



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter October 20<sup>th</sup> 2007*

## Royce Bennett Memorial Handicap – Steels Creek – October 20<sup>th</sup>.

### Race report.

I think I may have said it before but I think Summer is now here. The morning's southerly was replaced with a gentle northerly which meant that, yet again, the outbound leg was going to be the one to make inroads into the marks ahead and the inbound leg was going to quick - very quick.

A total field of seventy-two started the race, a rampaging scratch bunch and the heat saw significantly fewer finish it.

### Limit (26 min - 2 riders)

Annmarie Darcy was an unknown quantity and as it was her first race she went off on limit with Keith Bowen. Keith had intended to complete only the one lap (big day on Sunday) and help out with the finish. The idea being that Keith would show Annmarie some good old Eastern hospitality for the first lap, give her a good start and then let her complete the race on her own.

Nice sentiments, but after swapping a couple of turns Annmarie just headed off and rode solo for 40 or more kilometres until caught by scratch within a kilometre of the finish.

### 22 minutes (5 riders)

Getting the bit between her teeth Sue Cox set about chasing down the limit riders four minutes ahead, dragging her fellow markees up the road. The initial pace proving too hot for Phillip Johns who was an early casualty (the extra racing on Sundays and Wednesdays starting to pay off - ed.). Eventually Sue let the others have a go and the foursome pushed on to complete the first lap.

By the end of the first lap Clive Wright and Graham Cadd had nothing more to give, the pace and the conditions a tad too hot, both retiring to watch the remainder of the race from the shade of the lone bush just before the finish line. Phil Cox did the right thing by sticking by his wife (or was that sticking to her wheel - ed.) for the second lap but was not up to a third, leaving Sue to pursue Annmarie on her own.

The incentive of catching Annmarie and the prospect of a race win driving Sue onwards. All notions of glory were

snatched away ten kilometres from home when Ronnie Stranks and Juanita Stumbles thundered past. Quickly followed by the familiar call of "keep left" as the ten-minute bunch approached, words of encouragement from Su Pretto to "jump on" as they went past were acknowledged but not acted upon - running out of puff.

With only half a dozen kilometres to go Sue pushed on, sprinting to the line to record the following figures;  
- 51.38k in 1hr:45:48 for an average of 29.1kph, top speed was recorded as 53.3kph

### 18 minutes (8 riders)

It didn't take long for this group of experienced handicap riders to get organised and start chasing the smaller bunches ahead of them. The group not missing a beat as it was reduced to seven with the loss of JC Wilson who faded in the sun midway through the first leg. By the end of the first lap the gap to the 22-minute mark was down to three minutes, not enough.

Ronnie Stranks did the math; four-minute head start, minus one minute per lap, over three laps, equals one minute short. Having figured this out Ronnie upped the pace to the detriment of the group, only Brian Farrell and Juanita Stumbles being able to hold on. Brian hanging on to the half way point before letting go and seeking shelter in the bigger groups coming behind. Ron and Juanita were, by now, chasing the two lone women at the head of the race. It took almost another lap before they caught the remnant of the 22-minute bunch in Sue Cox before they themselves were caught and passed by the combined 13 and 10 minute groups.

### 13 minutes (5 riders)

With seven registered riders and a three minute head start on the bunch behind this group's work was cut out for them, having only five of the seven start put an extra couple of eight-balls on the table. Given the circumstances the strategy was; roll up the road and wait for Parker's Pack. The actuality; they rolled up the road and joined the ten-minute mark as it came by.

### 10 minutes (13 - 1 riders)

If thirteen is an unlucky number this group got lucky with one of its members bad luck, Russell Lewis withdrawing on the start line with a puncture. A not quick enough repair (8 mins:15 seconds) saw Russell rejoin the race on the back of the scratch

bunch, enjoying speeds and suffering his legs weren't accustomed to for sixteen kilometres.

Working well together under the instruction of 'the colonel' the group was soon bolstered by the assimilation of the thirteen minute bunch which more than compensated for the loss of a couple on the first return from the Steels Creek turnaround.

Slowly but steadily this group closed the gap to the eighteen-minute bunch which was slowly disintegrating ahead of it, passing or absorbing its fallen members over the latter half of the second lap, Ronnie and Juanita the last to succumb late in the last lap leaving just Annmarie and the lead car up the road. For most in the group that was the way it was to remain, Anthony Gullace the only member of the group with enough in his legs to jump trains as the scratch express rushed past soon after. Anthony riding it to the head of the race where he finished just off the back of the sprint.

Alan Hicks leading the bunch home to take the last of the money on offer.

### **7 minutes (11 riders)**

Despite its size this group had a tough assignment ahead of it, the magnitude of which got to its constituents, the wheels falling off early in the race with too fast a pace busting the group apart at the seams. As a scattering of individuals, or the odd pairing, the members of this group were never going to trouble the bunch ahead and the efforts required to stay in the race meant they probably weren't going to trouble the officials on the finish line either. And so it was.

### **4 minutes (10 riders)**

No report available.

### **2 minutes (8 riders)**

As with all handicap races there were pluses and minuses. On the plus side the bunch was a good one filled with guys I knew would not shirk the issue and would work hard together e.g. Ian Milner, Matt Cornford (fresh from his road champs victory the week before), Phil Cavaleri to name a few. The downside was the size of the gap between us and scratch-only 2 minutes.

Once let loose we quickly assumed the rolling position of the team time trial. We all knew that time was of the essence especially with scratch at only 2 minutes.

As I had expected the bunch worked hard and well together and there was plenty of heavy breathing at the first turnaround as we had the next group in our sights. We had made up about a minute giving me some cause for optimism. When I mentioned this to Ian Milner as we turned his response went something like "Yeah, that's great but scratch have also probably made up more than a minute on us" A quick look up the road confirmed our fears. Scratch was coming up fast.

Unperturbed by the impending doom we continued on our merry way, keeping together and rolling as smoothly as possible.

The bunch stayed together as we started to pass a steady stream of dropped riders on the downwind return section. Phil Cavaleri decided that enough was enough and tried to tow the entire bunch for a while- probably not a great team or tactical effort and more akin to trying to hold back the tsunami of the charging scratch bunch with a broom.

At the completion of the first lap we had caught the bunch ahead. Unfortunately, by the completion of the first lap scratch was also upon us and we all realised that the remainder of the race would be an exercise in hanging on grimly and pain tolerance. Once we reached the next turn at Steels Creek the inevitable attack came from scratch and they bid most of us farewell for the day. Ian Milner managed to stay on for a while and Phil hung on right to the end to get second place - well done Phil!

### **Scratch (10 + 1 riders)**

Bolstered by the inclusion of Russell Lewis the eleven rider scratch group set off in pursuit of the two-minute bunch which was one hundred and twenty seconds up the road. A rough start soon smoothed out as ten of the eleven rolled turns, Russell hoping to hang on long enough to rejoin his 10 minute mates.

It was after the first set of undulations that the returning lead car went past, pacing a sole rider in the person of Annmarie Darcy. From previous visits this augured well, this initial passing usually taking place a lot closer to the Yarra Glen turnaround. The remainder of the journey to the Steels Creek end was interspersed with the passage of returning marks in various states of array/disarray.

As the race got closer to the tennis courts each passing bunch was scanned for familiar faces. Was that Steve Barnard? What group was he in again? I'm sure it wasn't two-minutes but we're close enough to the turn for that to be them. Then a minute past and another group, this time Ian Milner's form is spotted and we know where we are. Another minute past and we were reformed and rolling our way back to complete the first lap, the prospect of some very quick riding ahead.

The efforts of the outbound leg had put the hurt into some in the group's legs and it was a variable number of riders making the rotation as we raced back to the top of the circuit, passing isolated riders who had been separated from their respective groups at speeds of up to 61kph. Toward the end of the lap the unexpected sight of a large group ahead, surely the two-minute crowd, providing impetus to the chase.

The juncture was made, two groups went into the turnaround, only one came out. The juggernaut rolled down the road in the quest for more wheels, the diving force being the bulk of the original scratch bunch with a few of the two-minute riders mixing it up. It didn't take long for the mass to sweep up the remnants of the four-minute group as it powered to the halfway point.

You didn't need a science degree to figure out what was going to happen, you didn't need a fortune teller to see what was coming, you just needed to be in the right place - Nigel Kimber wasn't, nor were the majority of the two and four minute riders who had held on to the turnaround. The inevitable attack out of the corner saw the bunch blown apart, a group of a dozen getting away; nine of the original ten scratchmen with Phil Cavaleri and Ian Milner from the two-minute group.

A desperate chase did little to make an impact on the elite group, the pace of this group proving too much even for some of its own members, first Ian Milner and then Phil Thompson found themselves adrift to be given a second chance as the chasers came by, but all to no avail, with legs burning the chase group dissolved at the bell, some choosing the easy option, others persisting for pride and on the off chance that the big guns blew.

The only things the big guns blew were the remainder of the competitors on course as they ground on to the final turnaround and back in chase of the lead car which was still ahead of them and still leading the lone Annmarie. The highly favored ten-minute group was the last functioning group to succumb to the relentless push of the scratch group, almost within sight of the last of the climbs. Anthony Gullace the only one with enough left in his legs to scramble aboard.

A couple of kilometres from the finish Guy Green decided it was time to improve the odds, his attack brought up short by cramp. With Annmarie and the lead car still up the road all was forgiven as Guy was reintegrated back into the bunch and they set about closing down the last survivor. Half a kilometre from home it was all over for Annmarie as the pack swarmed over her shoulder.

The finish was led out by Paul Wilson who put all his eggs in to a final breakaway attempt, an attempt that gained an initial gap but was comprehensively scrambled as the older heads had their day. Peter Howard proving the wisest, carrying momentum from the bowels of the bunch to breach the line first, Phil Cavaleri also proving canny, having chosen Pete's wheel to follow.

Anthony Gullace, in only his second race, brought up the rear of the sprint, a small gap back to Annmarie. Two riders I think the handicapper may mark differently next time round.

### Wrap up

An outstanding ride by Annmarie, undoubtedly the ride of the day; time-trialing almost the whole distance and making scratch work all the way to the line. She's unlikely to see limit again.

Thanks to all those who's contributions made this report possible; Peter Mackie, Keith Bowen, Sue Cox, Brian Farrell, Andy Burmas (2-minutes)

## Results

	Rider	Mark
<b>First</b>	Peter Howard	scr.
<b>Second</b>	Phil Cavaleri	2 min
<b>Third</b>	Roy Clark	scr.
<b>Fourth</b>	Mike Fisher (jnr)	scr.
<b>Fifth</b>	Guy Green	scr.
<b>Sixth</b>	Boyd Friis	scr.
<b>Seventh</b>	Phil Smith	scr.
<b>Eighth</b>	Paul Wilson	scr.
<b>Ninth</b>	Anthony Gullace	10 min
<b>Tenth</b>	Annmarie Darcy	26 min
<b>Eleventh</b>	Alan Hicks	10 min

1:15:57 (~40kph over 50k)

Aggregate Points (20/10/07)	
R. Stranks	66
P. Cavaleri	62
K. Starr	60
R. Amos	56
N. Hainal	55
G. Green	49
P. Thompson	48
JC. Wilson	48
H. Preece	46
T. Muurholm	44
T. Renehan	43
M. White	43

## Officials

Thanks to Graeme Parker and Ronnie Stranks for taking entries and thanks to Graeme Parker for doing the handicapping. Peter Mackie was in charge of setting us off and had the difficult job of calling the finish although he did have help in the form of a mini-Mackie, Keith Bowen and some of the many retired riders. Also helping out on the course were Phil Stern, Kevin Starr, John Thomson, Rob Truscott and Nick Tapp.

### Eastern Vets Program

Saturday	October	27	2:00pm	Killara Road	Graded Scratch Races
<b>Monday</b>	<b>October</b>	<b>29</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>
Saturday	November	3	2:00pm	Casey Fields	Graded Scratch Races
Saturday	November	10	2:00pm	Dunlop Road	Graded Scratch Races
Saturday	November	17	2:00pm	METEC	Graded Scratch Races
Wednesday			10:00am	The Loop - Yarra Boulevard	Scratch Races
Tuesday	13/11/07 - 11/12/07 8/1/08 - 1/4/08		6:00pm	METEC	Graded Scratch Races

**Note :** Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap **MUST** pay the entry fee regardless of participation. Fees are due on race day; entrants will **NOT** be allowed to start in any EVCC race until fees have been paid. No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

### Southern Vets Program

Sunday	October	28	9:00am	Casey Fields	Graded Scratch Races
Sunday	November	4	9:00am	Casey Fields	Graded Scratch Races
Sunday	November	11	9:00am	Casey Fields	Graded Scratch Races
Thursday	1/11/07 - 20/12/07		6:05pm	Sandown Park Raceway	Graded Scratch Races

**Note :** Southern Vets have a 'No licence – No race' policy. If you are going to race with Southern take your licence with you.

### Northern Vets Program

Sunday	October	28	9:30am	Gisborne	Graded Scratch Races
Sunday	November	4	9:30am	Lillee Crescent	Graded Scratch Races
Sunday	November	11	10:00am	Pyalong Rd, Seymour	Chook's Wheel Race

### Victorian Veteran Cycling Council Program

Saturday	October	27	10:00am	Camperdown to Warnambool	Handicap (70k)	22/10 \$20
Fri - Mon	November	16-19		Geelong / Torquay	Australian Nation Championships	26/10 \$15/event

### For your calendar

Date	Location	Event
16-19/11/2007	Geelong / Torquay	Australian National Championships 16/11 – Time Trial – Paraparap 17/11 – Road Race – Australian Automotive Research Centre, Anglesea 18/11 – Track*: TT, Pursuit, scratch – Geelong West Cycle Track 19/11 – Criterium – The Esplanade, Torquay *TT & Pursuit – road bikes permitted, no gear changes allowed. Scratch Races – track bikes only.
18/11/2007	National Blvd, Campbellfield (Ford factory Sydney Road)	Northern Vets have invited Eastern riders to join them for this race. Racing starts at 9.30, entries close at 9.15. It's a super fast circuit with smooth roads, sweeping corners & sometimes strong winds. A BBQ will follow the racing.
24/11/2007	Yarra Junction	Eastern Vets O'Mara 100 Over \$2000.00 in cash and prizes Pre-entry will be required for this event as bunch sizes will be capped. As such riders who enter but do not compete will not be allowed to start another EVCC event until the entry fee has been paid.
1/12/2007	Melbourne	SUB Women's Cycle Challenge – 55k or 20k options <a href="http://www.supersprint.com.au">http://www.supersprint.com.au</a> <b>Note :</b> this event is for women only.
27/1/2008	Bright	Audax Alpine Classic <a href="http://www.audax.org.au/alpine.htm">www.audax.org.au/alpine.htm</a>
15/3/2008	Torquay	Great Ocean & Otway Classic Ride - 145k or 60k options <a href="http://www.supersprint.com.au">http://www.supersprint.com.au</a>

## **Other bits and pieces:**

### **Stop Press**

Due to increases in costs the entry fee for all races will be increased to \$10 from the 1<sup>st</sup> of November.

Eastern Vets merchandise is available through Kevin Starr at most meets, you can check out what's available with him or through the Eastern Vets web site - <http://www.easternvets.com/clothing.php>. You might want to get in quick as the kit is finding popularity overseas.

### **Austria - Deutschlandsberg (part 5 – The Handicap 17/8/2007)**

#### The circuit:

Two laps of the thirty-kilometre circuit we did for the road race.

The race started (and ended) 100m down a small side street in Bad Gams, a road we rode every day to and from our accommodation at The Dorfhotel Fernblick (plug). At the end of the street a left took us onto the circuit which started with a bit of a climb, one and a bit kilometres with a maximum gradient of 8%, enough to get the heart rate up and the legs complaining. Through the forest, an undulation, then a fast, brake-free, 1k descent into open farmland before another two kilometre climb (5%) through more woods and another good drop through farms into the outskirts of Stainz where a right took us through a roundabout and onto the road towards Mettersdorf. This portion of the circuit took us gradually down through the village of Stallhof and through cornfields and woodlands. Another one-kilometre climb (11%) to Kraubath and a slow descent to the town limits of Gross-St Florian where a sharp drop to the river was followed by a short sharp up. From there the road flattened out as the race headed towards Deutschlandsberg. A tight right took the race off the main road and through Frauental where a left, with steel man-hole covers strategically placed that could have made things very interesting in the wet, took us onto the Stainz-Deutschlandsberg road before turning right towards Bad Gams. A couple of kilometres before Bad Gams the road starts to slowly rise back to the point where we joined the circuit.

At the completion of the second lap we turned left at Bad Gams for the 100m sprint to the finish.

#### The race:

It was a handicap, but not as we know it. It was a race between masters 4 and masters 5 with the oldies getting a one-minute head start. A strange format, stranger still was the expectation that the "limit riders" would sit up the road and wait for us - they didn't; a case of history not repeating itself.

There were 35 of us and 20 of them, with only a minutes head start over sixty kilometres we expected to catch them even if they didn't wait for us. That would have been a fair expectation had the race been raced like a handicap but it wasn't. The roll out wasn't slow but there was no purpose and despite being at the back of the group come start time and having trouble securing my left foot to the pedal I had no problems making my way toward the front of the bunch by the top of the first hill - a kilometre into the race. Being toward the front meant for a relatively clear line through the corners which made for an almost enjoyable descent, next lap the aim was for poll position over the top.

Into Stainz and through the roundabout at a fair lick but there was no organisation in the bunch, no rolling or co-ordinated swapping off at the front. The lead rider would decide they'd had enough and simply slow down, it would then take a few seconds for the penny to drop and another rider to take over (not necessarily second wheel either). After the roundabout the pace dropped right back and it was me that caught the penny and set about setting the pace. An on-coming car providing some interesting moments as the bunch swung wide on the right hander that led to the open road out of town.

In bemusement we watched a series of breakaway attempts as riders attacked the bunch on the road between Stainz and Kraubath only to have the bunch respond and bring them back. This behavior made for a very haphazard tempo, occasionally a couple of riders at the front would get the right idea and roll but then it would stop and back the pace would come. Most of the bunch went over the climb at Kraubath together, the spectators lining the hill informing us that we were over two minutes down on the group ahead - a loss of over a minute in less than half a lap (15k). This prompted some shouting and gesticulating from some of the more animated members of the peleton but did nothing for the organisation of it.

The race continued on to St Florian and Frauental much the same as it had to the bottom of the climb, a rider would jump up the road, the bunch would respond to stay with them and once caught it all went back to the way it was before. Around Frauental Guy went off the front alone and was left out there until we came into the outskirts of Bad Gams to complete the first lap. We needed a plan, a plan that we did not have. All I had in mind was to be the first over the hill so that I could be first down the other side. To this end I set about pushing through the bunch as we rode through Bad Gams and led the bunch up the hill and out of town. At the top two of us had a break and my new friend came round to do a turn - no way I said as I reclaimed the lead and

enjoyed the descent to its fullest. We bottomed out and crested the next rise still clear of the others and enjoyed the drop into Stainz where the others finally joined us.

Between Stainz and the climb at Kraubath a small break got away, Guy and Roy chased and bridged as did a couple of others and they started to work together like you'd expect in a handicap. Both Tony and Mark made an effort to bridge but with the break riding as a team their prospects of joining the group were doomed, the pair spending a couple of minutes swapping turns in no-man's land only to be swept up by the bunch as the effort took its toll. Leading to the base of the last climb a little organisation crept into the bunch, it didn't last too long. Another good ascent by myself and the confidence for next week got another deposit.

Thinking that there were trophies for the top 20 in each age group regardless of handicap placing a plan started to formulate in my mind; hit the bunch just before the drop into Gross-St. Florian, pull all stops on the drop to the river and bury myself on the climb out of the valley, that might split a few of the hanger-oners from the bunch and then see if we couldn't get an organised pursuit happening. A local had different plans, something about going back home to get something they'd forgotten. Screaming down the hill into the town there's a car in the middle of the road - half way through executing a three-point turn. A lot of screaming of brakes, tyres and voices followed and the ascent out of town was done at a slightly slower speed than originally intended.

The bunch still together and still in a very negative frame of mind it was obvious that our race was over and the serious pss-pharting started - like the previous 45k hadn't been enough? As we've hit the road for home I figured I'd take control and try to keep it smooth for Mark and Tony - let the chips fall where they may. A thousand metres from the finish I was still dragging the bunch along, the pace steadily dropping as the gradient slowly increased and the reserves slowly decreased. Finally with three-quarters of a kilometre to run Brett Youdan has blasted past with Mark on his wheel, head down, legs pumping. Apparently there'd been some conspiring going on down the back, Brett asking Mark if I had a sprint and Mark responding that if my Vic. titles performance was anything to go by then .... well .... um .... NO. Consequently a plan had been concocted, a plan that was now being enacted. As the inevitable chase came by I was able to jump in at around seventh wheel but had no hope of holding on and as the gap grew riders came around till there many more in front of me than behind me. After the corner, along the finish straight, I caught Brett who was more spent than I, rolling past him and onto the finish.

The wash (with an Aussie accent); the top 15 places were taken by Masters 5 riders; Dave Moreland 5th and Ian Lovell 14th. The Masters 4 break coming in 40 seconds down on the winner, Guy Green taking third in that sprint for 18th overall, Roy on his wheel picked up the trophy for 19th. And the remnants; Tony finished 32nd, myself 36th and Brett 37th.

### **ATB (Port Melb to Sorrento to Port Melb)**

Riders - JC Wilson, P Mackie, G Parker; A Hicks & Brother, G Haines, Marcus Herzog & his friend Colin, Colin O'Brien, Ray Russo & his friend Colin, Grant Greenhalgh, Mike Fisher, A Neilson, T Muurholm, S Short, S & J Pretto, G Cadd, J Stumbles & friends x 2, T Curulli, K Bowen. We set off at 6am with a good size bunch which grew as other Eastern riders joined as we traveled past the Warragul Rd and Springvale Rd intersections.

The incidents started early G Haines breaking his seat, resulting in a 20 minute delay at Mordialloc, other than that the journey down was not interrupted too much, however there were a few wee stops, Keith Bowen refraining from handing out fines. At Sorrento the catch up point was a little confusing - some staying in Sorrento, whilst broken groups rode back towards Rye, away from the busy Cafe's. Eventually the bulk of the group caught up just after the Rye pub; fuelled up & ready to go we headed home

A few tiring bodies as we commenced some of the inclines towards Frankston. The inclines resulted in more stops to wait for those who didn't like the hills too much. Once over the Mt Martha climb the rolling hills seemed easy. Finally the small incline to the peak of Oliver's Hill and down we went. A stop at the Frankston drink station, a few free 'Red Bulls,' which for one individual (TC) will comeback and haunt later in the ride.

As we rode out of Frankston the road seemed full of novice riders making their way back to Docklands. Later the roads become even busier with parked cars and riders trying to share single lanes with the moving cars. It was here I think I heard about beer, which got the juices going.

Once we hit Seafood J Stumbles had the first flat tyre for the day, G Cadd quickly took hold of the wheel and commenced the repair work. Finally back on the road, it appeared people were eager to finish. The heat seemed to increase with the winds, plus the traffic (both cyclists and cars) congestion continued to increase the closer we got to St Kilda. By the time we got the Black Rock most of us just wanted to finish. Our group was spread out up and down Beach Rd by this stage.

G Parker, P Mackie, G Haines, A Neilson, A Hicks & Brother & C O'Brien all finishing together. Waiting for the remaining riders we re-visited the earlier talk of beer! But before the beer we checked-in on the others (via mobile) to see how far they

were. The news was not the best - T Curulli had hit the wall (dehydration/exhaustion). G Cadd put on his Superman gear and cycled back to the finish alone, J Stumbles comforted the ailing Italian Stallion whilst Graham drove his car back and picked them both up.

Meanwhile the finishers had polished off a slab of cold beer (thanks G Parker), and it was put to the barman (P Mackie) to shout another, which he did.

Finally, Superman & Supergirl returned with the fallen Stallion; they were greeted with cheers & beers. However Tony was not finished; he had a little more left in him, which he commenced to bring up over Graham St in Port Melbourne for all riders passing to see.

Well done all.

Peter Mackie

### **And Colin O'Brien's take**

A mild, balmy morning around 16C welcomed riders as they gradually made their way to Graham street, Port Melbourne for the 200km round trip to Sorrento. The forecast indicated a warm, sunny day with forecast northerly winds and temperatures into the low 30's. With 35 riders under the guidance of Keith Bowen and Graeme Parker we headed off. Looking at everyone's bidon cages and jersey pockets there was obviously a high degree of confidence in the forecast, i.e. minimal spare clothing, plenty of food and fluid.

We had an uneventful and smooth ride down to Sorrento with the exception of Graham Haines broken seat at Mordialloc that required emergency surgery. How lucky can you be to break a seat at 7.30am on a Sunday morning right outside a bicycle shop already open! On the way again after 20 minutes the group continued south with an increasing tail wind. With temperatures in the low 20's and clear skies the Bay sparkled as we approached Sorrento...a great day to be outside. After arriving in Sorrento just before 10am most riders headed the 20km back to Dromana for coffee and food. Although losing a few riders in Sorrento the group were still about 25 strong.

After refreshments conditions for the return to Melbourne were a little more difficult with increasing northerly winds, temperatures peaking at 33C and greater fluid consumption. A couple more rest stops with water before an unscheduled break...a puncture for Juanita Stumbles.

Surrounded by willing male helpers Juanita enquired, "Who has the biggest pump?" There were immediate replies of, "Me." "No, I have." "Mines bigger." New hubby Graham Cadd then produced what was clearly the biggest pump.

After Graham's pump had done the trick for Juanita we all headed off again to finally reach Port Melbourne sometime after 3.00pm. Keen to help riders relax after the ride Graeme Parker showed how it is possible to still stay upright on a bike after 200km and carry a slab of beer at the same time. These unique skills will be part of his next bike handling skills at METEC...can't wait for that one!

We never saw Steve Short again after Dromana due to knee pain and taking the less hilly route via the coast promising to meet us in Frankston. We don't know what happened to Steve but did see his twin brother in the Frankston pub where they have (we are told) some gorgeous strippers. Can't wait to hear about that either!

### Performance of the Day Award

While the day was pleasantly tiring (more or less) the outstanding performance was undoubtedly that of Tony Curulli. Let me tell you why.

While relaxing with a cold beer we first heard via Juanita's mobile (just how many blokes telephone numbers do you have Juanita?) that Tony had collapsed by the road in Sandringham suffering from cramps. As news filtered through that his condition was worsening our guardian angels, Graham Cadd and Juanita Stumbles drove off to bring Tony back. And it's a good thing that did because he looked decidedly unwell on his arrival...and hobbling like a very old man from cramped quads.

And that's probably why five minutes later a single sip of beer was all that was needed to spray the contents of his stomach in all directions!

What follows is Tony's story and PB or personal best performance.

- a. Water consumption of 500 to 600 ml for the first 110 km followed by two drinks of Red Bull...the first time Tony has tried them!!!
- b. Returning along the beach road at blistering speeds of 5kph uphill and 10kph downhill.

- c. Losing stomach contents of red bull, apple pie, Gatorade and beer all over the road...and shoes! Umm! Smelt great, looked even better.
- d. I must say that grey suits Tony...!
- e. The next hour heard various comments such as:
  - i. Tony, you look like shit
  - ii. Umm, that food would go down well with a beer
  - iii. To the passing hordes of cyclists looking down at the road spray and eastern cyclists on the footpath...yep, we have plenty of food and its great with beer. Are you guys hungry? Plenty more where that came from. It's great apple pie!

Tips for Tony and Around the Bay

1. With the current drought everyone appreciates your conservation efforts. BUT when its 33C, hot north wind and you are cycling 200km drinking water is okay.
2. When throwing up always avoid the path of your fellow "Round the Bay" cyclists
3. When throwing up again, and again, and again...try to miss your cycling shoes. Phew, and you thought they already smelt bad!
4. Gatorade, Red Bull, apple pie, beer and your own herbs and spices do not smell nice.
5. Your effort to spray away from your clubmates is much appreciated...do not be concerned about the looks of the 1000 or so of other riders. You'll never see them again.
6. Red Bull is not as good as water...but we think you have worked that out by now.
7. Trying Red Bull for the first time ever after 120km cycling is not recommended.
8. Under no circumstances mix Gatorade, Red Bull, apple pie and beer.
9. When you miss the alarm and wake up at 6.00am when everyone else is leaving Port Melbourne perhaps you should have read your stars for the day. They probably said...An ideal day for pottering around the garden and playing with the kids."
10. No matter what lengths you go to never, ever try this in front of the handicapper. He will not be fooled. You have been promoted to B grade.
11. Pale grey is not a good look.

**Other Results, etc.:**

Congratulations to Alan Sandford (life member) who took silver in the UCI world 500 meter time trial at Sydney last week.

If you have a result or an announcement you would like to share please forward it on to me (nigel.kimber@bigpond.com) and I will include it here.

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