



## Duty Roster

### Saturday 17 February, Dunlop Road

Susan Williams (R), Matt White (TC), Ray Watts (TC), Peter Webb (TC), Nick Skewes, Roman Suran, Anna Davis, Wes Black, Paul Webster, Rob De Bernardi, Paul Firth, Neville Williamson, David De Pedro, Marcus Herzog, Geoff Darroch

### Saturday 24 February, Yarra Boulevard

Colin Mortley (R), Mark Reynolds, John Blyth

*If rostered for duty, you must be at there at least 1 hour prior to start time. It's your responsibility to find a replacement if unable to do your duty, then advise Andrew Buchanan, [tiptop2@optusnet.com.au](mailto:tiptop2@optusnet.com.au)*

To judge by the reports, last Saturday's handicap at Garfield will go down in club lore as a tough one after a seriously strong wind sprang up during the race. They say that's when the tough get going, but being tough won't stop you being blown off the road, and that's the kind of race it was. Well done to all those who made it to the finish. Phil Smith rode scratch off his wheel to record fastest time, while Darren Woolhouse (off 8 minutes) was first across the line. There's a crop of race reports, including Phil's and Darren's, with some epic tales inside. If you're up for a laugh, Mark Edwards has put together a race report with a difference. You'll find the '8-minute bunker report', featuring Group Captain Peters and a stellar supporting cast, at <http://captiongenerator.com/896342/Garfield-Handicap>.

This week we're at Dunlop Road, Mulgrave (see map at <http://easternvets.com/wp-content/uploads/2013/05/EVCC.Venues.Criterium.pdf>). B, D and F Grades start at 1.30 pm and registration for them closes at 1.15. A, C and E Grades start at 3 pm – registration closes at 1.45. All entries on TeamApp close at 1.15 pm. Don't forget your rear light.

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## Graded scratch races, The Loop, Yarra Boulevard, 3 February

Place	Rider	H/c	Place	Rider	H/c
1st	Darren Woolhouse	8:00	6th	Mike Joss	20:00
2nd	Ian M. Smith	20:00	7th	Perry Peters	8:00
3rd	Chris Ellenby	4:00	8th	Paul Firth	4:00
4th	Max Michelson	24:00	9th	Lawrence Lee	4:00
5th	Ron Stranks	44:00	10th	Mark Edwards	8:00
<b>Fastest time</b>	Phil Smith (1:44)	Scratch	<b>1st unplaced woman</b>	Sue Sharples	29:00

### 44:00/0:00

By Brian Farrell

We had three starters on limit as I warmed up, not a breath of wind to be seen as we started, still no wind, 44 minutes and three of us would make it hard for anyone to catch us.

Off up the hill first time, Ronnie attacked and put a gap in between us. We chased him down, then we were off in a light tailwind. When the wind started to blow we were over 15 km into the race. Ronnie took off again and again so we just decided to let him go.

On the second time over the hill, the change came in with very strong wind blowing – according to the Met website it was 70 km/h. Ronnie made it to the corner and the wind behind him, so by the time we made the corner he was out of sight. Back into the wind, Ray was tiring, I was still pushing, then Ray let out a big scream. I was alone, just trying to stop the bike from going backwards

At the bell I had been riding 1 hour and 43 mins for 40 km and still no one from behind. For me that was enough. If we had stayed together as a bunch, we would have had a good chance, but alone in that wind there was no hope.

Just to add that my top speed in the tailwind was 62 km/h.

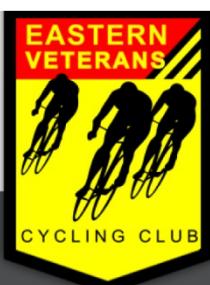
### 29:00/15:00

By Jim Swainston

My view is pretty much as a spectator as I was dropped about two-thirds of the way through the first lap. We worked well until that point but it was just a shade quicker than I could handle and I wasn't recovering. Sue Sharples, reappearing after a long absence (10 years?), showed she has put in a power of work to go the distance in the terrible conditions. I lost track of J.C. so don't know how far he got.

I put up a couple of signs that had blown over, then rode to the finish line and chatted for a while before getting changed and coming back to help with the finish. The wind was decimating the field and people looked stuffed with a lap still to go. Richard gave some thought to calling the race off as the wind was so dangerous. Ronnie was still 9 minutes in front at the bell and decided to battle on and try and hold out, but he was light on for training kms and it was always going to be a challenge.

I am still trying to evaluate what qualities got people through – fitness, durability, form or just sheer cussedness! The mix of handicap marks in the top 10 looked like they had been in a vitamiser. The 4-minute bunch were prominent with three placings, but the others were all over the place. Darren Woolhouse put his troubles of last year behind him, taking a good victory from Ian N. Smith and a worthy Chris Ellenby in 3rd.





Watching the spread-out riders come towards us, it was obvious that Ronnie had a problem and I called for people to grab him as he crossed the line, but I may as well have been speaking in a foreign language as no one knew what to do. This is something that we must address. It is second nature to people like myself when we see a problem to prevent the person falling.

A good safe circuit, just a terrible day.

## 24:00/20:00

By Pat Ruys

Gone from limit (from my last handicap) to the 20-minute bunch for the 65 km handicap at Garfield. My biggest concern was that I would get dropped on the first and only hill out of Garfield. Sure enough, that's what happened. By the time I turned left into Nine Mile Road, I was about 200 metres behind my bunch. I was hoping that they would ease off a bit so I could get back on, but they didn't. So I chased and chased hard with the wind behind me. Then left-hand turn into Main Drain Road, chasing got harder with the strong crosswind, but they weren't that far ahead of me. When they turned left into Thirteen Mile Road, I was about 500 metres behind.

On to the second lap. The white hats (24-minute bunch) I remember passed me on the hill. I had no chance, but I pushed on. Along Nine Mile Road, my Garmin said I hit speeds over 50 km/h. All the other bunches didn't pass me until the Main Drain Road. Huge thanks to the other riders for urging me on, and Steve Ross for allowing me to sit on his wheel – we even passed some riders from my bunch.

I threw the towel in after the second lap. Congrats to all the finishers, that wind was brutal. An amazing ride by Ron Stranks, who rode off limit and rode most of the race by himself. At 82, I hope that I'm still riding and enjoying the races as much as he is. So much respect.

## 20:00/24:00 (I)

By Ian M. Smith

Brutal is the word that I heard all over the place after the Garfield Handicap and I think that sums it up for everyone who rode the race on Saturday. The

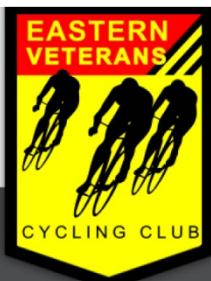
40 km/h to 60km/h wind created havoc and really tested the bike handling skills. For a change it was certainly a big help to be a bit on the heavier side.

The race started in light winds. The 24-minute group consisted of Greg Harvey, Mike Joss, Dean Tune and Ian Smith. It was small in size but well balanced and we agreed up front to ride together for as long as possible. This we did, riding very tightly for the first two laps with everyone contributing. Our resolve was tested on the first lap when Mike Joss took a wrong turn but we all happily waited for him to rejoin.

About halfway through the first lap the wind arrived and our speed on the back straight steadily lifted from 40 to 50-plus km/hour. At the far turn the challenge started as we faced a ferocious sidewind that nearly tore the handlebars out of my grip on a few occasions. I was cursing the C50 rims. Most of the road signs were lying flat thanks to the wind. The traffic controllers were even having trouble holding the Stop/Slow paddle pop signs. The misery really hit as we turned onto the start/finish straight the first time, as we battled into a block headwind. At this stage we started to see some stragglers from the groups ahead.

On the second lap, we continued to ride very tight and streaked down the back straight, but it was not until the end of the second lap that we spotted some of the packs ahead. We noted that most packs had disintegrated and people were riding solo. Continuing to ride tight, we caught most of them, but were advised that one rider was still 15 minutes plus ahead (Ronnie Stranks). Up ahead we could see Max Michelson riding like a banshee. Despite regular rolling turns with efforts we could not make much impression. It was then that we caught Sue Sharples and with the extra firepower we finally started to claw back. On the final downwind straight we hit speeds in the high 50s on the flat. It was a bit surreal listening to the urgent hum of the carbon wheels with hardly a breath of air on the face as we streaked across the flat. As fast as this was, we were advised later that Darren Woolhouse was doing low 60s and the solo flying machine Phil Smith was said to be averaging nearly 70!

The pace took its toll and we lost Dean and Greg before we finally caught Max on the back straight. Mike, Max and Ian then worked together to the final





turn. Just as we turned with approximately 3 km to go, Chris Ellenby, Darren Woolhouse and Phil Smith caught us. Mike, Max and Ian, thinking it was all over, switched to survival mode. We doggedly drafted Chris and Darren. Poor Mike was hit with cramps and dropped off. Chris was afraid that others would catch us, so he pushed hard at the front all the way to the finish straight into the vicious wind. Darren chased and I just hung on. Incredibly Phil dropped off, finally succumbing to his colossal solo effort. With about 300 metres to go, we caught an exhausted Ron Stranks, who was weaving all over the road as we cruelly passed him. The finish was nothing much more than a mild acceleration as we were all shattered. Chris was shot after his long push into the wind and Ian followed a strong Darren over the line followed by Chris and Phil. Max was not far behind.

In the end the top 10 places were filled by riders from five separate groups, or six if you counted Phil. They spread across the whole starting spectrum, so the handicapper did a remarkable job. Less than half the field finished as the referee Richard Dobson quite sensibly pulled those competitors who were too far behind the leaders from the course at the end of the second lap. I did not hear one complaint with this decision.

We should especially acknowledge and thank all the people who supported the race, including traffic controllers, marshalls, referee etc., for their efforts in what were really trying conditions.

## 20:00/24:00 (II)

By Mike Joss

Bike, pump, helmet etc, etc, in car, check, entry fee, licence in car, check, esky packed with enough food and water for a month, check, and me and the missus are off on the trek to the Garfield handicap. Question: are they ever gonna finish that Monash Freeway?

Get to Garfield and wander over to register and told, 'White cap cover'. What! Heart rate goes through the roof as there must have been some mistake surely? Then I realise it ain't graded today, but get the missus to take a photo anyway because that will be the only time I'm ever in a white helmet cover.

Warm up by going up and down finishing straight

thinking, wind not too bad, meet the other guys on my mark and introduce myself. Tactics are that we will judge by the wind whether we go over or under when taking turns (Ha! Murphy must have heard us), and also we'll go hard to try and catch the 20-minute bunch in front of us, who have a 4-minute start, and who I may add seem to be all the guys I have been riding with in recent weeks. I've been put up!

We're off and round the first lap with no mishaps, but only if you don't count my faux pas of missing the second corner and having the boys wait for me – luckily enough, on the tailwind section. We've averaged around 36 km/h for first lap and our private timekeeper just after start/finish (S/F) line tells us the group in front are now only 2 minutes in front of us, so more of the same on second lap, we decide.

Unfortunately, halfway round the second lap and Greg Harvey tells us he's cramping badly so drops out, and now we're down to three. Coming up to S/F line for second time and we're picking up the stragglers from the front bunches and then, just as we turn the corner onto the main road, we pick up everybody in front, giving us two new bods in the bunch – everybody apart from Max Michelson, that is, as Max has decided not to wait and work with us but to break away just before we got to S/F line. We also now get the news that Ron Stranks has also made a breakaway so is miles in front, we tempo up the bump keeping everybody together and leaving Maxie in the wind, swing into the tailwind section for the last time and stick the boot down to catch Max, unfortunately this causes the two bods from the bunches in front of us and also our third team member, Dean Tune, to drop off, so now only two of us, Ian Smith and me.

Max is proving difficult to reel in and it takes us a long time and a lot of effort to do it, but we get him about 4 km from the finish. The wind is now ridiculous and instead of riding an echelon we're nearly riding three abreast as the wind is straight off the left. I feel for anybody who had deeper rims than my 35 mm 'cause it must have been a real effort just to keep bike on road with some of those gusts. We get to the turn for the final straight and I lead the boys round the corner, looking over my shoulder I cannot see much for the trees but there is some activity so assume somebody is probably coming up. The wind has been absolutely wrecking us and on this last lap I





have also been starting to cramp up in my left adductor, this is an old injury that just won't heal and is debilitating if it goes completely.

Sure enough, about 500 m into the final straight, I hear 'Oh, brown stuff!' from behind me and three riders come past, led by Phil Smith. They are also struggling with the wind and I think 'No way', so off the seat and onto these guys. Unfortunately, this causes my adductor to completely cramp and from experience I know I either now get off the bike or just turn the pedals over, so I move over and give Ian Smith the sign to come through. I try to get onto Max but can't put any pressure on the pedals so I watch the guys all slowly ride away. Looking behind, I cannot see anybody, thank goodness, so just continue on to the line for 6th.

I love handicap races, they give you a real workout, and I really want to thank the other three guys in my group for a great ride, nobody shirked a turn and we all talked/encouraged each other throughout the ride, so thanks again guys.

Also thanks to all the officials, who did a great job in difficult conditions.

## 16:00/28:00

By Bernie Evans

I had never ridden the Garfield circuit before but had been told that it was as flat as the proverbial's hat so I was looking forward to it. Over a hundred kilometres later I arrived at a pretty little town and a grassy field behind the pub. I was off 28 minutes with some riders I knew and a couple I didn't. Neil Cartledge and Paul James, our captain, pulled up beside me, and we started discussing tactics.

Neil took his bike out of his car when disaster struck with a 'twang'. His rear derailleur cable had snapped. 'Oh well', says Neil, 'that's the end of me.'

'Hang on, Neil', I said. 'We need you. You still have the front gears, just put the rear cassette in a gear that suits you for about 35 km/h and you'll be right.' Neil rode off with a skeptical look but retuned with a smile on his face.

'I should be OK for about a lap', he said. Then bang! His rear tyre exploded. 'Oh well', says Neil, 'that's certainly the end of me now.'

'No, it's not, Neil', I says. I lent him a spare Continental I had in the boot, Lawrence Lee gave him a tube and Kym Petersen, who was also on our team, did a fantastic job of changing the tyre and tube.

So off we went, with Bob Lewis and David Griffin making up out team. The first lap went OK with David doing especially strong turns on the front and Neil doing a good job with one gear. The only problem was the wind. It started blowing a gale. We were being blown sideways. We were blown down the back section at over 50 km/h, only to turn the corner and be met with a howling headwind or sidewind, where we had to ride diagonally along the road to protect one another and get off the seat just to maintain momentum.

About a lap of this was enough for Paul and Neil, with David and Kym hanging on bravely. We waited and reformed the group and somehow got around the second lap. Greg Harvey and Colin Mortley shouted encouragement as they rested under a tree and then 'Whoosh!' Darren Woolhouse, Perry Peters and Mark Edwards went by, so Bob and I jumped on. That lasted for about 8 km and then the Scratchmen caught us. Bob and I tried to jump on but they were nudging 60 km/h on the flat! Darren and co. got on but it was too quick for Bob and me. I soldiered on, dragging Bob and Sue Sharples with me. I missed a gear change in the sprint and Bob and Sue went past.

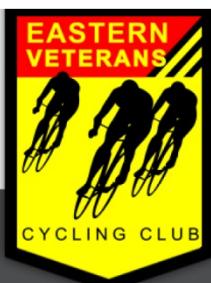
At the finish, people were congratulating me.

'What are you congratulating me for?' I asked. 'I didn't even finish in the money!'

'Yeah, but you finished! About two-thirds of the field pulled out, many after the first lap, because the wind was so strong it was dangerous. Hylton Preece even got blown off his bike!'

Congratulations should go to Darren Woolhouse, the race winner, and Phil Smith, who set the fastest time. Both really good efforts in almost impossible conditions.

So that was the strongest wind I have ever ridden in. Definitely a hard day at the office.





## 8:00/36:00

By Darren Woolhouse

It was like a slow countdown to take-off.

7: That was the number on the start list. Our group looked strong, but so did most of the other marks.

6: A quick warm-up and then to the start line saw seven down to six before we even began, with Paul Webster pulling out to take care of family business. Off we went, with 36 minutes to catch limit and 8 minutes to hold off scratch.

5: We got into formation quickly and started rolling turns. Then bang, Dean Niclasen hit a rock on the road and instantly flatted. The day was getting tougher by the minute.

4: Not to be deterred, we pushed on, working really well together. That was until about halfway through the first lap, when Pete Morris said, 'That's it for me, boys. I'll leave it to you from here.'

3: We were now left with four – Perry Peters, Mark Edwards, Peter (Webby) Webb and myself. We continued to roll turns until we hit the wind, then there was the call for track turns. That worked well, with us all contributing but some monster turns from Perry and Mark. As we approached the final left-hander at the bridge, we got the all-clear, so powered straight through the intersection, to calls of 'Wrong way!' A quick U-turn and we were back on the course, battling some extreme wind. Lap one down, hadn't caught too many, but back to more favourable conditions. We were sitting on 50 km/h when we came across the 33-minute group halfway down Nine Mile Road. Mark put out the call, 'It's time to jump', and lit the afterburners. Top speed for the day when we hit 68 km/h. We slowed a little to regroup, and that was enough for the 33-minute group to latch on, and there they stayed until we hit the wind again. Another big turn from Perry saw them dislodged, but the wind was tossing Webby around and the time had come for him to say goodbye.

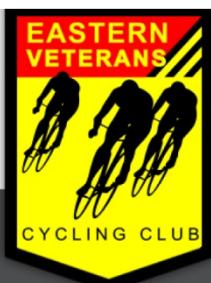
2: We continued on and picked up a large group just before the finish of lap two. We tried to drop them a few times, up the hill, and then when we had the whopping tailwind pushing us along, but they were stuck hard. Just before the turn at Cora Lynn, from nowhere Phil Smith and Chris Ellenby flew past in

stealth mode (I was later told Phil had ridden solo almost from the start – that means picking up 8 minutes on us on his own. Absolutely inspirational stuff. Kudos Phil!). I was able to jump, digging deep to get onto these two strong riders, and soon Perry and Mark were back, too. The group we couldn't drop now suffering somewhere behind in the wind. Unfortunately this didn't last long, with the big turns Perry had been putting in catching up with him. Now down to two.

1: A flick of the elbow, Phil wanted us to come through and roll turns. It was a struggle to just hold on, but we did a couple (read not many, it was just too hard, and after all these guys were the ones to beat). A couple of stints on the front and Mark's day was done. It was now time for me to sit in and see what happens.

Take-off: Phil and Chris continued to roll turns. Did I mention Phil had ridden away from his bunch on the first lap?! There were still a lot of riders up the road, and slowly we started to pick them off. Some we went straight past, however we were starting to gather quite a group holding the wheel. Not long after the turn into Thirteen Mile Road, Phil rolled off the front after another long turn – the day's work finally catching up with him. In the distance we spotted the lights of the lead car. All of a sudden it looked like we were in with a show. Chris came from behind with one of his trademark attacks. That was enough to dislodge the bunch that were hanging on, except for Ian Smith who stayed stuck steady. It was like Chris had no choice, he carried on pulling us towards the line and picking off the last few riders. We were now the lead group. Ian jumped early and opened up a small gap, I was able to close and then it was take-off. Sprint, well kind of, lots of wind meant it wasn't that fast. The finish line was in sight, so giving it my all saw me cross 1st, Ian just behind in 2nd and Chris for 3rd. A special call out to Perry in 7th and Mark in 10th – without the power of work they did, I wouldn't have made it to the line.

A great day, EVCC, thanks to all the helpers. I look forward to the next one.





## 4:00/40:00

By Chris Ellenby

The 22 km warm-up lap with Cav and J-P was easy with perfect temperature, overcast conditions and a slight 5 km/h easterly breeze. At most of the recent handicaps at Eildon and Avenal, there has been a large bunch sprint, and calm conditions at the start of the Garfield race seemed to favour the sprinters again. I changed my wheels to 404s to give me a better chance of hanging on to the second scratch bunch containing many seasoned A Grade riders.

Riders had already left 40 minutes before our bunch started. They were nearing completion of the first lap when the six of us set off – Steve Ross, Paul Firth, Lawrence Lee, Nathan White, Colin Doherty and me (the slowest sprinter and oldest rider in the bunch). Steve and Colin took off like rockets and I was left stranded 50 metres off the back, struggling for a kilometre up the hill to get back on. I was at my limit by the time we reached Tynong and needed to miss many turns before I could start rolling with the team down Nine Mile Road at a comfortable 45–50 km/h.

We all worked really well together and started picking off riders as we progressed. The wind had changed to a northerly and was getting stronger by the minute. The crosswinds along the Nar Nar Goon – Longwarry Road were just dangerous, with some strong gusts making it challenging to stay upright and not hit any overlapping team mate. Avoiding the blanket of bark and twigs on the road also added to the challenge. The best part was flying along at 60 km/h down Nine Mile Road on the second lap.

Despite the good progress of our bunch moving through the field, Phil Smith bridged solo across to us by the end of the second lap, making up 4 minutes. What a machine! Cav and J-P were left behind and had packed their bikes and gone home. Phil worked with us through to Tynong, but as soon as we headed downwind, he tried to ride away from us. Paul Firth was putting in some big turns at 60 km/h to bridge the gap, but Phil was pulling away! I was starting to feel OK and was somehow able to bridge across to Phil on my own. We caught the 36-minute bunch soon after with some very capable riders in that bunch still intact – Perry Peters, Mark Edwards, Darren Woolhouse and a couple of others. Mark and

Darren hung on, tackling the crosswinds on Bunyip River Road, but Mark farewelled us after a few tough kilometres. Phil and I rolled well, with Darren taking a few turns – but he was clearly conserving himself.

We turned into the final stretch into the howling headwind along Thirteen Mile Road and I could see the leading car with only a half a dozen riders in between. We caught most of them quickly but they were able to hang on the back for a free ride. Phil was understandably tiring and I was still feeling OK, so I jumped and was able to get a break. Darren rode strongly to bridge the gap and get on my wheel

with Ian Smith in tow. I was flicking my arm like a chicken wing but was not getting any response. I could not afford to slow down and let the others catch me, especially with Phil Smith not far behind, and there was still one courageous solo rider ahead. I put my head down and passed young Ronnie Stranks with 500 m to go. With 100 m to go, Darren and Ian Smith predictably passed me in a close sprint finish. Well done to both of them. Huge respect to Darren for his continuous return to form following his serious accident. Congrats to Phil Smith finishing 4th across the line with the fastest time of the day.

Thank you to all the volunteers on the day and credit to Pete Mackie for some excellent handicapping, with the first six across the line coming from six different bunches.

Race stats: average speed: 37.2 km/h, distance: 66 km

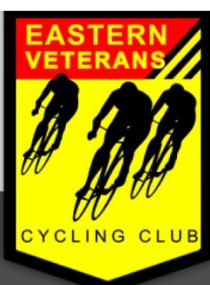
## 0:00/44:00

By Phil Smith

Made the long trek to Garfield.

Three riders; Phil Cav, J-P and Phil Smith on scratch. At the countdown the first limit riders and lead car were just metres away from completing lap one – the front riders had a +20 km head start on us. Demoralising, to say the least!

If this had been any other day, Ronnie would have won this handicap by a country mile, he would have been on his third beer before scratch finished. However, some of us had learnt from past experience that Garfield is an unpredictable circuit and is a lot tougher than any flat course has a right to be!





Scratchies were rolling even turns for the first 6 km. It felt slow, the wind was swirling and I was already getting anxious that the big second scratch bunch might be pulling away and stealing fastest time from us. After taking the corner onto Thirteen Mile Road, I stepped up the pace and we were soon hitting 61 km/h with tailwind assistance. My comrades were rolling turns and I thought we were all at comfort level ...? Next corner and we face the killer headwind on Nar Nar Goon – Longwarry Road. It was here that J-P and Phil Cav showed signs of having a bad day and were starting to miss turns.

I enjoy ‘breaking the rules’ of handicaps but it should be noted that I had no desire to abandon my scratch team mates! To reassure everyone that I am a nice guy, I did in fact slow down at one point when I pulled a gap on J-P and Phil. It was only after Phil Cav gave me the ‘You go’ that I took off solo, in pursuit of the 4-minute bunch and fastest time.

I could see the 4-minute bunch on Nine Mile Road and this gave me extra motivation to chase them down. In doing my own time checks, crossing the start line again, I could see that I had gained approximately 2 minutes on the bunch ahead – it was looking good for capture on lap two. Second lap was lonely, my only company being a few ‘toasted’ riders, broken by the wind, in survival mode to get home. Despite the isolation, I was feeling good and it was on lap two that Strava gave me my fastest time on the tailwind section. Getting closer to my objective, I could see the bunch ahead were now only at 1 minute.

My time calculations were fairly accurate, and it was on Nine Mile Road on lap two that I started picking up a few dropped 4-minute riders. Still had work to do as I could see a good bunch of about 10 riders ahead (4-minute/6-minute and others) rolling turns and moving at good pace. I finally managed to catch this bunch just at the start line before commencing lap three.

I was confident that fastest time was nailed, but I was feeling good, and went to the front again to drive the bunch along – see what happens. Credit to the riders that rolled turns with me, for sure the top five finishers would have been quite different if the workload had not been shared!

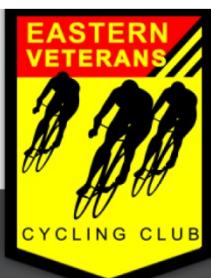
I was hitting 60 km/h again on Thirteen Mile Road, and the hybrid bunch started to fall apart. I could feel my legs were pretty much shot but had to carry on, we could now see the lead car in the distance. Into the head/crosswinds, Darren and Chris were the only survivors left with me and we rolled turns till the end. We swept up a lot of riders. Ian Smith was one of the few able to join us and he was tenaciously hanging in.

The last 3 km was my undoing, I was not able to match the surges from Chris and Darren and was gapped. I managed to sneak in front of Ronnie, in fastest time, but scratch ended up a distant 4th.

Well done Ronnie, I think you were the only rider that looked more shagged than me at the finish!

## Croydon Cycleworks Summer Twilight Crit Series, 13 February

Grade	1st	2nd	3rd	4th
A Grade (10)	Richard Abel	Chris Hughson	Ken Mayberry	Lawrence Lee
B Grade (10)	Darren Woolhouse	Dean Niclasen	Doug Reynolds (GCM)	Ray Russo
C Grade (20)	Matt Clark	Darryl Blanchett	Peter Ransome	Sam Buzzese
D Grade (9)	John Cochrane	Geoff Mackay	Peter Brann	Rob Castellani
E Grade (4)	J.C. Wilson	Harry Hibgame	Leon Bishop	--





## Wednesday criterium at the Loop, Kew, 14 February

Division	1st	2nd	3rd
Division 1 (6)	Tony Hallam	Chris Munro (CV)	Matt Arthur
Division 2 (12)	Ross Clark (N)	Dean Niclasen	Peter Morris
Division 3 (10)	Peter Gray	Neil Cartledge	Ian Smith
Division 4 (1)	Paul Griffiths (N)	--	--

Thanks to referee Mark Edwards and the usual cast of helpers.

## News etc.

### Below the Belt Pedalthon

#### From Neil Cartledge

Over the page is a flyer for a ride at Sandown on 18 March for teams and individuals. It is to raise funds for drug trials for the 'less glamorous', but only too common, cancers. Many of our members have had, do have or, unfortunately, will get a cancer such as prostate cancer. Some will find a cure if it is diagnosed early enough. For some there is no cure, and current treatments are old technology that can only delay the inevitable. As we live longer and, as cyclists, have a high level of fitness, there is less likelihood of premature death through heart disease, diabetes, obesity etc. so prostate cancer will mean a painful later life. We need the drugs to prevent this from being our situation.

Perhaps there may be sufficient interest to form one or more four-man teams, or individuals may want to enter the crit race. It could also help promote Eastern Vets Cycling Club and attract some new members.

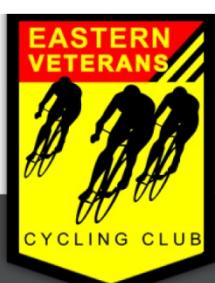
### Track bike for sale

- DEVER 3R TRACK BIKE \$1200
- Used four times indoors
- Alloy frame, DEVER carbon composite fork
- Carbon bars
- 3R alloy track 30 mm deep wheelset
- San Marco Blaze saddle
- Padded tape on bars
- Not included: pedals and bike computer

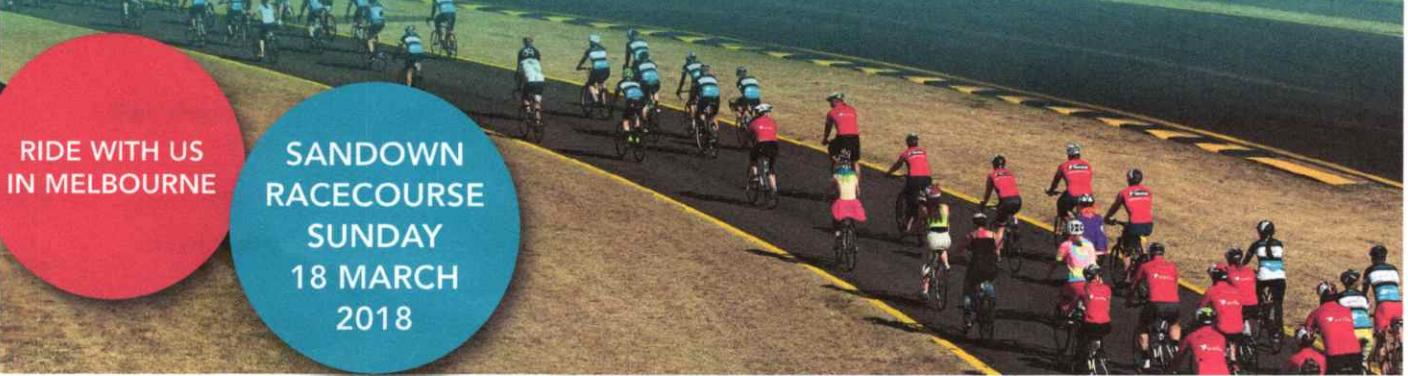
A quality, super light, fast bike, **make an offer.**

Pick up at Richmond or I can bring it to a crit.

Susan Williams 0412 787 785,  
[susan.williams@netspace.net.au](mailto:susan.williams@netspace.net.au)



# Like cycling? Don't like cancer?



RIDE WITH US  
IN MELBOURNE

SANDOWN  
RACECOURSE  
SUNDAY  
18 MARCH  
2018

## Join us in the ride to defeat testicular, prostate, bladder and kidney cancers!

Following on from the success of Sydney's Below the Belt Pedalthon, ANZUP Cancer Trials Group is delighted to launch the Below the Belt Pedalthon in Melbourne on Sunday 18 March at Sandown Racecourse.

Whether you are an avid cyclist, new to the sport or just looking for a challenge, we invite you to ride to help those living with urogenital cancers and to improve outcomes for the next generation.

Ride as many laps as you can in 3 hours (open race) or 1 hour (family challenge) on Melbourne's iconic Sandown Racecourse. The day also includes the short course competition, best dressed, post ride lunch, awards presentation and great entertainment. A fun day out for all!

The Pedalthon was founded to promote awareness of these common but 'less glamorous' cancers and to provide ANZUP with critical funds needed to improve the lives of so many.

Every cent raised by the Pedalthon goes directly towards clinical trials research, which means straight into the hands of experts committed to treating testicular, kidney, bladder and prostate cancer better.

We can defeat these cancers – but only with your support!

### How are you helping?

All funds raised will benefit ANZUP Cancer Trials Group in their efforts to improve treatments and outcomes for those affected by urogenital cancers.

It can be challenging to obtain initial funding to move a concept through to being a viable clinical trial. That is why the Below the Belt Research Fund has been established: to move new ideas into the next evolutionary phase and ultimately completion.

Fundraising efforts from the Sydney Pedalthon has provided 10 medical researchers' funds for their successful projects. These projects are crucial to improve treatments and outcomes for those living with these cancers.

We need your help to fund more trials.

[www.pedalthon.org.au](http://www.pedalthon.org.au)

With thanks to our venue partner MRC Foundation



SUPPORTING  
**ANZUP**<sup>®</sup>  
Cancer Trials Group Limited

Through your support, the Pedalthon aspires to change how we view, act, respond, and treat below the belt – testicular, prostate, kidney and bladder – cancers.

Every dollar raised will help ANZUP improve the treatment and outcomes of those affected by these cancers.

OVER  
**23,988**  
PEOPLE DIAGNOSED  
EVERY YEAR NEED  
YOUR HELP

### Package highlights

- Individual, team or family registration
- Access to food, coffee, refreshments, and entertainment
- Insurance
- Awards for champions and other categories
- Post ride lunch with awards ceremony
- Complimentary 2018 Pedalthon jersey and t-shirts for children
- Plenty of entertainment and fun!

### Event details

Sunday 18 March 2018

**7.00am - 7.45am**  
Registration and breakfast

**7.45am**  
Safety and event briefing

**8.00am - 11.00am**  
Open race (most laps in 3 hours)

**9.30am - 10.30am**  
Family challenge (most laps in 1 hour)

**11.15am - 12.00pm**  
Short race competition

**12.15pm**  
Lunch and awards presentation

### Registration fees

Early bird price available until  
31 December 2017

Individual registration: ..... \$160

Family challenge registration  
for 2 adults and 2 children: ..... \$260

From 1st January 2018

Individual registration: ..... \$190

Family challenge registration  
for 2 adults and 2 children: ..... \$290

### Individual fundraising goals:

Individual: ..... \$500  
Children: ..... \$100

## Let's fight cancer below the belt!



For further information please contact [pedalthon@anzup.org.au](mailto:pedalthon@anzup.org.au) or 02 9562 5042



## Future events

### Eastern Vets

For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>.

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 or Wednesday before the race, as advertised. Riders who enter a handicap *must* pay the entry fee regardless of whether they participate. 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 to the handicapper via email or TeamApp, or on any race day before the event.

### Northern Vets

For details, go to [www.northerncycling.com](http://www.northerncycling.com).

## Sponsors



AUTOMOTIVE ENGINE SHOP

