



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter July 5th 2008

Graded Scratch Races – Macclesfield – June 28th

Race report.

The mild (ish) conditions around the burbs had a few setting off for Macclesfield under the impression that it would be a pleasant afternoon's racing. Unfortunately the country air was a little cooler than its suburban brethren, the breeze though was no stronger and the 72 riders who turned up had a cool but not uncomfortable race. The numbers for the day bolstered by a significant contingent of Southern riders who, lacking a race of their own (VVCC State Championships), made the short trip North to join us.

The breeze blowing from the North aiding the slightly uphill return leg, relatively freshly laid road surface of course grade aggregate a kilometre or so into the race had a few concerned about the 120psi in their tyres and a few others worried about climbing back up the dead surface.

a-grade

Cresting the hill from the school, and barely out of the control section, Tony Chandler put the hammer down on the first descent to quickly build a handy little gap. An observation in the bunch that Tony did the same thing last time at Macclesfield, and that he stayed away the whole race, spurred Mick Jamison into action. After a couple of kilometres hard chasing Mick made Tony's wheel and the pair set about sharing the load. With two up the road Guy Green made several attempts to bridge but each was covered by the bunch so, rather than drag the bunch up to the break he sat up to try again later. After one such surge Phil Smith continued up the road unattended and so it was that, soon after the one became two, the two became three, Phil joining the party at the head of the race. At the first turn the trio had a good break of a couple of hundred metres and were looking settled.

On the return some hard riding finally saw the chase bunch shatter; Guy getting clear with Roy Clark and Stefan Kirsch the threesome putting in some serious turns to both stay away from any effort behind to regain their wheels and to catch the trio ahead. The former a forgone outcome as there was no group behind but a string of single or paired riders struggling after the early onslaught, the latter achieved as the race approached the cone to start the second lap. The sextet, turning with forty-eight kilometres to run, had a while to wait to witness the carnage they had wrought, some shattered cyclists struggling up the hill to the turn.

For the leaders the second and third laps were run at a cracking pace, the six working together to consolidate their break and to prevent one (or two) of their midst from trying to spoil the party. A few accelerations up some of the inclines on the third lap tested the legs and had a few struggling, Mick being one who found himself calling in the man ahead to do his turn. Roy also finding himself in trouble on the climb to the bell, conceding around twenty metres at the turn but able to find enough to catch the quickly descending bunch before they settled back into their rotation.

Cramping from the earlier exertions, and with Stefan putting in some extra accelerations on the inclines of the last outbound leg, Mick's legs seized up and he let the five go to limp home as best he could. The other five kept the pressure on with more accelerations to try to shake another one or two loose and improve the odds but all were up the task and it was an elite bunch of five who started the last climb to the finish. A last ditch attempt by Stefan to break the shackles and up his chances half a kilometre from home proved fruitless and he led the others out until his legs could give no more, Roy opening the sprint two hundred from home with Guy covering his wheel. Turning the tables on last week's result Guy rolled Roy on the line, Tony following in in third with Phil Smith and Stefan crossing the line not too far behind.

b-grade

The first lap was fairly tentative with nobody prepared to commit to a fifty-plus kilometre breakaway but this didn't stop Peter Shanahan from making his usual forays up the road, more to get a head start up the inclines than to initiate any response. The initial kilometre of the return to Macclesfield was even more tentative as the neutral period after the turn extended to the foot of the climb; nobody keen to expend too much energy before being called upon to get out of the saddle and slog it up the hill.

Over the first lap it was the usual suspects at the front – Frank Nhyuis, Anthony Gullace, Steve Ross and Thorkild Muurholm, Nigel Kimber getting into the spirit of things on the return and Ian Smith coming through strongly when the pace seemed to be slowing down. Glenn Pascall, fresh up from c-grade, not afraid to get in the mix either. As the lap drew to an end Peter Shanahan made an effort up the right hand side of the bunch, the prospect of a photo opportunity and the desire to please his fans driving his legs to unaccustomed hill climbing efforts.

Soon after the start of the second lap the bunch was down to thirteen, two riders dropping out Martin Stalder with a puncture and one other. The little climb after the initial descent saw the first serious move of the race with Frank riding away from the bunch. A kilometre down the road an effort by Nick Tapp had him across and the pair started swapping turns in an effort to stay away. The bunch, although not organised, also swapped off to keep a relatively fresh set of legs on the front and the breakaway under control. As the far turnaround approached the chase pace increased as the impetus to not excuse them from a neutral period also increased and it was all together as the bunch rounded the turn to head back for the second time.

Another easy ride to the foot of the climb, another struggle up the climb - riders spread across the single lane trying to maintain momentum and cadence, once over the top a mad dash to catch the wheel in front which had somehow mysteriously gotten away. On the way back Thorkild managed to get a gap and was allowed his time away, nobody keen to get involved in a breakaway with more than half the race to run (or two more of those climbs). The bunch finally bringing him back as the road started its inextricable way up to the half way point.

At the half-way turn Nigel led the almost still complete bunch around the cone and rolled off down the hill, head down, bum up waiting for the others to catch him. Mass plus gravity plus negative incline makes for some easy riding and it wasn't till nearing the bottom of the slope that Glenn Pascall rode up along side, the bunch on his wheel. Nigel wasn't finished yet, his momentum getting him ahead again as the road finally bottomed out and the undulating run to the far turnaround started.

Having felt the wind in his face Nigel thought it good to be at the front and that it might be time to inflict some pain, a little rise, a little acceleration and a little gap. A gap that had the remainder digging deep to stop it from blowing out then deeper still to bring it back a kilometre or so down the road. Upon reunification there was no counter attack, just a collective gathering of breath and a significant drop in pace. The next little incline and with a quiet cry of "FREEDOM!" Nigel went again, again eliciting a response from the bunch, another kilometre of chasing and it was back together, this time the bunch sitting on Nigel's wheel rather than letting him sit in and recuperate. Keen to lead the charge down the hill and into the turnaround Nigel kept the foot down cresting the lip with clear road in front and twelve riders behind. At the bottom there were a few in front but by the next crest he was back on the front and leading the full set of b-grade riders through the turn for the leisurely ride back to the bottom of the hill.

This was the stage to launch the winning move - it didn't come. With no intent Nick, Frank and Nigel crested the top a couple of metres apart and a couple ahead of the next rider, calling on their lactate infused legs they tried to garner a gap - no joy. The majority of the remainder having enough to respond over the rim to make the break too heavy to work. The minority of the remainder scrabbling back onto the now

tempo-riding bunch. The ride to the bell was done at a fair clip, moves up the road by Peter Shanahan, Wayne Doherty and Thorkild Muurholm each eliciting their own form of response, Steve Ross, Ian Smith and Frank Nyhuis all doing big turns to ensure the bunch took the bell as one.

Into the last lap and again it was Nigel leading the FBS down the hill, this time there wasn't the desire to hurt and he happily shared the pace setting duties out to the final turn, the relatively consistent change of legs at the front ensuring the pace stayed honest. Another turn, another neutral period and another relaxed roll to the foot of the climb for the last time. Surely this time there'd be a move - no, the bunch were happy to follow big Steve Ross up the hill, Wayne Doherty out of the saddle and over his handle-bars like a praying mantis over its prey. With the hill behind the pace was maintained at a fair rate for the first half of the return until Glenn Pascall found himself on the front and wondering why. Nobody was keen to relieve him of the position and the pace dropped as he tried to encourage someone else to take a turn, no go, everybody biding their time, waiting for something to happen. They didn't have to wait long, Nigel jumping from around fourth wheel, Frank and Nick Tapp in tow. It was a short-lived break, the bunch responding quickly, a second wind attempt by the breakers failing to break the spirit of the chasers and the writing was on the wall - it was going to come down to a bunch kick.

Less than two kilometres from the finish and it was Nigel back on the front and pushing a punishing pace, but mass plus gravity plus incline makes for a hard slog. Legs heavy with exertion it was time for a new leader and Nick Tapp found himself in a position he didn't want to be in - on the front. Riding tempo Nick took the bunch to the town limits, then matching a challenge before dropping down a gear and powering away up the hill. Once away Nick was never threatened but Thorkild, Anthony Gullace and Frank Nyhuis were all taken by surprise as Ian Smith stormed past on the right to cross the line ten metres behind Nick in second, Thorkild holding off Anthony and Frank for third.

Figures for the day: 63.5k in 1hr 55, an average of 33kph even.

c-grade

Fresh from surgery to remove the plate from his collar bone Nigel Frayne had his first hit out since his accident early this year.

The hour of contemplation as we drove out to Macclesfield didn't help the confusion I felt about where my form sits or what I should be trying to do. What was I even doing there only one week after surgery? The colonel gave me a smile and asked what was I going to do - his pen poised over the B grade list. I proposed trying to hang in with C and he was compliant. Neither of us really had any idea.

So the blue caps rolled out for 3 laps in relatively benign conditions. While the fingers did get a bit chilled in the short gloves the rest was comfortable in leg and arm warmers - plus toesies! Lap one was pretty uneventful and I decided to stick up the front and out of harms way. A few turns and a sneaking peak at the company didn't reveal much, though I did note the

three Southerners looked likely types. I'm pretty sure I've experienced Mr Cofidis out here in the past. With only some minor leg stretching the first lap is completed gruppetto.

On the outward leg of the second lap - the first of the semi serious attacks, Steve Short solo. He's reeled back in and I don't recall any other attempted escapes. At the outward turn I decide to roll up front and see who's got what on the climb. I set a pace that is as much as I'd want to give and in spite of a bit of gasping we seem to all still be there at the top. A little further up the road Steve Short has another go and while everyone is looking at each other I jump across to him and try to build a gap. It doesn't last very long and Cofidis man with his big mate, Rudy Botha, work to the front and keep the pace up.

On the bell turn we're all still pretty much together. However, as we undulate through the forest area a group of three has started to form up front. It was Nick Bird who went first followed a kilometre later by Keith Wade and Darren Joy. This looks dangerous so we unite to pull across the gap and shut it down. Having done a bit of work I decide to slink down the back for a while. As usual I hate it down there but stick with it as we make the turn. An attempted breakaway by Keith, Nick and Colin O'Brien just before the sharp descent had the bunch panicked for a brief moment before a response saw everyone back together.

On reaching that first climb back Nick Bird goes for it. While the group pace increases slightly there is no real reaction and there is a silent but knowing smile when Nick blows completely and is gobbled up and spat out the back before the crest. Steve Short had another few goes on the way home but basically it's a big group that arrives in sight of the finish. The three Southerners are up ahead, Tony Renehan is in the mix, Nick Bird is there and a few others. I'm sitting wheels behind just trying to keep pace when Steve Short, who's been boxed in on the rails, dips out the back and comes right around in the sprint for the line.

Everyone reacts as best they can and while I feel I'm happy to settle for a finish, but suddenly I sense they're tiring and slowing. In one of those Twilight Zone decisions, I click down another two cogs and jump out of the saddle in a serious test for the titanium-free shoulder. It's working and I gradually pull past the tiring legs and fall into 3rd place just on Darren Joy's wheel. Steve Short, the strongest rider on the day, held on for a solid win. Good stuff and good to be back racing, even if maybe a week or two early. But the shoulder survived and things are looking up at last.

Figures for the race; 48.0km in 1hr 32, an average of 31.4kph.

d-grade

It was a fast start with Richard Dobson and Adrian Darcy taking turns to set a high pace on the way out to the first turn. Ben De Jong not making it that far, a puncture ending his race about halfway out. Richard Dobson another to suffer a puncture, this one at the turn resulting in some very ordinary handling that saw him out of the race and on the bitumen -

ego slightly dented. Richard's misfortune a relief for those who knew how hard he likes to go up hills.

Up the hill for the first time a Southern rider, who trains on the circuit, took off up the climb ahead of the bunch, but was quickly caught. After the exertion things settled down, the only excitement resulting from a momentary lapse of concentration that had Darren Darling off road, down a ditch, just missing a roadside post before returning to the bunch safely - just. At the last long climb to finish lap one the pace was lifted resulting in some riders being dropped, including the Southern rider who trains on this circuit.

The second lap was similar to the first but with a few more attempts to break away, all of which were covered almost immediately. The last attempt, by Adrian Darcy, a kilometre from the drop to the far turnaround, did gain a good break for a few minutes, the bunch catching back up just before the descent. Turning together the bunch headed back to tackle the climb en masse, once over the top Peter Mackie had a go at mixing things up - to see what would happen. Realising the group was not going to react he kept going until the bunch did decide to react. Upon coming back together Adrian again picked up the pace and nobody was willing to relieve him at the front until the final climb to finish lap 2. Adrian's hard work taking the sting out of some rider's legs, the group a bit split as it turned

The first quarter of the final lap looked as if all were happy to sit in and have a sprint finish. That was until Peter Mackie attacked about 4k's from the final turn; the bunch was slow to respond however Adrian and Ken Jackson rode up to Peter dragging the bunch with them. Not impressed Peter attacked straight away and this time the reaction from the bunch was minimal if any. Having descended towards the final turn and with the bunch not making any ground Peter decided to see if he could hold the bunch at bay until the finish. Having reached the final turn, the question would be does he have enough left in the tank to ride the last 8k's back by himself.

Having received words of encouragement from other grades, and surprisingly from D grade at the turn, Peter started counting down the k's to the finish line. The bunch made some ground on some of the climbs, however Peter maintained a reasonable lead. As the race got closer to the finish efforts were being made to chase Peter down, efforts that splintered the bunch. Upon reaching the final climb Peter could see the faces of his chasers and knew he had to dig-in, unfortunately, about 500 meter's from the finish Peter was passed not by one rider, but three! led by Dean Jones. Nick Hainal, having earlier cheered Peter on, realising Peter was not going to get the win he deserved flew by in pursuit of Darren Darling and Adrian Darcy over the final metres to take out second spot. Dean Jones having secured first with a very powerful ride up the last incline.

Peter's dream of his first win will have to wait a bit longer.

Figures for the race: 48k at an average of 30.5kph

e-grade

no report

f-grade

The casual ride out to the first turn was periodically interrupted as individuals made the most of the down hill runs to enjoy a serious turn of speed. The inclines on the other side ending the fun and seeing the stragglers hook back on. As a group they took the first turn and started back to Macclesfield. JC Wilson assuming the lead at the bottom of the climb half a kilometre into the return leg powered it up the hill. The uninitiated in the group took off in response, pushing their legs to the limit, the initiated in the bunch waited till JC blew and then, tortoise like, reeled him and his followers back in.

The trip back was fairly uneventful but did highlight the observation that the southern visitors were disinclined to like the inclines. The pace in the f-grade bunch was enough that they made inroads into the e-grade bunch ahead, Annmarie Darcy was keen to get up the road and mix it with them, but wiser (older – ed?) heads in the bunch advised that that course of action may result in a ride in d-grade the following week. The final climb to the bell stretched the bunch but it was as a bunch that race turned for the last lap. Annmarie, bringing up the rear of the peleton, was barely around the turn when the leaders put their heads down for a fast enjoyable descent.

It took Annmarie two kilometres of hard pedaling to get back to the bunch and when she regained her breath there was a rather one-sided discussion on the meaning of the word 'neutral'. Needless to say they waited at the far turnaround for everyone to be together before they restarted the race.

Which brings the race to the final eight kilometres, the first hill starting the sorting of the contenders from the rest. A few more surges and a few more inclines and it was down to a core group of five. Two kilometres from home it was four as Peter Kromen stopped to replace a dropped chain. Peter had been seen as the danger man by most of the members of the bunch. There was no gentlemanly conduct, no welcoming hand to the new member, just a concerted effort to get as far ahead of him as possible. It didn't work, Peter quickly remounting and nearly as quickly back at le tête de la course.

Back on his bike there was no stopping Peter as he rode away up the hill to a convincing win, Annmarie his closest rival, huffing and puffing and dragging the legs around to cross in second. Back down the road Brian Farrell was seeing dollar signs on the flag instead of cheques and forced his legs to push the long cranks and big gear to get his machine across the line for the last of the cash.

Post race wrap

The aim of the club is to provide safe, enjoyable road racing for veteran aged cyclists of all abilities. There are two core values at the centre of this objective; the first is to provide road races for members and the second is for that racing to be

safe. The ability of the club to provide these is up to its membership - you.

On the first count the club's ability to provide road racing is dependent upon its being able to secure permits to run races on the roads. Permits are issued by Victoria Police, Vic Roads and local councils, if any one of those bodies sees reason to not grant permission for the club to hold a race on the nominated roads then the club does not hold a race on those roads. The two main reasons for declining a permit are;

- dangerous conditions; one body or another deems that racing on those roads may pose a threat to the cyclists
- local sentiment; local residents may object to cyclists using the nominated roads, their only valid reason for doing so is if the cyclists pose a risk to themselves or other road users

To this end we need to keep the local residents on-side. To do this we need to behave ourselves on the roads, obey all road rules and have as little impact on the local traffic as we possibly can. Keep left, ride single file (especially if there is a "car back!"), ride predictably, call traffic through when safe to do so, thank the motorist for their patience.

We have already lost two circuits and are fighting to hold on to Steels Creek and are seeing the beginnings of problems at Yarra Junction.

It can not be stressed strongly enough, to continue racing road circuits we have to be careful and courteous on the road.

Respecting the rights of all road users.

On the second count, safety is up to you. The club can ensure you are wearing a helmet but they are not able to follow you around and catch you if you fall. Commonsense and common courtesy is all that is required. It's not a living we are out there chasing we are simply out there living and we all want to get home in one piece. It's not hard to ride safely; concentrate, ride predictably, do not brake suddenly, do not veer off line abruptly, do not 'half wheel' the rider in front. If you find yourself in a potentially dangerous situation use your voice to warn those around you of the situation. And in all situations **hold your line**.

If you witness a competitor riding dangerously there are procedures in place to deal with it.

- If there is a committee member in your bunch inform them of the behavior and let them deal with it.
- If there is no committee member in the bunch, politely point out to the offending rider that their behavior is unsafe.
- If the rider continues to behave in the unsafe manner remind them of their actions, suggesting better practice
- If they continue to ignore requests to change their behavior report them to the race referee (G. Parker) or any committee member at the earliest possible opportunity.

Riders who continue to ride in a dangerous or inappropriate manner may be disqualified from the race and/or suspended from racing with the club.

Common sense is all that's required. A little respect for those around you. Do unto others as you would have them do unto you.

Results

	First	Second	Third	Fourth
a-grade (12)	Guy Green	Roy Clark	Tony Chandler	
b-grade (15)	Nick Tapp	Ian Smith	Thorkild Muurholm	Anthony Gulace
c-grade (13)	Steve Short	Darren Joy	Nigel Frayne	
d-grade (15)	Dean Jones	Nick Hainal	Adrian Darcy	Darren Darling
e-grade (9)	Alan Hicks	Laurie Baigent	Werner Kotnik	
f-grade (8)	Peter Kromen	Annmarie Darcy	Brian Farrell	

Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries, and to Keith Bowen, Craig Everard, Andrew Ferridge, David Hyde, Jason Jack, Louise McKimmie and Jenny Tait who were stationed along the road to ensure we were not troubled by the traffic, all of whom were ably directed by Hylton Preece. Thanks also to JC for bringing the trailer, to Peter Mackie who was on hand with the drinks and thanks to Richard Dobson who is responsible for the roster and looking after helmet covers and numbers.

Eastern Vets Program

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
Saturday	July	26	2:00pm	Arthurs Creek	Graded Scratch Races
Monday	July	28	8:00pm	Maroondah Club	General Meeting
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	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*
Sunday	July	20	9:00am	Somers	Graded Scratch Races
Sunday	July	27	9:00am	Cora Lynn - Modella	Tracker White handicap, pre entry reqd

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	July	6	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	July	13	10:00am	Avenel Road, Seymour	Handicap (64k)
Sunday	July	20	10:00am	East Trentham	Handicap (44k)
Sunday	July	27	9:30am	National Blvd, Campbellfield	Graded Scratch Races

Victorian Veteran Cycling Council Program

Sunday	July	6	10:00am	Kilfeera & Samaria Rds, Benalla	Hume Vets handicap, 56k	Closed
Sunday	August	31	10:00am	Halls Gap	Grampians handicap, 61k	25/8 - \$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.

Committee Matters:

At the June committee meeting held last week the following points were raised and decided upon;

- For reasons of safety it is the recommendation of the club that riders have rear lights fitted to their bikes when racing the road circuits during winter, especially Yarra Junction and Macclesfield.
Lights and all other accessories (except bidons) must be removed for criterium racing - no pumps, under saddle bags, etc.
- If for no other reason common courtesy dictates that members rostered for duty inform the race controller of their intention to turn up - both if you are or if you are not.
If you can not make it inform the club at the earliest possible time so that the club can organise a fill in for you and/or organise for someone to fill in for you and inform the club of this.
To run road races we need permits, to obtain permits we need traffic management plans, traffic management plans stipulate numbers and locations of marshals and traffic controllers. If we don't have the marshals we don't comply to the plan, if we don't comply with the plan the authorities (Victoria Police, Vic Roads, local council) can stop the race and can refuse future permits.
- Riders are graded at the discretion of the handicapper; a rider may request to ride in any grade they wish.
A rider requesting to ride down a grade may be allowed to do so with the stipulation from the handicapper that they are NOT to 'participate' in the race; they must simply sit on the back of the main bunch.
Riders failing to comply with the handicapper's requirement will find it unlikely that they will be allowed to ride down a grade in future.

Rob Graham Memorial Time Trial:

Entries are now open for the Rob Graham Memorial 25 km Time Trial at Yarra Junction, July 19 starting at 2.00 pm. The event consists of a sealed handicap, a race against standard times for your age and the Eastern Veterans Time Trial Championships (age grouped). Race start and registration, Yarra Valley Secondary College Melway 288 G10.

Entries for this event will NOT be accepted on the day. Entries can be lodged with Keith Bowen or Graeme Parker at race meetings prior to the 19th or via e-mail.

Note: The TT championship is eligible to Eastern members only, competitors in the championship must have completed 3 rides with the club from beginning of the year to qualify. Riders are encouraged to have a tail light on their bike for this event.

Tuesday Night Training:

Nick and Mick (of Croydon Cycleworks) have instigated Tuesday night indoor bike sessions to which Eastern members are invited. Sessions are led by notorious taskmaster Mick Jamison using a number of ergometers which are ideal for training - all you need to bring are your own bike shoes and pedals (bikes are fitted with Shimano SPD mountain bike pedals) then you can adjust the bike to your preferred setup. We recommend a heart rate monitor if you have one.

When: Tuesday nights 6.45 - 8pm Allow a few minutes to get the bike setup

Where: Nicks house of pain unit 1/1 Milton Street Heathmont

Bring: Shoes and pedals (spd pedals provided), towel, water bottle, HR monitor

We provide: The bike, music and a session program with an instructor

You can bring your own bike and magtrainer if you prefer, or your own ergo if you have one.

RSVP a must as it's first in best dressed- we have 6 spare bikes at the moment with a few more on the way shortly.

Note: To cover the cost of the ergometers and their maintenance we are asking for a \$3 donation per session.

Other Results, etc.:

Congratulations to the following Eastern members who fared well at the Victorian Championships at Lang Lang last Sunday;

- Men; 30-44 - Simon Bone 2nd
- Men; 45-49 - Roy Clark 2nd, Guy Green 3rd
- Men; 70-74 - Paul Kelly 2nd
- Women; 40-44 - Louise McKimmie 2nd
