



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter June 21st 2008

Eastern v. Southern - Ike Collings Memorial Shield Graded Scratch Races – Yarra Junction – June 14th

Race report.

Dateline Melbourne Saturday June 14; In what could only be described as a display of brute force and sheer weight of numbers the Eastern Veterans Cycle Club wrested the Ike Collings Memorial Shield from the Southern Vets. On a day more suited to a UK premier league football match than a bike race, ninety-seven competitors turned up to Yarra Junction to support their respective club (68 Eastern, 29 Southern).

As the day's proceedings were dominated by riders from the Eastern club so the skies were dominated by cloud. The wet roads, the cold air temperature and the intermittent showers that punctuated the afternoon, making for less than ideal riding conditions. However this didn't stop those who made the journey to Yarra Junction for the 2008 version of the Eastern v. Southern Road Race from giving it their all. A slight easterly wind, noticeable as a head wind on the outbound leg, made the going tough and as the road headed up into clouds sitting low over the 'bump' the race turned back to Yarra Junction with the wind contributing to some high speeds on the return leg.

Full credit must be given to the riders from Southern Vets, seriously outnumbered they didn't capitulate and were often on the offensive.

At the post race presentations you couldn't have wiped the smile from Ron Stranks' face with 60grit sand-paper but he did sober up when saying a few heart-felt words about the man in memory of whom the shield has been named - Ike Collings; an honest and honourable man who would never shirk a turn and who loved his cycling. Ike is missed by those who knew him.

Lorraine Collings was in attendance and in her few words at the presentation of the shield to the Eastern club captain she thanked both clubs for their support and friendship and expounded the need for everyone to have regular health checks for the sake of their loved-ones.

In the spirit of the event all entry monies were donated to charity, a thousand dollars going to The Heart Foundation.

A small contingent of the two clubs' elite set off for two laps of the circuit. Not to be intimidated by the overwhelming odds and with a rush of young blood and impetuosity Justin Davis (Southern) jumped the field early leaving Peter Campbell to block the chasers. The responsibility of the chase fell to Phil Smith who picked up Peter on his way past and bridged to Justin, the pair riding past Justin to form a break of their own. With Justin back in the fold Phil Cavaleri set about upping the ante by bridging to the lead pair and upon reaching them the two Phils started working together to establish the break.

The imbalance in the break stirred Peter O'Callahan into action but all he did was tow Tony Chandler and Roy Clark away from the others. Then as he tired Roy was able to use the platform to launch himself into the void and toward a three against one break - not good odds for Southern. Justin set about trying to rectify the situation but with his arch-nemesis (Guy Green) stuck to his wheel it was soon two against one (Phil & Phil v. Peter), followed by another two against one (Guy & Roy v. Justin) and four against two at the rear.

At the first turn the leaders were a couple of minutes clear of the second group who, in turn, were a couple of minutes ahead of the remainder, the last bunch having basically shut down for the race. Mid-field the need in the chasing trio was with Justin and as he tired Roy and Guy started hitting him until he had nothing left and dropped out of the race, Guy and Roy pulling away to pretty much ensure that Eastern were going to get at least three of the four lots of points on offer. Meanwhile in the leading trio the two Phils had been working Peter over but his tenacity saw him match anything and everything thrown at him until the Eastern pair decided to conserve their energies to consolidate the break, unsure of the situation behind, and save themselves for the finish.

At the end of the first lap the leaders had increased their lead to around five minutes, the chasers were down to two with Justin falling away and the remainder were enjoying the scenery, staying out there just in case a mechanical ahead brought them into the action. An agreement in the lead group had Phil S. do most of the work on the second outbound leg, burying himself to assure the break's success and saving the other Phil for later. A couple of attacks by Phil C as the race neared the final turn hurt Peter but dropped Phil.

a-grade (8E – 4S)

With only the one Eastern rider to contend with Peter Campbell became the aggressor but the tactic of saving Phil Cavaleri's legs paid off, Phil able to respond to everything Peter tried. The constant variation of pace by the leaders allowed Phil Smith to time trial back to their wheels, closing a substantial gap to catch the leaders around the half way point and it was again two against one. A short rest and Phil S. was again at it, hitting Peter on the ups to soften him up for the finish, the last effort taking its toll as he watched Peter ride by and up the last incline, Phil C. stuck to his wheel.

Meanwhile down the road Guy and Roy had finished catching up on the gossip and started to put in to ensure they stayed away from the remainder (who were no threat - ed.). And further back down the road the remainder continued to take in the scenery.

Back at the finish, having gotten clear of Phil Smith, Peter made every effort to get away from the other Phil, but in a display of masterly timing Phil Cavaleri held his wheel to within metres of the line before stepping out and around to take the points. Phil Smith following a hundred metres or so behind content in the knowledge that the pair had done everything they could have done to get the result. Almost five minutes later Guy led Roy across the line to give Eastern an eight point to three start to the day.

b-grade (17E – 7S)

In hindsight we were probably lucky to get the result in b-grade that we did. There was no organisation, no coordination, no plan, just sixteen individuals taking on a group of seven. Despite the lack of structure there were the unwritten and unspoken rules that ensured we didn't give the race away.

The race headed off into the damp dim conditions at a leisurely pace, the first kilometre or so being used in lieu of the warm-up that didn't happen. Eventually Nigel Kimber got sufficiently embarrassed at the pace he and his new found friend, Mark Withers, had been setting and upped it to race pace, stretching the bunch into single file.

Through Gladysdale the followers were content to follow and the leaders content to lead, the colour of the numbers at the front changing regularly as one club or the other felt there side was not represented enough. On the first journey out to Powelltown there were a few attempts by Eastern riders to get away, Craig Everard riding off the front, Peter Shanahan and Ian Smith charging down the outside of the bunch on separate occasions and propelling themselves fifty metres up the road before waiting to see what happened. What happened was that another Eastern rider would set off to join them only to be chased by a Southern rider and the whole bunch.

Despite being outnumbered Southern also put the odd rider up the road but the likes of Nigel and Thorkild Muurholm or Frank Nyhuis ensured that they weren't there for long. The return journey was a copy of the outbound leg, albeit a bit quicker, with the odd un-coordinated attack getting away but losing momentum and being chased down by the opposing

club. At the end of the first thirty kilometres it was still a full bunch that rounded the cone and headed out for the second time. The Southern legs probably a bit more weary than those of their Eastern counterparts and certainly more so than some of the Eastern riders who had nominated themselves as designated sprinters or lead-out men and were waiting patiently for their turn.

Again the outbound leg followed much the same pattern as the first sojourn along this stretch of road. A break by Nigel around half way out had him nearly out of sight in the gloom of the wooded section but under-prepared legs meant the Southern led chase didn't have too much trouble returning him to the fold. Further attacks by Ian, Peter, Kevin Starr and Bob Lewis kept the Southern chasers on their toes and moves by Phil Purdham, Mick Bodner, Dana Anderson and Mark Withers keeping the Eastern domestiques' heart rates up.

On the way back for the last time there were a few more moves up the road by the usual suspects - both Eastern and Southern, but things also started getting organised. Word went along the bunch that Damian Burke was protected and to provide him a lead out at the finish. A request came from Quentin Frayne to get him in the first five wheels over the last crest before the finish line came into view and then provide the lead out to the start of the sprint. There was also the suggestion that we build a wall across the road behind five Eastern riders. Then as the bunch was just about to clear the wooded section Ian Smith requested a lift to the head of the race. Slipping into Nigel's slipstream Ian enjoyed a tow to the front and beyond, a switching of positions and a glance under the arm gave rise to calls of encouragement to keep it going. Another swap and the chase bunch was split but getting closer and as the lactate levels maxed out the break was over, the resultant slacking of pace seeing the second half of the bunch re-join and it was as it had been before.

Another Southern attack at Gladysdale had the bunch stretched out then concertina back as Eastern riders responded. The bunching up catching Nigel Kimber on the left and with his promise to get Quentin to the front looking unlikely to be met there were some anxious moments as he extricated himself from the situation he was in. Once free (and with Quentin on his wheel) Nigel's total lack of timing kicked in and he headed up the bunch - two kilometres from home and about one from where he should have started the move. Nigel's legs started to fade at the point he was supposed to start the lead-out and a second line started up the right hand side of the road - a line of white numbers (Eastern riders). Quentin was able to get across to that line and continue his run to the finish. Predictably the new line slowed as the road headed inextricably up toward the finish and another line (again of white numbers), led by Stuart Bendall, appeared on the right. A wink and a nudge and Quentin was in the new line, slotting in just ahead of Kevin Starr, the head of the race dominated by Eastern riders. No sooner had Quentin settled into the new pace line than Damian Burke started the dash for the line in earnest.

Still a long way from the line Damian left his lead-out-man's wheel and started the sprint proper. Quentin, having just gotten out of the box responded from a couple of wheels back, the pair streaming up the road with the other fancied sprinters in hot

pursuit. Damian holding his couple of bike lengths advantage as they closed in on the finish line but as the gradient dragged on the edge on Damian's speed tempered and Quentin overhauled him before the line. Damian hanging on for second, Kevin Starr, having had the luxury of following Quentin - third, Rob Truscott - fourth and Nick Tapp, out of the points but rubbing it in - fifth.

Figures for the race; 59.3k at 37.4kph

c-grade (9E – 5 S)

Matt White had the troops well organised with early initial forays up the road by the Steves Short and Fothergil, Andrew Neilsen and Anthony Gullace that were intended to soften the under-manned Southern contingent. The southern riders shared the chasing duty around effectively but the constant chasing began to take its toll. An effort by David Hyde into the gloom of the wooded section half way out to the first turn was not immediately chased and David enjoyed a couple of kilometres time trialling and putting a little more hurt into Southern legs. The chase eventually pulling him back before Powelltown only to have Steve Short and Andrew Neilsen counter attack, this close to the turnaround Southern were forced to respond immediately and at the turn the bunch was together.

On the return to Yarra Junction Captain Matt unleashed phase two of the three stage plan, sending pairs of riders up the road; David Hyde and Tony Curulli, Anthony Gullace and Trevor Coulter, and Steve and Steve, or variations on the pairings. It was the final attack by Steve Short and Trevor that broke the bunch's back - in two places; two Eastern riders away, less pursuants one - a group of five (three Eastern (Tony & Tony & J Murphy) and two Southern (Rod Potts & Gary Stopar)) and the remainder. It wasn't long before it was two groups, the leaders backing off a bit to wait for the first bunch of pursuers, and there ended the second stage. With the break established and his knee softening Steve Short eased up and fell back to the second group to assist in controlling the remaining two Southern riders - six away, eight following.

(There is a little discrepancy as to the formation of the break, one version has Tony Curulli attacking around the half way point to get a gap and Anthony, Trevor and J Murphy bridging across with the two Southern riders. Regardless the result was the same six away (four Eastern, two Southern) the remainder marking time)

And that was how the race took the bell, a bunch of six (4E-2S) followed by the remaining eight (5E-3S). With solid legs in the lead bunch the Eastern riders in the second bunch simply sat on and covered any attempt by a Southern rider to bridge to the lead group. Mid-way through the third leg an attempt by Rod O'Dowd to do just that was marked by Andrew Neilsen and with no help from Andrew the pair stayed in no-man's land for the remainder of the race, Matt, Steve, Steve and David being left to look after the last remaining Southerners.

On the road out to Powelltown the Eastern riders in the lead group took it in turns to inflict hurt on the Southern pair. Despite the many attempts to break their spirits the Southerners picked up every gauntlet and there were still six in the group at the final turn. Soon after the turn Anthony and Trevor managed to get a gap that they held for a couple of kilometres, making the Southerners work to bring them back. Next it was Tony who jumped, again testing the opposition's legs and allowing his team mates some recovery time. Time well spent by Anthony who countered the juncture to get a big gap that had the visitors scrambling and struggling for a couple of kilometres until they brought it back together.

The next move by Trevor was covered immediately by Rod Potts, Anthony having enough to go with it, the other two content to sit back and watch Gary Stopar. Over the last two kilometres Trevor maintained a solid pace that kept Rod on the limit yet allowing Anthony to slowly recover. A small effort on the climb to the finish was enough to finish Southern's quest for a top two result, Trevor riding away for the win and Anthony coming off Rod's wheel for second and denying Southern of those points also.

A couple of hundred metres back the race for the last point came down to a sprint and Gary showed enormous character and tenacity to win that from the two Eastern riders by the smallest of margins. Given the odds and the working over the two Southern boys received it was a very good ride by Rod and Gary to finish in the points.

d-grade (16E – 6S)

no report.

e-grade (10E – 4S)

John Thompson got things under way early, jumping fifty metres up the road to start the punishment of the small Southern contingent. Not a lot of response from the bunch so Juanita Cadd set off to join him. This prompted an immediate response from one Southern member that had three riders up the road, a situation not to the liking of Mick Paull who was after a clean sweep. Mick organising his riders to bring the threesome back to the bunch. Having a reunited bunch Andrew Buchanan had a dip but was chased down, allowing Peter Mackie to counter the move and grab a handy lead over one of the small inclines half way out to Powelltown.

With one away, and after a little rest, Andrew was again off the front - no response from Southern. Sensing the moment Brian Gulliot took off after Andrew, who was still after Peter. Brian catching Andrew, the pair then riding up to Peter, the threesome then working together to build their lead to around one hundred and fifty metres. This was much more to Mick's liking and he ordered the troops to peg things back a notch. It fell to Southern's Steve Jacobs to try to bring the three leaders back. A job he almost succeeded in doing, the gap dropping right back just before the last little descent into Powelltown. An effort by Peter over the crest in an attempt to stay away cost Andrew his place with the leaders but succeeded in keeping the now leading pair away from the chasers at the first turn.

Sharing turns all the way back to Yarra Junction Peter and Brian's pace was quick, unfortunately the chasers pace was also bolstered by the down hill nature of the road and the slight tail wind. So no real ground gained. Out of Gladysdale John Thompson attacked and broke away in a quest to join the lead pair, then on the climb to the bell Neil Cartledge did likewise, taking advantage of the tired Southern legs, to also get clear before the turn. It took about a kilometre for Neil to catch John then the pair commenced bridging up to the leaders. The two chasers catching the leaders before Three Bridges to make it four away and making Mick Paull very happy.

After exchanging pleasantries the now bolstered lead group set about ensuring the clean sweep, rolling into Powelltown around half a kilometre clear of Andrew Buchanan who had jumped the bunch half way out and was holding a comfortable couple of hundred metres over the remainder. With time and distance running out Southern picked up the pace on the return leg but with tired legs and relatively fresh Eastern legs eager to chase and sit on anything that remotely looked like an attempt to threaten the club's dominance their quest was doomed.

As the race came back through Gladysdale, for the last time, the effort of the day was beginning to show in the lead group, the turns were getting longer and the gears getting lower as the four dragged their steeds up the dead road through the village and into the last couple of kilometres. But they'd done enough, the chasers weren't going to catch them, there was talk in the group about splitting the cash – a moot point given that the day was for charity. Over the last couple of kilometres it was Neil who guided the team home. But, not convinced about the money, Brian positioned himself for the finish and timed his effort well, beating Neil to the line. Peter and John rolling in not far behind happy in the knowledge that they had contributed to a smile that would be hard to wipe from Ron Stranks' face.

f-grade (8E – 3S)

Another mismatch of numbers in favour of the home side put the odds in Eastern's court. With only thirty kilometres to complete the pace was up from the get go - no holding back for later in the race. Peter Webb and Z Gawronski doing a lot

of the pace setting for Eastern, Ron Peterson of Southern matching the Eastern pair at the front of the race. There were no attacks on the road out to Powelltown, but a few surges over the small bumps had the bunch stretched to its limits, the lanterns rouge managing to couple back on on the slight descents. As such, it was the whole bunch that went into the Powelltown turnaround together.

The plan; Peter and Z. would attack just after the turn, work together and hold their advantage to the finish, ensuring eight of the available eleven points. Alas, there must have been a mouse somewhere as Southern were up to the challenge and even though the pair jumped to a good lead they were summarily chased down. Plan B; allow Eastern riders to ride up the road whilst making yourself fat – wear the Southerners out. Not a bad plan but the visitors were up to the challenge.

Laurie Bohn had been conserving his legs and, despite having done a bit of chasing and recovering, it was decided that Brian Farrell would provide him with the lead-out. And so it came to pass that, at the foot of the incline before the drop to the start of the climb to the finish, Brian took up position and started the march. Over hill and into dale he went, Laurie on his wheel.

But another mouse, as Peter Webb has backed himself from way out and taken everybody by surprise, everybody that was except Ron Peterson who was quick to react and give chase. Brian could do little but watch as the pair battled it out on the slope of Yarra Junction. Peter prevailed giving the big points to Ronnie (Stranks), Ron (Peterson) taking the next three points before Ashley Willox crossed for third. Ashley having reacted almost as quickly as Ron but being further back in the bunch had further to travel. A tight sprint for the last point on offer went the way of Southern's Darren Eastwood. As for Laurie, well his sprint was upstaged by Peter's move and then went to dust (or was that mud) as he tried to get through to the leaders.

Stop Press

Note the change of dates for the Formtech - Rob Graham memorial Time Trial and the Victoria State Home Loans Group Handicap. The time trial has been postponed a week and the handicap brought forward a week. Both events are to be held at their original location so we are racing a handicap at Steels Creek on the 12th of July and a time trial at Yarra Junction on the 19th. The club apologizes for any inconvenience this may cause.

Results

| | First | Second | Third | Fourth | Pts |
|-----------------------|--------------------|---------------------|-------------------|---------------------|-------|
| a-grade (8-4) | Phil Cavaleri (E) | Peter Campbell (S) | Phil Smith (E) | Guy Green (E) | 8-3 |
| b-grade (17-7) | Quentin Frayne (E) | Damian Burke (E) | Kevin Starr (E) | Rob Truscott (E) | 11-0 |
| c-grade (9-5) | Trevor Coulter (E) | Anthony Gullace (E) | Rod Potts (S) | Gary Stopam (S) | 8-3 |
| d-grade (16-6) | Mark Gardner (S) | Dave Worland (E) | Jim Kemf (S) | Stuart Campbell (S) | 3-8 |
| e-grade (10-4) | Brian Guillot (E) | Neil Cartledge (E) | Peter Mackie (E) | John Thompson (E) | 11-0 |
| f-grade (8-3) | Peter Webb (E) | Ron Peterson (S) | Ashley Willox (E) | Darren Eastwood (S) | 7-4 |
| Total (68-29) | | | | | 48-18 |

Officials

Thanks to Graeme Parker, Ronnie Stranks and Bill Upston who were on the desk taking entries, and to Keith Bowen and Ronnie who got us underway and recorded the finish with the help of others including Mark 'lefty' Wallace. As always many thanks go to those out on the course that make it possible for the rest of us to race, this week we had Mark Granland, Phil Cox, Graham Haines, Nigel Frayne, John McLeod, Tim Crowe, Alan Cunneen, Adrian Darcy, Ann-Marie Darcy, Peter Gray, Peter Davidson all under the direction of Greg Lippie. Thanks also to JC for bringing the trailer and to Peter Mackie who was on hand with the drinks.

Eastern Vets Program

| | | | | | |
|---------------|-------------|-----------|---------------|----------------------------|----------------------------------|
| Saturday | June | 21 | 2:00pm | METEC | Graded Scratch Races |
| Saturday | June | 28 | 2:00pm | Macclesfield | Graded Scratch Races |
| Monday | June | 30 | 8:00pm | Maroondah Club | General Meeting |
| Saturday | July | 5 | 2:00pm | METEC | Graded Scratch Races |
| Saturday | July | 12 | 2:00pm | Steels Creek | Group Handicap |
| Saturday | July | 19 | 2:00pm | Yarra Junction | Rob Graham Memorial Time Trial |
| Wednesday | | | 10:00am | The Loop – Yarra Boulevard | Scratch Races + post race coffee |

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 | June | 22 | 9:00am | Crib Point | Graded Scratch Races * |
| * Sunday | June | 29 | 9:00am | Lang Lang | VVCC Road Championships * |
| Sunday | July | 6 | 9:00am | Casey Fields | Graded Scratch Races |
| † Saturday | July | 12 | 9:30am | Lang Lang | 2-day tour; TT & GSR* |
| † Sunday | July | 13 | 9:00am | Cora Lynn - Modella | 2-day tour; GSR & BBQ* |

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

* Due to Victoria Police requirements competitors for these events must have a flashing red taillight and a white headlight.

† The Southern Vets Two Day Tour requires pre-entry, entries close 7/7/2008.

Northern Vets Program

| | | | | | |
|--------|------|----|---------|------------------------------|----------------------------|
| Sunday | June | 22 | 10:00am | Avenel Road, Seymour | Tom Stewart Handicap (64k) |
| Sunday | June | 29 | 9:30am | National Blvd, Campbellfield | Graded Scratch Races |

Victorian Veteran Cycling Council Program

| | | | | | | |
|--------|------|----|---------|---------------------------------|--|----------------------------|
| Sunday | June | 29 | | Lang Lang | VVCC State Road Championships Note: Due to Victoria Police requirements competitors for this event must have a flashing red taillight and a white headlight. | 22/6 - \$15 29/6 - \$20 |
| Sunday | July | 6 | 10:00am | Kilfeera & Samaria Rds, Benalla | Hume Vets handicap, 56k | 30/6 - \$15 |

For your calendar

| Date | Location | Event |
|------------------------|-------------------------|---|
| 12/7/2008 - 13/7/2008 | Lang Lang/ Cora Lynn | Southern Vets Two Day Tour Day 1; 22k ITT and Road Race (A-D – 66k, E & F – 44k, G - 22k) Day 2; Road Race (A-E - 72k, G - 50k) Entries are \$40 with the secretary and close 7/7/2008 |
| 30/8/2008 31/8/2008 | Halls Gap | Grampians VCC Graded Scratch Races VVCC Handicap A great weekend of socialising and cycling Contact Ian Smith for details or expressions of interest. |
| 19/10/2008 | Melbourne | BV Around the Bay Nigel Kimber will be leading a 250k group, there will also be a group going to Sorrento and back. |

Other Results, etc.:

Social Rides

Looking for a few extra miles to hone those legs? There are several social/coffee rides each week that club members enjoy;

- For the hard core flat track roadies there's Beach Rd on a Sunday morning. Departing from the Southern end of Renfrey Gardens, St Kilda at 8:00am, the ride goes to Frankston with a regroup just the other side of Mordialloc, a rest at Frankston with the option of doing Oliver's Hill and then returning to St Kilda for a coffee. Total ride time is around two and a half - three hours, average speed 30kph.
- For those who like it a bit bumpier there's the one in twenty - plus a bit. This ride starts from the shops at The Basin 8:00am Sunday mornings, heads up the 1:20 before continuing up through Sassafras, Ferny Creek and Kallista to Emerald for a well deserved coffee and maybe some cake. The ride returns to the bottom of the slide via Monbulk, Olinda, 'the wall' (that second piece of cake may have been a mistake) and Sassafras. In all it's around 45k that is completed at an easy b-grade pace in around two and a half hours, riders regrouping at the top of each major climb
- For those who like it dirty there's the Warby Trail, again 8:00am Sunday morning this ride starts outside the Cog café in Mt Evelyn and follows the rail trail to Warburton, arriving around 9:45, where the group has a table reserved to enjoy a coffee before returning to Mt Evelyn around 11:30-12:00, ride distance is typically around the 70k mark although maybe a bit longer if an additional loop along the river is included at Warburton. Mountain bikes are recommended. For details see Hylton Preece or Graeme Parker on any race day.
- If Sunday's too far away, there's the alternative Wednesday Warby Trail Ride from Mt Evelyn, starting 9:00am (sometimes earlier) from outside Cog Café on Monbulk Rd (near Marshall St). There's coffee at Warburton before backtracking to the beginning, ride distance is around 65k and gets back about 1:00pm. Again fat tyres and comfy seats are the recommendation.
- And for those in between there's the Yarra trail ride that runs to the city with a 30 minute coffee and cake break at South Bank. Approximate distance 60km from Lower Plenty. Meet at various points along the bike path, 8:30am Bonds Road Lower Plenty, 9:00am Burke Road, other points as you wish. Start times will be 30 minutes later when daylight saving ends. Enquiries can be made of Keith Bowen 9439 8013

If you want further information on any of these rides catch me (Nigel) at a race meet and I'll refer you to ride regulars.

NOTE: These are social rides, not races, not even training rides, the aim is to work out the lactic acid from the previous day's exertions whilst getting to know your fellow club members.
