

# Newsletter

2 June 2018



## Duty Roster

**Saturday 2 June, Casey Fields**  
John Thomson (R), Dale Maizels,  
Barry Ellem

**Saturday 9 June, Yarra Glen**  
Richard Dobson (R), Peter Webb  
(TC), Matt White (TC), Shane  
Dwyer, Kym Petersen, Alison  
Skene, Keith Wade, Tim Maffey,  
Troy Jordan, Richard Abel

*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,  
[tip2@optusnet.com.au](mailto:tip2@optusnet.com.au)*

Editor: Nick Tapp  
[nick.tapp@detail-ed.com.au](mailto:nick.tapp@detail-ed.com.au)



Last Saturday we enjoyed excellent conditions at Seymour for the first handicap of the season. Four groups shared the top 10 places after limit rider John Eddy put in a massive effort to hold everyone off for a good three-quarters of the race. In the end Neil Cartledge, from the group that started 21 minutes ahead of scratch, was a popular and deserving winner. Phil Cavaleri took fastest time and Kym Petersen was fastest unplaced woman. Special thanks to handicapper Peter Mackie and ring-in race referee Richard Dobson. Results and reports are inside.

This Saturday 2 June we're at Casey Fields, starting at 2 pm, before the Toughen Up series resumes at Yarra Glen on Saturday 9 June. And see the flier at the end of this newsletter for details of the Open Handicap at Seymour on 23 June. Entries are open now, only at the VCV website: <http://www.veterancycling.com.au/>.

And if you're looking to toughen up even a bit more, don't forget Tuesday night ergo sessions for Eastern members at Croydon Cycleworks. 45–60 minutes, starting at 6.30 pm. Come any time after 6 to set up. Just bring your bike, your indoor trainer, a water bottle and a towel. \$10 per person includes post-training nutrition and recovery. 182 Mount Dandenong Rd, Croydon – park out the front or next door outside TyrePower. If you have power meter, heart rate monitor or just work on your perceived exertion, these sessions will be great for you. Please let David Richards know via the post on the [Eastern Vets Facebook page](#) if you're coming.



*The blue hats halfway to a clean sweep of the top five places at Seymour. Photo: Perry Peters*

## 60 km handicap, Seymour, 26 May

Place	Rider	H/c	Place	Rider	H/c
1st	Neil Cartledge	21:00	6th	David Griffin	17:00
2nd	Greg Harvey	21:00	7th	Bernie Evans	17:00
3rd	Keith Wade	21:00	8th	David Younger (N)	3:00
4th	Robert Jackson (N)	21:00	9th	Lawrence Lee	3:00
5th	Max Michelson	21:00	10th	Chris Hughson	Scratch
Fastest time	Phil Cavaleri	Scratch	1st unplaced woman	Kym Petersen	14:00

### 21:00/12:00 (I)

#### By Neil Cartledge

Prior to starting, there was no organised race plan in the 21-minute group, apart from which side to roll over to, but the yellow hat bunch behind us were giving some not too helpful advice.

We started with longish turns on the front and that prevailed for most of the race. It was tough for a while hanging on after your turn on the front, but with six riders the 8–10 minutes of recovery was sufficient, and as the race progressed the body adapted. Right from the get-go this group worked extremely well together, like in a team time trial. No surging off the front by any of the team, just a constant speed, and if somebody started to tail off the team captain, Greg Harvey, alerted the team. We talked and encouraged each other right to the end.

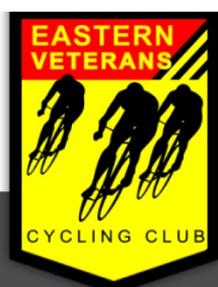
After the first turn at Avenal, the yellow hats seemed to have made considerable ground on us, our capture looked inevitable, and Greg and Max discussed tactics for when that eventuated.

But nobody panicked. Keith Wade took us up the first rise on the way back, and Greg and Max did the same on the second, longer rise, then it was back into team TT rotations. Nick Hainal and the Northern rider, Rob Jackson, put in strong turns every time their turn came round. This was the key to keeping ahead of that yellow bunch.

A smart turn at the Seymour end, and the chasers were coming under the bridge. Not a good sign with another lap of leg-sapping work to go! I was not sure I would last. All we could do was keep turning the pedals, as sitting up and waiting was not an option. The run out to the last turn went smoothly, and even the rise with the false flat was negotiated without drama. The tail lights of those in front were much closer now. John Eddy's solo ride on the front was amazing and he looked like taking it out at this point.

Coming back, the ever-present yellow hats had improved on us somewhat and so it was decided that we needed to get over the last two rises before they caught us. Greg pushed hard on the front. Max and Keith hit the hill hard and the rest of us found something to respond with. And no yellow hats as yet!

Now is the best part of the course. Down on the drops, 45+ k's average and only 10 minutes of hard graft to go. We can suffer for 10 minutes, can't we? It was about here we caught the remnants of the lead bunches. It was fully expected they would jump on with us. Not long after that, we passed John Eddy, his solo ride over. Well done, John, and on your own for so long! Unfortunately, somewhere along this stretch we lost Nick. Like in a TTT, one rider is often sacrificed so the team can do well. Thanks, Nick, it would have been great to have you with us to the end!





Legs were screaming and even the train's whistle was drowned out by the screams. We looked for the bridge to gauge where we were, but couldn't see it for the lead car until we were quite close to it, still swapping turns. No resting up for an individual breakaway for the members of this team, as is common in most handicap bunches – a team effort right to the end. And still no pesky yellow hats!

As we approached the bridge, no sign of the dreaded yellow hats and the finishing order still has to be decided. It would have been fitting to have a five-man dead heat but that would be almost impossible to achieve, especially with five competitive riders in the bunch. So a sprint was the only option, team mates were now individual protagonists for the first time in more than 50 kilometres. Greg is great in a sprint. Max was so strong all day and he would be there. Keith can go very well, too. Robert (N) was the unknown factor. Neil has been out of form recently and he wasn't the one to bet on.

A long way out, Neil attacked, hoping the longer sprint would tire the others, but his legs were not reliable. Over the hump and the line finally came into view and Neil now regretted going so early – but, having committed, there is no going back. A look under the armpit and Greg was there, along with the others. Finally the line was clearer but still so far away. Shut up, legs! This sprint felt so slow. The line across the road crept closer, then finally we crossed and the 21-minute bunch had the first five places due to superb teamwork. A great team effort by *all* and the best handicap behaviour that we can remember. A real privilege to ride with these guys! And no yellow hats to take the glory!

## 21:00/12:00 (II)

By Keith Wade

There we were at the starting line on a wonderful fine day for cycling, Neil Cartledge, Nick Hainal, Greg Harvey, Robert Jackson (from Northern), Max Michelson and myself, certainly nowhere near the fastest riders around, but six very wise heads, and I suspect all a little bit nervous. But there is a golden rule for success in handicap

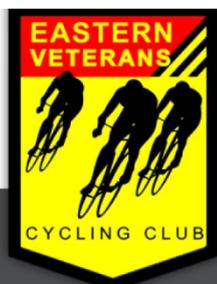
racing, which I think we all knew well, and that is to stay together as long as possible.

Come 1.21 pm and we were sent on our way, soon settling down to a smooth routine. Max keeping things under control, calling for not too fast a pace and not too long out the front on each turn. Our visitor, Rob, fitted into our team perfectly and being from Northern seemed to know well how to ride handicap races. A bit of a headwind, so we contented ourselves with a relatively moderate racing speed, but at the first turnaround, just past Avenal we noticed we hadn't made a big impression on the two groups in front and the 17-minute bunch in their yellow helmets seemed to have cut down our 4-minute lead by half.

But no panic, the pace up a bit with the tailwind back. Neil, not renowned for his climbing prowess, was off the back on the main climb out of Avenal, but fought his way back on and continued to do his strong turns. Greg was also pulling some strong turns and kept the group moving well. After the second turnaround, back at the start point, I noticed that the gap back to the 17-minute group didn't seem to have changed much, but how long before they would descend upon us?

I think we upped the pace just a fraction going out on the third leg, and after the third turnaround we noticed that some of the groups behind were starting to coagulate somewhat. Riding up the first rise out of Avenal, I imagined that I could see those yellow helmets right behind us but couldn't understand why they weren't passing us. But also at this point we passed John Eddy, who had done a fantastic ride, but that gave us the lead in the race with just about 9 km to go. Then over the main hill and down the other side, and I started to have dreams of us getting to the finish line without being caught. Everyone pulled on the oars and I kept looking ahead for a sight of the bridge. Unfortunately, we lost Nick about 4 km out, but thanks, Nick, you did a great job, not missing a single turn. And at last that bridge came into view.

Under the bridge and a sprint finish just between the five of us, with Neil prevailing over Greg, then myself, but I think we all felt we were winners. A superb team effort and a perfectly paced race.





And perhaps most importantly, not a single incident, all getting home safely and upright.

And a big thank you to all officials. There's a huge effort in organising and running these races, for which we are all very grateful.

## 17:00/16:00

**By Dean Tune**

The cycling gods came to the party on Saturday weather-wise for my first crack at the Seymour course. Six of us lined up in the 17/16-minute group and had grand plans of surviving together until somewhere close to the end. We got away to a good start with Bernie Evans and David Griffin putting in some strong turns at the front.

Unfortunately, the pace was obviously a little too strong for Peter Gray and we lost him on the run out to the turnaround point for the first time. The rest of us continued on at good pace (averaging just under 35 km/h) and we turned to head back to the start for the first time with five of us still intact. Unfortunately, we lost David Brown on the return trip, which saw trips to the front of the group for the rest of us come more regularly.

We made our turn at the start line averaging 34.7 km/h and headed out to Avenal for the second time. The four of us left continued to work well together, with Bernie and David G. continuing to pull some big turns. Dale Walton was also doing some good work but our forward progress definitely dropped a notch whenever I came to the front for a turn. I was starting to struggle, and as we approached the gentle climb for the second time, I had to ask David to take it a little easier on the climb lest I get blown out the back of the group and unable to get back on. David kindly obliged.

As we reached the turnaround point for the second time, we had Max Michelson's group in sight only a few hundred metres up the road, and I figured we'd reel them in fairly quickly. How wrong was I? Try as we might, we never actually got to them. Not that we eased up on that run back to the finish. We sensed that the four of us were in with a chance for a top 10 place and stamped on the pedals like Peter Sagan at this

year's Paris–Roubaix. About a kilometre from the end, things started to go pear-shaped for myself. Dave G. put in a huge turn and this time neither I nor Dale nor Bernie could go with him.

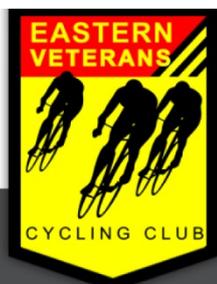
Bernie quickly suggested the three of us left implement continuous rotations but with my legs starting to fail, I really struggled to get to the front for my turn when Bernie pulled to the side. With about 500 metres to go, Bernie obviously realised that Dale and I were struggling and made the decision to go for it alone. He made the call to us to jump on his wheel and Dale did make an effort for us to get on, but this lasted all of about 5 seconds. Bernie was gone.

At this point I looked around and saw a marauding bunch of cyclists coming from behind. I told Dale we had to go and immediately went into the best sprint I could muster. I tried to stand up but the right quaddie immediately expressed its displeasure with this by cramping badly and I was back to the seat to do whatever else I could come up with. It was to no avail though. The pack swamped Dale and myself with about 200 metres to go and we were left wondering what might have been. At least I can partly empathise now with those 150 km breakaways that get mown down by the sprint trains within eyesight of the finish line.

Well done to my two comrades; David G. and Bernie, who finished 6th and 7th, respectively. It was just 1 kilometre too far for me. Also thanks to Peter Mackie for some excellent handicapping.



*Bernie, Dean and David G. Photo: Perry Peters*



**14:00/19:00**

**By Andrew Buchanan**

Being in the middle of the group order, with some strong teams behind and some evenly balanced groups to chase, our bunch of red hats would need a tidy average speed to taste success.

Going out the first time, we gradually found some rhythm, and seemed to be travelling fairly well, with good work from all, including Adam Dymond, Kym Petersen and Ian Milner. Probably not making the most of the downhill sections.

The realities hit home at the far turn, however, when I clocked the yellow hats in front of us as being still 3 minutes ahead. We had made up no ground. Our pursuers (purple), on the other hand, had taken one minute off us.

With Brendan Wain and Andrew Wedderburn continuing their strong work, the sense of urgency went up, and we managed to take almost a minute off the yellows by the halfway. Our chasers were still gaining, but marginally.

Something changed on the third leg. The early cohesion wasn't quite there, resulting in a dip in average speed. Having said that, we seemed to make better use of the downhills this time. However, it was still a negative return for this leg, as we lost most of the halfway gains we had made on the yellow hats. The blue hats ahead of them also seemed to be holding us at arm's length.

The chasers were looming at the far turn the last time, and it was obvious we were going to be swept up. The purple group caught us shortly after, and most of us managed some good work with 'purples' Peter Mackie, Sam Bruzese and John Williams. There seemed a glimmer of hope.

Then, with about 8 km to travel, a combined bunch of the top four groups announced itself with a commensurate upping of the speed. Most of us managed to hang in for a km or two.

Fatigue finally caught up with me, and I watched the gap between my wheel and the stampeding herd get wider ... and wider ...

Thanks to my fellow red hats for a good ride. Great to see Neil Cartledge get the chocolates!



*Andrew and the red hats. Photo: Pery Peters*

**11:00/22:00 (I)**

**By John Williams**

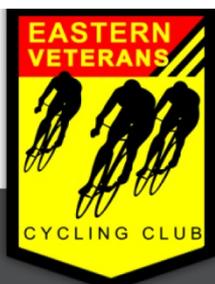
Firstly, a big thanks to Richard Dobson. On Thursday night the call went out for a replacement referee as Jimmy Swainston had been taken sick. No ref, no race. I was really looking forward to riding so I took my time putting up my hand and, by the time I did, I was relieved to find that Richard had already agreed to ref. That's a big commitment at short notice – we are all grateful. Thanks, Richard. I also believe there were other last-minute volunteers, so thanks guys.

It was a perfect day for racing – clear and sunny, cool and just the merest hint of a breeze in our faces on the way out.

Our band comprised Sam Bruzese, Dave McCormack, Ray Russo, Craig Stannard, Pete Mackie and myself, and we finally got together on the start line with about 30 seconds to spare. Just enough time to agree track turns, and let's not burn anyone off.

Ray took the role of team captain, giving plenty of encouragement and marshalling the troops. Without busting the boiler, we hit a good pace with everyone taking their turns. I felt that the big danger was behind us, although the red hats off 19 minutes also looked pretty strong.

At the first turn I estimated we had taken a minute off the red hats, while limiting the damage from behind to around 45 seconds. Ray took a long turn on the first homeward leg, and we were





careful not to lose anyone on the hill. At the bell we had taken another minute on the red hats, and even better, the white hats chasing us had split – there were only three of them left. Unfortunately, I was watching the wrong groups.

Craig punctured on the second outbound stretch, yet we caught the reds at the last turn, and most of them willingly took turns to ease the load. My main concern was that a faster group might come past while I was boxed in on the inside, denying me the chance to jump on the back of them. Sure enough, a couple of minutes later that's exactly what happened. Somehow I extracted myself and then, when a split occurred towards the top of the hill, I managed to hang on to the front riders and feeling good. Unfortunately, scratch soon came past, dragging with them all the riders we had escaped just a few minutes ago.

We were no longer a peloton, but a vortex of around 40 riders, burning up the road at near 50 km/h. What a blast! Poor Nick Hainal almost got blown away as we swept past him a couple of kilometres from home.

As we raced to the line, I thought I had just about secured 11th place in the sprint, but I hadn't reckoned on those blue hats off 21 minutes, flying under the radar and taking out half of the little yellow envelopes.

Fantastic result. Well done, Neil, Greg, Keith, Maxie and co. – great ride! Thanks to my fellow riders Sam, Ray, Pete, Dave and Craig – it was a pleasure to ride with you!

Wishing Jim a quick recovery.

## 11:00/22:00 (II)

By Peter Mackie

Looked set to have wonderful day weather-wise, however Neil put a dampener on it fairly quickly upon arriving to pick me up. We had the usual exchange of hi, how are you? how's the wife? etc. Neil then asks who's in his group, is he off limit? So I mentioned he's with Max, Keith Wade, Greg Harvey and co. and boy!

'They're too strong for me! They'll blow me out the back on the first hill!'

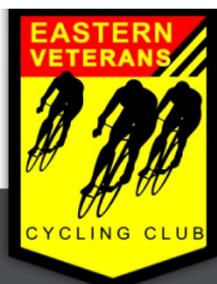
Great! For the next hour and a half I could sense he was thinking how harsh I was on him and how he's in for a long day of solo riding.

Seriously, I don't know whether anybody could have had a worse trip to Seymour. Then I spared a thought for Andrew 'Goose' Wedderburn. He had to put up with Kym 'me, me, me' Petersen. And sure enough, upon arrival, Goose is complaining how much Kym talked herself up and how she'd been mentioned in the newsletter two weeks in a row – well done, Kym, it's now three weeks straight.

Finally, at the registration desk, several riders gathered in anticipation of who's in my group, has he (The Handicapper) been nice for a change or his usual nasty self? Several riders seemed happy with both their group and time, however it never surprises me how quick riders are to point out others who they believe have been looked after. Ray Russo got a few mentions!

Well, it was going to be a tough day for John Eddy, as his one and only group member turned up fashionably late, well after John had started. John rode well and, from what I could see, he lasted about one and a half laps by himself before Colin Mortley and co. caught him. Colin, Harry and Pat proved too strong for J.C. Wilson, losing him just after the first turn. The winning-est group, as it turned out, stayed together for the majority of the race, working well as a team, and this would be reflected in the results (five of the six in the money).

Dave Brown looked to be detached from his group within the first lap, but he rode strongly and held onto the stronger group of C Graders closing in on him. The 19-minute group, which David joined, was the pick for me, consisting of the President, Ian Milner, Brendan Wain, Goose and of course Miss 'Me, Me, Me'. However, by the end of lap 1, our group had closed the gap, even though we had to back off up some hills so we wouldn't lose anybody. Unfortunately, Craig Stannard punctured, nearly taking out John Williams and myself, which put us down to five riders. We managed to stay together and passed Goose's group just before the final turn. Luckily, both our groups worked together after the turn,





but it was short-lived as the bulk of the following riders caught us at the bottom of the final climb.

Now it was time to toughen the hell up. Up the hill at a healthy pace being set by two Northern visitors and some Eastern crew. Well, as soon as we got to the top, all I could hear was, 'Come on, Ray, let's go, get on.' Big Chris Hughson was flying and doing it easy. So now scratch have arrived and things most definitely picked up, which caused a split in the recently formed bunch. I didn't see anything below 40 km/h for the last 5 kilometres. The group now consisted of the last five groups and maybe one or two from Kym's group. Couldn't see much of who was pulling the bunch, but David and Troy from Northern appeared to be right up there. I saw Phil Smith try a sneaky surge off the front closer to the finish, but we all managed to stay on him.

We flew past John Eddy, we passed Colin Mortley's group as if they were standing still at the bottom of the final descent, however I could not see the lead car or the yellow and blue hats whom we had not caught. With about 2 km to go, we gobbled up Nick Hainal (blue hat) and spat him out. Did this mean his group was just in front of us? No! Nearing the overpass, we saw yellow hats and chewed the bulk of them out as we raced to the finish.

Big bunch sprint, with two yellow hats (Bernie Evans and David Griffin) just holding off the tsunami that was about to engulf them. David Younger (N), Lawrence Lee and Chris 'Powerhouse' Hughson made up the Top 10. Now, who had won? Max, Greg, Keith ...?

Talking to Phil Cavaleri after the sprint, I could see my old friend Neil, head down, looking like he'd been cleaned up by a Mack truck. Finished my chat with fabulous Phil and sped up to see how old Neil went.

'How'd you go, Neilo?'

'Oh, alright, in the money I believe!'

Blow me down and pick me up, the old bugger has won.

'You won!'

'Yeah, they let me have it.'

After spending the drive up feeling sorry for this guy, he goes and kicks everybody's ass.

Well, I won't bore you with the tale of the trip home with Neil, it was like having the male version of Kym in the car – Mr Me, Me, Me!. Thank goodness Neil didn't race in his younger years, otherwise he would have talked about the old days and his victories as well on the long and slow journey home.

Well done all – marshals, referees and riders. Great day, great ride and great banter afterwards with a couple of beverages at the old Royal Hotel. From the chit chat at the Royal Hotel I believe the winning group finished roughly 1 minute in front of the fast-finishing bunch.



David McCormack on the front of the 11-minute group.  
Photo: Perry Peters

## 8:00/25:00

By Peter Webb

The drive to Seymour was uneventful except for a few poor wombats who hadn't quite made it across the road. The weather from Mt Slide to the outskirts of Seymour was less than promising but upon arrival the sun was out and, with no wind to speak of, the day was looking good. At the registration desk you get to finally see what the handicapper has dished out and who your riding partners are. I was pretty happy with my mark of 25 minutes and even happier with my group of riders, being Nick Tapp, Walter Savini, Rob Suter and Troy Morgan. Troy was unknown to most of us as he is from Northern Vets, but I noticed he





was wearing a skin suit and looked pretty well muscled.

Handicaps are a different type of race, where usually at the pre-race meeting you either consider riding at normal pace and waiting to get consumed by the following group, or going flat out and trying to stay away. Either way, your ambitions often far outweigh your capabilities.

We started pretty hard and after a few turns it was obvious that Rob was finding it hard. I asked Troy to slow down just a fraction to try and give Rob's big engine time to warm up. About halfway to Avenel, Rob started to come through, but was still not quite right, and Nick was also missing a few turns. Into Avenel for the first time, Rob came through to take us down the hill and we worked well on the way to the turning point.

On the way back to Seymour it was obvious that Nick and Rob were not coping too well and they dropped out at about Mangalore airport and sensibly waited for the next bunch to come by. Troy volunteered to do long turns on the front and while Walter was still capable of doing a few turns on the front, I was just hanging on. After we turned at Seymour it was obvious that we were going to get caught so we soft-pedalled until the inevitable happened. We were now a good-sized group and it was important to be in a good place at the Avenel turn. I was glad to see Nick and Rob in the group and looking comfortable. We kept absorbing groups ahead, and finally scratch caught us with about 9 kilometres to go to make a group of some 20-plus riders and the pace was nice and high. Getting closer to the finish, there was some pretty sketchy riding going on with people trying to move forward by going on the wrong side of the road, once with oncoming cars. There were also some people moving around without considering the proximity of other riders.

With 150 metres to go, the pace got frantic. If I had know up to seven riders had already crossed the line ahead of our group, I might not have tried so hard (rubbish). Congratulations to all the place-getters and special congratulations to the winner, Neil Cartledge, who has had a challenging year. Thanks to every one of the officials and volunteers for making the race happen.

## **33:00/0:00 (scratch)**

**By Phil Smith**

Getting to the registration early and pleased to see four starters in scratch: Chris Hughson and two Phils have had plenty of experience at Seymour and handicaps, but Aaron Field was an unknown quantity. Aaron was quickly bumped up to scratch after annihilating C Grade last week!

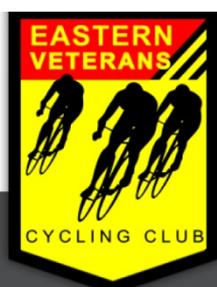
Scratch departure was 33 minutes after the first riders. We took off at a good pace and rolled turns, with stronger riders pulling longer/faster turns. As we got to the hills, the bunch stuck together. It was at the crest just before the Avenel/Imperial pub that we had our first drama. Phil Cav had a mechanical and slipped off the back. It was not until we got to the pub that we all became aware we were down to three. The decision was made not to wait – we had a hard chase and we couldn't afford to lose any time, and in hindsight this turned out to be a good call.

Close to the first turn and we could see the returning 3-minute and 5-minute bunches forming together to make a superbunch. We were in for a hard chase, and fastest time was not going to be a cinch! Were pleased to see Cav chasing us, but the gap seemed too large, and waiting for him would have cost scratch 20 seconds, which might be enough to lose fastest time.

Heading south to Seymour, and just as we are cresting the first hill, we get a very welcome surprise. Cav has done a great turn and bridged to us! We eased up a bit on the hill to give Cav a chance to catch his breath, and then it was back into it. On the undulations we temporarily lost Aaron, but he was able to rejoin us on the downhill.

We could just see the superbunch ahead and this was enough to spur everyone along. All four scratchies were riding hard and leaving nothing on the table. U-turn at the southern end and we could see we were slowly making time on everyone, but we were running out of kilometres.

At the final turn at Avenel we had the superbunch in our sights, but it was looking like the catch would be after the hills – no good for losing passengers!





The bridge was made with about 10 km to go, and we now had a massive bunch of about 25 riders.

Scratch was assured of fastest time and it was now up to the other marks to contribute – if they wanted to make the top 10. Unfortunately, things started to slow down, and scratch riders got blocked, the achievable chase to the front mark was now pivoting towards the unlikely.

The pace became slow enough for some attacks to happen, but these were reeled in. A few guys pulled hard turns, but it was only enough to get the bunch into the top eight places.

Great ride from scratch – Phil Cav to win the bunch sprint for fastest time, Chris Hughson pulled super long turns and Aaron proved his mettle with his ‘never quit’ attitude!

The fast finish, traffic and big bunch meant that many riders were sensible and sat back for safety

reasons. Just an idea, but perhaps a reverse course would be safer – start and finish just past Avenel, and registration at the Imperial pub!

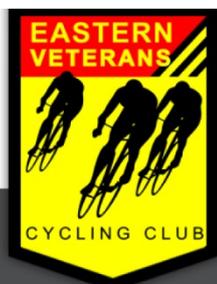


*Fastest man and fastest woman, Phil Cavaleri and Kym Petersen.  
Photo: Phil Smith*

### Wednesday criterium at the Loop, Yarra Boulevard, 30 May

Division	1st	2nd	3rd
Division 1 (7)	Fraser Short (N)	Nick Gibson	David Younger (N)
Division 2 (8)	David Rooke	Chris Ellenby	Nick Tapp
Division 3 (11)	Andre Weber	Peter Gray	Tony Curulli
Division 4 (3)	Barry Rodgers	Susan Williams	Michael Waterfield

Thanks to referee Rob Giles and his band of helpers.

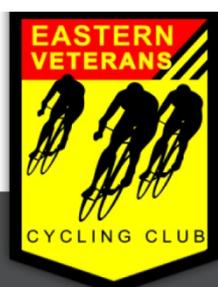


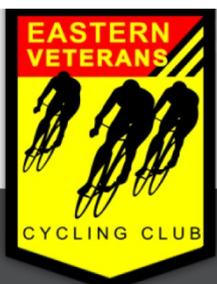
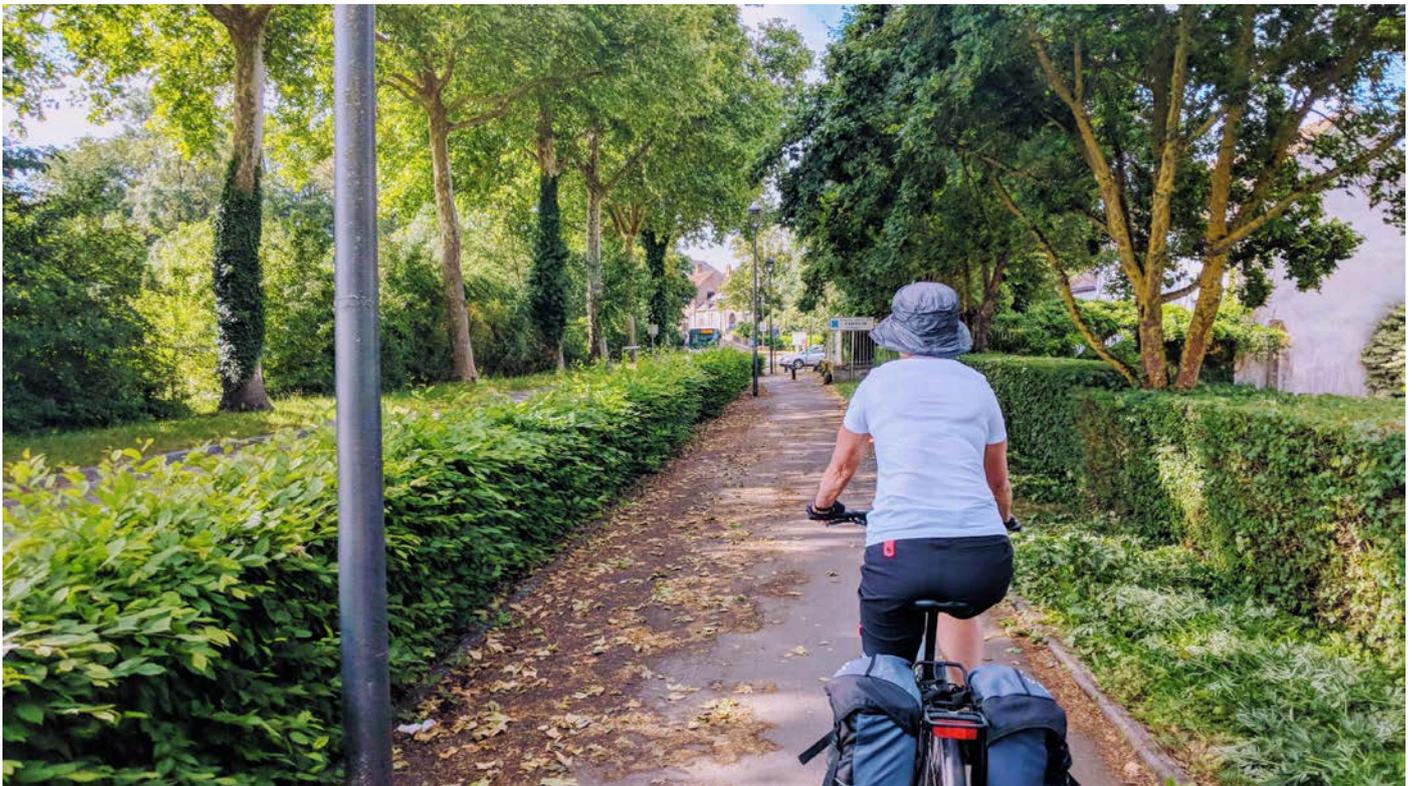


## News etc.

### Dispatches (II)

This week it's Mark and Helen Edwards – effortlessly stylish, as always – who are mucking around in France on bikes (see below and next page). Look them up on Facebook ([try this link](#)) to see more, or follow Mark on Strava if you want maps, distances, elevations and all that.







## Northern TTT

Northern Cycling Secretary Tony Gherxi reminds us that Eastern Vets members are more than welcome to enter the club's Team Time Trial, which will be held on Sunday 10 June at National Boulevard. There was much positive feedback after a trial running of the event last year. More details will follow on Facebook, or check Northern's website at <http://northerncycling.com.au>.

## 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

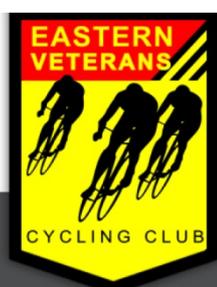
For details, go to <http://northerncycling.com.au>.

## Sponsors



AUTOMOTIVE ENGINE SHOP

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**Eastern Vets  
Cycling Club in  
partnership with  
Croydon Cycleworks  
presents the...**

# 60km OPEN HANDICAP at Seymour

## Saturday 23rd June

Online entry: [www.veterancycling.com.au](http://www.veterancycling.com.au)

Entries close at midnight on Tuesday 19th June

**\$2000 in Prize Money + Trophies  
Prizes from 1st to 10th**

1st - \$500

2nd - \$250

3rd - \$200

4th - \$180

5th - \$150

6th - \$120

7th - \$100

8th - \$80

9th - \$70

10th - \$50

Fastest overall - \$250

First unplaced female - \$50

### Registration

Crn Manners St and Alice St, Seymour  
(Opposite the Royal Hotel)

Race Start Time **1.35pm**

Rider Briefing **1.30pm** (3.5km along Seymour-Avenel Rd)

Race Circuit is Straight up Seymour-Avenel Rd, through Avenel on Mitchel St, out of Avenel on Spencers Rd, u-turn before the bitumen runs out and back to the start. Repeat.

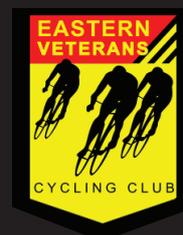
### Note

Registration is nearly 6 KM from the race start, you will need to allow sufficient time to get from one to the other.

Post-Race Presentations Royal Hotel



[www.croydoncycleworks.com.au](http://www.croydoncycleworks.com.au)



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