



# Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

**Newsletter October 16<sup>th</sup> 2010**

## Club Road Championships – Yarra Junction - October 9<sup>th</sup>

### Race report

Twenty degrees and a gentle southerly wind - near perfect conditions for racing, and with the circuit being in an east-west running valley it meant the breeze was going to do little more than cool riders as they rode.

Club championships, where d-grade riders get to pit their legs against the best in the club, an opportunity to find out just what it is like one or two grades up on the usual. A forty-two year span covering the sixty-four riders who registered to race in the nine age-group categories, all age groups from 35-39 to 75+ represented, the oldest man to compete - Rod Goodes at 80 years of age, more than twice the age of the youngest; Justin Davis & Rudi Botha (both @ 38). The women's division proved a little disappointing with only one lass turning up to compete (only 6 of the 11 female club members qualified and one of those was rostered on for duty).

Without the traditional slog over the bump race dynamics were changed and, on paper, it looked like most races would be decided by a small sprint, a gradual attrition culling the bunches till a core of higher grade riders were left to contest a sprint finish, lower grade riders winning if they managed to stay the distance.

### 35-39yo

With only two starters in this age group they were combined with the 40-44 year old crew. Justin was in a hurry, something about a play date in the park with another Ryder, and rode away from the start leaving Rudi Botha to the company of his elders. Justin time-trialing the race to comfortably take the win minutes ahead of those he'd started with. Rudi, on the other hand, had a comfortable race amongst the older age group and eventually crossed the line for second.

### 40-44yo (Tim Mortensen)

Clear skies, light winds and the news that we weren't going over the hill prompted a few of the bigger sprinters to come along and have a crack for the 40-44 group, but the flatter track probably disappointed some of the hill climbers. Even so, it was a smallish bunch of ten riders in the group. The main contenders; two regular a-grade riders, David Holt and Darren Darling and a few b-graders, including Ian Amsden (2nd in the Don Road Hill climb) and Chris Taylor, winner of the Rob Graham Memorial TT. The remainder of the group were a mix

of c- and d-graders having a go. Joining the group were also the only 2 riders in the 35-39 age group; Justin Davis and Rudi Botha. They were allowed to race with the group, but not allowed to go for the win or influence the race. Justin (interpreting the instructions in his own way - ed.) raced off at the start and was not to be seen for the rest of the race, whilst Rudi rolled along with the lead group for the first lap.

The pace on the way out was reasonably slow, with most of the work at the front being done by Darren Darling, David Holt and Ian Amsden. The remainder of the group seemed quite happy to sit on their wheels and conserve their energy. A few kilometres out from Powelltown David kicked up a small incline to remove some of the passengers, dropping Dean Niclasen and two others from the group and almost catching out Ian Amsden and myself, having just rotated to the back after a turn.

Coming into the turnaround point the bunch was split in two, a lead group of 8 (including Rudi) and a chase group of 3. Shortly after the turnaround Ian Amsden rolled off the front just as Darren Darling attacked on a small hill, putting Ian into trouble. The bunch responded quickly, jumping onto Darren's wheel, Ian recovering well to get back on after being initially dropped.

On the return leg of the first lap the majority of the pace making was again done by Darren and David, with Chris Taylor contributing some strong turns. Just before the last hill before the lap's end there was an incident in the middle of the bunch. A couple of shoulders bumped and Darren Woolhouse was riding in the gravel. Luckily he got back onto the road safely, but at the same time David Holt picked up the pace at the front, the resulting confusion behind enough to cause another split in the bunch with David, Darren Darling and Tim Mortensen obtaining a break at the turnaround. The others were still getting up the hill, and fragmented, then further back to the group of 3 or 4 who were dropped earlier on. Darren pushed hard from the turnaround and with David and Tim rolled turns to increase the gap. Heading into the hilly section David pushed up the pace and dropped Tim, leaving David and Darren to roll turns for the rest of the race.

By the final turnaround at Powelltown, Darren and David were well ahead and had first and second places sealed. The race for third place was still on, Ian Amsden less than a minute behind Tim, and 30 seconds further back Chris Taylor and Darren Woolhouse were working together. The rest of the bunch weren't to be seen and had called it a day after the first lap. Seeing Tim ahead, Ian dug deep and caught up about 4km after the Powelltown turnaround. Racing for third Ian suggested working together to ensure the pair weren't caught by Chris and Darren.

At the head of the course David Holt jumped over Darren Darling about half way back home, maintaining his lead over Darren to the line to finish first, with Darren finishing second. Meanwhile in the chase, and having established a comfortable break over Chris and Darren, Ian and Tim agreed to decide third place with a sprint to the line from the traffic controller. Tim the stronger of the two in the sprint on the day finished in third place, Chris Taylor beating Darren Woolhouse in the sprint for 5th and 6th places.

#### **45-49yo** (Mick Jamison)

As I rolled up to the start, the beefy 45-49 age group were looking fine and in their prime while on the line. Thorkild Muurholm was looking strong, have you seen the muscles on that guy? And of course with Guy Green and Roy Clark in the field we could have handed out the medals before the start.

Anyway bang and we were off at a cracking 32kmh. As is typical of many championship races there ain't much action at the start, but before long there were a few strong men like Steve Ross and Dave Anderson lifting the pace. Just before the first turnaround at Powelltown there were a few flurries at the front, enough to reduce the field to seven from the original twelve.

On the return again a few little test attacks came but nothing eventuated till the start of the second lap when Guy slipped off the front quietly and with no fanfare, thereby not provoking a response. The remaining six looked at each other but no chase was forthcoming and before long Guy had built a handy lead, too good to let the opportunity go he pushed on. His excellent pace setting proving that he really does love time trialing.

Steve Ross and Mick Jamison made an attempt to bridge across but weren't strong enough and were caught and immediately attacked by Roy (with Phil Cavaleri tucked in firmly behind). And that was all she wrote, Roy & Phil disappearing as Steve and Mick recovered from their efforts in the company of David Anderson and Glen Pascall. David looked strongest of the remainder and tried repeatedly to get away from Mick and Steve, while Glen was on the elastic band. Roy never did catch Guy but took 2<sup>nd</sup> ahead of Phil. Dave Anderson won the three-up sprint (Dave, Mick & Steve) for 4<sup>th</sup>.

#### **50-54yo**

An eleven rider bunch set out for a two-lap race, within the first minutes things started getting rough, fresh from his CA national road race win Tony Chandler wasn't feeling the least bit charitable, he was on a mission and at the first sign of a positive gradient he was out of the saddle, on the pedals, and off up the road, everybody having to push their limits to limit the losses and scramble back onto his wheel. Of the eleven, five were regular a-grade riders, a most of the time a-grade rider, three regular b-grade riders, a c-grade rider and JC Wilson. The majority of the majority of the bunch responded quickly and closed the gap, JC taking a little longer but doing well to regain the back of the bunch just before the road rose again and Tony repeated the dose. This time JC wasn't able to respond and despite hanging in there for a kilometre or so

finally conceded that the bunch weren't going to slacken the pace enough for him to get back on and he let them go.

The pace for the first lap fluctuated wildly, with Tony's attacks upping the tempo to fever pitch then, realising he wasn't away, he'd stop and the pace would drop till somebody else took the reins and pick it up again. The major pace setters being the regular a-grade riders in Rob Amos, Frank Nyhuis and Trevor Coulter, Tony also spending time dragging the bunch along and Phil Thompson finding his nose in the wind a couple of times too.

After fifteen kilometres the race turned back on itself, heading back to Yarra Junction, and this is where the majority of the attrition occurred. The first to go were Ian Smith and Matt White, Matt puncturing and with Ian for moral support the pair repaired the damage before joining JC on his return. Nigel Kimber suffering a similar fate half a dozen kilometres down the road, the air in his front tyre seeping out to the detriment of both speed and handling. Nigel stopping to enjoy some local cricket as he replaced the tube before joining Matt, Ian and JC for the last 5k of the lap to record a group DNF.

For the remainder, the second lap followed much the same pattern as the first, albeit with more attacks and sans the attrition, Tony, Rob and Trevor trying at various points to break the shackles and free themselves but there was always one or two in the bunch who were keen not to allow first place to slip away and all attacks were met with a response that shut them down. Tony was by far the most aggressive, launching two attacks of his own for every one by anybody else.

The constant acceleration finally taking its toll on Nick Tapp who eventually had to let the others go mid-way back for the last time, and so it was that a group of five rode the dead roads of Gladysdale and emerged into the last couple of kilometres with the solitary Nick chasing. It had been obvious for the better part of the previous lap that a breakaway was unlikely to get away and that the race was destined for a sprint finish, so the games began and Nick started to close on the lead bunch. Nick making contact just as Tony made one last bid for freedom and glory on the second last incline but with all and sundry responding it was back together and heading for a sprint to determine the 2010 club champion.

The expectation was that Tony would go again on the climb to the finish - start the sprint early and hold on for the win. Expectations weren't met, Tony holding back, the pace gradually building as the six tried to anticipate the moment. It came with a flurry of activity as legs pumped, gears changed, saddles flew and the contenders strove for the line. Tony started the sprint from within the bunch and was justly rewarded for all his efforts, crossing the line just ahead of the 'never say die' Rob Amos. Decimetres back Frank Nyhuis and perennial sprinter Phil Thompson fought tooth and nail for the bronze, Frank awarded the medal by that margin - a tooth, Trevor Coulter not much further back, a blanket covering the top five. Nick Tapp, ending a very commendable effort, finished sixth.

Figures for the race: 59.2k in 1:36. avg 36.9kph, max 62.0kph

## 55-59yo (Nigel Frayne, Mal Jones)

Here we go again back with my age group, with a few new boys who've gotten older over the past 12 months. In the past I've been happy to take the advantage of the climb to get away from the guys who don't take a fancy to hills. But this year brother Quentin is in the bunch and he will make easy work of the 4km @6% average gradient. But! A change of plans - no hill - yikes! New ball game.

Eight of us roll out in near perfect conditions. It seems like a slight head wind. Hmm, okay, that means tail wind coming home. Plot that into the new race strategy. There's the usual mix of riders, three of us erstwhile b-graders, four c-graders and a d-grader. As the race progresses we can expect the stronger lads to be doing the majority of the pacework - chasework - attackwork. Hmm, things didn't quite work out that way.

In this first half lap there is a pretty fair rolling of turns with Rob Truscott probably the most prominent. The pace suits as one plan is to try to tire the bunch out as much as possible. I know both Rob and Quentin are on patchy form - or at least that's what they've been telling me... As we round the cone for the first run home the aforementioned head wind is an even stronger head wind. Ugh!? That's weird - head wind in both directions. Re-adjust the strategy again. The bunch remains intact and we are nearing the end of lap 1. I'm starting to get concerned about the situation and decide to attack on the hill outside Gladysdale and see who's got what. I ramp it up and push hard over the hill and down the other side. With the HR banging into the red zone I glance over my shoulder to see 7 riders seemingly effortlessly rolling along on my wheel. Doh! I slink off the front to recover and as Quentin passes he shares a thought, "some strong boys in here!" Hmmm, indeed.

The lap ends and we receive the bell turning back into the softer headwind again. The brain is now ramping up the duty cycle, what do we do next? Let's keep the pace brisk at least. In spite of that Chris Ellenby goes on the attack. There's a fair bit of down hill so he is drawn back in fairly effortlessly. However it's all getting a bit much for a few guys. Ian Smith has apparently disappeared earlier and now Hylton and Steve Short have dropped off. Okay, down to 5. The odds are improving. A short time later Chris puts in another push and this time we leave him out there. Let's give him some space to have a serious think about it. But he's actually pulling away from us and by half distance is looking a bit dangerous. Quentin decides enough is enough and slips down onto the drops and significantly ups the pace. It's a good push and he closes the gap right up. Chris drifts off to the rear of the line where he pretty much remains for the rest of the race. He's shown he's strong though so is a definite danger to any strategy expecting to tire riders out.

The five of us reach the turnaround and head for home. Along the way there is some shuffling about as all riders are encouraged to share the work on the front but not everyone is so keen to push into that wind, even though it is not exactly gale force. I decide to test the waters again. It's a rough section of road and the back wheel is bouncing about as I hammer off the front on a downhill section. Quentin comes across and we try to make a split. If us 3 B graders can just

break it up we can improve those odds. In spite of the 55kph the bunch comes back together. Ease up again. Now I'm getting a rhythmic clicking from my back wheel - yikes, spoke? No, somehow the magnet has shifted and is now hitting on the transponder. Annoying but at least I can continue.

After 5 km I put in another push, this time on the rise coming out of the forest. Argh! No good again. Just can't shake any of these guys. I resign myself to my fate. It will be either one of the strong boys attacking on those last few bumps or a bunch sprint against two guys I know can beat me and two guys who have proved to be very strong. We pass through Gladysdale and the pace has slackened off. Collective minds ticking in unison. My back wheel ticking even louder and I'm hoping there's not too much damage happening to the Garmin. My mind's drifting, gotta focus. The last hill is negotiated grupetto so it's gonna be a sprint. I settle in behind Quentin knowing how many times I've seen his butt disappearing up the road on this uphill sprint. He also knows this hill intimately and the perils of sprinting too early. The pace is easy easy keeping very safe. Mal Jones has rolled up next to Quentin. I switch to his wheel in case Rob jumps from behind. I change my mind and switch back to Quentin.

The finish line is now coming in to focus and the signs read maximum speed 40kph - heh, I'm gonna give that a nudge. But this hill has witnessed much folly over the years and Quentin is waiting waiting it's getting excruciating. Is he even going to sprint? Ah there he goes. I'm on his wheel and accelerating. I'm slipping past him, yikes! I'm listening for the huffing and puffing of Rob and the likely types preparing to zoom past me. But it doesn't happen and for the first time in a year I greet the flag on the front. Wow! How did that happen? I'm as surprised as anyone but very happy to have taken the win. Thanks to all the boys for a great race.

Stats for the race: 58.24k in 1:44, avg : 33.6kph, max: 54.8kph

### The damn Schlecks, oops, Fraynes!

Hmmm, eight riders in the 55-59 year old age group for the club championships – that can't be too bad, and we're not going up the hill... even better.

That was about the limit of the pluses I could identify before the start. Then the doubts started. I seem to remember Nigel Frayne mentioning last year that younger brother Quentin would be joining him in the bracket this year.

Okay, now it was shaping up as a Frank and Andy Schleck type of combo (in my mind at least). Then throw in Rob Truscott (maybe we'll call him Spartacus for a day), and the odds were really stacked against the "rest" – that would be the five remaining riders in the bunch, and all c-graders.

My thoughts were best summed up before we started by Ian Smith (the other one), who said something to the effect of; "I haven't got a hope against the fast riders – I'll be spat out the back".

As I said; my thoughts entirely, but I wasn't about to say anything for fear of being smashed even earlier than I hoped.

Not surprisingly, Ian's premonition saw him gone early on (and sorry, I was too busy hanging on for dear life to see where).

On the way back, just out of Gladysdale, the attacks started courtesy of said Nigel Frayne. A big burst saw him ride away, spurring the remaining seven into action.

Phew, that one out of the way, my feeling was that it wasn't going to get any easier.

Still, we rounded the cone at the end of the first lap intact, but the cracks were beginning to show.

The couple of small climbs on either side of Gladysdale proved too much for Hylton Preece (struggling with a bad back) and Steve Short (crook knee), and they dropped back perhaps a minute or so by the time the Powelltown turn was reached for the second time, leaving just five of us – the Schlecks, Spartacus, Chris Ellenby and myself

Whether that was the signal for the Schleck, sorry Frayne brothers, to cut loose wasn't clear, but the attacks started. First it was uphill, then downhill, and on the flat and mostly carried out by Nigel.

Try as he might though, Nigel couldn't shake us. The pattern was accelerate hard, then a look behind, followed by a shake of the head in something approaching disbelief as Nigel saw four wheels right behind.

This wasn't going to be a day to escape, so as we approached the finish, the cat and mouse games started. Slow, slower and finally Quentin rolled to the lead, but still no one was going to go.

Finally, Nigel showed his cards and accelerated away from the back of the bunch, passing Chris, Rob, Quentin and myself in the process.

He rode on to take the flag ahead of Rob with Quentin third and Chris Ellenby fourth. I just sat back and watched it all happen ahead of me, still surprised to be there to watch it all unfold.

Next year I want to come back as a Schleck, sorry, meant Frayne!

## **60-64yo**

The flat track pretty much dictating the terms of this race; an even half-dozen competitors; the majority feeling that if they were in it at the end they were in with a chance. Nothing was going to get away, and despite the efforts of Owen Anstey and Ian Harper that's the way it went. Ian and Owen alternately launching themselves up the road only to have 'the bunch' respond and drag them back. Once the status was restored the pressure came off the pedals and the bunch freewheeled and coasted for a bit before resuming their ride until the quo was interrupted again as the other attacked, 'the bunch' responding to drag them back in.

And so it went for 59.5 kilometres when those with fresh legs realised there was a race going on and decided to make a race of it, well jostled for positions until they could see the whites of the eyes of the officials on the line and then the sprint started. Over the line Owen Anstey did very well after all the work he left out on the circuit to split a couple of known sprinters in Martin Stalder and Richard Dobson to take silver.

## **65-69yo** (Neil Cartledge)

The race started without the usual adrenalin induced flexing of egos that appears in a graded scratch race, or the urgency of a handicap race. The pace was more in keeping with the age group. The elder "sedentary six" rolled away and turns were taken by most of the riders until about a third of the way into the first leg when on the small climb into the treed section Bruce Hawker raised his effort. Jimmy Swainston and Ken Bone went with him. Cube Taylor, Brian Farrell and Neil Cartledge dropped off but Cube was quickly back on to the "terrible trio". Brian and Neil continued to fall away until the "gang of four" were out of sight. Brian and Neil worked hard together and the "gang of four" came back into view on the outskirts of Powelltown. With a big effort the gap was bridged by the turn, but the effort by Brian was telling and he dropped off again.

From the cone the pace was fairly sedate with the now "famous five" (apologies to Enid Blyton) working as a cohesive group with most taking turns, especially Cube. On the climb out of Gladysdale Neil was again dropped and did not get back on again 'til the turn at the bell. He would have pulled out except for the encouragement from Peter Mackie on the side lines.

The second outward leg was much the same as the first, Neil again got dropped but earlier than the previous lap, the "gang of four" riding out of sight, Neil not catching sight of them until they returned from the cone. But the "gang" weren't consolidating their advantage and with some serious chasing Neil finally restored the "famous five" about a kilometre before the orchard. Soon after he again went out the back due to a surge by Bruce. Again he lost sight of the "gang of four", and again with some determined chasing he eventually sighted them as they were exiting Gladysdale and finally got on with about 1500 metres to go. The "five" started the climb to the finish with Cube on the inside, Jimmy on his shoulder; Neil and Ken were next with Bruce on Ken's wheel. Neil had spent all his pennies and had given up any chance of contesting the sprint, but, the climb was so slow that trainer wheels were almost a requirement giving Neil a chance to get his breath back and some self belief.

About 50 meters from the traffic controller Jimmy clicked back a couple of gears, dropped his hands to the drops and took off. Cube slipped back a little but Ken was ready and stuck to Jimmy's wheel. Bruce allowed half a gap between himself and Ken. Cube was tiring due to spending a lot of time on the front and Neil was looking for an opening to go around him but thought better of it - a fall at this point was not attractive to anybody. Jimmy led Ken to the line by a narrow margin and later remarked that he and Ken had shared many a finish like this one and he felt that the honours were even. Bruce followed the pair over the line for the third place medal. Neil having finally moved around Cube, tried, but was not able to get into the places. A good race with an average of 35kph.

## 70-74yo (Les McLean)

The weather was the least of our worries as three intrepid old codgers signed on for the arduous Yarra Junction out and back circuit.

Paul Kelly, Richard Maggs and Les McLean were the only riders to front. Poor Barry Rodgers got lost getting to the start and arrived just as we were starting and Lawrie Bohn turned up but was able to race due to a bout of bronchitis.

Before the start, Richard and Les knew that Paul, being Paul, and as fit as a Mallee bull, would not give us two an inch or a quarter for that matter.

The start was an ordinary affair with Les leading the other two at a pace just above leisurely. Richard then took over with Paul on his wheel followed by Les. Paul almost at once took over the pace making and increased the speed somewhat. And it was only after three kilometres that the proverbial hit the fan. Paul cranked up the gears and in his usual strong fashion immediately upped the tempo. The other two responded and kept with him but on a slight downhill stretch he upped his gear again and powered away. Richard turned to Les and they just muttered to each other, "Let him go, we can't sustain that

speed or power as he will only do the same thing again and again".

They both knew that they could not keep up with him for the entire race, so they were resigned to the fact of riding alone together and doing turn for turn. At the turn Paul was approximately 700 metres in front and doing it easily. Richard and Les continued to push along and were averaging 30 k' per hour.

Coming up towards the finish, and with no sign of Paul having a puncture or mishap, it was down to the pair to race for second and third. Les had the lead at 200 metres out but Richard jumped past and got a couple of lengths on him, but Les responded and started to chase and caught Richard 30 metres out to pass him and take the sprint for second.

All credit must go to Paul as he has shown that his form is really coming back after his major mishap at Casey. Well done.

## 75+yo

no report.

## Results

	First	Second	Third
35-39 (2)	Justin Davis	Rudi Botha	
40-44 (10)	David Holt	Darren Darling	Tim Mortensen
45-49 (12)	Guy Green	Roy Clark	Phil Cavaleri
50-54 (11)	Tony Chandler	Rob Amos	Frank Nyhuis
55-59 (8)	Nigel Frayne	Rob Truscott	Quentin Frayne
60-64 (6)	Martin Stalder	Owen Anstey	Richard Dobson
65-69 (6)	Jim Swainston	Ken Bone	Bruce Hawker
70-74 (3)	Paul Kelly	Les McLean	Richard Maggs
75+ (3)	Ron Stranks	Keith Bowen	Rod Goodes
ladies	Carol Ross		

## Current Aggregate

		Points
David Ryan	D	51
John C Wilson	D	51
Martin Stalder	B	46
Ron Stranks	E	46
Dean Niclasen	C	44
Guy Green	A	43
Rob Amos	A	41
Jim Swainston	B	41
Chris Ellenby	C	39
Cube Taylor	C	39

## Officials

Thanks to Peter Mackie and Ron Stranks on the desk taking entries. Thanks to the helpers on the day, capably led by Colin O'Brien there were; David Casey, Ron Chapman, Mark Granland, Michael Paull, Laurie Baigent, Alison Barnard, Stephen Barnard (no relation), Peter Grey, Greg Lipple plus a few others who helped out. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day for our races, Dave Ryan for providing much appreciated drinks, and JC who brought the trailer along.

**Note :** Members rostered for marshal or traffic control duties must be at the circuit at least one hour before the scheduled start time to assist with the setting up of the course.

## Eastern Vets Program

Saturday	October	16	2:00pm	METEC	Graded Scratch Races
Saturday	October	23	2:00pm	Kernot #	Royce Bennett memorial handicap *#
<b>Monday</b>	<b>October</b>	<b>25</b>	<b>7:30pm</b>	<b>Maroondah Club</b>	<b>General Meeting</b>
Saturday	October	30	2:00pm	Arthurs Creek	Graded Scratch Races & Team's Race
Saturday	November	6	2:00pm	Casey Fields	Graded Scratch Races
Tuesday	October	19	6:00pm	METEC	Croydon Cycleworks Criterium Series
	November	9 16 23			
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.  
 # Tail lights are a requirement for all EVCC Road events.

**Northern Vets Program**

Sunday	October	17	9:00am	Yellow Box Drive, Somerville	Graded Scratch Races
Sunday	October	24	10:00am	East Trentham	Pig & Whistle handicap
Sunday	October	31	8:30am	National Boulevard	DC cycles, Balwyn - Crit series, race 1
Tuesday	November	2	8:30am	National Boulevard	DC cycles, Balwyn - Crit series, race 2
Sunday	November	7	8:30am	National Boulevard	DC cycles, Balwyn - Crit series, race 3

**Gippsland Vets Program**

Sunday	October	31	10:00am	Kernot	Graded Scratch Races
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**Victorian Veterans Cycling Council Program**

Saturday	October	16	10:00am	Camperdown	Camperdown to Warrnambool	Closed
Sunday	November	21	10:00am	Halls Gap	Grampians Open	10/11 - \$25

**Note :** Entries can be made on-line through the VVCC website or are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

**Australian Veterans Cycling Council Program**

Friday	November	12	10:00am	Stromlo Forest Park	Time Trial	20/10 - \$25
Saturday	November	13	10:00am	Stromlo Forest Park	Criterionums	20/10 - \$25
Sunday	November	14	9:00am	Bungendore	Road Races	20/10 - \$35

**Note :** Entries can be made on-line through the ACTVets website (www.actvets.cc).

**Other Results, etc.:**

**For your calendar**

Date	Location	Event
27/11/2010	New Zealand	Wattyl – Lake Taupo Cycle Challenge Emirates has just released special fares to Auckland at \$372 return with full service and 30kg luggage allowance (ideal for bikes). Entries are still open and there is accommodation available in Taupo. Mal Jones on 0412 569 100 or email mal@shotproperty.com.au

**Duty**

If you are rostered on for duty you must arrive at least one hour before the scheduled race start time to assist with the set up or sweeping of the course. If you intend having a stand in to do your duty and race then you must let Richard Dobson know well before the Saturday and your replacement must be there at least one hour before racing commences.

**Croydon Cycleworks Tuesday Night Criterium**

Tuesday night crits are under way, Croydon Cycleworks are on board to sponsor this event, their involvement bolstering the prize pool to over \$5,000 in cash and prizes which will be distributed across the top dozen place getters in the aggregate.

Remember racing starts at 6:00pm sharp, registrations close 5:45pm and riders are not to access the circuit until after 5:00pm.

**AVCC Australian Championships - 12-14/11/2010**

The AVCC Australian Championships are being held in Canberra in November. Riders wishing to compete should enter through the host club - ACT Vets, via their web site - [www.actvets.cc/html/main.html](http://www.actvets.cc/html/main.html).

**Note:** Entries close this week - 20/10/2010

**Note** that all helmets will be checked for ASA certification and any helmet not having the appropriate sticker will not be allowed.

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