somers	Graded Scratch Races
Sunday	September	24	9.00am	Lang Lang	Graded Scratch Races

## Northern Vets Program

Sunday	September	3	10.00am	East Trentham	Handicap
Sunday	September	10	9.30am	Lillee Crescent	Graded Scratch Races/H'cap
Sunday	September	17	9.30am	National Boulevard	General Memorial Handicap
Sunday	September	24	10.00am	Broadford	Mountain Goat Classic

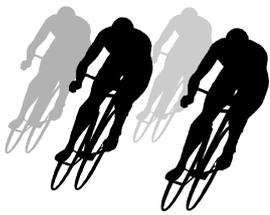
## Coming Events

**Benalla Weekend of Racing** September 9 and 10, put your entry in now.

**Basin Hill Climb**, September 23, entries opening soon.

**Around the Bay in a Day**, October 15, arrangements coming soon. As in previous years there will probably be one or two groups (200 and 250 km riders) going all the way round via Geelong and Queenscliff, another group going to Sorrento and return and possibly a group going all the way round via Sorrento

**O'Mara Cycles Eastern 100** November 11



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter September 9 2006

### Graded Scratch Races, Casey Fields September 2, 2006

What's happening, good conditions two weeks in a row at Casey Fields. Not quite as warm as last week and just the suggestion of a wind after you turned through the big sweeper to head back parallel to the old finishing straight. The new finish line taking out the last turn was a winner and will undoubtedly be used for future races. 68 starters was again a good turnout. Again the races featured an intermediate sprint.

The **O'Mara series** (with a bit of help from Nigel) featured ten riders and in a most unusual race, they finished in a bunch sprint. After Ian Smith 'promoted' Ian Milner to A grade the previous week, he couldn't avoid going up himself and with a third place will have to remain there. As usual Ian Milner was involved in several of the attacks and break-aways that occurred during the race. Likewise Rob Amos was constantly on the attack but the large group meant that there was always someone to pull it back together. The intermediate sprint was led out by Rob Graham (?) at over 50kph which cost him contact with the bunch after the sprint but someone went back for him and the bunch stayed together for the whole race. Guy Green won the bunch sprint from Rob Amos, followed by Phil Thompson, in his best result for some time, John Pritchard and Ian Smith. Guy also won the intermediate sprint. Nigel's figures for the race were 60.69km at 40.4kph in 1:30:00

Rob Truscott was able to slip away from the other 13 riders in **B grade** to win comfortably from Jeff Pretto and Wayne Doherty in his first ride in B grade. Wayne

started off earlier this year in E grade and he has quickly achieved his ambition of riding in B. He will probably find himself in the O'Mara series very soon. Martin Stalder won the intermediate sprint.

A big field in **C grade** with 20 starter, saw a runaway and popular win to Su Pretto. Su took off with a couple of laps to go and was able to hold her advantage and win by a few hundred metres. This was a great effort by Su. Following her home were Kevin Jackson, Graeme Parker and Alan Hicks. Master sprinter Tony Curulli won the intermediate sprint.

Sprinters dominated in **D grade** which had 14 starters. J C Wilson won the intermediate sprint, with Neville Williamson, J C and Neil Wray the placings at the finish.

**E grade** has a couple of riders who like to put in an attack every now and then which keeps the riders on their toes. With no F grade Johnny Porter has to ride in E grade and admirably took his turn near the front and chasing down the attempted break aways. Ken Crowe comfortably won the intermediate sprint when someone took off from a long long way out. In the sprint for the finish Ronnie Stranks hit the front coming round the last bend and couldn't be caught by Keith Bowen or Angelo Antignani.

Tried a new way home following the advice of Alan Cunneen, instead of turning left towards Cranbourne, turn right and get onto the freeway at Berwick, might be longer but was 4 or 5 minutes quicker. If you haven't tried it, it is worth a go.

### Results

	First	Second	Third	Sprint
<b>O'Mara (10)</b>	Guy Green	Rob Amos	Phil Thompson	Guy Green
<b>I Grade (14)</b>	Rob Truscott	Jeff Pretto	Wayne Doherty	Martin Stalder
<b>C Grade (20)</b>	Su Pretto	Kevin Jackson	Graeme Parker	Tony Curulli
<b>I Grade (14)</b>	Nev Williamson	J C Wilson	Neil Wray	J C Wilson
<b>I Grade (10)</b>	Ron Stranks	Keith Bowen	Angelo Antignani	Ken Crowe

### Officials

Chris Beale and Val Kalns, back to help out after breaking a couple of ribs last Sunday, were in charge of proceedings. One of the clear advantages of Casey Fields is that racing can be run comfortably by two people. J C was again in the dual role of towing the trailer and selling the drinks. Thanks to all.

### Eastern Vets Program

Saturday	September	9	2.00pm	Benalla	Vic State Home Loans Handicap
Sunday	September	10		Benalla	Graded Scratch Races
Saturday	September	16	2.00pm	Casey Fields	Avon Tyres GSR and H'cap

Saturday	September	23	2.00pm	Basin Hill Climb	Indoor Outdoor Hill Climb
<b>Monday</b>	<b>September</b>	<b>25</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>

### Southern Vets Program

Sunday	September	10	9.00am	Dromana	Graded Scratch Races
Sunday	September	17	9.00am	Somers	Graded Scratch Races
Sunday	September	24	9.00am	Lang Lang	Graded Scratch Races

### Northern Vets Program

Sunday	September	10	9.30am	Lillee Crescent	Graded Scratch Races/H'cap
Sunday	September	17	9.30am	National Boulevard	General Memorial Handicap
Sunday	September	24	10.00am	Broadford	Mountain Goat Classic
Sunday	October	1	10.00am	Lancefield	Handicap

## Congratulations to the following Eastern riders in the medals in Australia and internationally

**Liz Randall** (60+) continues her stellar international career with two silver medals at the World Masters road and time trial championships in St Johann. Liz was 15 seconds down in the time trial with an average of 39.1 km/hr, she was 3 minutes down in the road race to the same competitor.

**Nick Chadderton** (45-50) was also there and after averaging 44.5 km/hr he came 24th (out of 80), 1 minute 39 down. The winner was a former US Olympian and a pro rider with of Greg Lemond. Nick was 5th in the 2-up time trial in Deutschlandsberg and 2nd in the individual time trial in Deutschlandsberg.

**Craig Peacock and Kerry Ryan** Kerry (Ultra Masters 60+) and Craig Peacock (Masters 40-49) won their age groups in the Australian MTB Marathon Championships, which had over 1000 entries, in QLD on the weekend. Kerry was a mere 1 hour 11 minutes ahead of the second rider!!!

The race was 110km long with 25km of single track, 80km of fire roads and 4x4 tracks, and the odd bitumen section. There were a few hills, we did 1828m of climbing and a few hike a bike sections

## Coming Events

**Basin Hill Climb**, September 23, entries opening soon.

**Around the Bay in a Day**, October 15, arrangements coming soon. As in previous years there will probably be one or two groups (200 and 250 km riders) going all the way round via Geelong and Queenscliff, another group going to Sorrento and return and possibly a group going all the way round via Sorrento.

The large open area at Docklands won't be available this year to Bicycle Victoria for the start and finish, instead the "after race meeting area" will be at New Quay and the pavilion (where the Leonardo de Vinci invention exhibition is). This is not a particularly good arrangement, if nothing else there won't be free wine tasting like we had last year. We are still negotiating a suitable meeting place for Eastern members, but it is likely to be Murphy Reserve

**O'Mara Cycles Eastern 100** November 11

### TRAINING/CAPPUCINO RIDES

Interested in some easy training rides, including a coffee break and/or midweek racing. Then the following will be of interest.

#### Sunday Morning

**St Kilda to Frankston** and return. Starting at the corner of Beach Road and Wentworth Avenue at 8.00 am.

Approximate distance 75 km. Enquiries to John Macleod 9722 1552.

**Warburton Trail** Starting Mt Evelyn 8.00 am riding to Warburton and return. This ride may be replaced by other rides, either road or MTB. Enquiries to Graeme Parker 9728 8087.

**Strathewen** Starting Diamond Creek Hotel car park at 8.30. Scenic ride to Strathewen and return via Doreen. Enquiries to Geoff Puttock 9439 2214.

#### Tuesday Morning

This ride is now becoming popular, with up to 20 riders. Yarra bike path to South Bank, Port Melbourne, or Botanic Gardens (approximate distance 70 km from Lower Plenty). Meet at various points along the bike path, 9.00 am Bonds Road Lower Plenty, 9.30 am Burke Road, other points as you wish. Enquiries to Keith Bowen 9439 8013.

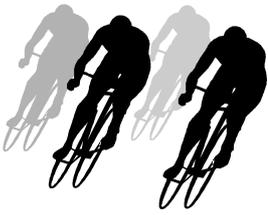
#### Tuesday Evening

Racing at Metec, starting when daylight saving starts in October. Racing starts at 6.00pm.

#### Wednesday Morning Racing

"Friendly" racing at the Loop, Yarra Boulevard (Melway 44 G4). Entries from 10.00 am, racing followed by coffee at the Studley Park Boathouse.





# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter September 9 2006

### Victoria State Home Loans, Benalla September 9 2006

#### Handicap – Ian Smith (2min 30)

A very windy but fine day was on hand as we warmed up for the VicState Homeloans handicap. The limit markers only had 24mins which looked a tough assignment given the conditions. At least the run home would be fast with a tail wind for the last 16 or 17km.

The second scratch bunch were all Eastern riders except for one who unfortunately dropped off early so we were left with only 5 riders.

We were working hard with strong cross winds so changing from up and down the road when rounding the corners was critical.

We picked up a few dropped riders as we went but although we could see the 5min bunch ahead it took till about 20km before we could reel them in. It seemed to take an eternity to get to the turn and go from a tough head wind to a difficult cross wind again.

With assistance from those riders and the wind from the side we were able to hold off scratch for another 5 or so km's.

We caught the 7. 30 bunch just as scratch caught our group plus amalgamated riders we had already swept up. Scratch was really moving and caught the now large group by surprise. Rob Amos, David Moreland and Geoff Morley managed a small gap and a scramble enSud to try and hang on to the train. Only Dave Wohlers and myself managed to go with them as the other scratch riders got held up in the pack.

Up the slight incline and onto the Dave and Rob express with the tailwind for the run home. Nigel Kimber chased hard for a couple of km's but with no assistance it was to prove fruitless and he was eventually caught by the remaining scratch and 2. 30 riders.

We were travelling at 50km/h plus and soon came across the 10min bunch who had caught the 12. 30 bunch. At the speed we were travelling only Mick Paull and Steve Watts managed to jump on for the ride home. Not sure as to whether we were actually in the lead or not, we kept the pace on but couldn't see any other riders ahead on the straight flat roads as we approached the finish. I knew Ian Jones was in the limit bunch and I didn't recall seeing him anywhere around the circuit.

Being the honest Club President that I am I thought I would give the scratch men a decent lead out so they

could have a fair and equal sprint for fastest time. It was with great relief that I finally saw a wheel come past as my heart, lungs, legs and everything else was about to give out. It was David Moreland's wheel with Rob Amos trying hard, as always, but unable to get there this time, with David winning from Rob and Geoff Morley third. As it happened we were the lead group with Mick Paull, Dave Wohlers and Steve Watts filling the next three placings – a great effort from those riders for staying with a fast scratch bunch until the finish.

The remnants of scratch and the 2. 30 bunch (and other limpits) caught the 10/12. 30 bunch a couple of km's from the finish. As is Nigel's want, he led out the sprint for the remaining places in the top ten – managing to hold on to 9th in the process. Good rides from Phil Cavaleri (5min) to finish 8th and Graeme Parker (7. 30min) who took the last of the money in 10th.

Race Stats. Winner – 52km @ 40.3kph. (IS 39kph).

#### Nigel's Race Report Saturday – Handicap :

The Benalla weekend is a highlight in my cycling calendar and it was enthusiasm that saw me on the road by 08:10. Keen get the distance covered, to catch up with those who would be there, to re-acquaint myself with the town, the countryside, and the circuit that we race each year. Driving up Pretty Sally, who apparently wasn't, the weather across the divide wasn't looking too pretty either. But as the miles disappeared so did the clouds and it was fine, if not a little windy, as I turned off the Hume at the Benalla exit.

Driving into Benalla, with still a couple of hours till race start time the nerves began to kick in, why do I subject myself to this, will I be able to contribute to the chase, will I be able to keep up, why do I do it? A circumnavigation of the circuit (in the car) did nothing to alleviate the feeling, the long straight sections, the worry, do we have to go this far? it seems a long way, have I missed the turn? then the sight of the slight uphill dead section of road that leads to the lefthander on to the back section of the course, and I know I'm in the right place, this is how far we have to come out, and then we have to get back again.

Back at the Executive Hideaway I checked in, my roomy hadn't arrived yet, I unpacked, set up the bike, still time to kill, go out get a bite to eat. By the time I get back Terry was there and getting ready. Can't put it off any longer, time to don the lycra and check out the conditions. Riding to the registration area did the nerves no good as a fierce headwind foretold the gruelling exercise ahead. At least it would be a tailwind home, only have to make it out to the first turn and then it won't be so bad.

The handicapper had seen fit to place me in second scratch; a bunch of six, two and a half minutes ahead of the five scratchmen, two and a half behind a bunch of seven and twenty-four behind limit. Word was that the wind would favour the back-markers, but the small group sizes suggested that we were going to be struggling.

Once under way it wasn't long before the group size shrank. The first freeway crossing saw one rider drop off (my bad) and despite an attempt to get him back on (my good) he was unable to keep the pace and it was five that went back past the start/finish in pursuit of the groups in front.

We weren't the only group to lose riders early on as we passed, and picked up, the odd solo rider over the first ten kilometres. Alan Cunneen and Tony Curulli were two who were amalgamated into the mix and who did a bit of work as we slogged our way into the wind. The carrot of the five-minute bunch just ahead gave us incentive to push it along up the dead section to the turn. Ian Smith was not interested in amalgamating the two groups and powered the 2:30 from Trekkers Rest past at over 40kph, you could hear his thoughts - 'I think I can, I think I can, . . .', and all the riders on his wheel were going 'we can't keep up we've gotta stop, we can't keep up we've gotta stop, . . .'

By the turn the pace had reverted to something a little more reasonable. With the stronger of the five-minute group having held on it was a slightly larger group that turned out of the headwind into a cross wind as we powered after the seven and a half minute group. The change in road surface and wind direction saw the speed increase significantly, approaching what one might consider more appropriate for a race.

I'm sure we could see the group ahead long before we caught them, but my only recollections of that stretch were ; looking down concentrating on the wheel in front, watching the wheel coming up the outside, looking for the gap, getting on that wheel, and then concentrating on the wheel in front, watching the wheel going down the left until I could drift across and start the cycle all over again. Just as we caught the group ahead and were contemplating the intricacies of passing them while negotiating the bend and the logistics of the one-lane bridge; Rob Amos, Phil Smith, and the other scratch riders came past. In the resultant confusion some of our bunch swapped places with some of the scratch crew, Ian Smith and Dave Wohlers taking the places of Phil Smith and Rob Graham.

A chase up the pinch after the bridge almost had me within striking distance of the a-train but despite a solid chase they finally pulled away leaving me and my shadow to plug on until the remnants of the scratch, 2&½, and 5 minute bunches came by and swept me up. With the tail wind the speeds were in the high forties, low fifties but tired legs meant the organisation was non-existent and it was a disjointed

chase of individual contributions that finally saw us catch the massed out-markers a couple of kilometres from the final freeway crossing.

Sucking a bit more nutrition from the handlebar tape provided enough energy to launch an attack on the rise over the freeway. This little effort saw three of us descend onto the flat run home with approximately 30 metres back to the stretched out remainder of the group. A lack of oxygen to the brain saw me lead the other two for as far as I could before they said thank-you very much, kissed me on the lips, and disappeared up the road. A quick look behind showed a rapidly closing Graeme Parker, a look ahead showed a finish line too far away, another look behind, another view of Graeme, ahead, the finish. Not knowing one from ten nor anything in between or out beside I've dug deep in an effort to keep the handicapper from the door. In the wash I finished somewhere behind the rider in front and ahead of the doctor.

Figures for the race : 52.0k in 1:21:06 for an average speed of 38.5kph

### **Sunday – Graded Scratch races :**

I have a new gadget. A compact digital camera, ideal for carrying whilst riding the bike. Useful for catching those moments that would later provide wonderful memories of the fun we had. On a lanyard around my neck and tucked in the pocket of my jersey we set off to record the day's proceedings, me and my new toy. An early morning circumnavigation of the circuit (in the car) to check the lie of the land, how the light would play upon the subjects, the best backdrops, etc. provided a plan, all that remained was to put the concept to the test. A quick trial on the warm up resulted in some great shots of the sky (nice blue), the road, and some bike bits - wheels mostly, with gravel and grass in the background. Not to be daunted I was going to persist.

The sky was a lovely blue, the wind was back but not with the ferocity of the previous day. With only five riders in division 2 and a strengthening headwind it was going to be a tough morning in the saddle. The race started at a nice leisurely pace which unfortunately didn't last. I don't know what came over me, one minute I looked down at the speedo, it read 27kph, I looked across at the rider beside me and made some joke about chasing the bunch ahead. The next minute the speedo showed 35kph and there was nobody beside me, just four cyclists line astern. Maybe it was the galactic acid getting into my brain, maybe it was the wine and rich food of the night before, which reminds me . . . .

As per usual dinner was at a local restaurant that we had to ourselves. The meal was great. I started with Roo Soup, which was different if not remarkable, followed by Canard l'orange by another name (and probably by another recipe) which was the best duck I've ever had (I did get that right didn't I?), and finished off with sticky date pudding and ice-cream - a serve the size of a really really big potato. I think may have mentioned this before but I reckon the Hume guys word up the restaurant, get them to overfeed us so that we are slow for the scratch races the next morning. The

drawing of raffle prizes, the recounting of tales of past events, and the now traditional and much anticipated contribution from the partners provided the entertainment. In and amongst these interludes was the awarding of the renamed 'Michael Paull Courage Award' (formally the 'Magpie Award') to a much deserved recipient in Nick Hainal. Nick received the award for the ride of the day, having been dropped Nick fought his way back to his group and continued to work with them in their effort to stay away from the rampaging chasers. Other contenders for the award were Kevin Star who had stepped off the boat from England 6 days earlier and put in a commendable effort and Lara Ellis who rode strongly and didn't shirk a turn in the limit group.

Oh, what, they fly Poms out now a days do they? My my, what is the world coming to

But I digress, back to the race. There was no hope of chasing the a-graders down, they would have been rolling the bunch to keep the pace up in an effort to stop any attacks, word was they rotated turns and almost matched the pace of the handicap. And why would we want to anyway. The majority of the pace setting on the outward journey was done by Ian Smith and myself with contributions from the others when they thought our slowing pace meant we were tired. With the race settled down, Ian Smith at the front keeping the prospect of any attack at bay, I went down the back and pulled the camera from my pocket. After fumbling with the buttons I managed to get a couple of shots of the small group progressing up the road. Oops, they're progressing up the road. A hard chase to close the couple of metres that had opened up put paid to any ideas of further photographs from the back of the bunch whilst riding into the wind.

The wind and the pace pretty much kept every one in line and the first serious attempts to get away didn't start until the downwind home stretch. The picture plan had been to take photo's of the riders from behind on the outbound leg - the sun was coming over the left shoulder, and from in front on the home stretch - sun coming in from the starboard bow. But the tail wind had us maxing out the cadence on the 53-12 and there was no way I was going to stop concentrating on keeping up and upright to try to get some happy snaps of contorted faces. So the camera stayed in the pocket.

None of the moves came to anything as the small difference between race speed and attack speed meant that only a little effort was required to bring any antagonist back into line. The flat roads and the conditions left the freeway crossing as the only place where effort might be rewarded. Unfortunately for me I somehow managed to get myself trapped on the left as we hit the bridge and wasn't able to get out to execute my well thought out coup de grace. It wasn't till half way up when someone else made their move that a gap formed which allowed me to squeeze through and give chase.

For some obscure reason I thought three of us went over the top together to descend onto the flat run home. I was content with third so I put my efforts into leading the group out for as long as I could. It's a long finish and the legs started fading long before the eyes could focus on the people gathered at the finish line. That was it for me, having hopefully done enough to secure third place I sat up to allow the other two to finish their race as they saw fit. Well, wasn't I just a little miffed when three riders came around to finish their race as they saw fit.

Figures for the race : 44.1k in 1:10:16 for an average of 37.6kph

All in all it was a great weekend. Many thanks to those who organised it, especially to Colin O'Brien. The only thing that could have made it better was if more competitors took to the road, so put it in your diary for next year and get along to enjoy a top weekend of country air, country fare, socialising, wining and dining, and a bit of racing. Steve Short - Division 5 Scratch Race

The Division 5 race was tactically interesting with it coming down to a bit of an inter-club affair.

Along the back of the circuit the Hume club had a girl away (Di Condie) and Chris Wilkins was telling the other Hume riders not to chase her. Ok, if that's your game I thought, we'll play along.

Su Preto was trying to chase Di down by herself. I rode along side her and told her to go back and team up with Louise and for the two of them to get across while JC Wilson and I would ride tempo at the front of the bunch to give them a bit of a chance. Hume had 5 or 6 riders to our 3: JC Wilson, Alan Cunneen, and myself. True to plan we sat there and watched Su and Louise as they rode across to Di. Ok that makes it our two to your one I thought, let the games begin.

Just before the bridge and the turn for home a Hume rider decide to attack us, hitting the bridge first, hard up the little pinch and around the left hander. JC went with him, but unfortunately wasn't able to stick it. I let the Hume rider sit out there around 70 metres away for a kilometre or so before deciding to jump across and bring it back together, making the others chase me till we got to him. I didn't want them to catch the girls so once it was together I backed off the pace and drifted back to the rear where Hylton Preece was riding after dropping his chain (and getting attacked by Mick Paull's magpie) and being dropped by his own group.

We were travelling along really well but with just the one guy from Hume doing all the pulling we weren't making serious inroads into the girls' lead. Once we could see the girls off in the distance I moved up to the front to try and slow things down again. The same guy who had done all the pulling after the final turn moved back to the front, and he and another Hume rider began to work turns. I knew it was too late once the girls hit the base of the freeway crossing off in the distance. We were not going to catch them.

Unfortunately Su and Louise got their tactics a little mixed up and led Di out for a Hume : 1st, Eastern : 2nd and 3rd

result. I was really pleased for the girls. They deserve a lot of credit for working hard together to stay away and take the race, it was good to see the Hume girl appreciating our girls' efforts too.

**Thanks**

Thanks to Colin O'Brien who was the main organising force for the weekend. If anyone has ever organised anything like this they know how much effort is required. Colin's job was made even more difficult when our secondary motel cancelled our tentative booking in favour of the Tidy Town committee who wanted to stay two nights instead of our one. Colin came through again though with some very nice cabin accommodation within the caravan park.

Colin and his partner June also arranged the raffle prizes, two magnificent hampers, and the restaurant for our meal on Saturday evening. A great venue with some excellent food and wine. June was also responsible for the winery tour on Saturday afternoon

**Results**

**Victorian State Home Loans Handicap**

- 1 David Moreland scr
- 2 Geoff Morley scr (H)
- 3 Mick Paull 10min
- 4 David Wohlers 5min (H)
- 5 Steve Watts 10min (H)
- 6 Ian Smith 2min 30
- 7 Barry Robertson 2min 30n
- 8 Phil Cavaleri 5min

- 9 Nigel Kimber 2min 30
- 10 Graeme Parker 7min 30
- Fastest** Rob Amos scr
- First Female** Su Pretto

**Scratch Races**

- Div 1**  
David Moreland  
Rob Amos  
Rob Graham
- Div 2**  
Wayne Doherty

which was obviously a huge success for all involved - especially the cellar door sales at the various wineries.

Also thanks to Colin who volunteered his services as start/finish judge on Sunday and to Stephen Short for a fine job as race director on Saturday.

Thanks to the Hume club for arranging the permits to race and especially to those members who were out on the road marshalling on both the Saturday and Sunday. Without the support of those members it would have meant other riders missing out on the race to officiate. Your help is greatly appreciated.

Also thanks to John Walker from VicState Homeloans for his continued support of this event. John, a long time Eastern member, is a director of this company which has supported the club for many years. Any one interested in a housing loan or if you know of anyone in the market, check out the website at [vshl.com.au](http://vshl.com.au) or via our website, [easternvets.com](http://easternvets.com).

- Ian Smith
- Ashley O'Farrell (H)
- Div 3**  
Terry Murdock  
Tony Curulli  
Andrew Finnigan
- Div 4**  
Graeme Parker  
Geoff Puttock  
Michael Paull

- Div 5**  
Di Condie (H)  
Louise McKimmie  
Su Pretto
- Div 6**  
Gayle Burke  
Lara Ellis  
Ian Jones

**Eastern Vets Program**

Saturday	September	16	2.00pm	Casey Fields	Avon Tyres GSR and H'cap
Saturday	September	23	2.00pm	Basin Hill Climb	Indoor Outdoor Hill Climb
<b>Monday</b>	<b>September</b>	<b>25</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>
Saturday	September	30	2.00pm	Metec	Graded Scratch Races

**Southern Vets Program**

Sunday	September	17	9.00am	Somers	Graded Scratch Races
Sunday	September	24	9.00am	Lang Lang	Graded Scratch Races

**Northern Vets Program**

Sunday	September	17	9.30am	National Boulevard	General Memorial Handicap
Sunday	September	24	10.00am	Broadford	Mountain Goat Classic
Sunday	October	1	10.00am	Lancefield	Handicap
Sunday	October	8	9.30am	National Boulevard	Graded Scratch Races

**Basin Hill Climb**, September 23, entries now open, enter Saturday September 16, by phone to Graeme Parker, 9728 8087, Keith Bowen, 9439 8013 or by email [keithb@rabbit.com.au](mailto:keithb@rabbit.com.au). **Remember entries close Tuesday evening September 19.**

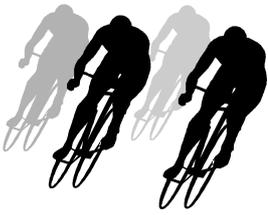
**O'Mara Cycles Eastern 100** November 11

**Around the Bay in a Day** Details of coming soon of the various options.



**Dura Ace Group Set \$1600. Peter Howard at Pauls Cycles Eltham has a new Dura Ace group set for sale at \$1600 fitted. If you are interested contact Peter on 9439 1481.**





# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter September 23 2006

### Avon Tyre Service Handicap Casey Fields September 16

Pretty good conditions on Saturday with an easterly hitting you as you rounded the bend after the start line. Numbers were a bit down with various championships on during the weekend keeping a number of riders away.

The format of the day was for the first 5 place getters in the scratch races to qualify for a 2 lap handicap for the prize money. The format meant that some riders were content to ride for a place rather than go flat out of the win. This caused a few problems for the judges having to pick down to fifth place.

A number of riders went up to **A grade** including the ultimate winner in Wayne Doherty having his first A grade ride. Ian Milner relished his company as both were prepared to have a go and get away. As usual it was all to no avail and after a few laps out in front they were brought back to the fold. In the sprint Wayne won from Rob Russell, also up from B grade, Ian Smith and Rob Graham. Phil Pelgrim had a dash for glory in **B grade** opening up a big gap only to be afflicted with the cramp which brought him to a stop. Ben Schofield won the sprint convincingly from Tony Curulli, up from C grade, Jeff Pretto, Alan Goodrope and Terry Murdock. **C grade** finished in a massed sprint won by Brett Harrington from Alan Hicks, Nigel Frayne, Michael Paull and Geoff Puttock. These riders were all over the

track and the judges had a difficult job. **D grade** had the biggest field with 20 starters. Another bunch sprint won by Mark Ferrari from Mark Granland, Alex Rigo, Neil Wray and David Worland. **E and F grades** were combined with Mike Fisher and Tony Gherxi the only F graders assured of a place in the handicap. Brian Farrell took off through the wiggly bits, but was never going to stay in front that far out. Ron Stewart came storming through to win from Ken Crow, Angelo Antignani and Ron Stranks.

In the handicap limit was off 75 seconds with gaps of about 15 seconds to the other bunches. C, D, E and F grades amalgamated during the first lap or shortly thereafter and the big question was whether A and B would get up. Rob Graham was doing his darndest with his time trial skills to get up, but it to no avail. C grade seemed to have their act together and worked hard to have Brett Harrington near the front who came through for a comfortable win, followed by Mark Granland, Mark Ferrari, Allan Hicks and Alex Rigo. The start was held up for awhile trying to find Dave Worland who didn't know he had qualified and was having a quiet beer where he was eventually tracked down. With the assistance of a video camera the placings were eventually worked out, apart from the mystery rider who came 8th. After a lot of tooting and froing who was it, Dave Worland.

### Results

#### Avon Tyre Service Handicap

- 1 Brett Harrington 30 sec
- 2 Mark Granland 45 sec
- 3 Mark Ferrari 45 sec
- 4 Allan Hicks 30 sec
- 5 Alex Rigo 45 sec
- 6 Angel Antignani 60 sec
- 7 Nigel Frayne 30 sec
- 8 Dave Worland 45 sec
- 9 Mick Paull 30 sec
- 10 Ron Stranks 60 sec
- 11 Geoff Puttock 30 sec

- 12 Rob Russell scr
- 13 Ian Smith scr
- 14 Paul Wilson scr
- 15 Rob Graham scr

#### Scratch Races

##### A Grade

- Wayne Doherty
- Rob Russell
- Paul Wilson
- Ian Smith
- Rob Graham

##### B grade

- Ben Schofield

Tony Curulli

Jeff Pretto

Alan Goodrope

Terry Murdock

##### C Grade

- Brett Harrington
- Allan Hicks
- Nigel Frayne
- Mick Paull
- Geoff Puttock

##### D grade

- Mark Ferrari
- Mark Granland

Alex Rigo

Dave Worland

Neill Wray

##### E grade

- Ron Stewart
- Ken Crow
- Angelo Antignani
- Clive Wright

Ron Stranks

##### F grade

- Mike Fisher
- Tony Gherxi

## Officials

Racing was in charge of John Lynch and Daryl O'Grady, (not sure how Daryl came to be helping as he is a Southern member, but thanks anyway Daryl). A special thanks to Nick Hainal and Avon Tyre Service for his sponsorship of the race. Remember if you ever need tyres, Nick is the man to see.

## Eastern Vets Program

Saturday	September	23	2.00pm	Basin Hill Climb	Indoor Outdoor Hill Climb
<b>Monday</b>	<b>September</b>	<b>25</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>
Saturday	September	30	2.00pm	Metec	Graded Scratch Races

## Southern Vets Program

Sunday	September	24	9.00am	Lang Lang	Graded Scratch Races
--------	-----------	----	--------	-----------	----------------------

## Northern Vets Program

Sunday	September	24	10.00am	Broadford	Mountain Goat Classic
Sunday	October	1	10.00am	Lancefield	Handicap
Sunday	October	8	9.30am	National Boulevard	Graded Scratch Races

## Coming Events

**O'Mara Cycles Eastern 100** November 11

**Around the Bay in a Day** Details of **coming soon of the various options.**

**Sunday morning training ride** Sunday 24 September, training ride for Around the Bay in a day and the O'Mara Eastern 100. Diamond Creek hotel 8.00 am heading north to Kinglake and toward Flowerdale and return, scenic ride, quiet roads, some climbs and some descents. For further information talk to Geoff Puttock.

\*\*\*\*\*

**Eastern Riders Results, congratulations to the following riders who were in the medals in various championships over the weekend.**

**Grafton Inverell** Guy Green 5th in B grade

**Cycle Sport Victoria Champs** Masters 4 Mark Wallace 3rd, Liz Randall Masters 5+ second

### VVCC Champs

Glenys Jardine 2nd women's 50-54

Rob Amos 1st Mens 45-49

Kevin Jackson 3rd Mens 55-54

John Jardine 2nd Mens 60-64

Ted McCoy 2nd Mens 65-69

\*\*\*\*\*

## Nigel's Race Report from the VVCC Championships

Five, four, three, two, one, away you go.

Shades of the Jack Thompson a couple of weeks back and just like that event I struggled to match cleat to pedal and gave the others a twenty-metre head start. Being a scratch race this shouldn't prove to be the problem it did with the handicap. Shouldn't - nice sentiment, despite digging deep off the line I wasn't making a great deal of inroad into the gap and I had visions of my race being over before it began. Again. Not a good feeling after a hundred-k drive and two nervous wees. Fortunately the initial pace burnt the excess adrenalin and as the stimulant levels dropped so did the bunch speed and I was able to reunite myself with my fellow 45-49 year old co-competitors.

There were only 9 riders in the group representing 7 clubs; 2 Eastern (Rob Amos and myself), Ray Jarratt and a mate from Hume, and one each from Northern, Central Vets, Colac, Ballarat, and Geelong. The race was two laps of a 12k circuit and one lap of a 44k circuit.

We were set off just after the 40-44 year old group went past (having completed the first of their three small laps) up a slight rise into a slight headwind on a fairly dead road. Consequent to the conditions, after the initial

enthusiastic hormone powered rush, the pace dropped to a much more leisurely sub-thirty kilometres per hour. Looking good. Too good to last and within the first three thousand metres the pace had picked up and the first attack had been launched. Not by Rob. But once one rider got across and Rob started to bridge the remainder knew the race had started in earnest and it was every wheel in for the chase.

Once the group had regrouped it started rolling in an effort to stop any more little breakaway attempts. That was until we turned back into the wind and it became a procession on some poor bunny's wheel. Having lost my frame number somewhere in the first half of the first lap (the windward bits), and knowing it was going to cost me big money if I didn't return it, I was more interested in looking on the verge for a piece of white plastic than worrying about the line of Echeneididae (remora) that were following my tracks.

The race fell into a pattern early on that stayed pretty consistent for the duration. It was a single line that rode into the wind with one, two, or three riders swapping turns, then as the race turned out of the wind it would be a haphazard swapping of turns until somebody rode off. After the ensuing chase and reformation the bunch would roll until we turned back into the wind or hit a small rise when it would revert back to a single line.

There were a couple of antagonists stirring things up, Rob being the main culprit. Usually going when I was at the front, which was both good and not good, it meant I had an excuse to not chase him, I only had to ensure that I didn't miss the train that did. If there'd been a plan that would've been it, I'd soften them up and then Rob would hit them. But there was no plan, only the hope to stay with the leaders till the end, so, with the exception of Rob's efforts I was keen to keep a group together. Along the way we lost four of the nine, each dropping off after a response to someone's attack.

With around eleven kilometres to go, after another unsuccessful attack by Rob, I thought I'd return the favour and give it a go myself. From my recollection of the course map and the out-bound bit I figured we were coming up to the point where the course turned to a long downward sloping, downwind, stretch before the flat run to the finish. It's funny how the mind works when it's deprived of oxygen. I almost made it to the corner before they got me, but I had jumped a little too early and the diminished group re-formed for the run to the finish.

A final attempt by Rob in the last couple of kilometres had me gone for all money and I was resigned to finishing on my own, but with the other three responding the move didn't last long. Nobody was prepared to continue the pace so I was able to drag myself back onto the line as we turned for home. And then the pace dropped right off, and I don't think it was the cross headwind that caused it -

'After you', 'No, no, after you', 'Oh no, I insist, after you', 'How about you? No?'

With no sprint, the 40-44 year olds not too far behind, lungs crying out for respite, and legs that just wanted to stop I figured the quicker this was over the better so I put my hand up, my head down, and led the procession home. Fifty metres from the line the express pulled out and stormed for the line, Rob taking the sprint from Ray. Figures for the race 68k in 1 hour 48 for an average of 37.6kph, given the conditions and the deadness of some of the roads this was a good speed

## ***Sooty Park returns***

The second series of Australia's popular cycling TV show Sooty Park is planned to return to Channel 31 during the first week of December, 2006. Show times will be finalised shortly.

The Sooty Park series 1 is headed to Perth's Channel 31 (Access TV) next month, and will show on Thursdays at 10.30 pm and Tuesdays at 1.30 pm, starting October 5. The Sooty Park makers have "collected lots of great footage overseas, from couriers in Madrid to dog-trailers on the Col du Glandon. A highlight is the Dutch corner on l'Alpe d'Huez, the day the Tour de France passes." The crew is still filming locally, "so smile if you see a camera around."

The Sooty Park crew is also looking for sponsors to be able to get an outdoor venue to host the 'Roller Room' competition, thereby opening it to the public. The show is exposed to 65,000 Melburnians and "some" Perth's weekly.

\*\*\*\*\*

### **Some Road Rage in Sydney**

A DRIVER who deliberately swerved in front of a pack of 20 cyclists has escaped a driving suspension but been placed on a 12-month good behaviour bond.

But in finding Henry Ho Wai To, 51, guilty of driving in a manner dangerous and negligent, the magistrate Brian Maloney also admonished the riders for triggering the Brighton-le-Sands newsagent's anger.

To, who had faced losing his licence for five years, pleaded not guilty in the Downing Centre Local Court yesterday.

Anthony Unicomb, an off-duty police officer who was cycling with the training pack from Taren Point to the city on February 21, said To came close to colliding with the cyclists twice.

Leading the group were Shaun Higgerson, who could not give evidence because he was competing with the Australian team in Italy, and Christopher Sutton, who also could not attend, as he was competing in France.

Also in the group were the NSW Sports Institute rider Luke Cridland and elite riders Troy and Stephen Melrose and Troy Glennan, all of whom were abroad or could not give evidence.

Inspector Unicomb said the group was travelling about 45 kmh while riding two abreast along The Grand Parade at 5.30am when To emerged at speed from a service station driveway, almost colliding with them.

The inspector and To told the court they heard a rider shout abuse. To said he was called an "effing idiot dingo" and given the finger by a rider, which caused him to get angry.

"I got hot," To said of his next move, to speed up to the group, where he was given a second finger and more abuse.

At the front of the pack he changed into their lane but denied it was within 30 centimetres of the lead riders.

After hearing both sides, Mr Maloney said: "If you're an Australian road cyclist, knowing what happened to some of our female elite cyclists not so long ago in Germany, you would be rather nervous using motorways."

But Mr Maloney rebuked Inspector Unicomb for mounting his own investigation instead of reporting the matter to the highway patrol and allowing it to investigate and prosecute.

He admonished the police inspector for threatening to arrest To if he did not go to Surry Hills police station to make a statement.

Turning to To, Mr Maloney said the newsagent had "wanted to give these riders a scare, and he achieved that".

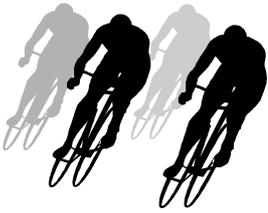
"There was real potential to cause harm. I find the offence proven." But Mr Maloney added: "This is not a road-rage situation. They should not have yelled out 'effing idiot' and you should not have done what you did."

## RESULTS 2006 BASIN HILL CLIMB TIME TRIAL

	First	Second	Third	Fourth	Fifth	Sixth
<b>Handicap</b>	L McKimmie	A Ferridge	T Chandler	H Simpson	P Spona	P Kelly
<b>Mark</b>	5 min	6 min	2 min 20	4 min 50	5 min 20	4 min 30
<b>Corr Time</b>	13 min 14	13min 48	14 min 03	14 min 05	14 min 09	14 min23
<b>Age Times</b>	J Lynch	G Green	K Wade	<b>First Woman</b>	S Pretto	4 min 45
<b>Time</b>	4 min	3 min 34	3 min 17	<b>Time</b>		14 min 48
<b>Fastest</b>	P Smith	<b>Time</b>	14 min 37			

No	Name	Ride Time Min/Sec	H'cap Min/Sec	Corr Time Min/Sec	AGE	Age Time Min/Sec	Time of Age Time Min/Sec	H'cap Placing	Place Agst Age	Ride Time Placing	Average Speed km/hr
1	Smith P	14.37	-0.25	15.02	42	18.25	3.48	20	2	1	27.9
2	Green G	15.03	-0.25	15.28	44	18.37	3.34	31	3	2	27.1
6	Lynch J	15.23	0.20	15.03	51	19.23	3.60	21	1	3	26.5
7	Hay M	15.48	0.40	15.08	42	18.25	2.37	24	7	4	25.8
8	Kimber N	16.06	1.20	14.46	46	18.50	2.44	14	5	5	25.3
21	Chandler T	16.22	2.20	14.02	46	18.50	2.28	3	8	6	24.9
5	Amos R	16.40	0.10	16.30	47	18.57	2.17	46	10	7	24.5
13	Pelgrim P	16.51	1.40	15.11	41	18.18	1.27	27	16	8	24.2
20	Cavaleri P	17.03	2.20	14.43	44	18.37	1.34	13	14	9	23.9
10	Wallace M	17.05	1.30	15.35	47	18.57	1.52	36	12	10	23.9
18	Smith I	17.11	2.00	15.11	45	18.44	1.33	26	15	11	23.7
14	Doherty W	17.30	1.50	15.40	41	18.18	0.48	38	21	12	23.3
26	Wade K	17.36	3.00	14.36	65	20.53	3.17	11	4	13	23.2
24	Tapp N	17.43	2.45	14.58	47	18.57	1.14	19	17	14	23.0
22	Goodrope A	17.59	2.20	15.39	55	19.49	1.50	37	13	15	22.7
30	Stalder M	18.01	3.10	14.51	59	20.14	2.13	17	11	16	22.6
31	Bird N	18.02	3.30	14.32	37	17.52	-0.10	10	34	17	22.6
23	Gillies I	18.05	2.30	15.35	48	19.03	0.58	35	20	18	22.6
35	Ryan K	18.06	3.40	14.26	64	20.47	2.41	9	6	19	22.5
49	McKimmie L	18.14	5.00	13.14	41	18.18	0.04	1	29	20	22.4
15	Thompson N	18.32	2.00	16.32	42	18.25	-0.07	47	31	21	22.0
36	Shanahan P	18.34	3.40	14.54	45	18.44	0.10	18	26	22	22.0
29	Frayne N	18.39	3.10	15.29	54	19.42	1.03	32	19	23	21.9
40	Hainal N	18.51	4.15	14.36	50	19.16	0.25	12	24	24	21.6
41	Kelly P	18.53	4.30	14.23	68	21.13	2.20	6	9	25	21.6
47	Simpson H	18.55	4.50	14.05	58	20.08	1.13	4	18	26	21.6
39	Pretto J	19.03	4.00	15.03	47	18.57	-0.06	22	30	27	21.4
46	Casey D	19.09	4.45	14.24	42	18.25	-0.44	8	40	28	21.3
34	Murdock T	19.11	3.40	15.31	43	18.31	-0.40	33	39	29	21.3
27	Starr K	19.12	3.00	16.12	46	18.50	-0.22	42	36	30	21.3
28	Crow T	19.22	3.10	16.12	49	19.10	-0.12	43	35	31	21.1
50	Plumb R	19.23	5.00	14.23	52	19.29	0.06	7	28	32	21.0
56	Spona P	19.29	5.20	14.09	40	18.12	-1.17	5	44	33	20.9

No	Name	Ride Time Min/Sec	H'cap Min/Sec	Corr Time Min/Sec	AGE	Age Time Min/Sec	Time cf Age Time Min/Sec	H'cap Placing	Place Agst Age	Ride Time Placing	Average Speed km/hr
45	Pretto S	19.33	4.45	14.48	44	18.37	-0.56	15	41	34	20.9
43	Puttock G	19.45	4.40	15.05	59	20.14	0.29	23	23	35	20.7
60	Ferridge A	19.48	6.00	13.48	60	20.21	0.33	2	22	36	20.6
32	Ferrari M	19.53	3.30	16.23	45	18.44	-1.09	45	42	37	20.5
52	O'Brien C	19.58	5.10	14.48	59	20.14	0.16	16	25	38	20.4
44	Davidson R	20.09	4.45	15.24	57	20.01	-0.08	29	32	39	20.2
25	Schofield B	20.14	3.00	17.14	38	17.59	-2.15	48	47	40	20.2
19	Truscott R	20.16	2.10	18.06	54	19.42	-0.34	50	38	41	20.1
42	Randall L	20.27	4.30	15.57	62	20.34	0.07	40	27	42	20.0
54	Paull M	20.54	5.20	15.34	54	19.42	-1.12	34	43	43	19.5
59	Kalns V	21.05	5.40	15.25	63	20.40	-0.25	30	37	44	19.4
51	Preece H	21.19	5.00	16.19	51	19.23	-1.56	44	45	45	19.1
58	Cunneen A	21.35	5.40	15.55	52	19.29	-2.06	39	46	46	18.9
17	Stranks R	21.41	6.30	15.11	71	21.32	-0.09	25	33	47	18.8
65	Wilson JC	23.18	8.00	15.18	49	19.10	-4.08	28	49	48	17.5
66	Porter J	24.37	8.30	16.07	78	22.17	-2.20	41	48	49	16.6
63	Granland M	25.33	8.00	17.33	48	19.03	-6.30	49	50	50	16.0
62	Antignani A	26.19	8.00	18.19	46	18.50	-7.29	51	51	51	15.5
67	Chamberlain G	17.13		17.13		13.53	-3.20				23.7
68	Hyde D	20.58		20.58		13.53	-7.05				19.5



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter September 30 2006

### Basin Hill Climb September 23

In contrast to the last time we ran this event in February, conditions were not ideal, coolish and a strong northerly. The strong northerly provided a welcome tail wind at the start although many riders failed to realise that with the tail wind and an almighty shove from Graeme Parker as they started off they could have started in a bigger gear. The result was a frantic clicking of gears as riders changed up several times in the first 100 metres or so. There were 53 starters down somewhat from the 69 we had in February.

The big question was could Phil Smith match his time of 14 min 15 in February? As the first rider the question was quickly answered, no, but although we haven't seen much of Phil in recent times, his time of 14 min 37 was the envy of every one, and represents an average speed of 27.9 km/hr. This is the 8th fastest time listed on the [cycle2max.com](http://cycle2max.com) website for the 1 in 20. His time in

February is the 5th fastest. In the fastest time stakes on the day Phil was followed by Guy Green and John Lynch who improved 34 seconds on his February time.

Other big improvers over their previous times were: J C Wilson up 48 seconds, David Casey up 37, Nick Tapp up 25 (previous handicap winner), Nick Hainal up 24 (must be the new bike Nick), Paul Kelly up 24, Nigel Kimber up 19, Peter Shanahan up 18, Ron Stranks up 16, Geoff Puttock up 14.

Apart from Phil there were four outstanding rides, new rider Phil Cavaleri in 17 min 03, Keith Wade, a 65 year old in 17 min 36, John Porter, a 78 year old in 24 min 37 and managed to beat a couple of 40 year olds, but the star of the day and the winner of the handicap was Louise McKimmie in 18 min 14. This was a sensational ride and the third fastest for a female up the 1 in 20 on the cycle2max site.

### Officials

The Hillclimb is a bit of a complicated event to run and we were fortunate to have several helpers who knew what they were doing. As in the past Graeme Parker gave everyone a push off to start riders on their way, Greg Lipple counted riders down to their start time and Rob Graham marshaled the riders to make sure they were ready to start and kept the car park places in front of the shops clear of riders cars. At the top of the hill, Peter Mackie and Stewart Bendall recorded the times of finishing riders and Geoff Mackay kept them informed of approaching riders. Keith Bowen with the help of James Pretto entered the results into the computer. We were using Ian Smith's computer this year and next year we will have a go at having a printout of the results on the day, rather than waiting for them to be sent out by email in the evening.

Thanks to our sponsors on the day, Indoor Outdoor Imports, your support is much appreciated.

### Eastern Vets Program

Saturday	September	30	2:00pm	Metec	Graded Scratch Races
Saturday	October	7	2:00pm	Casey Fields	Graded Scratch Races
Saturday	October	14	2:00pm	Yarra Junction	Club Championships
Saturday	October	21	2:00pm	Steels Creek	Royce Bennett Mem H'cap

### Northern Vets Program

Sunday	October	1	10:00am	Lancefield	Handicap
Sunday	October	8	9.30am	National Boulevard	Graded Scratch Races
Sunday	October	15	9.30am	Lillee Crescent	Graded Scratch Races
Sunday	October	22	9.30am	South Gisborne	Graded Scratch Races

## RESULTS 2006 BASIN HILL CLIMB TIME TRIAL

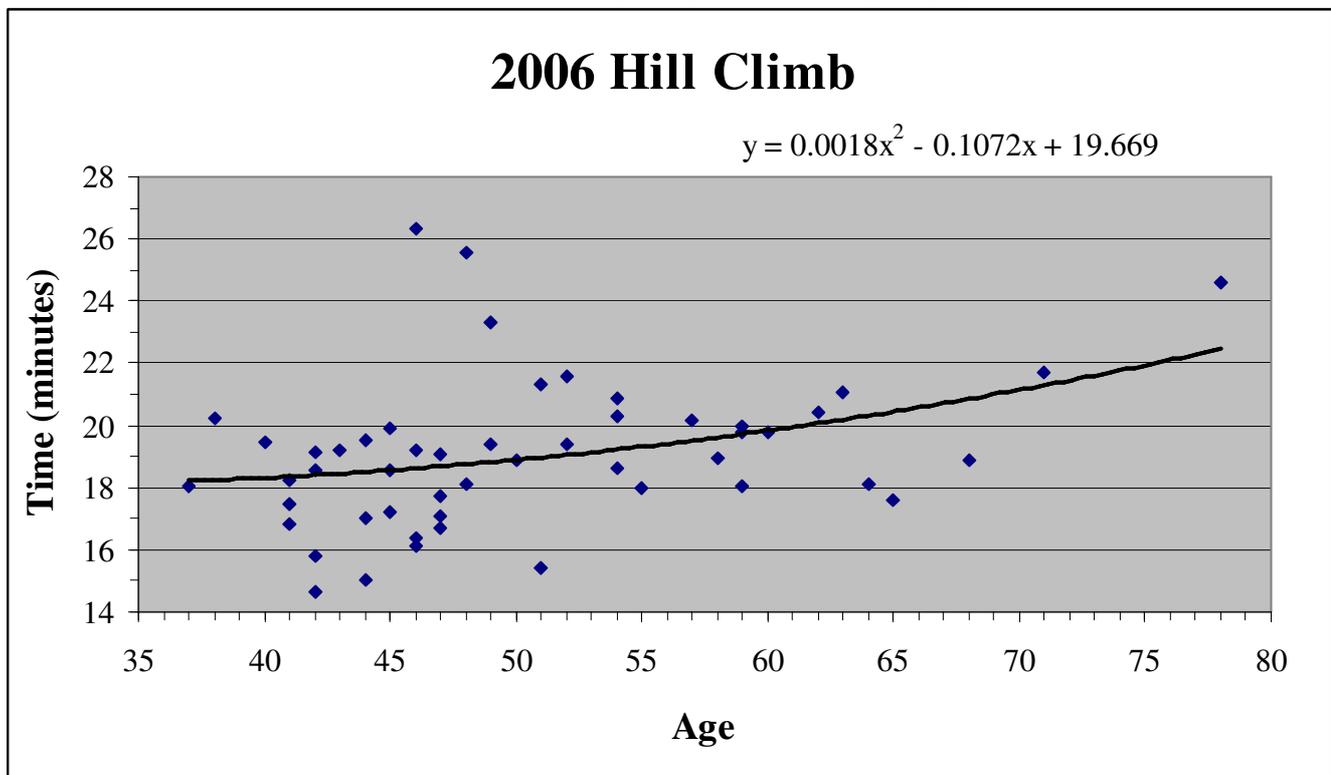
Handicap*		Age Time**		Fastest	
1 Louise McKimmie (4.00)	13.14	John Lynch	4.00	Phil Smith	14.37
2 Andy Ferridge (6.00)	13.48	Guy Green	3.34		
3 Tony Chandler (2.20)	14.03	Keith Wade	3.17	<b>First Woman</b>	
4 Harold Simpson (4.50)	14.05			Su Pretto (4.45)	14.48
5 Phil Spona (5.20)	14.09				
6 Paul Kelly (4.30)	14.23				

No	Name	Ride Time Min/Sec	H'cap Min/Sec	Corr Time Min/Sec	AGE	Age Time Min/Sec	Time of Age Time Min/Sec	H'cap Placing	Place Agst Age	Ride Time Placing	Average Speed km/hr
1	Smith P	14.37	-0.25	15.02	42	18.25	3.48	20	2	1	27.9
2	Green G	15.03	-0.25	15.28	44	18.37	3.34	31	3	2	27.1
6	Lynch J	15.23	0.20	15.03	51	19.23	3.60	21	1	3	26.5
7	Hay M	15.48	0.40	15.08	42	18.25	2.37	24	7	4	25.8
8	Kimber N	16.06	1.20	14.46	46	18.50	2.44	14	5	5	25.3
21	Chandler T	16.22	2.20	14.02	46	18.50	2.28	3	8	6	24.9
5	Amos R	16.40	0.10	16.30	47	18.57	2.17	46	10	7	24.5
13	Pelgrim P	16.51	1.40	15.11	41	18.18	1.27	27	16	8	24.2
20	Cavaleri P	17.03	2.20	14.43	44	18.37	1.34	13	14	9	23.9
10	Wallace M	17.05	1.30	15.35	47	18.57	1.52	36	12	10	23.9
18	Smith I	17.11	2.00	15.11	45	18.44	1.33	26	15	11	23.7
14	Doherty W	17.30	1.50	15.40	41	18.18	0.48	38	21	12	23.3
26	Wade K	17.36	3.00	14.36	65	20.53	3.17	11	4	13	23.2
24	Tapp N	17.43	2.45	14.58	47	18.57	1.14	19	17	14	23.0
22	Goodrope A	17.59	2.20	15.39	55	19.49	1.50	37	13	15	22.7
30	Stalder M	18.01	3.10	14.51	59	20.14	2.13	17	11	16	22.6
31	Bird N	18.02	3.30	14.32	37	17.52	-0.10	10	34	17	22.6
23	Gillies I	18.05	2.30	15.35	48	19.03	0.58	35	20	18	22.6
35	Ryan K	18.06	3.40	14.26	64	20.47	2.41	9	6	19	22.5
49	McKimmie L	18.14	5.00	13.14	41	18.18	0.04	1	29	20	22.4
15	Thompson N	18.32	2.00	16.32	42	18.25	-0.07	47	31	21	22.0
36	Shanahan P	18.34	3.40	14.54	45	18.44	0.10	18	26	22	22.0
29	Frayne N	18.39	3.10	15.29	54	19.42	1.03	32	19	23	21.9
40	Hainal N	18.51	4.15	14.36	50	19.16	0.25	12	24	24	21.6
41	Kelly P	18.53	4.30	14.23	68	21.13	2.20	6	9	25	21.6
47	Simpson H	18.55	4.50	14.05	58	20.08	1.13	4	18	26	21.6
39	Pretto J	19.03	4.00	15.03	47	18.57	-0.06	22	30	27	21.4
46	Casey D	19.09	4.45	14.24	42	18.25	-0.44	8	40	28	21.3
34	Murdock T	19.11	3.40	15.31	43	18.31	-0.40	33	39	29	21.3
27	Starr K	19.12	3.00	16.12	46	18.50	-0.22	42	36	30	21.3
28	Crow T	19.22	3.10	16.12	49	19.10	-0.12	43	35	31	21.1
50	Plumb R	19.23	5.00	14.23	52	19.29	0.06	7	28	32	21.0
56	Spona P	19.29	5.20	14.09	40	18.12	-1.17	5	44	33	20.9

No	Name	Ride Time Min/Sec	H'cap Min/Sec	Corr Time Min/Sec	AGE	Age Time Min/Sec	Time of Age Min/Sec	H'cap Placing	Place Agst Age	Ride Time Placing	Average Speed km/hr
45	Pretto S	19.33	4.45	14.48	44	18.37	-0.56	15	41	34	20.9
43	Puttock G	19.45	4.40	15.05	59	20.14	0.29	23	23	35	20.7
60	Ferridge A	19.48	6.00	13.48	60	20.21	0.33	2	22	36	20.6
32	Ferrari M	19.53	3.30	16.23	45	18.44	-1.09	45	42	37	20.5
52	O'Brien C	19.58	5.10	14.48	59	20.14	0.16	16	25	38	20.4
44	Davidson R	20.09	4.45	15.24	57	20.01	-0.08	29	32	39	20.2
25	Schofield B	20.14	3.00	17.14	38	17.59	-2.15	48	47	40	20.2
19	Truscott R	20.16	2.10	18.06	54	19.42	-0.34	50	38	41	20.1
42	Randall L	20.27	4.30	15.57	62	20.34	0.07	40	27	42	20.0
54	Paull M	20.54	5.20	15.34	54	19.42	-1.12	34	43	43	19.5
59	Kalns V	21.05	5.40	15.25	63	20.40	-0.25	30	37	44	19.4
51	Preece H	21.19	5.00	16.19	51	19.23	-1.56	44	45	45	19.1
58	Cunneen A	21.35	5.40	15.55	52	19.29	-2.06	39	46	46	18.9
17	Stranks R	21.41	6.30	15.11	71	21.32	-0.09	25	33	47	18.8
65	Wilson JC	23.18	8.00	15.18	49	19.10	-4.08	28	49	48	17.5
66	Porter J	24.37	8.30	16.07	78	22.17	-2.20	41	48	49	16.6
63	Granland M	25.33	8.00	17.33	48	19.03	-6.30	49	50	50	16.0
62	Antignani A	26.19	8.00	18.19	46	18.50	-7.29	51	51	51	15.5
67	Chamberlain G	17.13		17.13		13.53	-3.20				23.7
68	Hyde D	20.58		20.58		13.53	-7.05				19.5

All the times are plotted below with the trend line. Can you find your dot? I've changed the trend line on the graph (but not in the calculation of the age times, although it doesn't make much difference) this year from a linear one, which seemed to penalise the older riders (you can see where my sympathies lie) to a polynomial  $y = 0.0018x^2 - 0.1072x + 19.669$ . The beauty of statistics is that you can play around and use whatever you want to get the desired result.

If your dot is below the line you have beaten the time for your age, if it is above, perhaps you can do better next year.



## **NIGEL'S HILLCLIMB**

What is the difference between a buffalo and a basin?

"Five", 'sense of deja-vu'. "Four", 'at least this time the feet are locked and loaded'. "Three", 'remember don't stand up'. "Two", 'weight on right foot'. "One", 'wait for it'. "Away you go", 'away we go'.

A couple of easy ascents prior to the start had led to the development of a plan :

53-18 was the chosen start ratio - take advantage of the tail wind and the push. Work it hard to the bus stop. Drop it back to the 39 and maintain a steady pace to the flat. At the first water tank go back to the big ring and pick it up to the mid-thirties. At the second water tank (just on 2km to go) get out of the saddle and drive it for 500m. Back into the saddle and keep it going, watching for the 300m mark. At 200 to go, up the gearing and push to the finish. It looks good on paper.

It started well enough but after the first bend it went a bit pear shaped. As the road bent into the wind the chain went to the small chain-ring. By the first water tank the legs were burning and it took a while for the brain to register that this was the flat bit and that I was meant to be on the big chain-ring. I needn't have bothered, after 50m the legs were telling me that it wasn't going to happen and the left wrist was called back into action to restore the ratio. In an attempt to salvage something of the original plan I was determined to get out of the saddle at the two km to go mark and drive it for as far as I could, it lasted 50m. With the legs unable to support the body it was back to the saddle to finish the climb as best I could.

The consensus around the bbq after the event was that it was the toughest hill climb, this was supported by the ride times with most of the early starters clocking 15-30 seconds less than the previous year's race.

You can't wash your hands in a buffalo.

## **A Night with Eddy Merckx**

*Portfolio Partners and the Belgian Beer Café Bluestone present a night with cycling legend Eddy Merckx.*

Portfolio Partners and the Belgian Beer Café Bluestone present a night with cycling legend Eddy Merckx.

Considered by many fans to be the greatest and most successful cyclist of all time, the Belgian superstar set several world records, some of which remain unsurpassed to this day.

The three-time world champion, five-time winner of the Tour de France and five-time winner of the Giro d'Italia will be in Melbourne for the Jayco Herald Sun Tour finale in Lygon Street, as well as the Portfolio Partners Around the Bay in a Day on Sunday, 15th October 2006.

Lance Armstrong broke Merckx's record for most Tour de France wins in 2004, before claiming a seventh title in 2005. Merckx still holds the records for stage wins (34) and number of days in the Yellow Jersey (96).

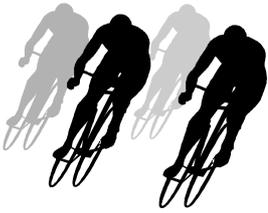
### **Event Details**

**Date:** Friday 13 October 2006, 6.30pm

**Venue:** Ormond Hall - 57 St Kilda Road (next door to the Belgian Beer Café Bluestone, enter via Moubray Street) Melbourne

**Cost:** \$120 – all inclusive Belgian three course meal, with Belgian beer, wine and coffee

Bookings: 03 9529 3111 or [info@ormondhall.com.au](mailto:info@ormondhall.com.au)



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter October 7 2006

### Graded Scratch Races Metec September 30

OK it might have been grand final weekend, but we still had 71 riders who thought a ride in perfect conditions was a better option than watching the Swans go down by a point. Ian Smith looked after the footy fanatics by bringing along a portable TV.

The **O'Mara series** had 11 starters, but without Rob Amos and Ian Milner to push the pace, the bunch stayed together for awhile until Nigel executing plan A took off only to be joined by Guy Green. The two powered away from the rest, with Guy winning the sprint. In the sprint for the remaining places, Phil Thompson held off a fast finishing Barry Robertson riding a new bike, and Rob Russell.

B grade featured the ride(s) of the day, with Tony Chandler, Martin Stalder and Ian Gillies getting away and all but lapping the rest of the field. The sprint was a thriller, first it looked as though Tony Chandler would win it, but then Martin appeared to have his measure, but then it was Tony by the slimmest of margins.

18 starters in C grade finished with a bunch sprint won by Geoff Puttock, from Alan Hicks, Mark Granland and Harold Simpson.

#### Officials

John Cordedda and Ken Crow were in charge of proceedings today, helped out by the usual crew of retirees. Thanks also to Nigel Kimber for an outstanding job of sweeping the course.

#### Eastern Vets Program

Saturday	September	30	2:00pm	Metec	Graded Scratch Races
Saturday	October	7	2:00pm	Casey Fields	Graded Scratch Races
Saturday	October	14	2:00pm	Yarra Junction	Club Championships
Saturday	October	21	2:00pm	Steels Creek	Royce Bennett Mem H'cap

#### Northern Vets Program

Sunday	October	1	10:00am	Lancefield	Handicap
Sunday	October	8	9.30am	National Boulevard	Graded Scratch Races
Sunday	October	15	9.30am	Lillee Crescent	Graded Scratch Races
Sunday	October	22	9.30am	South Gisborne	Graded Scratch Races

The pace was on in **D grade** and they were spread out all round the circuit at one stage. Paul Kelly had a comfortable lead coming into the straight, but despite the urgings of the watchers, seemed reluctant to sprint and was caught by Mark Ferrari on the line. In his first appearance since last summer or autumn, Ross Gardiner finished third. Paul wouldn't be looking to stay in D grade, would he?

A couple of visitors from Southern dominated the **E grade** race. I am sure John Cochrane and Lou Wilson were never further back than third as Angelo Antignani, Graham Cadd, Sue Cox and one or two others took a turn at the front every now and then. Keith Bowen had the good fortune to be on their wheel as they got the bell and took off, but was unable to make up any ground in the straight. John Cochrane managed to get over Lou on the line.

For a change we had 5 starters in F grade, with new rider Tony Gherxi just beating Carolyn Jewell, with Tom Partel third.

## RESULTS 2006 BASIN HILL CLIMB TIME TRIAL

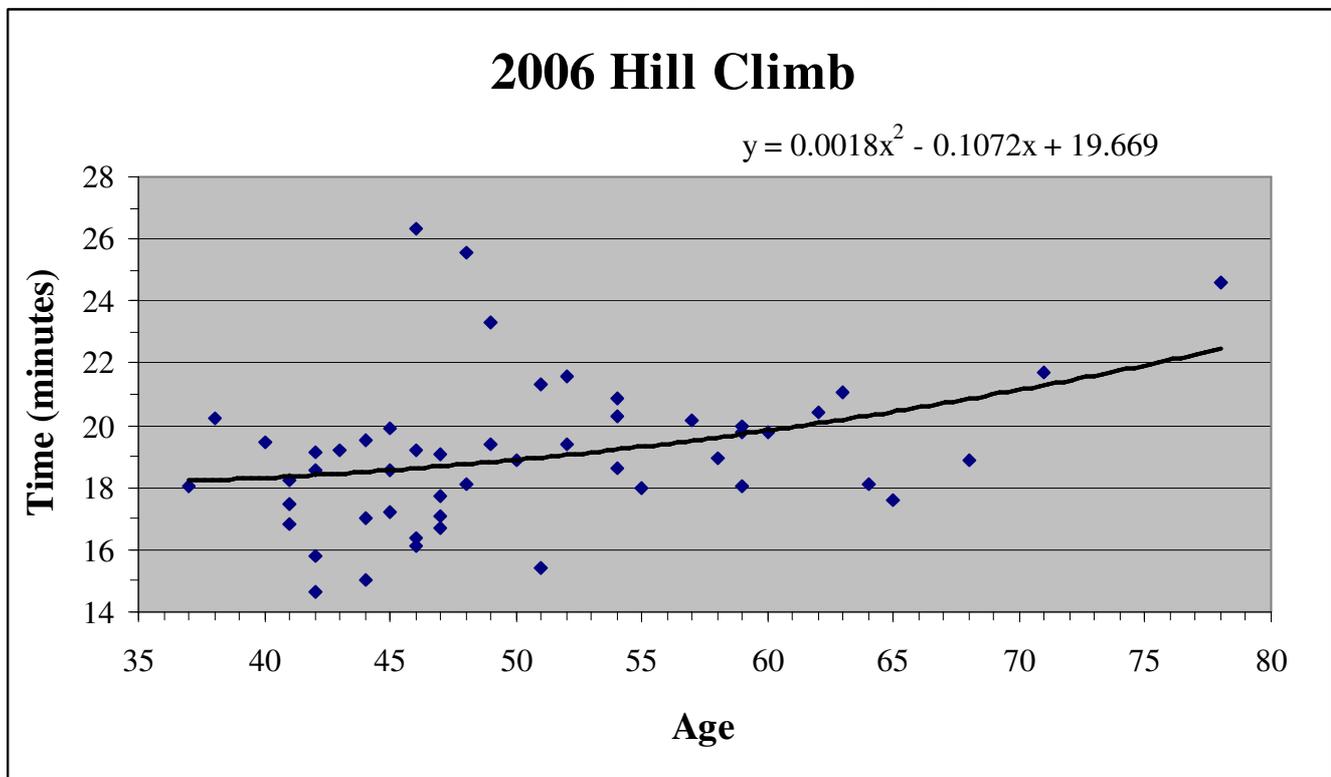
Handicap*		Age Time**		Fastest	
1 Louise McKimmie (4.00)	13.14	John Lynch	4.00	Phil Smith	14.37
2 Andy Ferridge (6.00)	13.48	Guy Green	3.34		
3 Tony Chandler (2.20)	14.03	Keith Wade	3.17	<b>First Woman</b>	
4 Harold Simpson (4.50)	14.05			Su Pretto (4.45)	14.48
5 Phil Spona (5.20)	14.09				
6 Paul Kelly (4.30)	14.23				

No	Name	Ride Time Min/Sec	H'cap Min/Sec	Corr Time Min/Sec	AGE	Age Time Min/Sec	Time of Age Time Min/Sec	H'cap Placing	Place Agst Age	Ride Time Placing	Average Speed km/hr
1	Smith P	14.37	-0.25	15.02	42	18.25	3.48	20	2	1	27.9
2	Green G	15.03	-0.25	15.28	44	18.37	3.34	31	3	2	27.1
6	Lynch J	15.23	0.20	15.03	51	19.23	3.60	21	1	3	26.5
7	Hay M	15.48	0.40	15.08	42	18.25	2.37	24	7	4	25.8
8	Kimber N	16.06	1.20	14.46	46	18.50	2.44	14	5	5	25.3
21	Chandler T	16.22	2.20	14.02	46	18.50	2.28	3	8	6	24.9
5	Amos R	16.40	0.10	16.30	47	18.57	2.17	46	10	7	24.5
13	Pelgrim P	16.51	1.40	15.11	41	18.18	1.27	27	16	8	24.2
20	Cavaleri P	17.03	2.20	14.43	44	18.37	1.34	13	14	9	23.9
10	Wallace M	17.05	1.30	15.35	47	18.57	1.52	36	12	10	23.9
18	Smith I	17.11	2.00	15.11	45	18.44	1.33	26	15	11	23.7
14	Doherty W	17.30	1.50	15.40	41	18.18	0.48	38	21	12	23.3
26	Wade K	17.36	3.00	14.36	65	20.53	3.17	11	4	13	23.2
24	Tapp N	17.43	2.45	14.58	47	18.57	1.14	19	17	14	23.0
22	Goodrope A	17.59	2.20	15.39	55	19.49	1.50	37	13	15	22.7
30	Stalder M	18.01	3.10	14.51	59	20.14	2.13	17	11	16	22.6
31	Bird N	18.02	3.30	14.32	37	17.52	-0.10	10	34	17	22.6
23	Gillies I	18.05	2.30	15.35	48	19.03	0.58	35	20	18	22.6
35	Ryan K	18.06	3.40	14.26	64	20.47	2.41	9	6	19	22.5
49	McKimmie L	18.14	5.00	13.14	41	18.18	0.04	1	29	20	22.4
15	Thompson N	18.32	2.00	16.32	42	18.25	-0.07	47	31	21	22.0
36	Shanahan P	18.34	3.40	14.54	45	18.44	0.10	18	26	22	22.0
29	Frayne N	18.39	3.10	15.29	54	19.42	1.03	32	19	23	21.9
40	Hainal N	18.51	4.15	14.36	50	19.16	0.25	12	24	24	21.6
41	Kelly P	18.53	4.30	14.23	68	21.13	2.20	6	9	25	21.6
47	Simpson H	18.55	4.50	14.05	58	20.08	1.13	4	18	26	21.6
39	Pretto J	19.03	4.00	15.03	47	18.57	-0.06	22	30	27	21.4
46	Casey D	19.09	4.45	14.24	42	18.25	-0.44	8	40	28	21.3
34	Murdock T	19.11	3.40	15.31	43	18.31	-0.40	33	39	29	21.3
27	Starr K	19.12	3.00	16.12	46	18.50	-0.22	42	36	30	21.3
28	Crow T	19.22	3.10	16.12	49	19.10	-0.12	43	35	31	21.1
50	Plumb R	19.23	5.00	14.23	52	19.29	0.06	7	28	32	21.0
56	Spona P	19.29	5.20	14.09	40	18.12	-1.17	5	44	33	20.9

No	Name	Ride Time Min/Sec	H'cap Min/Sec	Corr Time Min/Sec	AGE	Age Time Min/Sec	Time of Age Min/Sec	H'cap Placing	Place Agst Age	Ride Time Placing	Average Speed km/hr
45	Pretto S	19.33	4.45	14.48	44	18.37	-0.56	15	41	34	20.9
43	Puttock G	19.45	4.40	15.05	59	20.14	0.29	23	23	35	20.7
60	Ferridge A	19.48	6.00	13.48	60	20.21	0.33	2	22	36	20.6
32	Ferrari M	19.53	3.30	16.23	45	18.44	-1.09	45	42	37	20.5
52	O'Brien C	19.58	5.10	14.48	59	20.14	0.16	16	25	38	20.4
44	Davidson R	20.09	4.45	15.24	57	20.01	-0.08	29	32	39	20.2
25	Schofield B	20.14	3.00	17.14	38	17.59	-2.15	48	47	40	20.2
19	Truscott R	20.16	2.10	18.06	54	19.42	-0.34	50	38	41	20.1
42	Randall L	20.27	4.30	15.57	62	20.34	0.07	40	27	42	20.0
54	Paull M	20.54	5.20	15.34	54	19.42	-1.12	34	43	43	19.5
59	Kalns V	21.05	5.40	15.25	63	20.40	-0.25	30	37	44	19.4
51	Preece H	21.19	5.00	16.19	51	19.23	-1.56	44	45	45	19.1
58	Cunneen A	21.35	5.40	15.55	52	19.29	-2.06	39	46	46	18.9
17	Stranks R	21.41	6.30	15.11	71	21.32	-0.09	25	33	47	18.8
65	Wilson JC	23.18	8.00	15.18	49	19.10	-4.08	28	49	48	17.5
66	Porter J	24.37	8.30	16.07	78	22.17	-2.20	41	48	49	16.6
63	Granland M	25.33	8.00	17.33	48	19.03	-6.30	49	50	50	16.0
62	Antignani A	26.19	8.00	18.19	46	18.50	-7.29	51	51	51	15.5
67	Chamberlain G	17.13		17.13		13.53	-3.20				23.7
68	Hyde D	20.58		20.58		13.53	-7.05				19.5

All the times are plotted below with the trend line. Can you find your dot? I've changed the trend line on the graph (but not in the calculation of the age times, although it doesn't make much difference) this year from a linear one, which seemed to penalise the older riders (you can see where my sympathies lie) to a polynomial  $y = 0.0018x^2 - 0.1072x + 19.669$ . The beauty of statistics is that you can play around and use whatever you want to get the desired result.

If your dot is below the line you have beaten the time for your age, if it is above, perhaps you can do better next year.



## **NIGEL'S HILLCLIMB**

What is the difference between a buffalo and a basin?

"Five", 'sense of deja-vu'. "Four", 'at least this time the feet are locked and loaded'. "Three", 'remember don't stand up'. "Two", 'weight on right foot'. "One", 'wait for it'. "Away you go", 'away we go'.

A couple of easy ascents prior to the start had led to the development of a plan :

53-18 was the chosen start ratio - take advantage of the tail wind and the push. Work it hard to the bus stop. Drop it back to the 39 and maintain a steady pace to the flat. At the first water tank go back to the big ring and pick it up to the mid-thirties. At the second water tank (just on 2km to go) get out of the saddle and drive it for 500m. Back into the saddle and keep it going, watching for the 300m mark. At 200 to go, up the gearing and push to the finish. It looks good on paper.

It started well enough but after the first bend it went a bit pear shaped. As the road bent into the wind the chain went to the small chain-ring. By the first water tank the legs were burning and it took a while for the brain to register that this was the flat bit and that I was meant to be on the big chain-ring. I needn't have bothered, after 50m the legs were telling me that it wasn't going to happen and the left wrist was called back into action to restore the ratio. In an attempt to salvage something of the original plan I was determined to get out of the saddle at the two km to go mark and drive it for as far as I could, it lasted 50m. With the legs unable to support the body it was back to the saddle to finish the climb as best I could.

The consensus around the bbq after the event was that it was the toughest hill climb, this was supported by the ride times with most of the early starters clocking 15-30 seconds less than the previous year's race.

You can't wash your hands in a buffalo.

## **A Night with Eddy Merckx**

*Portfolio Partners and the Belgian Beer Café Bluestone present a night with cycling legend Eddy Merckx.*

Portfolio Partners and the Belgian Beer Café Bluestone present a night with cycling legend Eddy Merckx.

Considered by many fans to be the greatest and most successful cyclist of all time, the Belgian superstar set several world records, some of which remain unsurpassed to this day.

The three-time world champion, five-time winner of the Tour de France and five-time winner of the Giro d'Italia will be in Melbourne for the Jayco Herald Sun Tour finale in Lygon Street, as well as the Portfolio Partners Around the Bay in a Day on Sunday, 15th October 2006.

Lance Armstrong broke Merckx's record for most Tour de France wins in 2004, before claiming a seventh title in 2005. Merckx still holds the records for stage wins (34) and number of days in the Yellow Jersey (96).

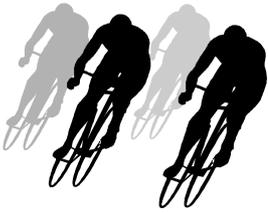
### **Event Details**

**Date:** Friday 13 October 2006, 6.30pm

**Venue:** Ormond Hall - 57 St Kilda Road (next door to the Belgian Beer Café Bluestone, enter via Moubray Street) Melbourne

**Cost:** \$120 – all inclusive Belgian three course meal, with Belgian beer, wine and coffee

Bookings: 03 9529 3111 or [info@ormondhall.com.au](mailto:info@ormondhall.com.au)



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

**Newsletter October 7 2006**



**At Casey Fields this is a big no no and will cost you a fine of \$100!!!!**  
**Use the disabled toilet at the north end of the net ball pavilion.**

## **Graded Scratch Races Metec September 30**

OK it might have been grand final weekend, but we still had 71 riders who thought a ride in perfect conditions was a better option than watching the Swans go down by a point. Ian Smith looked after the footy fanatics by bringing along a portable TV.

The **O'Mara series** had 11 starters, but without Rob Amos and Ian Milner to push the pace, the bunch stayed together for awhile until Nigel executing plan A took off only to be joined by Guy Green. The two powered away from the rest, with Guy winning the sprint. In the sprint for the remaining places, Phil Thompson held off a fast finishing Barry Robertson riding a new bike, and Rob Russell.

**B grade** featured the ride(s) of the day, with Tony Chandler, Martin Stalder and Ian Gillies getting away and all but lapping the rest of the field. The sprint was a thriller, first it looked as though Tony Chandler would win it, but then Martin appeared to have his measure, but then it was Tony by the slimmest of margins.

18 starters in **C grade** finished with a bunch sprint won by Geoff Puttock, from Alan Hicks, Mark Granland and Harold Simpson.

The pace was on in **D grade** and they were spread out all round the circuit at one stage. Paul Kelly had a comfortable lead coming into the straight, but despite the urgings of the watchers, seemed reluctant to sprint and was caught by Mark Ferrari on the line. In his first appearance since last summer or autumn, Ross Gardiner finished third. Paul wouldn't be looking to stay in D grade, would he?

A couple of visitors from Southern dominated the **E grade** race. I am sure John Cochrane and Lou Wilson were never further back than third as Angelo Antignani, Graham Cadd, Sue Cox and one or two others took a turn at the front

every now and then. Keith Bowen had the good fortune to be on their wheel as they got the bell and took off, but was unable to make up any ground in the straight. John Cochrane managed to get over Lou on the line.

For a change we had 5 starters in **F grade**, with new rider Tony Gherxi just beating Carolyn Jewell, with Tom Partel third.

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

If it wasn't for the lack of clouds and wind it would have been your average day at METEC but as it was we had to put up with clear skies and the gentlest of sou' westerlies to cool the body down along the finish straight.

The expectation had been for Rob Amos and Guy Green to be away in Adelaide for the national titles, a smattering of the regular a-grade crowd, and the better b-grade riders promoted to make up the numbers in the O'Mara race. As it eventuated Guy was there, but without Rob and Ian Milner the group of ten of us were looking at a smooth, albeit fast, race - we weren't going to have to withstand the constant attacking of the master and/or his protégé.

The race started at a fair clip with the majority of the pace setting being done by a couple of riders. It wasn't long before two rode off the front of the bunch, there wasn't any panic in the bunch and they were held at 30-50 metres for a lap or so. Looking at the group around me I got to thinking - always a dangerous thing. If I could get across - alone, and the bunch were indecisive about chasing, and the three of us could work together, and we could establish a break, and if another guy could get across - alone. We'd have a four-man break against a six-man chase group and a chance of holding them off for the race duration. Unfortunately there wasn't a lot of working together, there wasn't a lot of

indecision, the only reward for my efforts was to have the bunch re-united half a lap later.

Soon after reunification Paul Wilson went off on his own, he'd been doing a bit at the front and was showing signs of some form, but alone he wasn't going to be a threat, and the bunch was content to leave him out there to put some hurt in his legs. The neutral corner and efforts to not get messed up with an intervening group saw Paul's solitude short lived as the pace picked up to get out of the lower grade's way.

Next came the b-grade bunch, having negotiated them and put them behind us it was a rather rude interruption when they came back past us. First one, then another, a little later another, and then the whole bunch - strung out like a desiccated snakeskin on a barbed wire fence. Not wanting to get involved we've sat up and waited till they got their house in order. After a couple of laps it was settled, there were three away, and unlikely to be caught, and the chasing bunch was back together. Once more, and with feeling this time, we cleared the b-grade chasers and set about getting right out of their way.

The next move saw another two pull away from the group and again no reaction from the bunch. Maybe this time if I could get across, and we could work together, and ...

Despite cries of "Hup Hup" as I caught them they missed my wheel and I found myself up the road on me Pat and in no mood to go it alone. A little pressure on the brakes saw me back being protected in the bunch.

Then it was Ian Smith's turn and with a rush of blood and a flurry of pedal strokes he's pulled twenty metres on the bunch, again not raising the level of concern within the bunch to much more than that for his sanity. With at least twenty minutes to go a solitary attack wasn't going to last.

#### Officials

John Cordedda and Ken Crow were in charge of proceedings today, helped out by the usual crew of retirees. Thanks also to Nigel Kimber for an outstanding job of sweeping the course.

#### Eastern Vets Program

Saturday	October	7	2:00pm	Casey Fields	Graded Scratch Races
Saturday	October	14	2:00pm	Yarra Junction	Club Championships
Saturday	October	21	2:00pm	Steels Creek	Royce Bennett Mem H'cap

#### Northern Vets Program

Sunday	October	8	9.30am	National Boulevard	Graded Scratch Races
Sunday	October	15	9.30am	Lillee Crescent	Graded Scratch Races
Sunday	October	22	9.30am	South Gisborne	Graded Scratch Races

#### Rob Amos at the AVCC Champs in South Australia

Eastern riders had a very successful time at the Nationals in Adelaide. On the track, Gale Burke won Gold in all 3 track disciplines and Husband Michael taking bronze in the 3000m pursuit.

The road race was held on a fairly flat course at Milang on the shores of Lake Alexandra. The strong winds coming of the lake, making the 105km race very tuff for all the competitors.

The 45-49 race had 3 eastern riders M. Burke, David Moreland and myself, (now over the virus that had helped my taper over the previous 2 weeks, and with my legs worked on by Athletic Soft Tissue) we headed off into the wind.

When riders started attacking with over 100 km to go I started to get worried ! As we reached the "hilly" section with 90 kms to go the race went up another gear and I found myself of the front with Peter Grivell of S.A. we were caught about kms later by a group of 5 riders including David, which continued to pull away from the bunch. With 25km remaining I jumped away with Mike Elleway S.A. working together with a small gap on the chasers. As the

But fifteen minutes and two or three riders might work. A plan was beginning to form, ride tempo, wait a couple of minutes, bridge, and work. Good idea, unfortunately others had other ideas and Ian was not allowed to stay away long enough to put the plan into action.

An attack by Guy Green a couple of minutes later rescued the plan. A chase led by Rob Graham was only successful in keeping Guy from riding off into the distance. Without help the chase was doomed to not succeed and as the gap started to grow it was time to act. Going from fourth wheel it's taken a bit of effort and couple of hundred metres but eventually it was two away and a slightly disorganised bunch chasing. The next ten minutes saw the status-quo maintained with the breakers holding a 100 metre lead over the chasers,

Almost every time we checked the gap, looking across from the finish straight, it was either Paul Wilson or Rob G. towing the pursuers. Rob tried to get away a couple of times but was a marked man and only succeeded in leading the bunch at an upped pace for a bit, pulling back a couple of metres each time, before retreating to try again a lap or so later. Eventually the chase broke and it came down to a race for the last of the podium positions.

Meanwhile back at the head of the race the last lap saw no antics and even with encouragement and a warning of the impending sprint Guy got the jump coming out of the hairpin and was able to cruise to the win.

Figures for the race : 1 hour 10 to cover 47k for an average of 40kph

wind became more favourable we started to increase our lead as the chasers started to blow apart. I easily won the sprint to the line after Mike had sportingly slowed as I started to take a wrong turn. David Moreland shock off the rest of the chasers to take the bronze, from James Timmer-Arends, the bunch finishing 10-15mins down.

In the 40-44 road race Roy Clark took the Silver, with Hamish McKirdy taking Gold.

Roy continued with his great form by completely dominating the criterium, held on a 800m circuit in Milang town centre and run in a clockwise direction.(40 min +2 laps) Roy jumped clear after 5 min and opened an 8 sec gap which he held for 3/4 of the race before being caught. The field blew apart as 3 S.A. chased as Eastern's Simon Bone sat on. Roy got clear again with half a lap to go to take gold, with Simon taking the bronze in the 3 man sprint.

The pressure was on from the start in my crit as the commentator announced that I was the defending champion. After 5 mins I put in a hard lap to test the field to find that only Timmer-Arends and Elleway were still with me as the rest of the bunch spread across the lap. We worked together till 20 min to go when I scented they were tiring so I attacked, lapping the 2 of them with 5 min remaining to retain my title.

It was fantastic watching the other age groups with some great racing with everyone being so competitive ,it was very entertaining and a very well run event.

\*\*\*\*\*

**Bike for Sale** Ian de Kam is selling his 2005 Giant TCR2 with 3 month old Ksyrium SLs for \$2300. If you are interested contact Ian on 98790210 or by email at ian\_dekam@hotmail.com. anyone wants some good wheels on a 10 speed Ultegra bike

\*\*\*\*\*.

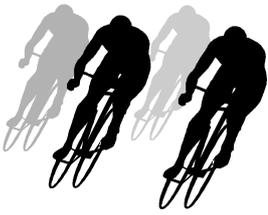
## Eastern Veterans Road Championships October 2006

### Women

Ellis	Lara	34	Wilson	Paul	39	Day	Michael	44
Chambers	Deborah	39	<b>Men 40-44</b>			Green	Guy	44
Jewell	Carolyn	40	Hyde	David	40	Herzog	Marcus	44
McKimmie	Louise	41	Spona	Phillip	40	McGannon	Dan	44
Stumbles	Juanita	42	Tari	Peter	40	Miles	Lynn	44
Pretto	Su	44	Bendall	Stuart	41	O'Neil	Allan	44
Both	Sally	45	Bone	Simon	41	<b>Men 45-49</b>		
Edwards	Joan	48	Doherty	Wayne	41	Beales	Chris	45
Jardine	Glenys	50	Dymond	Sid	41	Chadderton	Nicholas	45
Vogt	Sue-Ann	52	Greenhalgh	Grant	41	Cordedda	John	45
Burke	Gayle	55	Pelgrim	Phil	41	Ferrari	Mark	45
Randall	Elizabeth	62	Tucker	Eddie	41	Rigo	Alexander	45
	<b>Men 35-39</b>		Casey	David	42	Russell	Cameron	45
Gay	Jason	35	Hay	Michael	42	Shanahan	Peter	45
Kirsch	Stefan	35	Jamison	Michael	42	Szalla	Stephan	45
Bone	Jason	36	Russo	Ray	42	Antignani	Angelo	46
Dawson	Shane	36	Smith	Phillip	42	Chandler	Anthony	46
Swoboda	Mark	36	Thompson	Nick	42	Frank	Chris	46
Bird	Nicholas	37	Tinkler	Ross	42	Harris	James	46
Davis	Greg	37	Dick	Andrew	43	Kimber	Nigel	46
Everard	Craig	37	Gray	Brian	43	Peacock	Craig	46
Mackie	Peter	37	Lovegrove	Gordon	43	Robinson	Wayne	46
Thomas	John	37	Morris	Peter	43	Smith	Ian	46
Brown	Anthony	38	Murdock	Terry	43	Starr	Kevin	46
Finnigan	Andrew	38	Skewes	Nick	43	White	Matt	46
Howard	Peter	38	Taylor	Anthony	43	Amos	Rob	47
Schofield	Ben	38	Williamson	Paul	43	Butler	Evan	47
Walton	Dale	38	Archer	Glenn	44	Curulli	Tony	47
Chamberlain	Gary	39	Ashley	Greg	44	Dawkins	Derek	47
Gherxi	Tony	39	Cavaleri	Phil	44	Kelly	Bob	47
Johnson	Colin	39	Clark	Roy	44	McCann	Brian	47
Milner	Ian	39	David	James	44	Moss	Philip	47
Smith	Steven	39	Davidson	Peter	44	Norbury	Chris	47

Pretto	Jeff	47	Short	Stephen	52	Farrell	Brian	61
Snell	Chris	47	Walker	John	52	Lewis	Robert	61
Tapp	Nick	47	Williams	John	52	Stewart	Ron	61
Tattersall	Philip	47	Baigent	Laurie	53	Cranstone	Geoff	62
Wallace	Mark	47	Hawking	Gordon	53	Hopley	Stephen	62
Burke	Michael	48	Robertson	** Barry	53	McLean	Donald	62
Fraser	Andrew	48	Wattie	Glen	53	Rieschieck	Neil	62
Gardiner	Ross	48	Cadd	Graham	54	Wright	Clive	62
Gillies	Ian	48	Fothergill	Steve	54	Bone	Ken	63
Granland	Mark	48	Frayne	Nigel	54	Kalns	Valdis	63
Rademaker	Bruce	48	McCormack	David	54	Stewart	Ken	63
Verheijden	Paul	48	Oberg	Steve	54	Beachley	Barry	64
Barnard	Stephen	49	Paull	Michael	54	Neuwirth	Reinhard	64
Fell	Rowan	49	Truscott	Robert	54	Ryan	Kerry	64
Foote	Colin	49	Wallace	Ian	54		<b>Men 65-69</b>	
Johns	Philip	49	Williams	Ewan	54	Birtles	Geoff	65
Lipple	Greg	49	Williamson	Neville	54	Wilson	John	65
Moreland	David	49		<b>Men 55-59</b>		Maggs	Richard	66
Nicholls	Terry	49	Douglas	Frank	55	McCoy	Ted	66
Norbury	Peter	49	Goodrope	Alan	55	O'Malley	Tom	66
Rowlands	David	49	Graham	Robert	55	Bohn	Laurie	67
Russell	Rob	49	Gulliot	Brian	55	Collings	Ivan	67
Thompson	Phillip	49	Ransome	Peter	55	Macleod	John	67
Wilson	John C	49	Worland	David	55	Rodgers	Barry	67
	<b>Men 50-54</b>		Jackson	Kevin	56	Smith	Kenton	67
Black	James	50	Barton	Christopher	57	Kelly	Paul	68
Crow	Ken	50	Fitter	William	57	Partel	Thomas	68
Dewdney	Michael	50	Power	Tony	57	Wray	Neil	69
Gray	Steven	50	Suran	Roman	57		<b>Men 70=74</b>	
Hainal	Nick	50	Whiting	Geoffrey	57	Hay	Rodney	70
Lang	Adrienne	50	Hobbs	James	58	Sandford	Alan	70
Molesworth	Greg	50	Hornby	** Marshall	58	Stranks	Ron	71
Parsons	Clive	50	Jenkins	Stewart	58	Stern	Phillip	72
Thompson	Dale	50	Pauwels	Dennis	58	Bowen	Keith	73
Weber	Andreas	50	Prichard	John	58	Fisher	Michael	74
Bishop	Leon	51	Simpson	Harold	58		<b>Men 75+</b>	
Frayne	Quentin	51	Tantau	Ross	58	Porter	John	78
Grant	John	51	Thomson	John	58	Woollard	Kenneth	79
Hicks	Alan	51	De Kam	Ian	59			
Lynch	John	51	Morris	Colin	59			
Mackay	Geoff	51	O'Brien	Colin	59			
O'Donoghue	Kevin	51	Puttock	Geoff	59			
Preece	Hylton	51	Stalder	Martin	59			
Cunneen	Alan	52		<b>Men 60-64</b>				
Howlett	Murray	52	Ferridge	Andrew	60			
Joosten	Rudy	52	Haines	Graham	60			
Mills	Kevin	52	Jardine	John	60			
Muller	Ben	52	Manning	Terence	60			
Plumb	Richard	52	Parker	Graeme	60			
Schlotterlein	Shane	52	Devine	Paul	61			





# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter October 14 2006

### Graded Scratch Races, Casey Fields October 7, 2006

Warm and windy conditions greeted the 72 starters at Casey Fields. Haven't been able to check the wind speed, but I think it was stronger than the last windy day at Casey. On that occasion I was swapping between the big and small chain ring. On Saturday I left it in the small chain ring all day, something I can't remember ever doing previously. The combination of intermediate sprints and wind resulted in all grades splitting into several groups or solo riders strung out around the track. These conditions make it hard for those on the finish line to keep track of who has been dropped, and the timing of the bell to ensure that the those sprinting for the places have a clear run.

The 11 starters in the **O'Mara series** probably had a bit of grin on their faces when they saw that there was no Guy Green, although Rob Amos was lurking menacingly at the start doing a track stand while waiting for the start. He took off like a rocket and with Roy Clark soon had the bunch spread out. They rode together until the bell when Rob upped the speed and left Roy in his wake, but still a comfortable second. Nigel Kimber, Ian Smith and Paul Wilson stayed together and finished in that order to take the remaining placings. Rob Amos won the intermediate sprint.

Another 12 starters in **B grade** and for awhile it looked as though Peter Shanahan was going to repeat his performance from the last windy day when he rode solo for a win. But he wasn't left out the front for very long and after the intermediate sprint won by Terry Murdock a group of 4 or 5 riders got away. Phil Cavaleri managed to just win the sprint from Steve Gray and Phil Tattersall. Phil has been getting some sprint coaching from Tony Curulli which clearly paid off.

A similar sort of race in **C grade** which had 16 starters. Andrew Finnigan busted his gut to win the intermediate sprint, following which a bunch of about 6 riders was left to contest the finish. Graeme Parker won from Harold Simpson followed by new rider Kevin Starr.

The biggest field of the day was in **D grade** where there were 19 starters. Alan Cunneen won the intermediate sprint and looked as though he would get the double, but Paul Kelly coming from a long way back at the turn, but up the lee side of the bunch was able to pip him on the line, with Louise McKimmie coming third for her first placing in D grade. If you

want help with your sprinting, talk to Tony Curulli. Louise had a sprinting session with him last week.

Only 7 starters in **E grade** and true to form Ronnie Stranks attacked after the intermediate sprint, won convincingly by Ken Crow, who has a pretty good record in these intermediate sprints. Keith Bowen was able to get onto Ronnie's wheel and the two rode away from the rest of the field. Casey Fields is a good circuit when you are in a break away as there are two locations where you can see without any trouble whether you are gaining or losing on the rest of the field. Keith won the sprint for first from Ronnie with a fast finishing Ken Crow overtaking Angelo Antignani for third.

Tony Gherxi won **F grade** from Carolyn Jewell and Sue Chapman who was having a trial ride. Evergreen John Porter won the intermediate sprint.

#### Nigel's Race Report

The weather had us all fooled. A lovely drive down the South Gippsland Hiway, blue skies - glorious, and then you get out of the car and it hit you. A north-westerly. At near gale force. Despite the wind there was a good turnout and with 12 starters in the O'Mara race it had the potential of being an interesting race. Rob Amos was back from his conquests to the West and with Ian Milner there also it wasn't going to be an easy race.

The first ten minutes saw no real attacks, the odd rider rode off the front but never got far and after one windward leg they were soon back in the shelter of the bunch. The one move involving a small group was very quickly brought to order.

Playing out possible scenarios in my head I figured the best place to launch an attack would be at the end of the curvy straight going into the far loop. It was into the wind - not for long, but enough to make it difficult for the chasers. Then it was downwind out of the loop and onto the back straight where you could build the break. Hopefully gaining enough before being smacked in the face by the wind as the road turned left and slightly upward to the finish line.

No sooner had this thought crossed the synapses of my brain than Rob has acted it out. The idea must have been going through everybody's mind because, as one, the bunch responded, keeping Rob from getting any gap.

The next obvious place to make an effort was the finish straight - as the bunch turned into the wind and the riders backed off, hoping some bunny wouldn't slow down quick enough and be pushed to the front to set the pace. An

attack at this point may catch people off guard and a solid effort could be rewarded.

And so it was a couple of laps later. With still over 75% of the race to run Rob Amos has launched himself from midway down the group and caught everyone, but Roy Clarke, with their hands down a rabbit burrow.

In the aftermath of the resultant panic there were riders stretched across a hundred metres of circuit. I'd reacted relatively quickly and hopefully smoothly, the intent to keep the bunch together (so that we could form a chase group) yet not let the two escapees get too great a jump. As they say ; of rodents and primates no eggs are hatched. Pulling out after pulling into the start straight, I was caught out as only two riders came through - Paul Wilson and Ian Smith, the latter riding off in pursuit as I struggled to get back to Paul's wheel (having anticipated a few other wheels to be there). Despite a solid effort Ian wasn't able to get to the leaders and was soon back with Paul and I.

As is my want I wanted to remain on the same lap as the leaders and buried myself to that task. The race duration making the task of staying on the same lap as the Roy and RA show difficult, the length of the circuit giving us a little hope. Consequent to the effort I have little idea of what happened to the race behind our little group except that early on there appeared to be a single rider chasing us and a couple of small groups behind him, all spread out and working to achieve their own ends.

As the race progressed a pattern developed with me taking a rest along the back straight and then taking over up to the finish and around the corner before surrendering the lead to another for another rest. Ian asked the question why I seemed to be taking the big turn up into the wind. Many responses formed in my mind. Had I had the breath to vocalise any of them it would have been that I was hoping that it would

become second nature and that come the ringing of the bell the routine would remain and I'd ride over the line unchallenged at the head of our little group.

With around ten minutes to go Rob has jettisoned stage two and ridden off to orbit the circuit alone, seemingly intent on riding the three pursuants into the previous lap. With each lap the officials on the finish line were holding a different letter - 'F', 'E', 'D', etc. as they counted down the finishes of the lower grades. This was bitter sweet as it told us we were approaching the end of the pain but that we still had around 6, 5, 4, etc. laps to complete. And Rob was closing in. An hour and twenty minutes after heading into the wind along the start straight for the first time, we heard Rob take the bell. It was almost over, but he still had two kilometres to close the 150 or so metres it required to lap us. A desperate drive for the line saw our little group cross to take the bell before Rob crossed to take the chequered flag. Roy, somewhere in between, cruising to a comfortable second.

With naught to worry about now except to get to the bar before the b and c grade riders depleted the available stocks we did the last lap at much the same pace as the earlier ones. Paul, volunteering to lead the finish out along the back straight, kept the pace up. Swinging wide out of the last corner I've stood on the pedals and started my sprint. I didn't swing wide enough giving Ian the sit in the pocket just off to the right. I guess Pavlov's experiments might have been a little flawed. In the finish it came down to the officials having to decide which of the two of us had the more tread on their front tyre.

Figures for the race : 56.33k at 36.7kph in 1:32, Rob, doing essentially 2k more in the same time, would have averaged around 38kph. The low average speed testament to the difficulty of the conditions.

## Results

	First	Second	Third	Sprint
<b>( 'Mara (12)</b>	Rob Amos	Roy Clark	Nigel Kimber	Rob Amos
<b>I Grade (12)</b>	Phil Cavaleri	Steve Gray	Phil Tattersall	Terry Murdock
<b>( Grade (16)</b>	Graeme Parker	Harold Simpson	Kevin Starr	Andrew Finnigan
<b>I Grade (19)</b>	Paul Kelly	Alan Cunneen	Louise McKimmie	Alan Cunneen
<b>I Grade (7)</b>	Keith Bowen	Ron Stranks	Ken Crow	Ken Crow
<b>I Grade (5)</b>	Tony Gherxi	Carolyn Jewell	Sue Chapman	John Porter

## Officials

Tony Chandler and Steve Szalla had unenviable task of keeping track of proceedings in difficult conditions, assisted by a few drop outs. Thanks to all.

## Eastern Vets Program

Saturday	October	14	2.00pm	Yarra Junction	Club Championships
Saturday	October	21	2.00pm	Metec	Graded Scratch Races
Sunday	October	28	2.00pm	Steels Creek	Royce Bennett Memorial H'cap
<b>Saturday</b>	<b>October</b>	<b>30</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>

## Southern Vets Program

Sunday	October	15	9.00am	Casey Fields	Graded Scratch Races
Sunday	October	22	9.00am	Casey Fields	Graded Scratch Races
Sunday	October	29	9.00am	Braeside	Graded Scratch Races

## Northern Vets Program

Sunday	October	15	9.30am	Tullamarine	Graded Scratch Races
Sunday	October	22	9.30am	South Gisborne	Graded Scratch Races
Sunday	October	29	9.30am	National Boulevard	Graded Scratch Races

\*\*\*\*\*

## The North Essendon Board Track And The Legends Of Yesterdays,

by Ron Stranks.

The Essendon venue was born in 1938 when the promoter Jack Campbell moved his Exhibition Buildings Board Track in its entirety. It was unusual as the boards ran against the flow ie; up and down, therefore was not a really quick track. Before most seasons started they were painted white and while wet, sand was placed on the boards for grip. One afternoon while training I fell and slid from top to bottom causing deep wounds, like being attacked with sand paper.

My first night at the boards was incredible. The 1950 Austral, my Dad Arthur 1882-1984 took me along. He had been score board manager of the exhibition track for many years and was interested to see it again at the new home. On walking across from the train this great sound of rattling boards filled the air as the riders warmed up. Once inside I thought to myself what a great spectacle it was.

The Austral was won that night by Byron Bonney. His brother Stan also made the final and took (paced) Byron. I became acquainted with Stan, a great bloke in the 1980's when we rode together at Northern. Stan told me they had won a fortune off the bookies. This was a feature at the track. We all tried to beat the books! When we were in the crowd, we would have to look for certain signs during early warm up, hands up on the bars or down, rubbing the nose or ear would tell us who to back, whether the rider would win or who he was taking, all arranged on the train from Port.

Although I did not race on the boards, I was enthralled with the place and rarely missed a Saturday night. Ted Waterford took over as promoter and continued to bring out class imports to race against our great riders, ensuring that we saw the worlds best track racing.

I wonder if you have heard of some of these names. My favorite import was the Swiss Oscar Plattner, who was a genius at any form of track racing. He would also put on side show acts like going around the steep banking taking his feet out of the pedals, or no hands, Ferdinand Terruzzi. Another world class rider who could kick two or three times in a sprint, British and World

Champion Reg Harris got off the plane earlier in the day and gave a demo ride that night and broke the record for the flying furlong. Harris made a comeback in his fifties and again became British Sprint Champion.

I could write about many more if we had space, instead I will list their names: Jan Deksen, Enzo Sacchi, Fritz Pfininger, Peter Brotherton, Mario Ghella, Mario Morettini, Lull Gillen, Cesare Pivato, Leandro Faggin, Guiseppe Ognà, Loris Campana, Cesare Pinarello, Jens Sorenson, Angelo Catalano, Guiseppe Chiesa.

Catalano and Chiesa stayed and became Melbournians. A large majority of these riders either won or placed in World Championships.

Three Aussie names stand out at the boards, Sid Patterson, Billy Guyatt and Russell Mockridge. I swear Sid and Billy knew every board by name, such was their bike handling skills. To this day Patto will be my first choice as the greatest track rider of all time. Four World titles overseas and countless titles at home. Seeing was believing some of his handicap wins sometimes giving away 100 yards to the closest rider over a mile.

Not many people would know that Patto won over 125 miles, a Victorian or Australia Road Championship albeit over a flat course. The Ox as he was knick named was the King of the Essendon track. When I saw Billy Guyatt race for the first time he was probably just a little below his top but still a rider with freakish skill. Billy beat every International that was matched against him. Russell Mockridge remains in my mind as the greatest all round track and road rider this country has seen. These three riders had many stirring battles; also helping one another in handicaps. Another much under estimated person was our very own eastern vet, Colin Smythe, who like Billy Guyatt beat every International Champ who match raced him. Colin also match raced Billy Guyatt on the boards and beat him.

I raced a Geelong West Velodrome for some time on Friday nights and witnessed Colin match race Patterson on this fast surface and beat him in two straight heats. I think the fastest short courser of his time.

Graeme French another who was a master at the boards, World Motor Pace Champ lost his ear on an advert board in a bad pile up. Many great Tasmanian riders rode at the boards, none better than Mac Slone. Roger Arnold

came back to the boards after his six day partner Alf Strom retired. At one stage, they held the record for International Six Day races won. Dean Whitehorn was a South aussie who rode brilliantly at the track. Jimmy Luttrell was a tiny Queenslander who kept the crowd on their toes with a lightening sprint.

Champion road riders, Jack Hoobin, World Amateur Road Champ, Peter Panton, Eddie Smith, Hec Sutherland, Barry Wadell, John Trickey, Olympic Road Race 1956 and George Goodwin were all greats at Essendon. Keith Reynolds was always close to or on scratch, later to win Six Day Races with Patto. 10 mile

Australian Champs were dominated by Don Williams. Tommy (The Pieman) Steele and John Black who would wind up big gears with two laps to go. Other champs were John Perry, John Green, Leo Leonard, Dick Ploog, Lionel Cox, Ian Browne, John Tressider and Lindsay Cocks.

In the twenty or so years that racing was conducted at the North Essendon Track there has been nothing more spectacular in my lifetime. I raced at Geelong West, Olympic Velodrome, Brunswick and many other tracks, but the boards with the clatter, the bookies and the genius of promoters Campbell and Waterford to match champion against champion made the place something special.

Many thanks to my mate John May with some names that I had forgotten.

*Ron Strank's*

\*\*\*\*\*

**Did you know that**

**it is an offence to fail to use a bike lane where one is provided?**

**Fines for bicycle offences – Under the Road Safety (General) (Traffic Infringements) Regulations 2000**

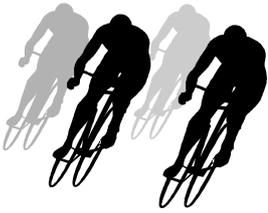
<b>Offence</b>	<b>Penalty</b>
Fail to obey traffic direction given by police officer or authorised person	\$50
Fail to obey traffic lights	\$200
Fail to obey traffic sign	\$50
Fail to keep left	\$50
Ride over double lines	\$50
Fail to give way	\$50
Fail to give signal when making right turn or U-turn	\$50
Fail to have lights or equipment	\$50
Riding improperly	\$50
Misuse cycle path, separated footpath or shared path or footpath or fail to use bicycle lane	\$50
Bicycle drawn by other vehicle	\$50
Ride more than 2 abreast	\$50

### **Stop Press**

#### **Craig Peacock Wins World 24 Hour Championship (45 to 49)**

Craig rode 24 laps which equated to 310km, with about 20% or 60km on granite slip rock and 7,910 metres of climbing (the Mont 24hr was only 5,500 metres of climbing). Craig said that the hardest thing about the whole race was riding the rough granite slip rock – all the constant jarring, drop offs and step climbs was hard on the spirit and the upper body.

Craig would have won the 40 to 44, and if he had done the extra lap the 35 to 39. He did 5 more laps than the second place getter!!!!!!!. It was a very successful result for Australia overall with 3 first places, 2 thirds and a fourth place. Craig Gordon – 1<sup>st</sup> Men's Open, Damian Richmond 1<sup>st</sup> Men's 35 to 39, Craig Peacock 1<sup>st</sup> Men's 45-49, Trevor Kloeden 3<sup>rd</sup> Men's 50-54, Andrew Wegener 3<sup>rd</sup> Men's 30-35, Katrin Van der Siegel 4<sup>th</sup> Women's Open.



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

**Newsletter October 8 2006**

## Club road Championships Yarra Junction October 14

Good conditions greeted the 44 starter for 2006 Road Championships. Numbers were down from the 51 starters we had last year, but Sunday's Around the Bay in a Day ride gave an excuse for yours truly and I guess some others to pull the pin.

Five starters in the men's 35 to 39 saw Paul Wilson win from John Thomas and Ian Milner. No surprises in the men's 40 to 44 with Guy Green in a repeat of last year just holding off Phil Smith in the sprint to the line. Phil Cavaleri in his first championship came in third. Rob Amos was the hot tip for the men's 45 to 49, but this was not to be. Nigel Kimber put in the ride of the day, not only to win comfortably from Rob, but was able to catch the younger age group of Guy Green and Phil Smith by the turnaround. Rob was some distance back with Mark Wallace coming in third. Next year we will take a stop watch and time the gaps. With 10 starters this age group was the biggest field of the day.

Six starters in the 50 to 54 saw Barry Robertson win from Alan Goodrope not far behind followed some time later by Nick Hainal. Rob Graham celebrated his first year in the 55 to 59 age group by a very comfortable win, from Alan Goodrope and Kevin Jackson. John Jardine and Graham Parker rode together and finished in one of the few sprints of the day won by John. Brian Farrell came third. A combined 65 + age group made it hard for Ronnie Stranks and John Porter riding out of their age groups. Ted McCoy in his element with hill won from Paul Kelly, with Richard Maggs holding off Ron Stranks in the sprint for third.

Only 3 starters in the women's which was won by Louise McKimmie from Glenys Jardine, Gayle Burke withdrawing.

We will try and make sure that next year it is not on the day before Around the Bay in a Day.

### **Nigel's Race Plan**

I had a dream, actually it was more like a fantasy. Don't deny it, you all have them, for the week before the race you run it through your head. You attack, get a break, establish the break, and it ends with you coming to the finish line, checking the road behind you see nothing but bitumen, you sit up, zip up the jersey, acknowledge the crowd and pump the air in a double fist salute as you cross the line to take first place.

All I needed now was a plan to realise the dream. Looking through the results from the hill climb I noted that I'd

beaten Rob Amos up the hill by over half a minute, this was the seed for the plan, a plan in four parts ;

- Ride conservatively to Powelltown, holding the bunch together.
- Attack on the hill after Powelltown taking a gap over the top that, by keeping the effort up, would get me to the turnaround with a break on any pursuers.
- Push it hard back up to the top of the hill, extending the break, and then don't let up going down.
- Time-trial it back to Yarra Junction.

Enthusiasm for the plan was dampened as I drove through the Eastern Suburbs on route to the start. As the rain came down so did my expectations of going over the hill and with it the likelihood of my being able to implement "the plan". Time for Plan B. Last year it came down to Rob, Mark Wallace, and me. I rode a technically bad finish, Mark a smart one, and Rob was strong enough to out sprint everyone to the line. Comments made by Rob after the race on his tactics at the finish were the basis of Plan B. Should it come down to a group finish, it would be a smarter ride armed with the knowledge of Rob's thinking.

A quick drive along the circuit showed the road to be damp but not wet and the hill safe to descend. This was confirmed by the race controllers much to the joy of Craig Peacock who was rubbing his hands together with glee at the prospect of ascending the bump.

It was good to see about a dozen starters on the line for the 45-49 year old group with Matt White, Phil Tattersall, Mick Bourke (with his brakes correctly adjusted) among others joining in. Ian Smith led the race away and everybody seemed content to let him set the pace for a bit, it looked like they'd be content to let him lead out the whole race.

Once we got Ian off the front the run to Powelltown was paced by a couple of riders including the two smallest in Mark Wallace and Craig Peacock, it was nice to see them putting in, but they didn't offer a great deal of protection to those on their wheel. There were visions of last year when at the little down and up bit around the 7k mark I've opened a small gap, some serious back-peddalling had me quickly back with the others and the plan back on track. Rob Amos did a stint and looked to be doing it a little tough, this observation got filed away.

We made it into Powelltown together - phase 1 completed successfully. Start phase 2, remembering not to go too

early as the first half kilometre of the climb is tough on the legs and can seriously impact any hope of getting to the top in anything but bad shape. Determined to set a solid pace I've stayed with the big chain-ring and ground away. Soon after settling in there was a little chuckle from behind and Craig has come past standing on the pedals. At least standing up he offers a bit more protection. I've dug a little more out of the legs and followed his wheel. Apparently Craig's move caught the others a little flat footed and the two of us rode away, I only had eyes for the head-stem, the road, and the wheel in front. Eventually Craig sat down and the pace dropped enough for me to look back, nothing but bitumen. As the ascent continued the pace dropped below what I thought I was able to maintain so it was time to say thank you and goodbye.

A couple of young blokes up ahead - Phil Smith and Guy Green (40-44) provided the carrot to keep me driving up the hill, a handful of capable riders behind - the stick. With no summit in sight I've relented on the gearing and found the small chain-ring for the last couple of hundred metres. Finally it was over the top, still in pursuit of Guy and Phil. With the knowledge that Rob is a fearless descender there was no rest and I soon had only the lead car in front of me.

Back on the climb the lead riders were regrouping, Ian Smith picking up Phil Thomson then Mark Wallace and then Craig on route to the top. Rob Amos seeing the others not too far behind waited for them on the descent and the five of them set out to get the redhead.

As the road opened up the occasional glance behind showed Phil and Guy still there but nobody visible behind them. The turnaround wasn't where I'd expected it to be, hoped it to be, wanted it to be, needed it to be. Finally the turnaround, and the start of phase 3. Encouragement from the marshals and then Guy and Phil, as we crossed, was much appreciated, the next target was to see where I sat on the road in relationship to my race. It didn't look like enough as the chasing group of five raced toward the turnaround. Some more encouragement from a group of four-wheel drive enthusiasts as we made our way back to the top of the bump upped the cadence for a hundred metres or so. A steepening incline sent me searching for the small chain-ring again but indicated that we were approaching the end of the climb, just the Ada Tree turn off and then a series of bends, left, right, left, right and then the left-hand bend over the top would be in sight. OK, make that three left and three right.

Over the top, light pedalling for a few revolutions in the quest for the big ring giving me the opportunity to

suck in some air, then back into it as I set about trying to catch the lead car. Behind me the chase group had split on the return to the bump with Rob and Mark riding away to descend at, in Rob's words, a conservative rate. Leaving Ian and Phil to chase as best they could and Craig to find his way home alone.

Not knowing that Rob was concerned about the gravel on the corners, and with the memory of the breakneck speed he led us down the hill at last year, I was out of the saddle coming out of the hairpins and flexing the front wheel in the effort to not lose too much time to him, and anybody brave enough to follow him, on the drop back to Powelltown.

Safely to the bottom and through the village a quick look back revealed nobody in pursuit. Phase 3 completed, now for phase 4. - the hard grind back to the finish. Ticking off the landmarks as the kilometres passed beneath the wheels helped. The dip into the creek and back up, the pretty tree lined straight stretch, the orchard, the windy forested bit, the half way point where the road dips around and curves back up, Gilderoy, the Pirate party (invite only), Three Bridges.

Each time there was an open section of road I'd risk a glance over the shoulder, fully expecting to see the chasers, it took a while, but with around 5k to go there they were, at the far end of the visible road. What to do : ease off and wait or keep going and hope. Maybe it was the young guys and not Rob. Keep going. Each successive look showed them still there but not seeming to be closing. Keep going. A section of twisting road made checking pointless, then coming through Gladysdale a wheel pulled along side. Panic, dismay, relief, it was Guy and Phil. Further encouragement from them and the news that the road behind was clear raising the morale and steeling the resolve to keep going. Over the closing couple of kilometres we dived for the attention of the lead car, my efforts up the inclines putting me back in front only to have them pass me on the flat bits.

The 80k speed limit sign was a sight for sore legs, only one corner to go and then the finish would be in sight. A last check behind as the road rose to the finish showed no pursuers, it was time to let it sink in. No two-fisted salute, just relief at getting over the line without having been chased down, a dream come true.

Figures for the race 57.32k in 1:33:35 at an average of 36.7kph (last year Nigel averaged 35.9).

## Results

	<b>First</b>	<b>Second</b>	<b>Third</b>
<b>Men 35 to 39</b>	Paul Wilson	John Thomas	Ian Milner
<b>Men 40 to 44</b>	Guy Green	Phil Smith	Phil Cavaleri
<b>Men 45 to 49</b>	Nigel Kimber	Rob Amos	Mark Wallace
<b>Men 50 to 54</b>	Barry Robertson	Rob Truscott	Nick Hainal
<b>Men 55 to 59</b>	Rob Graham	Alan Goodrope	Kevin Jackson
<b>Men 60 to 64</b>	John Jardine	Graeme Parker	Brian Farrell
<b>Men 65 +</b>	Ted McCoy	Paul Kelly	Richard Maggs
<b>Women</b>	Louise McKimmie	Glenys Jardine	

## Officials

Helping today were, Greg Lipple, Keith Bowen, John Macleod, Angelo Antignani, Andrew Dick, Kath Green, J C Wilson, Shane Dawson and one or two others. Thanks to all.

## Eastern Vets Program

Saturday	October	21	2.00pm	Metec	Graded Scratch Races
Sunday	October	28	2.00pm	Steels Creek	Royce Bennett Memorial H'cap
<b>Saturday</b>	<b>October</b>	<b>30</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>
Saturday	November	4	2.00pm	Metec	Graded Scratch Races
Saturday	November	11	<b>1.00pm</b>	Yarra Junction	O'Mara Eastern 100

## Southern Vets Program

Sunday	October	22	9.00am	Casey Fields	Graded Scratch Races
Sunday	October	29	9.00am	Braeside	Graded Scratch Races
Sunday	November	5	9.00am	Casey Fields	Graded Scratch Races
Sunday	November	12	9.00am	Casey Fields	Graded Scratch Races

## Northern Vets Program

Sunday	October	22	9.30am	South Gisborne	Graded Scratch Races
Sunday	October	29	9.30am	National Boulevard	Graded Scratch Races
Sunday	November	5	10.00am	East Trentham	Handicap
Tuesday	November	7	9.30am	National Boulevard	Graded Scratch Races
Sunday	November	12	10.00am	Seymour	Handicap

\*\*\*\*\*

## Around the Bay in a Day 2006

All up some 41 riders headed off from the J L Murphy Reserve at either 5.45 led by Nigel Kimber, at 6.00 led by Graeme Parker, or joined in along the way. A quick check of the radar before heading off showed a few showers lurking around the Mornington Peninsula, which suggested that it would be prudent to include the rain jacket. Fortunately it wasn't needed, although approaching Frankston it was raining ahead, but apart from wet roads from Frankston to Dromana we weren't rained on. With 14 000 official starters and heaven only knows how many unofficial riders it was wall to wall bikes all the way to Sorrento. Our first pit stop was at Frankston which caused a bit of a split in the group, between those that needed to stop and those that didn't. The word had gone around that we would have coffee at a café in Dromana rather than join a lengthy queue at Sorrento. By this time Steve Gray was on his fourth tube and his group turned at the road block for cars. Kevin Mills was determined to ride to Sorrento and rode on alone, but a puncture to Alan Cunneen allowed him to catch up. On the way back Ted McCoy met up with us and along the way somewhere John Macleod, Roman Suran, Mark Granland and Michael Paull had joined the group. Dick Fox was riding past at Dromana and stopped for a chat. Dick is looking pretty good and has been riding forty odd kilometres at a time.

After being 'coffee-ed' and fed it was time to head back and enjoy the tail wind. There was a regrouping at the top of hills on the way back, with the last one at Frankston. Around Edithvale somewhere, loud booming music from a portable ghetto blaster heralded the arrival of a quad bike (four riders, not four wheels). This was the opportunity of a lifetime and most of our group was able to sit on and have a 40 odd km/hr ride back to St Kilda. This bike and its music (?) was the centre of attention making those watching take notice of the flying pink machine and giving cyclists who were able to sit on, the ride of their life.

Then it was back to the J L Murphy Reserve around 2 to 2.15, with somewhere between 6 hr 40 min and 7 hr riding time. Overall, despite the cold, a sign on the side of the road at Dromana said the temperature was 11 degrees and a check of Frankston temperatures showed that it was around 12 at Frankston, conditions were really good for cycling. Two highlights stand out, the pink quad bike and Ian Smith and Steve Short with their esky full of drinks at the end of the ride. This is the third time they have been at the end of the ride and they are a most welcome sight.

## The 250 km Riders

An even dozen set off from JJ Tully reserve at 5:45 am into the cold morning.

Kevin (?) and son, Juanita Stumbles, Graham Cadd, John and Glenys Jardine, Peter Howard, Marshal Hornby, Nick Tapp, Nick Bird, and me.

We were a little behind the official start and the cruise over the Westgate Bridge and through the Western suburbs was comfortable with a steady stream of cyclists travelling at much the same pace. It didn't take long to find our paces, Peter Howard was using the ride as a bit of a warm up for the Warrnambool the following weekend so was keen to ride a faster pace than that set by us old men, he was soon away and not seen again. Glenys also found the slower pace a little too slow and dragged John off into the distance, we saw them again around the back of Safety Beach and again back at Port Melbourne. The remainder stayed together for the run down to Geelong where Kevin and his boy went straight on to Queenscliff whilst the remaining seven of us cruised on to Queenscliff the long way. The ride to Geelong was marred by the closure of the road whilst the authorities air-lifted a sick cyclist to hospital - one of the heart attack victims.

Geelong to Queenscliff was probably the toughest part of the ride, a head wind and a couple of punctures didn't help. The numbers had thinned and we were doing most of the pace setting, picking up individuals like a droplet of water running down

the shower screen picks up smaller droplets. It also got a little wet around Portarlington and it was a low point for most in the group, but as we got closer to Queenscliff the weather improved as did the spirits and even though the road appeared to be taking us away from the little seaside township that was our destination we were definitely getting closer to lunch.

We arrived in Queenscliff at 11:30 and were allocated the 12:20 ferry, 50 minutes to eat, stretch, ablute, and get on to the ferry - a very civilised situation. The 12:20 ferry was one of the older - open ferries, not so civilised, but we were amongst the first onto the ferry and although that meant having the bikes buried ten deep against the railing we did get a seat inside where it was out of the wind and not unpleasant. Two hours after arriving at Queenscliff we were back on the bikes and heading home. This stretch was uneventful, a stop at the top of the big hill out the back of Safety Beach to re-group and another in Frankston to re-fuel saw this core group get back to Port Melbourne around 5:00. Just over eleven hours to do the 250k, of which 9 were spent in the saddle.

My hat comes off to Graham who is still no where near 100% but completed the ride and to Juanita who did a lot of work along the Geelong - Queenscliff section and the last stretch from Frankston to home. The closer we got to the finish the faster she would pedal, making us all work just to keep her wheel. I think we all finished in good shape, maybe a few sore cheeks and some tired legs and eyes, but no more than you would expect after 13 hours of being up and doing something. The general consensus at the finish was that all involved had a great day.

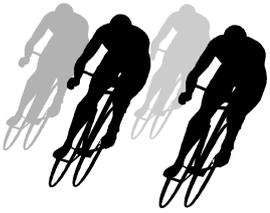
The scenery around the extra loop made it worth while doing, the hills on that section weren't any worse than my recollections of the hills on the direct route. Will I be back next year? Probably - maybe as a lead up to the Warnny.

\*\*\*\*\*

### 6 O'clock Riders Getting Ready To Leave



**Championship Photos** Photos taken by David de Gama at the championships on Saturday are on line at [www.digitalsportimages.com](http://www.digitalsportimages.com). David photographed every rider as they finished and most riders during the course of the race. Check out the site, there will be a photograph of you there somewhere.



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

*Newsletter October 28 2006*



**MONDAY NIGHT OCTOBER 30  
MAROONDAH CLUB 8.00 PM.  
MONTHLY MEETING  
IMPORTANT MATTERS TO BE DISCUSSED.  
COME ALONG AND HAVE YOUR SAY  
SEE YOU THERE.**

## **Graded Scratch Races Metec October 21**

Cold and windy, but the conditions didn't frighten anyone away, the 83 starters was close to the record, if not the record for the number of starters at Metec. The strong southerly made for tough conditions, but unlike Casey Fields in similar conditions no one was able to get away during the races and the fields stayed largely together.

The **O'Mara** riders for a change had a chance to test their sprinting ability with a bunch sprint, but it was no surprise to see Rob Amos win from Nigel Kimber, Ian Smith, Stuart Bendall and Phil Thompson.

A field of 19 in **B grade** was marred by a fall in the straight late in the race. Fortunately no one was hurt, well Phil Cavaleri lost a bit of skin. On the bell, John Thomas tried to catch the rest of the field napping and took off and opened a big lead and coming past the traffic lights it was touch and go as to whether he would be caught. Jeff Preto was able to catch him just before the line, followed by Martin Stalder. This was a good effort by John as it is very difficult to hold off the field for the bell lap. It was also a top effort by Martin who was involved in the fall and took a lap out.

In only his second race at Metec, Nick Bird (**C grade**) made sure he wasn't going to get run off the road and opened up a bit of a gap before the bell which he was able to hold to the finish. Harold Simpson and Alan Hicks filled the minor placings.

**D grade** had the biggest field with 22 starters. Paul Kelly seemed to be putting the pressure on during the race and managed to come fourth behind Murray Howlett, Dennis Pauwells and Jimmy Hobbs.

Ten starters in **E grade** had a fairly steady race, with Sally Both seemingly happy to ride on the front, with assistance now and then from Glenys Jardine, Keith Bowen, Laurie Bohn and Leon Bishop. Ron Stewart won the sprint from Keith Bowen and Leon Bishop.

Only three starters in **F grade**, saw Southern visitor Bruno Sabbatini win from John Porter and Sid Dymond.

## **Nigel's Race Report**

With a strong sou-sou-westerly wind blowing it was going to be a very tough ride to Geelong and then on to Warrnambool. Fortunately I wasn't doing the classic, we were at METEC, and only had to contend with the wind for a couple of hundred metres each lap as we turned out of the finish straight, across the back of the circuit.

It was good to see a dozen riders on the line for the last of the O'Mara races. It meant that I'd be able to hide and get some cover from the wind. The first lap was conducted like all good criterium races should be - at a leisurely pace. But it wasn't to last, and it was all my fault. At the end of the first lap Rob Amos was seen sitting off the back talking to Stuart Bendall. It was early in the race, like an hour and a half to go, but I thought 'what the heck' and, like a u-boat commander, dove from the back of the bunch to the front to stir the pot a bit. Having the head down I didn't see Rob's reaction but by the time my legs ran out of running and I looked around, we were all together and I was at the pointy end of the field.

As payback Rob attacked a couple of laps later, just as my legs were beginning to feel the pain of driving the train for those couple of laps. Given the conditions, and with well over an hour to race, one man alone wasn't going to stay away from a bunch, even if it was Rob. The bunch was quite happy to work just hard enough to keep him within a barge-pole's length. Rob's solitude didn't last long though as a little over-enthusiasm by Gary Chamberlain saw the bunch dragged up to his wheel, whether Gary was trying to bridge and build something or was feeling sympathetic I don't know, but Rob was able to slip back into the bunch and out of the wind.

That was pretty much the scenario for the next half-hour or so. A couple of riders took turns setting the pace while there'd be an attack involving one or two riders every other lap. The breaks not stirring a great deal of response from the collected masses behind, only an increase in pace to keep them from riding off, the bunch content to let the

conditions bring the tearaways back in line. One such move involving Phil Smith and Mick Hay was given its time in the sun, again the bunch maintaining a manageable distance. Looking round to see who's turn it was to come through to maintain the containment I noted that I'd opened a bit of a gap on the others. Hmm, sit up or bum up? There was still a long way to the finish but if you don't take the risks you won't be in the business. It didn't take long for the others to react. Despite not achieving a break my efforts made for good sprinting practice.

As the race entered its second half the response to moves became more immediate and urgent as the feeling in the bunch shifted toward the belief that a small group of riders could possibly hold off a chase to the finish. This didn't stop the attempts, Phil Smith riding away a couple of times before being returned to the flock and Rob Amos seeming to attack every time I came off the front. Fortunately others were up to the chase and I was able to grab a wheel as it went by. The strength of the bunch ensuring it was going to come down to a sprint finish.

As the lower grades were finished off our time was nearing an end and riders were becoming more and more reluctant to take a turn at the front. I'd had fanciful thoughts of riding away up the hump and on to the finish with two to go, but when it came time to ask the legs to produce the

## Results

	First	Second	Third
<b>( 'Mara (12)</b>	Rob Amos	Nigel Kimber	Ian Smith
<b>I Grade (19)</b>	Jeff Pretto	John Thomas	Martin Stalder
<b>( Grade (17)</b>	Nick Bird	Harold Simpson	Alan Hicks
<b>I Grade (22)</b>	Murray Howlett	Dennis Pauwells	Jim Hobbs
<b>I Grade (10)</b>	Ron Stewart	Keith Bowen	Leon Bishop
<b>I Grade (3)</b>	Bruno Sabbatini	John Porter	Sid Dymond

## Officials

Ross Gardiner and Nigel Frayne were in charge of proceedings and Glenn Archer and Steve Fothergill were back with the drinks. Thanks to all.

## Eastern Vets Program

Sunday	October	28	2.00pm	Steels Creek	Royce Bennett Memorial H'cap
<b>Saturday</b>	<b>October</b>	<b>30</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>
Saturday	November	4	2.00pm	Metec	Graded Scratch Races
Saturday	November	11	<b>1.00pm</b>	Yarra Junction	O'Mara Eastern 100

## Southern Vets Program

Sunday	October	29	9.00am	Braeside	Graded Scratch Races
Sunday	November	5	9.00am	Casey Fields	Graded Scratch Races
Sunday	November	12	9.00am	Casey Fields	Graded Scratch Races

## Northern Vets Program

Sunday	October	29	9.30am	National Boulevard	Graded Scratch Races
Sunday	November	5	10.00am	East Trentham	Handicap
<b>Tuesday</b>	<b>November</b>	<b>7</b>	<b>9.30am</b>	<b>National Boulevard</b>	<b>Graded Scratch Races</b>
Sunday	November	12	10.00am	Seymour	Handicap

## Eastern Rider Results

Guy Green 49th in the Melbourne to Warrnambool, 41 minutes behind the winner, Peter Howard only a further 20 seconds behind came in 90th.

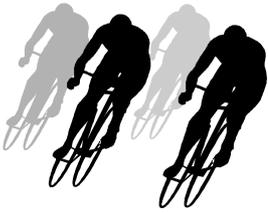
Dave Moreland (scr) second in the Vets Camperdown to Warrnambool, and Roy Clark (scr) 10th. Leigh Egan first and fastest.

necessary there was nothing there and I've found myself simply leading the race into the last lap.

Only a kilometre to go and the pain doesn't last - just keep telling myself that.

A dim recollection, in a part of the brain that was still receiving oxygen, about keeping the pace up to minimise attacks came to the fore. The adjacent part of the brain, where the knowledge that that was only a tactic for early in a race, wasn't receiving any oxygen. Driving it through the last corner and starting the sprint early saw the beginnings of one of the few bunch finishes we've had in a-grade this year. Having been held to the centre of the road by the echelon to the right I've had little choice but to provide the others with a sheltered lead out. Only Rob was able to take advantage of it taking the lead with 50m to go, Ian Smith unable to top the 53.7kph required to get past shadowed me over the last 30m to take third.

Figures for the race 59.08km in 1:32:23 for an average of 38.3kph, not the fastest crit we've run at METEC but one of the hardest. With the conditions, and having a few riders prepared to attack the bunch throughout the race, making for very tough going.



# Eastern veterans cycling club

[www.eastervets.com](http://www.eastervets.com)

## Newsletter November 4 2006

### Royce Bennett Memorial Handicap, Steels Creek, October 28

Another cold and windy day for the Royce Bennett Memorial Handicap. Temperature at Coldstream, the nearest weather station was 10.6 degrees at 3.00 pm with a southerly wind of 22 km/hr gusting to 31 km/hr. So there was a good reason to wear arm warmers and or leg warmers. We had 96 entries for the race, but only 76 starters.

With the tough conditions (perhaps they weren't so tough, with the strong tail wind on the way out and a head wind on the way back, which had its biggest impact when you hit the open area a kilometre or so from the finish) and a strong scratch bunch there was always the chance that they would get up. Most of the amalgamations of bunches took place either just before the turn for the bell or on the bell lap. On the bell it was only a question of whether scratch would get up, the most likely result, or whether the four remnants of the 14 minute bunch, Louise McKimmie, Chris Norbury, Alex Rigo and Dave Worland, would be able to stay away. This group was riding very strongly, but were unable to stay in the lead, being caught with 2 or 3 kilometres to go. The winning bunch comprised scratch, 2 min and 4 min riders. For some reason there were no attacks in the last

#### Results

<b>First</b>	Simon Bone	Scr
<b>Second</b>	Rob Graham	2 min
<b>Third</b>	Dave Moreland	Scr
<b>Fourth</b>	Guy Green	Scr
<b>Fifth</b>	Rob Amos	Scr
<b>Sixth</b>	Phil Thompson	2 min
<b>Seventh</b>	Jeff Pretto	4 min
<b>Eighth</b>	Alan Goodrope	4 min
<b>Ninth</b>	Michael Hay	2 min
<b>Tenth</b>	Martin Stalder	4 min
<b>1st lady</b>	Louise McKimmie	14 min
<b>Fastest</b>	Roy Clark	Scr

#### Officials

Greg Lipple was again in charge of proceedings, with the assistance of Derek Dawkins in the lead car, Andrew Finnigan in the follow car, Andrew Ferridge and Mike Fisher at the Steels Creek turn, Colin Foote at the finish and Andrew Clark standing in for brother Roy (I trust Andrew that you got compensated from his winnings for giving up your Saturday afternoon). As usual there were plenty of assistance from dropped riders at the finish.

A special thanks to Margaret Bennett for her sponsorship and for the BBQ with the help of Kayley Ward. Royce would be as pleased as punch to see the healthy state of the Club now. Thanks also to all the drinkers in the Club, it was your money from the sale of drinks that was again the major sponsor of the race. Keep drinking.

climb and Rob Graham took the opportunity to attack and came around the last corner to the finish line with a healthy gap on the hotly pursuing pack. It was touch and go whether Rob would be able to hold the bunch off, but it was not to be, with Simon Bone just getting him on the line, but Rob held on for a meritorious second, followed across the line by Roy Clark, Dave Moreland and the rest. Louise McKimmie (14 min) was the first woman. Unfortunately I didn't get the winners time as I was trying to be smart and record the gaps, which our stop watch is capable of doing, but the display froze and the times couldn't be recovered. The winning time was somewhere around 1 hr 38 min. Phil Thompson, Jeff Pretto, Alan Goodrope, Michael Hay, and Martin Stalder all were able to stay with scratch as they went by and finish in the placings.

#### Nigel's Race Report

Despite managing to get my feet into the pedals as the bunch set off, my legs let me down after 16km, and that is the end of my story.

## Eastern Vets Program

Saturday	November	4	2.00pm	Metec	Graded Scratch Races
Saturday	November	11	<b>1.00pm</b>	Yarra Junction	O'Mara Eastern 100
Saturday	November	18	2.00pm	Kyenton	Kyenton Klassic H'cap
Saturday	November	25	2.00pm	Dunlop Road	Graded Scratch Races

## Southern Vets Program

Sunday	November	5	9.00am	Casey Fields	Graded Scratch Races
Sunday	November	12	9.00am	Casey Fields	Graded Scratch Races
Sunday	November	19	9.00am	Casey Fields	Graded Scratch Races
Sunday	November	26	9.00am	Carrum Downs	Graded Scratch Races

## Northern Vets Program

Sunday	November	5	9.30am	National Boulevard	Graded Scratch Races
<b>Note that the above race is at National Boulevard, not East Trentham as advertised</b>					
<b>Tuesday</b>	<b>November</b>	<b>7</b>	<b>9.30am</b>	<b>National Boulevard</b>	<b>Graded Scratch Races</b>
Sunday	November	12	10.00am	Seymour (Pyalong Rd)	Handicap 53 km
Sunday	November	19	10.00am	Seymour (Avenel Road)	Handicap 64 km

## Cycle of lifetime earns a Guinness

Brendan O'Keefe



APART from sore legs, long-distance cyclist Richard Vollebregt is in pretty good shape considering he has just smashed the record for cycling across Australia.

The 39-year-old self-employed carpenter from Moss Vale, south of Sydney, finished his record attempt about 8pm on Saturday, rolling up to the steps of the Sydney GPO after a ride of 3950km from Perth GPO, which he covered in eight days, 10 hours and 57 minutes. The 14-year-old Guinness record stood at 9 days, 23 hours and 25 minutes.

"I'm not feeling too bad," he said yesterday. "Very sore in the legs but otherwise not too bad."

### News From the Club Meeting

**Charity Day** Over the past 4 or 5 years Eastern Veterans has raised money for special causes, the Tsunami appeal, Graham Cadd and the Leukodystrophy Association and Mark Wallace for work in Aceh. It has been decided that we will hold a charity day each year, and where possible one associated with an Eastern member. For 2006, at the suggestion/request of Angelo Antignani, it will be for the Royal District Nursing Service Homeless Persons Christmas appeal. The charity day will be held at the races at Dunlop Road on December 9. Further details coming.

**Club Championships** The arrangements for the recent Club Championships that riders must have had 3 rides in a season to qualify for a ride and that there have to be at least 3 riders in an age group were reconfirmed. Entry will be free, to encourage riders who don't have a chance of a win to at least participate.

**Is your bike road worthy?** Please make sure your bike is roadworthy. Notwithstanding the numerous new bikes that are appearing at races, some riders are riding bikes that are not roadworthy or are unsafe. Please check you bike for worn tyres, worn cleats, loose handle bar and head stem bolts, worn brake blocks, make sure that the ends of the handle bars are plugged, the open end of a handle bar can make a nasty hole in your chest or leg. Also please remember that pumps and tool bags must be removed while racing in crits.

**O'Mara Eastern 100, November 11 Note starting time is 1.00 pm!!!!!!!!!!**

Vollebregt averaged about 440km a day, slept for only two hours a night and rode for almost 20 hours each day as he chewed up the kilometres across the Nullarbor plain, through northwestern Victoria and southwestern NSW before Saturday's haul from Yass to Sydney.

He ate and drank plenty but still lost about 4kg.

Vollebregt set a personal record for one-day distance: 539km from Mildura to Junee on Friday. But the hardest days were the four he spent riding into headwinds.

On Saturday, members of the Southern Highlands Cycling Club, of which Vollebregt is president, rode with him through his home patch. He was surprised by the support. "Coming through the highlands, it was pretty amazing. We never expected to see so many people. People from all walks of life were out in the street, cheering and yelling and waving banners," he said.

A crowd of about 400 greeted him at the finish line. "That felt real good - I'd just about had enough," he said.

Now all the data and verification signatures collected along the way will be sent off to the Guinness organisation for confirmation.

Vollebregt was full of praise for his support crew: "They did an amazing job. There's no way I could have done it without them."



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter November 11 2006

### Graded Scratch Races, Metec November 4

I'm not sure about this global warming, it was just not last Saturday and again today, but there seems to be a pattern of cold and windy days, of a Saturday at least. Anyway, perhaps I should reserve judgement until we have been at Casey Fields on a Summer's day. Another good turnout with 80 starters in pretty tough conditions, ideal for breakaways, although most, with one notable exception were caught. The races were split into two groups with A, B and C on first. The back part of the circuit is becoming quite rough and we reverted to the middle alternative, out the back and the turn right at the traffic lights, option. Not my favourite circuit, but much better than the one initially under consideration which included the left turn between the two office buildings.

**A grade** had to be content with the standard prize money today, but this didn't stop Ian Smith, Nigel Kimber and Rob Amos opening up a gap by the end of the second (might have been the first even) lap. The three (later two after Nigel dropped off) of them seemed to be intent on staying away and opened up a gap of 15 to 20 seconds which they maintained for over 30 minutes, until such time as they got tired or the chasers accelerated. In the end it came down to a sprint finish, won by Roy Clark from Rob Amos, Guy Green, followed by Nigel Kimber and Ian Smith.

**B grade** had 16 starters. Early on Rob Truscott and someone else were away for sometime, until they were reeled in. John Prichard then reverted to his former practice of opening up a gap, which he managed to do on 2 or 3 occasions. In the end it came down to a bunch sprint, won narrowly by Barry Robertson from Terry Murdock, Rob Truscott and Jeff Pretto.

**C grade** with 20 starters was the biggest field of the day. Nick Hainal, Kevin Starr and a few others managed to open up small gaps during the race but they never amounted to anything threatening. But coming towards the bell, Andrew Finnigan showed how it can be done, by opening up and holding a gap to the finish even though hotly pursued by Graeme Parker and David Casey, who were followed by Ivan Collings into fourth place. Peter Ransome was a bit stiff, having opened up a big gap. Unfortunately for Peter, the bell was delayed to make sure there was a decent break between the bunches for the sprint and he was roped in.

Don't know much about the **D grade** race. There were quite a few drop outs and or withdrawals, I suspect as a result of Paul Kelly pushing hard at the front, no doubt helped by the return of another notable strong rider in David Lyons. In the sprint Paul won from David, Murray Howlett and Ross Gardiner.

There was a big field in **E grade** with 15 starters. The pace was on from the start with Angelo Antignani and Glenn

Archer pushing things along. Apparently no one was swapping turns or coming through to the front and new rider, Peter Davidson, decided to take off. The reason no one was coming through, was because of the pace and riders were either just hanging on or dropping off. As the residual bunch of about 5 or 6 came up and over the hill for what we thought would be bell, rider number 104 Peter Davidson, literally flew past. This caused a bit of consternation to some of us, because we hadn't seen him during the entire race and thought he might have been just sitting on the back waiting to pounce. That was not the case, he was lapping us!!!. This was a great effort in a first up race, or any race to lap the field. Needless to say E grade won't have to worry about him in the future, but D grade and C grade, you have been warned. In the sprint of the placings Angelo won from Keith Bowen and Ron Stranks. I suspect that Glenn Archer who was well placed coming off the hill, might now need new brake blocks.

Only 3 starters in F grade saw John Porter and Mike Fisher circulating together with John winning the sprint.

#### Nigel's Race Report

Another good turnout for the a-grade race saw about a dozen riders take to a shortened, but more technical, variant of the METEC circuit under cloudy skies. With a south-westerly breeze the circuit configuration meant that there were two windward stretches; from the first turn to the hump and again from the lights to Barry Evans Way. Although the second stretch wasn't very long it certainly proved to be painful, more so as the race progressed. A down-wind stretch onto the finish straight was going to make for some fast speeds around the last bend into the finish straight that the cross/head wind would destroy by straight's end.

A civilised start saw the group away as such, it didn't take long for the pace to pick up as riders peeled off the front to let a fresher pair of legs through. With two laps completed, Ian Smith setting the pace and yours truly enjoying the tow for a bit, a little mischievous thought crossed my mind and I've backed off the pace a bit and allowed Ian to gap the group. Then sat back to watch how long it took for him to realise he was out there on his own, and to see what his reaction would be. Unfortunately I didn't get the answers to these, and any other, questions as Rob Amos decided that 5 minutes was a good time to create the race winning breakaway. My quest to catch Rob to let him know it was all a bit of fun and wasn't to be taken seriously saw the three of us with decent break on the chasing eight.

The next forty minutes saw Rob dragging the break around, grabbing a bit of a rest every now and then, and Guy leading the pursuants. Fifteen minutes into the break, the last five of those playing catch-up coming out of the corners, I've surrendered and dropped back to join the ever diminishing ranks of the chasers. At two against six the capture was inevitable and with three-quarters of the race completed a final effort by Roy Clark brought the whole thing back together again for five seconds before Guy attacked the field. A mad scramble saw order quickly restored until, half a lap later Roy made a break. This wasn't met with an immediate response but as soon as Rob reacted everybody got in on the act and it was back together again till Rob found some reserves and jumped, only to be run down by the bunch in quick time. Phil Smith, preferring consistent pace, would occasionally ride off the front as a break was nullified and the pace dropped. The subsequent consultation in the remainder would usually see Roy Clark draw the short straw and drag us back to Phil's wheel. And that's the way it went, if it wasn't Guy it was Rob, if it wasn't Rob it was Roy, if it wasn't Roy it was Phil wandering off on his own.

Ian Smith and I had the pleasure of watching the race unfold in front of our wheels only to be interrupted each time one of the antagonists did something antagonising. The constant surging and the technical nature of the circuit had me seeking

## Results

	First	Second	Third	Fourth
<b>( 'Mara (11)</b>	Roy Clark	Rob Amos	Guy Green	
<b>I Grade (16)</b>	Barry Robertson	Terry Murdock	Rob Truscott	Jeff Pretto
<b>( Grade (20)</b>	Andrew Finnigan	Graeme Parker	David Casey	Ivan Collings
<b>I Grade (15)</b>	Paul Kelly	David Lyons	Murray Howlett	Ross Gardiner
<b>I Grade (15)</b>	Peter Davidson	Angelo Antignani	Keith Bowen	Ron Stranks
<b>I Grade (3)</b>	John Porter	Mike Fisher	Gayle Burke	

## Officials

Peter Mackie assisted by Keith Bowen, Chris Norbury, Murray Howlett and one or two others, **with support and encouragement from Geoff Mackay on the sidelines**, officiated for the A, B and C grade races. There was a bit of consternation during the races when an errant golf ball came hurtling towards the judging group, fortunately someone saw it coming and stopped it before it hit anyone. Ian Milner took over for the D, E and F grades with assistance, but other than Ian I am not sure who they were. Nigel Kimber was again out with the broom and Jimmy Hobbs was using Angelo Antignani's motorised blower which made the job of sweeping much easier. Thanks to all.

## Eastern Vets Program

Saturday	November	11	<b>1.00pm</b>	Yarra Junction	O'Mara Eastern 100
Saturday	November	18	2.00pm	Kyneton	Kyneton Klassic H'cap
Saturday	November	25	2.00pm	Dunlop Road	Graded Scratch Races
<b>Monday</b>	<b>November</b>	<b>26</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly Meeting</b>

## Southern Vets Program

Sunday	November	12	9.00am	Casey Fields	Graded Scratch Races
Sunday	November	19	9.00am	Casey Fields	Graded Scratch Races
Sunday	November	26	9.00am	Carrum Downs	Graded Scratch Races
Sunday	December	3	9.00am	Casey Fields	Graded Scratch Races

## Northern Vets Program

Sunday	November	12	10.00am	Seymour (Pyalong Rd)	Handicap 53 km
Sunday	November	19	10.00am	Seymour (Avenel Road)	Handicap 64 km
Sunday	November	26	9.30am	National Boulevard	Graded Scratch Races
Sunday	December	3	9.30am	Campbellfield	Graded Scratch Races

nutrition and energy from the handlebar tape soon after the first few attacks. Before oxygen deprivation kicked in I'd sent standing orders to the legs that they were to stay with Rob or Guy

Despite there being fifty-nine minutes on the clock I figured it would be safe to do a pull at the front to get us clear of b-grade, enabling them to take the bell. The bell did toll, but it tolled for me. It's probably not the best time to attack; 800m from home, from the front of the bunch, and with nothing left in the tank, but what choice did I have? I guess I could have sat up in an attempt to force someone else to the front, I guess I could have weaved back and forth across the track as I jumped in an attempt to disrupt any chase. But as it was I climbed out of the saddle and went straight into the wind. The one benefit from that exercise was that I was so stuffed somebody else had to take the lead for the last half of the lap. As was inevitable the momentum picked up on the run to the final bend and we hit the finish straight at speed as a group of six and crossed the finish line as two groups of three; Roy, Rob, and Guy a bike's length ahead of me, Ian, and Phil.

Figures for the race were 39.75k in 1:00:18 for an average of 39.5kph.



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## *Newsletter November 18 2006*

### **O'Mara Cycles Eastern 100, Yarra Junction, November 11**

Perfect conditions for the inaugural O'Mara Eastern 100 race last Saturday. Conditions were absolutely perfect and riding the course with everything so lush and green it was hard to believe that Victoria is in the depth of a severe drought. Without doubt this is most scenic of all our circuits.

There seems to be wholehearted support (I have had only one rider say they wouldn't do it next year, unless they do a lot more training) for such a race and it is sure to be on the program for next year. To make it tougher Michael Burke has suggested the loop to Powelltown be completed first, before heading out through Powelltown and up the climb. This would give you a 48 to 50 km warm up before the climb.

A, B and C grades had enough riders for the race to finish with a sprint finish with up to 8 or 9 riders in B grade. From the information I received the winners in D and E grade had a break on the rest of their bunch. D grade caught up with C grade before Powelltown and there was a lot of passing and re-passing between these two groups. We will have to make sure that there is a bigger gap at the start next year to avoid this groups catching the bunch in front. On the way back there may have been riders from different grades working together. This is a big no no, riders from different grades should not ride together and share turns.

Anyway it was a very successful day.

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

Blue skies over Yarra Junction and the gentlest of breezes up the valley greeted us for the first Eastern 100 kilometre race. It was going to be a little warm in the saddle, but the shaded sections through the forested parts would provide pleasant relief. The course stretched further than our previous sojourns to this region and the road beyond the regular turnaround was just as beautiful as the road leading up to it.

There was quite a bit of interest around the registration desk as to what the plan was for the day. Quite simply, the plan of attack was to not attack but to stay with Guy Green, or Rob if he jumped just before the bump on the return (I was still there). It was a fair bet that the race would be pretty much decided on the hill, so it was imperative to be with the leaders going over top. The climb would separate the bucks from the kids with those in contention taking the KOM points, the remainder would either have to knuckle down to an organised chase or resign themselves to a training ride.

It was close to a score of A-grade riders who set out to tackle the inaugural O'Mara Eastern 100, the nerves in the bunch resulting in an indecisive initial strategy that saw the race swapping between a single line up the road, following one rider's wheel, and a half rolling half-bunch. Around five kilometres into the race this hesitancy has seen Stuart Bendall ride off the front gaining a 20m gap. Nobody in the remainder was concerned, hell; nobody was going to succeed with a one-man 95k breakaway. Stuart was allowed his 15 minutes, or two, in the dappled sunlight before it was all back together again. And rolling - again.

Next it was my turn as I've been allowed to ride off the front. Rolling over the front of the bunch whilst going up a small incline nobody has come over the top of me, given the swapping between rolling and not rolling that was ok, I'd keep going to the top and then sit up to encourage the next rider through. It was Peter Howard, then nobody. A quick glance over the shoulder and there was daylight back to the others. I had Peter, a Warrnambool finisher, for company so I took my cue from him and we rolled turns waiting for the others to catch us up. With still over 90k to ride a 2-man break wasn't going to succeed any more than a one-man 95k break would have.

Nobody seemed interested in bringing us back and I was very surprised as we rode into Powelltown with over 50m on the bunch. A last check over the shoulder as we left the city limits showed clear road to the other end of town. We were going to do the hill alone - no attacks to deal with, just a steady pace to the top.

With still over 75k to ride I opted for the small chain-ring early and the two of us cruised to the top. Peter said he saw riders behind as we ascended (but I think he may have seen flying pigs if I'd suggested it). Peter may have been right as Guy Green started his move on the lower parts of the climb setting a pace that ripped the legs off most in the bunch, scattering and spreading them thinly up the slope.

Over the top and onto the descent, the run to the turnaround was almost short lived as gravel on one of the early left hand bends had both of us (and apparently a few others - Daniel Cummings using all his mountain-biking skills to avoid damaging the local Flora) taking a less than ideal line out of the corner. The elevated heart rate was soon back to the previous slightly less elevated level as we forged on to the far (away) turnaround.

As the road opened up on the descent two chasers became apparent, not wanting to concede too much ground to the chasing bunch I wasn't prepared to drop the pace too much to wait for them but we backed it off enough to allow them to catch up. The apparel of one of the chasers suggested Guy Green (another Warrnambool finisher), the other remained an unknown till they caught us a couple of kilometres down the road, it was Mick Hay. It took a while to get organised but eventually we sorted it out and settled into a pace line, each rider doing a hundred metres or so before swinging out and dropping back for a rest. The run to the turnaround providing some lovely descents that were enjoyed at the time but which were not going to be enjoyed on the way back. Given the road geography and the effort required there hadn't been a great deal of opportunity to look behind so it was going to be interesting to see where the race stood as we turned and headed back to Yarra Junction.

The turn around was a most welcome sight as were the words of encouragement from those manning the cone and the lollipop. Completing the turn the road ahead was clear of pursuants all the way back to the first corner - 40 metres up the road. It wasn't long after setting off on the return that the first of the chasers were

encountered, a group of three, including Rob Graham and Peter O'Callaghan, about twenty seconds back. A larger group not too far behind them with Mark Wallace, Daniel Cummings, Rob Amos, Dave Moreland, Stefan Kirsch, the remainder of the combatants equidistant back from them. It was enough to know that if the groups amalgamated, and the members worked together, we were going to have a tough time staying away. With words of wisdom - 'come on, it's three against four', from Guy it was heads down, bums up and helter skelter back to the top to go for a slide (yes, I want to be a paperback writer).

The Ada Tree turn-off was a welcome sight, coming a little earlier than expected - the first signs of the hypoxemia kicking in. Most of us missed the gravel on the way down, although there was a small moment as Guy ran over a few stones mid-corner. But we all got to the bottom intact and passed through Powelltown for the second last time. Encouragement from the officials waiting to turn us around when we returned was again much appreciated and raised the spirits for a bit.

Soon after leaving Powelltown the first twinges of cramp started, it was going to be a very hard last 40 kilometres. There was no point in ticking off the landmarks as we were only going to have to do them again in just under an hour's time.

More encouragement at the Yarra Junction turn as we headed back to Powelltown. It was quite a while after the turn before the chase group of seven or eight were sighted. The gap was such that it would

## Results

	First	Second	Third	Fourth
<b>C 'Mara (18)</b>	Guy Green	Michael Hay	Peter Howard	Nigel Kimber
<b>I Grade (27)</b>	Craig Dean	Phil Purdam	Rob Russell	Tony Chandler Quentin Graine
<b>C Grade (20)</b>	Graeme Parker	Wayne Robinson	Tim Crowe	Nick Tapp
<b>I Grade (10)</b>	Fred Boland	Paul Kelly	Jim Hobbs	David Woreland
<b>I Grade (12)</b>	Richard Maggs	Brian Farrell	Leon Bishop	Ron Stranks

## Officials and thanks

For those who rode we owe a special thanks to the officials on the day under the watchful eye of Greg Lipple. The officials were: Greg Lipple, Cathy Green, Alan Hicks, John Thomas, Su Pretto, Brian McCann, Angelo Antignani, Steve Short, Val Kalns, Marg Granland, Kevin Mills and Carolyn Jewell. J C Wilson and Hylton Preece also put out the signs on Friday night. Thanks also to Mark Wallace for tending to a rider who fell (OK) and another rider who overstretched himself and was suffering at the end of the race. Several of these people would have preferred to race. The committee cannot stress enough the importance of riders taking their turn at being officials on race day. We have over 200 members, so your turn will only come up once or twice a year. Eastern Vets Program.

Our thanks to O'Mara Cycles for their sponsorship throughout the year and for Saturday's event. Also to Andrew Miller (Southern) for the cheese and biscuits, Chris Norbury for health bars, and Nigel Kimber for the wine.

## Eastern Vets Program

Saturday	November	18	2.00pm	Kyneton	Kyneton Klassic Group H'cap
Saturday	November	25	2.00pm	Dunlop Road	Graded Scratch Races
<b>Monday</b>	<b>November</b>	<b>26</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly Meeting</b>
Saturday	December	2	2.00pm	Metec	Graded Scratch Races

## Southern Vets Program

Sunday	November	19	9.00am	Casey Fields	Graded Scratch Races
Sunday	November	26	9.00am	Carrum Downs	Graded Scratch Races
Sunday	December	3	9.00am	Casey Fields	Graded Scratch Races
Sunday	December	10	9.00am	Casey Fields	Graded Scratch Races

## Northern Vets Program

Sunday	November	19	10.00am	Seymour (Avenel Road)	Handicap 64 km
Sunday	November	26	9.30am	National Boulevard	Graded Scratch Races
Sunday	December	3	9.30am	Campbellfield	Graded Scratch Races
Sunday	December	10	9.30am	National Boulevard	Graded Scratch Races

## Eastern Rider Results

Phil Smith won King of the Mountains by being first over Mount Difficult in the Mount Williams Classic last Saturday. He didn't realise that the hardest climb up Mount William was still to come and could only magage 7th across the line. This is a really tough climb and several riders were walking the steepest parts.

take mechanical failure, stupidity, or a supreme effort from the chasers for us to loose the race. By this time the cramps were getting worse and it took most of what I had to take a turn and then hang on, I have no recollection of the gap at the final turn nor of the landmarks as we made our way back to the finish, just the wheel in front, and when it wasn't there, the road where it would have been.

Guy attacked the break with around a kilometre to go (at the 90kph sign). Peter was the only one ready for it and set off in pursuit until his legs gave out. Mick had enough left to make a token response that saw the end of me. Peter's efforts to bridge to Guy cost him second place as Mick has slowly but surely hauled him in and gone through to claim that position.

It was a similar story in the chase bunch with Stefan attacking a kilometre or so from home, Mark attempting the bridge, only to die half way across, provided enough of a lead out for Peter and Rob to jump and complete the crossing to enjoy a sprint that saw Peter finish ahead of Rob and Stefan, with Mark trailing in shortly after.

My figures for the race were : 101.99k in 2:43:19 for an average of 37.4kph (in the championships Nigel averaged 36.7). And as for the plan, well I think it went close; the only deviation was that I had to wait for Guy to catch up before I could stay with him.



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## **Newsletter November 25 2006**

### **Graded Scratch Races Casey Fields, November 18**

After careful consideration, the proposed race at Kyneton with the Macedon Ranges Club was cancelled because we were unable to obtain a permit from the Police in time for the race. Macedon Ranges is not a veterans club and the plan was to hold separate races. Riders who had entered were notified by either email or telephone. It was a bit of a worry whether we would be able to contact everyone, but in the end Alan Goodrope was the only rider to turn up expecting to race with Eastern. Alan got under our guard as he hadn't entered. However, it wasn't all that bad for Alan who came second in the Macedon Ranges race.

#### **Matt White tells us why we had to cancel.**

Whenever Eastern Vets conducts a road race we require permits from the local council, sometimes Vic Roads and ultimately the Police. These permits are required to ensure firstly, that we are racing under appropriate safety guidelines, and secondly, to meet the requirements of our insurance policy. Local police advise the Police Traffic Awareness Group whether a permit should be granted and initially Kyneton police indicated that a permit should not be granted. On the Thursday before the Kyneton race, we were advised by TAG that we had no permit for the race. Notwithstanding advice from Kyneton that there were no problems, advice from the TAG mid afternoon Friday, was that even if the Kyneton police changed their mind there was insufficient time for a permit to be issued and there was no alternative but to cancel the race.

Whilst we understand the inconvenience and disappointment that this late cancellation caused to our members and the Macedon Ranges Cycling Club team, Eastern Vets are dependent on the support of the Victoria Police TAG for all of our road racing events and we could not consider jeopardising that relationship by continuing to race after they had advised they would not issue a permit. *Matt White*

#### **Racing at Casey Fields**

Fortunately we had a booking at Casey Fields so we were able to switch the races there without any problems, although we ended the races by 3.00 to allow the HPV people to use the circuit.

With the Doherty Tour on the number of A grade riders was down five (a pity that the O'Mara wasn't sponsoring the race, they would have all got money. They had a massed start with the 10 B graders and I suspect were under handicapper's orders not split the field for a while anyway. It was obviously everyone against Rob Amos, but in the end Rob got away to win comfortably from Stuart Bendall and Phil Thompson. B

grade would have been greatly relieved when A grade headed off and they could ride their own race. In the sprint Terry Murdock won from Martin Stalder and Rob Truscott. Another 10 starters in C grade had Paul Kelly back stirring things up with the sprint won by Brian McCann from Kevin Starr and Greg Lipple. This was a top ride by Greg in only his first (at the most second) race back after a long lay off following an operation on his back. This effort saw him receive the ride of the day award. We are glad to see Greg back racing, but we will miss his work over the previous six months or so organising officials and generally running our races. Thanks Greg.

Dave Worland won D grade from Jim Hobbs and Alan Cunneen. It was big man's day in E grade with Angelo Antignani, Sid Dymond and Ian Jones spending a lot of time at the front. But the star of the day was John Porter who was glued to Clive Wright's wheel as he took off with 400 metres or more to go. Despite the best efforts of the rest of us we couldn't get past him. The closest was Angelo who came third. John had a win on Sunday with Southern.

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

Despite it being a beautiful day it was an average turnout for the A-grade race, the original Kyneton destination, its subsequent relocation, and the tour of Flinders, probably impacting the turnout.

With only five A-grade riders and over two kilometres of circuit for them to spread out across the powers that be elected to start the A-graders with the B-grade race. This suited me, a large bunch that would hopefully keep the pace up and Rob Amos in check for long enough that I could roll around and get some enthusiasm into the legs. It had been a lazy week coming off the hundred of the previous week and I wasn't really in the mood to be chasing Rob's inevitable and ubiquitous attacks on the flats of a criterium course.

The bunch lived up to its promise and after an initial easy lap the pace was up but essentially smooth, the odd surge every now and then only increasing the heart rate for a bit. It took just over half an hour before Rob has decided that it was time to split the races, and split it he did, hitting the pedals up the finish straight, Stuart Bendall on his wheel, he's taken half a dozen bike lengths on the field.

Fortunately I was close to the front when he went and didn't have too far to chase. As I went past the leaders I could see them look across at each other, shaking their heads in agreement that they let us go. In confirmation a shout of "a-grade let 'em go" followed me up the road as I made

contact with Rob and Stuart. The two remaining a-graders, in Ian Smith and Phil Thompson, couldn't have been too far behind as they also managed to get over as we pulled a 50m gap on the, now relieved, B-grade race. Let the games begin. The small group meant that we were all wary of Rob and keen to have him do most of the work, a stiff westerly breeze meant that there was fair headwind up the curvy straight, the ideal place to put some hurt into Rob's legs, also the ideal spot to make any moves. I felt the only hope we had of breaking Rob was to let him do a lot of big turns into the wind and then attack him on the last 20 metres into the wind. He must have been aware of this and always managed to get someone else to come through before having to do a second stint into the wind. With the jockeying for not being first wheel an occasional individual managed a small gap for a bit before the others crossed in dribs and drabs, most waiting for Rob to react. The only serious attacks came from Rob, either at the end of the curvy straight or up the incline to the finish line. The second last attack by Rob, fifteen minutes from the end of the race and fifteen metres from the end of the curvy straight proved too much for Ian Smith who found himself with an

## Results

	First	Second	Third
<b>2 Grade (5)</b>	Rob Amos	Stuart Bendall	Phil Thompson
<b>I Grade (10)</b>	Terry Murdock	Martin Stalder	Rob Truscott
<b>C Grade (10)</b>	Brian McCann	Kevin Starr	Greg Lipple
<b>I Grade (11)</b>	David Worland	Jim Hobbs	Alan Cunneen
<b>I Grade (8)</b>	Clive Wright	<b>John Porter</b>	Angelo Antignani

## Officials

Thanks to Graeme Parker was the person in charge today

## Eastern Vets Program

Saturday	November	25	2.00pm	Dunlop Road	Graded Scratch Races
<b>Monday</b>	<b>November</b>	<b>27</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly Meeting</b>
Saturday	December	2	2.00pm	Metec	Graded Scratch Races
Saturday	December	9	2.00pm	Dunlop Road	<b>Homeless Persons Fund Raiser</b>

## Southern Vets Program

Sunday	November	26	9.00am	Carrum Downs	Graded Scratch Races
Sunday	December	3	9.00am	Casey Fields	Graded Scratch Races
Sunday	December	10	9.00am	Casey Fields	Graded Scratch Races
Sunday	December	17	9.00am	Casey Fields	Graded Scratch Races

## Northern Vets Program

Sunday	November	26	9.30am	National Boulevard	Graded Scratch Races
Sunday	December	3	9.30am	Campbellfield	Graded Scratch Races
Sunday	December	10	9.30am	National Boulevard	Graded Scratch Races
Sunday	December	17	10.00am	Avenel Road Seymour	Christmas Handicap

## Eastern Rider Results

Congratulations to Su Pretto who came fourth in the **World Long Course** (4 km swim, 120 km cycle and 30 km run) **Triathlon Championships** at Canberra. Su finished in a time of 8 hr 11 min, 45 minutes up on her race plan time.

## Doherty Tour

Peter O'Callaghan won the masters 4 and 5 from Dave Moreland and Guy Green. The Tour included the Basin Hill climb and William Ford from Ararat rode 13 min 35!!!!.

## Stop Press

**Don't forget our monthly meeting Monday night at the Maroondah Club 8.00 pm. Come along and have your say and hear Mark Wallace talk about his experience earlier this year in Aceh. You will remember we raised at very short notice about \$800 for Mark to buy basic medical needs.**

insurmountable gap to cross. The last attack a lap later, this time up the finish straight, proved too much for the remainder and Rob finally got the gap he was after and rode off to stamp his authority on the race. A chase was initiated, but at three against Rob, it was really only an effort to minimise the demoralisation. After ten minutes of chasing, Rob had stretched his lead to the length of the back straight and he wasn't slowing down.

Another lap and the bell. With the kiddies queuing up to use the circuit, my uncanny ability to be at the front when the last lap is rung in, and my preference for getting it over and done with, the game was up and I've led the other two through the last lap. Winding it up down wind in the hope of taking the sting out of any sprint we hit the final corner at top speed. All to no avail as Stuart went low on the corner taking the lead half way up the incline, Phil holding my wheel to the last and taking third on the line.

Figures for the race were : 42.72k in 1:05:28 for an average of 39.1kph



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter December 2 2006

### Graded Scratch Races Dunlop Road, November 25

Beautiful conditions in the morning, but becoming overcast by the start of racing with a few sprinkles of rain, just enough for riders to be advised that if there was too much rain the races would be shortened. In the end the rain held off and all races proceeded according to plan. This is the favourite crit circuit of just about everyone and we always get a very good turnout, Saturday was no exception with 95 starters. The circuit is also super fast, B grade averaging 40+.

**A grade** had 13 starters and this was a fascinating race with different riders trying to get away and opening up gaps of 50 metres or more, but they never lasted more than a lap or two. In the end it came down to a bunch sprint won by Peter O'Callaghan, from Guy Green and Michael Hay, third in his best A grade result. **B grade** was won by Ray Cardosi in his first race with Eastern for some time, probably his last in B grade, from Southern riders Chris Halley and Andrew Millar. Terry Murdock coming over the line in fourth. Ken Bone won **C grade** from Kevin Starr, who spent most of the race at or near the front, Craig Peacock and Harold Simpson. **D grade** had the biggest field with 23 starters and was won by Ray Russo from Paul Kelly, Grant Greenhalgh and Colin Morris who has returned to racing for the Summer. Fifteen of us in **E grade** and the power houses were the winner Angelo Antignani, in his last E grade ride and Juanita Stumbles who is in fine form. In the sprint Angelo had time to look around, a big no no Angelo, from Laurie Bohn, Southern rider Maurice Bando and Keith Bowen. Only four starters in F grade which was won by Paul Devine from Sid Dymond.

#### Nigel's Race Report

I had a dream. I was riding between the tram-tracks over the Spencer Street Bridge; the traffic bumper to bumper solid along Clarendon Street. I had to stop and walk the bike out of the way of a tram that had come up behind. I couldn't ride another metre, my quadriceps so heavy that I couldn't get the pedals to go round one more turn. That was Saturday night after our first race at Dunlop Road this season, it was probably in response to the way my legs felt after the race.

Being on second gave me the opportunity to watch the lower grades battle it out. The D-grade race was of note, it started at a phrenetic pace with a group of four pulling away on the first lap and stretching the big bunch of chasers along half the length of the finish straight. After fifteen minutes the break was over, but not before the bunch had been broken in two, reformed, and lost a couple of riders to the sheer brutality of the pace set by Paul Kelly, his team mate, and the two other co-conspirators. Once back together the race settled to a more realistic pace. The early efforts didn't stop the attacking

though, with most efforts coming from the initial four antagonists, each jump causing a little panic in the peleton and a quick response to close any move down - once bitten, twice shy.

It was a really good race and well worth being there to see. Then it was the upper grades' turn to take to the road. With number thirteen being the biggest on display in the A-grade bunch the plan to sit back and let others do the work seemed like a good one. But then, having the likes of Peter O'Callaghan, Guy Green, and Rob Amos in the group along with Roy Clarke and Phil Smith meant that 'sitting back' was a relative term. It's also amazing how quickly one can go from sitting comfortably at the back of the line to working at second wheel and then finding oneself leading the chase to bring back, or retain, an errant individual who thought 40kph wasn't fast enough for the elite field to be circulating at.

Phil Smith was the first to have a go and was able to hold a break for a couple of laps before the headwind down the finish straight and the efforts of the chase saw him back in the folds of the bunch. Peter tried a different tactic in an attempt to either split the bunch, or shake a few of the not so strong riders from the bunch, by pulling a lap at around 50kph. All to no avail as twelve riders breathed a sigh of relief, nay gulped great lung-fulls of air, as his stamina succumbed to the efforts and the pace returned to a more manageable level. The ideal time to counter attack, funnily enough, nobody did.

There were many individual attempts to get away, mainly by the above named five, but the high pace and the wind meant that they never got too far out and the bunch were content to slowly bring them back with a small increase in effort, preferably by someone else - Ian Smith and Rob Amos being the major contributors on this front. The few groups that managed to get a break on the main bunch weren't given any opportunity to establish themselves, the chasers responding rapidly to bring it back together. A couple of late moves by Guy Green to get a break away also came to nothing, my efforts to bridge on his second attempt failing three-quarters of the way across. After two hundred metres of effort the legs had nothing more to give and I sat up to wait for the bunch to reabsorb me.

With just over forty-five of the scheduled fifty-five minutes run there was an almost palpable feeling from within the bunch, a resignation that the race was going to be decided by a bunch sprint. Peter O'Callaghan seemed to pick up on this and hoping to catch everyone off guard gave it one more try, no joy, a collective whimper of anguish and a

response by the masses ensured that it was a bunch sprint that decided the race. On the bell I was second wheel to Rob, feeling pretty good about not being on his bike and thinking it wasn't a bad place to be. Don't ask me how, but within half a lap I found myself back mid bunch as the seasoned pros jostled for positions in the front half of the peleton. The race for the line started just out of the last corner, I don't know who

started it, but it was a long way from the finish line and the legs were screaming for respite by the time the front wheel crossed the line.

Figures for the race : 37. 88k in 54 minutes 24 for an average of 41.7kph. The top speed registered by my flight deck was 57.1kph

## Results

	First	Second	Third	Fourth
<b>Grade (13)</b>	Peter O'Callaghan	Guy Green	Michael Hay	
<b>I Grade (22)</b>	Ray Cardosi	Chris Halley	Andrew Millar	Terry Murdock
<b>C Grade (18)</b>	Ken Bone	Kevin Starr	Craig Peacock	Harold Simpson
<b>I Grade (23)</b>	Ray Russo	Paul Kelly	Grant Greenhalgh	Colin Morris
<b>I Grade (15)</b>	Angelo Antignani	Laurie Bohn	Maurice Bando	Keith Bowen
<b>I Grade (4)</b>	Paul Devine	Sid Dymond		

## Officials

An injured Hylton Preece was in charge of proceeding helped by many many others. Dunlop Road as well as being the favourite circuit of many is also very labour intensive as far as officials goes and thank you to those riders, traffic controllers and marshalls who helped out.

## Eastern Vets Program

Saturday	December	2	2.00pm	Metec	Graded Scratch Races
Saturday	December	9	2.00pm	Dunlop Road	<b>Homeless Persons Fund Raiser</b>
Saturday	December	16	2.00pm	Casey Fields	Graded Scratch Races
Saturday	December	23	2.00pm	Metec	Christmas Handicap
No Racing December 30					

## Southern Vets Program

Sunday	December	3	9.00am	Casey Fields	Graded Scratch Races
Sunday	December	10	9.00am	Casey Fields	Graded Scratch Races
Sunday	December	17	9.00am	Casey Fields	Graded Scratch Races
No racing December 24					

## Northern Vets Program

Sunday	December	3	9.30am	Campbellfield	Graded Scratch Races
Sunday	December	10	9.30am	National Boulevard	Graded Scratch Races
Sunday	December	17	10.00am	Avenel Road Seymour	Christmas Handicap
No racing December 24					

## News From The Monthly Meeting

Mark Wallace has taken on the job of **welfare officer** and will follow up on the well being of any injured or sick riders. If you know of anyone who hasn't been racing for awhile because of a fall or ill health, let Mark know.

As advertised Mark gave a presentation at the meeting of his **visit to Aceh** earlier this year. Although he was there 12 months or more after the tsunami the impact and devastation caused is still apparent and the medical facilities can only be described as abysmal. At short notice we raised \$800 for Mark and you can be assured that our money was well spent.

Subject to agreement by the Macedon Ranges Club, we are planning to hold the **Kyneton Klassic Handicap** on March 17 instead of the planned race at Yarra Junction. Only it will be held on a different course at Newham, closer to Melbourne and better I am told than the one at Kyneton.

## Entry Money

Come on guys, the entry fee is \$8, please, please, no \$100 or \$50 notes and do not raid the kids money box and take all their silver coins. You know the entry fee is \$8, so please bring the correct money, it can't be too difficult.

## Christmas Party

Alan Cunneen will again be hosting a Christmas Party on December 17 for Eastern riders and those who regularly ride with us and their families. More details coming.

## Charity Day

**Saturday December 9 race at Dunlop Road will be a fund raiser for the RDNS Homeless Persons Program. Entry fee will be \$10 with trophies kindly donated by Trophy Town and certificates from the RDNS for place getters. We will be unashamedly reeving as much money as we can from you, so please bring plenty (no change will be given at the entry table, you have been warned).**

**Donations of prizes for the raffle would be welcome**



# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## Newsletter December 9 2006

### Christmas Party

Alan Cunneen will again be hosting a Christmas Party for Eastern riders and those who regularly ride with us and their families. Put your name down on Saturday or reply to the email so that Alan has an idea of how many to expect. Food and drink supplied. Where? Waverley Family Healthcare Sunday December 17th 7pm-11pm 58 Pinewood Dv (Cnr Blackburn Rd) Mt Waverley Mel Map ref 70 J5 parking on site and opposite in shopping centre food BBQ beer wine and soft drink supplied

### Graded Scratch Races Metec, December 2

Cold windy conditions greeted the 67 riders at Metec last Saturday. B, C and D grade numbers held up, A grade was down, with several of the usual riders at Bright for the Tour of Bright and E and F were well down. E grade had 15 at Dunlop road, but only 6 on Saturday. It was a tough day with the wind blowing directly down the straight for much of the time, or swinging around to the south making the turns from out of the straight and the turn at the traffic lights into the teeth of the wind.

With Guy Green and his mates at Bright several B graders were persuaded to have a try at **A grade**. This was probably a mistake that they won't repeat again, as the relentless machine of Rob Amos was still there.

As usual he took off early in the race and opened up a gap which remained constant for sometime while he was persuaded by a group of 5, Ian Smith, Tony Chandler, Nigel Kimber, Phil Thompson and Russ Newnham, the remainder having dropped right off. Towards the end Rob decided enough was enough and opened up the gap again. In the sprint for second and third Russ Newnham was able to hold off Phil Thompson.

**B grade** (13 starters) except for Craig Everard who had a dip at the front, stayed together pretty well throughout the race and finished with a closely fought sprint just won by Kevin Jackson in his first B grade win from Bob Lewis and a very consistent Martin Stalder, who is rarely out of the places.

**C grade** (16 starters) was notable for the number of attacks. First up was Paul Kelly who opened up a commanding lead from about lap 2 or 3 and was leading by the length of the straight until they eventually brought him back to the fold. Don't know why Paul doesn't hold his attacks until later in the race and put a gap into the field then. Kevin Starr and Nick Hainal also spent some time out in front. In the end it was a case of smart move at the bell by Ivan Collings to attack and open up a gap of 30 to 50 which he was able to hold to the finish. David Casey, who had been off the back at some stage was able to get back on and win the sprint for second from Peter Ransome, with Greg Lipple fourth. Greg is riding very well following his long time off the bike.

**D grade** with 17 starters was won by another rider after a long spell from riding, Chris Norbury, from Murray Howlett and

new rider Thierry Dreux. He was cheered on by his son and will soon see himself in C grade.

Only 6 starters in **E grade** with no one trying to get away was won by Philip Johns in his first placing for sometime from Richard Maggs and Keith Bowen.

John Porter won **F grade** from Northern visitor Rod Goodes and Mick Fisher.

### Nigel's Race Report

Another day where the weather was in two minds about whether it was going to rain on our race or not. There was no doubting the wind though, a gusting Southerly coming up and across the finish straight to be smack in your face after the first turn. Another short pitch into the wind as the race turned right at the lights meant it was going to be a tough afternoon in, and out, of the saddle.

Given the unpredictable weather and the fact that the Tour of Bright was on it was a good turn out of eleven riders that took off for an hour of unknown pain and suffering. The handicapper doing well to get the numbers up in the a-grade field, with a few of the inform b-grade riders, including Terry Murdock, Tony Chandler, and Ian Milner (the handicapper for the day) volunteering to race in the top grade.

The race started as all good criteriums should, at a steady pace. Initially it looked like we were going to do a lap each at the front, being fifth wheel this suited me. But Ian Smith had other ideas and on the third lap has launched an attack into the wind and quickly put 50 metres between himself and the bunch. The bunch either weren't up for it yet and couldn't be bothered chasing or, had enough sense to know that a single rider didn't have a hope of staying away in the prevailing conditions. And sure enough, with little to no effort by the bunch, it was all back together again less than two laps later.

It didn't stay that way for long as, half way through the next lap, Rob Amos mimicked Ian's move. Any other rider and this would have been cycling suicide, but it was Rob, and this time the bunch bothered, and had the sense to start working together. The initial intent was to maintain a manageable gap and let the wind drain Rob's energy and

resolve, this soon gave way to working to keep Rob from riding away as it became obvious that he wasn't waning. At one point he seemed to be tiring but he was just sitting up in response to a bridge building exercise by Russ Newnham. Efforts by the bunch to keep up with Russ brought his construction to a halt and had Rob digging deep to re-build the gap. This little exercise stretched the bunch to breaking point, halving its size.

A few surges by Tony Chandler mid race tested the stamina of the other members in the chase group and momentarily made a dent in the gap to the lone leader - nothing threatening to Rob's lead though. With around twenty minutes to race Rob has decided nobody was going to come across and help him so he put his head down and got serious about increasing his lead. It didn't take long before it became apparent to the chasers that they were now racing for second and the priority shifted from chasing to preservation.

Keeping one eye on Rob, in an endeavour to at least finish on the same lap as the leader, the tactics began. No more mister nice guy, no riding down the centre of the road, enabling an echelon to form, it was hard against the right hand side, make

## Results

	First	Second	Third
<b>2 Grade (11)</b>	Rob Amos	Russ Newnham	Phil Thompson
<b>1 Grade (13)</b>	Kevin Jackson	Bob Lewis	Martin Stalder
<b>1 Grade (16)</b>	Ivan Collings	David Casey	Peter Ransome
<b>1 Grade (17)</b>	Chris Norbury	Murray Howlett	Thierry Dreux
<b>1 Grade (6)</b>	Philip Johns	Richard Maggs	Keith Bowen
<b>1 Grade (4)</b>	John Porter	Rod Goodes	Mike Fisher

## Officials

Murray Howlett, John Grant assisted by Keith Bowen, John Macleod, Nigel Kimber and Greg Lipple were in charge of proceedings, while Ian Milner stood in for the handicapper. Thanks guys.

## Eastern Vets Program

Saturday	December	9	2.00pm	Dunlop Road	<b>Homeless Persons Fund Raiser</b>
Saturday	December	16	2.00pm	Casey Fields	Graded Scratch Races
Saturday	December	23	2.00pm	Metec	Christmas Handicap
No Racing December 30					

## Southern Vets Program

Sunday	December	10	9.00am	Casey Fields	Graded Scratch Races
Sunday	December	17	9.00am	Casey Fields	Graded Scratch Races
No racing December 24					

## Northern Vets Program

Sunday	December	10	9.30am	National Boulevard	Graded Scratch Races
Sunday	December	17	10.00am	Avenel Road Seymour	Christmas Handicap
No racing December 24					

## Entry Money

Come on guys, the entry fee is \$8, please, please, no \$100 or \$50 notes and do not raid the kids money box and take all their silver coins. You know the entry fee is \$8, so please bring the correct money, it can't be too difficult.

## Tour of Bright Results

Masters 2/3, Phil Smith 7, Stefan Kirsch 10, Peter Howard 13. Masters 4/5, Roy Clark 3, John Lynch 8, Dave Moreland 18, Mark Wallace 23, Guy Green 26.

**2006 Aggregate** With two races to go it is all over. Rob Amos first with 105, Guy Green 68 and Ron Stranks 61. Ronnie can still take third with a couple of wins and if Guy is unplaced. Full points on the website.

**Charity Day** The Saturday December 9 race at Dunlop Road will be a fund raiser for the RDNS Homeless Persons Program. Entry fee will be \$10 with trophies kindly donated by Trophy Town and certificates from the RDNS for place getters. We will be unashamedly reeving as much money as we can from you, so please bring plenty (no change will be given at the entry table, you have been warned). Donations of prizes for the raffle would be welcome.

everybody work. Hang somebody off the front and then attack them when they backed off to regroup. Swing wide on the corner and attack when the line comes through on the left. I may be an old dog, but I am learning.

A couple of attacks in the last couple of laps to see if we couldn't shake a few and increase the odds of a podium finish were to no avail, each being met with quick and decisive response from the other four. One last optimistic attempt on the bell came to an end at the lights and then required an extra effort to get back on before the race came out of the last bend into the finish. Too much, and as the sprinters kicked my legs had no more to give. Resigned to being a spectator I sat up and, with Ian Smith, watched Russ, Phil, and Tony battle for the last two envelopes on offer.

Figures for the race were 39.47k in 1 hour 3 and a half minutes for an average of 37.1kph, the slow average testament to the conditions.





# Eastern veterans cycling club

[www.easternvets.com](http://www.easternvets.com)

## **Newsletter December 23 2006**

### ***A Christmas Message From The President***

*Greetings.*

*This year saw the opening of Casey Fields criterium circuit at Cranbourne. A grant from the State Government plus funding from Casey Council enabled this circuit to be built several years ahead the Casey Fields master plan. Although this has left the circuit lacking a few facilities at the moment it promises to be a great venue in the future. Funds have been allocated this financial year for a building on the car park straight which will be welcome shelter in the summer sun and winter winds. Future plans include a shared (with Rugby) pavilion similar to the existing cricket/netball rooms.*

*METEC will continue to be utilized when available. We are very lucky to have two car free circuits available on a regular basis. Dunlop Rd will also continue to be utilized as another criterium circuit on a regular basis and is probably our most popular circuit judging by rider numbers.*

*The inaugural Eastern 100 road race was held at Yarra Junction with great success. I'm sure this event will become one of Eastern's premier events. Thanks to O'MARA Cycles for the support of this event and their generous sponsorship of the A grade races for the past two seasons.*

*Eastern have a great record when it comes to charity donations. Two years ago we raised over \$4000 for the tsunami appeal, \$2200 for the Leukodystrophy Appeal in support of Graham Cadd and partners in their ride from Perth to Sydney, followed up later with \$800 for medical supplies in a remote village in Aceh where Mark Wallace was volunteering his services. To this end we have decided to formalize the fund raising activities and have a dedicated race meeting every year for a charity. This year the Royal District Nursing Service Homeless Persons Program was the beneficiary. Unfortunately the race was postponed due to extremely hot weather but now will be held on February 17<sup>th</sup> 2007. A donation of \$800 was made by the club in lieu of funds raised on this day.*

*Another highlight for 2006 was the induction of Ron Stranks as a life member of the club. Ron is always one of the first to offer help has supported the club for many years; most recently as Club Captain and referee. His knowledge and experience is valued by all, (especially with the BBQ!)*

*Thanks to all the members who help out regularly with various tasks on race day, and especially those members with Traffic Control qualifications. Without the support of these riders there would be no racing. The fantastic committee members have worked tirelessly all year and it is obvious in the quality of events that we stage. Having said that we can never have enough help. Several committee members hold two positions and there are consistent vacancies on the committee. If a couple more members put up their hands it would lessen the load on all the others.*

*Thanks to our great sponsors who continue to support us year after year. The support we get from our sponsors allows bigger and better prizes for all races. Support the businesses that support the club and remember to thank them for their support while you are there.*

*Above all we must remember that we are doing this all for a bit of enjoyment and to keep fit. Race hard but fairly and safely. We are all too old for injuries.*

*Have a safe Christmas and I'll see everyone in 2007.*

### **Graded Scratch Races Casey Fields , December 16**

If you haven't accepted it yet, you had better pretty soon, Casey Fields is a windy place. A cold south westerly was the order of the day and made for a tough few sectors of the circuit and buffeting at the corner from the inside straight into the wrigly bits. All up 85 starters close to Christmas was an excellent roll up.

Numbers were down to 10 in **A grade**, a number only reached after the handicapper was able to encourage a few promotions from B grade due to the absence of some of the A grade guns. John Pritchard was one of those 'encouraged' to go up and received the bell with a handy lead, which he was able to hold to the finish, sneaking a few looks over his shoulder to see how close the chasing pack was. John also won the intermediate sprint and will

be hard pressed to get a ride in B grade again. Another promotee in Ray Cardosi was able to win the bunch sprint for second from Phil Thompson.

**B grade** with 20 starters had the biggest field of the day. Rob Truscott won the intermediate sprint and Steve Gray just won by the barest of margins from Terry Murdock, visitor Tony Mason and Martin Stalder.

Eighteen starters in **C grade**, saw Kevin Starr and Nigel Fryane fight out the intermediate sprint, with Nigel the victor, but when it came to the finish, Kevin was the victor in his last C grade ride. Harold Simpson came third with Ken Bone fourth.

The pace was on in **D grade** and there were several drop outs. Hayden Shorten (Southern) won the sprint but in the end it was Colin Morris winning from Hayden, Grant Greenhalgh and Murray Howlett.

## Results

	First	Second	Third	Fourth
<b>A Grade (10)</b>	John Pritchard	Ray Cardosi	Phil Thompson	
<b>I Grade (20)</b>	Steve Gray	Terry Murdock	Tony Mason	Martin Stalder
<b>C Grade (18)</b>	Kevin Starr	Nigel Frayne	Harold Simpson	Ken Bone
<b>I Grade (15)</b>	Colin Morris	Hayden Shorten	Grant Greenhalgh	Murray Howlett
<b>I Grade (16)</b>	Andrew Ferridge	Brian Farrell	Paul James	Ken Crow
<b>I Grade (6)</b>	Pat Ruys	John Porter	Mike Fisher	

## Officials

People in charge today were Graig Everard and Mark Ferrari, thanks to Craig and Mark and anyone else who helped.

## Eastern Vets Program

No racing December 30					
Saturday	January	6	2.00pm	Metec	Graded Scratch Races
Saturday	January	13	2.00pm	Casey Fields	Graded Scratch Races
Saturday	January	20	2.00pm	Arthurs Creek Strathewen	Graded Scratch Races
Saturday	January	27	2.00pm	Dunlop Road	Graded Scratch Races
<b>Saturday</b>	<b>January</b>	<b>29</b>	<b>8.00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>

## Southern Vets Program

Sunday	January	7	9.00am	Casey Fields	Graded Scratch Races
Sunday	January	14	9.00am	Casey Fields	Graded Scratch Races
Sunday	January	21	9.00am	Casey Fields	Graded Scratch Races
Sunday	January	28	9.00am	Lakewood Blvd	Graded Scratch Races

## Northern Vets Program

Sunday	January	7	No Racing		
Sunday	January	14	9.30am	National Boulevard	Graded Scratch Races
Sunday	January	21	9.30am	National Boulevard	Graded Scratch Races/Handicap
Sunday	January	28	9.30am	National Boulevard	Points Score

## Alpine Classic Training Ride

Graham Cadd and Juanita Stumbles are planning to ride from Healesville to Warburton and up Donna Buang and back on the Friday 29th December in preparation for the Alpine Classic. Given that there is no racing on the Saturday others may be interested in joining us. We will be starting from the car park on the corner of River Street and Green Street in Healesville at 7am to avoid any potentially hot weather. The ride is about 95kms or alternatively, one can make it about 60kms and leave from Launching Place car park at approximately 7.45am. We will stop in Warburton for coffee and food after the Donna Buang climb.

If you are interested contact Juanita on 0408 180 673 or email her at [gcad9085@bigpond.net.au](mailto:gcad9085@bigpond.net.au) for more details.

**E grade** rolled around for half a lap, when Andrew Ferridge decided to put his time trialling skills to test, taking off first time through the wiggly bits. On the first lap, why would anyone bother to chase? With his lead gradually increasing, Brian Farrell decided to get serious and with Paul James set off in chase, Paul eventually giving up. Ronnie Stranks and Keith Bowen had a bit of a dip, but to no avail. Brian eventually got on to Andrew and the pair rode away, Andrew even leading all the way in the last lap to earn a meritorious win. Paul James won the bunch sprint from Ken Crow. Andrew is a bit nervous in the bunch, but give him a clear ride and he will stay away.

Only 6 starters in **F grade**, which was won by Pat Ruys (Southern) from John Porter and Mike Fisher.

**RACING AROUND FOR CHRISTMAS – Homeless Persons Christmas Present Fund.**

**Annual Charity Race Day.**

Preparing for Christmas in many organizations and families may start many months before the big day. Selecting and purchasing presents and receiving x-mas cheer and good will from loved ones is an expectation to many in our community.

The homeless people in our community are no different. Christmas is a time of heightened awareness of what they have lost, cannot provide or go without on this special day. The Royal District Nursing Service Homeless Persons Program (RDNS HPP) is acutely aware of their clients needs across Melbourne - purchasing presents for clients is an important consideration with limited funds available.

Eastern Veterans Cycling club- EVCC ([www.easternvets.com](http://www.easternvets.com)) in an annual charity race day with support from RDNS Fundraising department help organise an event for 9<sup>th</sup> December 2006 to raise funds for RDNS HPP Christmas present fund appeal. Unfortunately, due to the extreme weather conditions on the day, this event was cancelled and a donation of \$800 in lieu was provided by Eastern Veterans Cycling Club to support the HPP Christmas Present Fund. EVCC intend to re-stage this event on 17<sup>th</sup> February 2007.

Many thanks to Angelo Antignani (HPP), Ian Smith (President-EVCC), Evan Walker (RDNS) and many veteran cyclists supporting this charity event.

On behalf of the Homeless Persons Program, Many thanks and we wish all members of Eastern Veterans Cycling Club a Merry Christmas and a Safe New Year.

*Angelo Antignani -*

Outreach Nurse RDNS HPP.



**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 POINTS SCORE FINAL RESULTS

Rob Amos was the runaway winner on 105 points followed by Guy Green on 68, Ron Stranks on 62. It was a bit closer from then on with Keith Bowen on 55, Martin Stalder 53, Paul Kelly 52, Terry Murdock and Ian Smith on 51. Congratulations to the place getters and particularly to Rob, this was an outstanding effort to win by such a margin.

Amos	Rob	105	Preece	Hylton	27
Green	Guy	68	Simpson	Harold	27
Stranks	Ron	62	White	Matt	27
Bowen	Keith	55	Antignani	Angelo	26
Stalder	Martin	53	Gardiner	Ross	26
Kelly	Paul	52	Ferrari	Mark	25
Murdock	Terry	51	Tinkler	Ross	25
Smith	Ian	51	Williamson	Neville	25
Farrell	Brian	50	Cunneen	Alan	24
Wilson	John C	50	Hicks	Alan	24
Parker	Graeme	49	Hobbs	James	24
Curulli	Tony	48	Pauwels	Dennis	24
Howlett	Murray	47	Schofield	Ben	24
Hainal	Nick	45	Tapp	Nick	24
Pretto	Jeff	45	Thomson	John	24
Puttock	Geoff	45	Gray	Steven	23
Shanahan	Peter	45	Chandler	Anthony	22
Milner	Ian	42	Crow	Ken	22
Doherty	Wayne	41	Fothergill	Steve	22
Frayne	Nigel	40	Bohn	Laurie	21
Kimber	Nigel	40	Russo	Ray	21
McCann	Brian	40	Archer	Glenn	20
Granland	Mark	37	Jackson	Kevin	20
Truscott	Rob	37	Pelgrim	Phil	20
Barnard	Stephen	36	Robertson	Barry	20
Norbury	Chris	36	Chamberlain	Gary	19
Spona	Phil	36	Worland	David	19
McKimmie	Louise	35	Macleod	John	18
Pretto	Su	35	Schlotterlein	Shane	18
Stewart	Ron	35	Starr	Kevin	18
Thomas	John	35	Goodrope	Alan	17
Casey	David	34	Hay	Michael	17
Clark	Roy	34	Lewis	Robert	17
Mackay	Geoff	34	Maggs	Richard	17
Mackie	Peter	34	Smith	Phillip	17
Rigo	Alex	34	Wallace	Mark	17
Porter	John	33	Ferridge	Andrew	16
Thompson	Phillip	33	Kalns	Valdis	15
Finnigan	Andrew	32	Peacock	Craig	15
Cavaleri	Phil	30	Russell	Rob	15
Greenhalgh	Grant	30	Wilson	Paul	15
Short	Steve	30	Bendall	Stuart	14
McCormack	David	29	Bone	Ken	14
Prichard	John	29	Butler	Evan	14
Graham	Robert	28	Morris	Colin	14
Wright	Clive	28	Tattersall	Phil	14
Moreland	David	27	Both	Sally	13
Paull	Michael	27	Jardine	John	13

