

26 October 2019

# Eastern Cycling Club Newsletter

## Duty Roster

**Saturday 26 October, Gruyere**  
Richard Dobson (R), Rob Lackey (TC), Kevin King (TC), Dean Tune (TC), Allan Hicks, Alison Skene, Phil Johns, Haydn Chapman, Chris Norbury, Ken Allan, John Cochrane, Neville Williamson

**Saturday 2 November, Casey Fields**  
John Williams (R), Paul Webster

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

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Last Saturday's Orger Engines Team Time Trial at Thornton was won on handicap by the BikeGearNow combo of Rob Amos, Garron Buckland, Lawrence Lee and Steve Ross. The A Team (Phil Cavaleri, Kevin King, J-P Leclercq and Dean Niclasen) recorded the fastest time of 1:09:08, at an average speed of 41.22 km/h. First, fastest and generally best women's team was Team Madam (Juanita Cadd, Paula McGovern, Sue Sharples and Susan Williams).

The stage (if not the weather forecast) is set for a full afternoon of racing at Gruyere this Saturday, consisting of the 'Raclemania 19' A Grade Scratch Race and the usual scratch races for other grades. This will be followed by a big night starting at 7 pm at Maroondah Sports Club, Dublin Road, Ringwood East – the Annual Awards Night, with special guest speaker and presenter David McKenzie.

And scroll to the end of the newsletter for a quick trip down memory lane – to the club newsletters of this week in 2009 and 1999. Thanks to Mark Edwards for resurrecting these from the archives as part of a much larger project.



*The top five teams on handicap, fastest team and first women's team from the Team Time Trial at Thornton. Congratulations to all.*



## Team Time Trial, Thornton, 19 October

Team	Start position	Place	Ride time (min:sec)	Handicap (min:sec)	Corrected time (min:sec)	Average speed (km/h)
A Team	1	7	69:14	3:30	65:44	41.22
Orger Engines Racing	2	2	69:57	6:30	63:27	40.97
BikeGearNow	3	1	73:41	10:30	63:11	38.82
Team Tapp	4	8	77:03	11:00	66:03	37.00
Guns and Roses	5	5	77:20	12:00	65:20	36.92
The Square Pedallers	6	4	79:06	14:00	65:06	36.05
Team Pres	7	6	81:39	16:00	65:39	35.02
ECC1	8	3	82:26	17:30	64:56	34.65
Team Harvey	9	10	86:48	20:00	66:48	32.96
D Train	10	11	93:13	26:00	67:13	30.50
Team Madam	11	9	94:20	28:00	66:20	30.25

### Guns and Roses (I)

*By Mark Sontag*

Being new to the club, I'm pretty keen to get involved in the racing and experience all there is to offer. It will be hard to 'just watch' when it's my turn to marshal in a couple of weeks.

The TTT was no exception to my enthusiasm, but I didn't have a team and it was only a couple of weeks away. Enter Pete Mackie, who always seems to have the solutions! He hooked me up with Ian Smith, Craig Stannard and Lisa James. I was the new-comer to the group and couldn't have felt more welcome.

Ian assumed the role of team leader and tried his best to get a practice in before the big day, but scheduling didn't work out. Instead he drafted the TTT white paper and it was endorsed unanimously.

With a 10 km warm-up on the day, we practised our formation and worked out a few

communication signals so we were ready to go. From there, a fickle wind was our only real concern. That concern was later replaced by a large, fat and very healthy-looking red bellied black snake that almost hitched a ride on Ian's bike.

The handicapper gave us 12 minutes and we were off! Two laps of granular tarmac hell on wheels.

Its only about 2 km until you get to 'the rise' and our tactic was to take it fairly conservatively to that point. We wanted to be able to negative split and finish strong, but spent.

From the top of the rise we settled into regular turns on the front. There was a slight crosswind heading towards Eildon but the rolling nature of the road enabled us to vary speed between 36 and 40 km/h pretty comfortably. Into the bridge crossing at Eildon our rotations were working well and it was obvious that everyone had read Ian's emails.





Back towards Thornton the wind was more in your face without being a true headwind. It's flat as a tack and we really just couldn't wait to get to Thornton and see if it turned into a tailwind.

We settled back into our formation again after the turn out of Thornton. At that point Guns and Roses was buoyed by the support of a couple of local mates from Murrundindi Cycling Club that were being revved up by big Maxie.

The wind turned out to be a crosswind with a slight bit of tail. I decided to take the lead until we got to the rise so that the others arrived in good shape to hopefully give the rise a crack. With head down, bum up and chewing the handlebars, I only noticed our friend the red bellied black snake glide across our path at the last minute and barely managed a hand signal as I swerved slightly to miss it. This caused a bit of unrest in the group and Ian almost had it riding shotgun. There was no shortage of adrenaline going up the hill. Lisa was hammering it and giving Ian a real run for his money.

Craig and I waited for them to regroup, and once again we were off. Having negotiated the rise and remaining together as a four, it was obvious we would all make it to the line – barring a mechanical. Craig was instrumental, coming to the front a couple of times into Eildon and helping increase the pace by a km/h or 2 each time he hit the front. Lisa found her way to the front regularly along this stretch and Ian was maintaining the pace well during his shifts at the front. I felt rested enough that I would be able to do a couple of long turns out of Eildon to really bring it home.

Again it was back into a steady headwind towards Thornton. Flat, straight and requiring grit, we managed to maintain about 36–37 km/h into the head wind and bring it home

strong. We all finished together within a wheel length. Well executed, guys, in an official time of 77 mins and 20 seconds. The handicapper was pretty much on the money with the scratch time being 65 minutes.

Thanks, Ian, Craig and Lisa, for having me, and well done on your performances. I think we hit every target Ian had set for execution.

Congratulations to BikeGearNow, led by Lawrence Lee, on the win! Big thanks to Orger Engines, who not only took out 2nd prize, but stumped up the day with its generous sponsorship! Huge thanks to all the back office, who put the traffic plans in to council, and to the marshals who made the event safe and enjoyable.

## **Guns and Roses (II)**

*By Craig Stannard*

Guns and Roses consisted of Captain Ian Smith, Lisa James (The Rose), newbie Mark Sontag (The Gun) and me.

A good time trial is all about rider preparation:

- 1 Don't ride a bike for three weeks. Tick.
- 2 Spend two weeks lying beside a pool in Bali drinking Pina Colodas. Tick.
- 3 Have a good dose of Bali Belly six days before. Tick.
- 4 Catch a Thursday night flight home and have no sleep at all. Tick.

Surprisingly, come Saturday, I feel pretty good!

Captain Ian has us all decked out in some retro ECC kit, so we look like a team, and after a bit of practice and a team meeting we are ready to go. The consensus is to aim for a +36 km/h average speed but try for 37 km/h. And we are away. We get into the groove pretty quick, and on the way out for the first lap we are all taking turns on the front. We turn at Eildon for the first return leg with the mandatory headwind coming up





through the valley. We finish the first lap with a nice average of 37.0 km/h.

Up the hill for the second time and there is a shout from Mark of 'Snake!' We all successfully avoid good old Joe Blake, who doesn't seem too happy to see us and slithers off to the side of the road. The out leg sees Mark doing big turns on the front and the rest of us just trying to give him a break every now and then.

Five kilometres out from the finish and I'm feeling the effects of my preparation, but we all manage to cross the line together for a Strava time of 87 minutes at a 37.2 km/h average, and come in 5th on handicap. We are all really happy with our effort and all record a number of Strava PRs.

Many thanks to all the officials for making it a great event and to Orger Engines for their sponsorship.

## **D Train**

*By Peter Gray*

### ***One more for the road***

It doesn't seem 4 years since the Club's inaugural Team Time Trial was run and won. (Walter Savini captained Cleanskins in 2015.)

While this year there were fewer teams competing in the fifth 47.5 km handicap event, the enthusiasm and rivalry was no less in abundance.

D Train consisted of Judy Dukes, Peter Shanahan, Keith Wade and myself.

I'm still none the wiser how the team name was derived. Does it mean: dainty, demure, daydream, deranged, demented or depleted (Peter 'Shenanigans' Shanahan was a late inclusion)? Or was it simply titled after our debutante, Duke (incidentally, Latin for 'leader')

Our D team met for rehearsal about an hour prior to departure. Formation and rotation sorted out, we were soon under way under 'Station Master' Peter Mackie's control.

D Train departed D station smoothly enough up to cruising speed. A quick glance and call behind found all of our carriages attached. Well aware of the short climb ahead, the team deliberately took things easy in the early kilometres.

Shanahan decided it might be advantageous if he led the group down off the bump. That seemed to work quite well for all of us and became the cue for Judy and Keith to start upping the tempo toward Eildon.

Even at this early stage, Judy and Keith were spending that little extra time at the front. That situation slowly developed into them spending most of their time leading the group.

I was slightly distanced on both approaches to the Eildon bridge, so Keith slowed to assist me back on. Once through the township, I recovered but had to miss quite a few turns into a returning headwind.

Across the Thornton bridge and the left-hander onto Goulburn Valley Highway saw us with a little mental rejuvenation. Team Harvey (our carrot) had become a 'bridge too far' and by now were probably several minutes up the road. I dared not look behind as D Train might have become the carrot for Team Madam.

Lap 1 completed. Judy and Keith continued contributing as our powerhouse. Shanahan was consistent but I was beginning to struggle big time. As we exited the Pond for the final time, I instructed the team to drop me if I were distanced again. Keith rejected this scenario, so I became the caboose for much of the return journey.

The Madams hadn't caught us – yet.





Having ridden this course many times over, I'm thinking that the finish is only about 5 km away. I stand on the pedals during the recovery period and discover there's something left in the tank! Is this the end?!

Well, not quite. I must give full credit and praise to Judy, a new Eastern rider. And Keith, an older and wiser man. I'm certain

they and Shanahan would have posted a much faster time if I had not become the anchor.

Congratulations to team BikeGearNow, captained by Lawrence Lee, for their 1st place on handicap.

This is the end.

### Croydon Cycleworks Summer Twilight Crit Series, METEC, 22 October

Grade	1st	2nd	3rd
A Grade	Chris Hughson	Garron Buckland	Kevin King
B Grade	Mark Edwards	Grant Greenhalgh	Adam Hinds
C Grade	Kym Petersen	Darren Woolhouse	Brendan Wain
D Grade	Chris Norbury	Peter Brann	Peter Gray
E Grade	Leon Bishop	Peter Shanahan	Neil Cartledge

Ride of the night was awarded to Tim Maffey.

### C Graders

Mark Edwards and the B Grade bunch cordially invite any C Graders looking for an upgrade. You've got too many; we could use a few more.

The pace is not much faster, just the occasional jump – the transition from C to B is gentle, shy and unassuming. The big nasty jump is to A Grade with the tearaway.

If you don't like it, the Handicapper will let you go back, but it's fair to say, once you've tried it, you won't go back. We race safer, care and share, and are a lot better looking to boot.







## Wednesday criterium at the Loop, Yarra Boulevard, 23 October

Division	1st	2nd	3rd
Division 1a (7)	Russell Newnham	Tony Hallam	Chris Munro (CV)
Division 1b (8)	Ross Clark (N)	Ray Russo	Nick Tapp
Division 2 (5)	Doug Reynolds (GCM)	Roman Suran	Stephen Barnard
Division 3 (0)	--	--	--
Division 4 (2)	John Eddy	Michael Waterfield	--

Thanks to referee Mark Edwards and anyone else who helped.



## News etc.

### Subscribe or view the new Eastern Cycling Club Calendar

Note that this works on desktops, not phones or tablets as far as I can tell. After you have subscribed on a PC, you will see the Calendar on your mobile device, but I don't think you can subscribe from a phone. I could be wrong.

#### **Windows format**

<https://calendar.google.com/calendar/embed?src=markedwards%40easterncycling.com&ctz=Australia%2FMelbourne>

Go to the bottom and click add + if you already use Google Calendar.

#### **Apple format**

<https://calendar.google.com/calendar/ical/markedwards%40easterncycling.com/public/basic.ics>

and then do whatever it is you mac types do with iCal.

If you want to be an editor of the Calendar so you can add or modify events, let me know and we can make it happen. The more, the merrier.

[MarkEdwards@easterncycling.com](mailto:MarkEdwards@easterncycling.com)

## Future events

### Eastern CC events

Please refer to page 1 of this newsletter, or go to <https://easterncycling.com/roster/>.

Note: Graded scratch race entries are accepted on the day up until 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 ECC 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 CC events

For details, go to <http://northerncycling.com.au>. Please note that Northern has a new start time of 10 am for road races. Start time for criterium races at National Boulevard remains unchanged at 9 am.





## VCV events

The 2019 VCV Road Championships, hosted by Eureka, will be held at Lake Learmonth on 17 November. This will be the last VCV event for the year. See the flyer at the end of this newsletter.

## AVCC events

Entries for the 2020 AVCC National Championships, to be held in Adelaide on 18, 19 and 20 January, the weekend prior to the Tour Down Under, are now open.

Here's the link: <https://www.samc.org.au/2020nats/>

This link will also take you to plenty of other information about the Nationals, including race location, times and distances, plus course maps.

Lock in the dates for great racing and a chance to enjoy the TDU as well.

## Other events

There is a flyer at the end of this newsletter with details of the inaugural Australasian Masters Cycling Championships (criterium, TT and road race) to be held at Wairarapa, New Zealand, over Easter (11–13 April) 2020. Australian riders are welcome, we are told, though it's not 100% clear whether a Veterans licence will suffice or whether you will need a Masters licence.

## Sponsors





Where were you?

20 years ago this week

Newsletter 23rd October 1999

Last Week at Barry Street

What a great day, both in regard to the weather and the number of riders who turned up. There were 58 riders total, with 40 from Eastern and 18 visitors mainly from Southern. Thanks again to all who acted as officials.

The shortened course of McLennan Street, Barry Street and Holloway Street was used to avoid the potentially dangerous section of the service road on Dorset Road. B, D and F grades had first hour of racing followed by A, C and E grades.

Phil Thompson and Mick Buckley both won their respective A and B grades with break-a-ways. A new comer to the club, Greg Molesworth had a first ride victory winning E grade making himself a candidate for D grade next week.

Grade	First	Second	Third	Officials
A	Phil Thompson	Daryl Annells	Doug Reynolds	Jack Thompson Michael Downing
B	Mick Buckley	Toni Curulli	Steve Harris	Peter Burchall Mick Buckley
C	Marshall Keith	Sandy Williamson	Gavin Eade	Nick Hainal Cliff Lynch
D	Walter Savini	Colin Morris	Graham Cadd	John Macleod Greg Morgan
E	Greg Molesworth	Russell Ward	Clive Wright	Geoff Schappell Graham Cadd
F	Peter Nelson	Lou Edwards	Clive Allen	

10 years ago this week

*Newsletter October 24<sup>th</sup> 2009*



Steels Creek - Royce Bennett Memorial Handicap - October 17<sup>th</sup>

Race report

Cool overcast conditions with very little wind greeted the starters of the Royce Bennett memorial handicap. With just a slight southerly wind the belief was that it would be a quick race favoring the out-markers. In favour of the middle markers were the bunch sizes, thirteen at seven-minutes, sixteen at eleven and fifteen at fourteen. Good working group sizes. But working against the middle men was a very strong scratch bunch with most of the big names (Rob, Roy, Guy, Tony, Boyd, etc. - ok, they're small names but ...) were doing the chasing.

Despite the almost ideal conditions there was a disappointing turn out, of the 83 who had registered their intent only 67 made it to the start line. It was good to see the introduction of a new, all female, limit mark; Catrin Harris and Carol Ross getting a five minute start on regular limit riders Brian & Ron.

Limit

In the limit bunch there were no expectations, it was to be more an educational exercise over any assault on the aggregate table. The pairing of Carol and Catrin thrown in at the deep end - a handicap a big ask as their second race.

Unfortunately the pairing didn't last long, Carol opening a small gap very early. A gap that quickly blew out, leaving Catrin to the mercy of the gentlemen of the club to encourage and assist her home. As two individuals they stood little chance against the veterans of Eastern Vets, Catrin being caught, passed and left behind by the competitive pairing of Brian Farrell and Ron Stranks three-quarters of the way to the first turnaround. Carol holding out a bit longer but also caught, and caught with insufficient in the tank to be able to catch the wheel as it went by.

25 minutes

The tenacious Ronnie drove a hard wheel for two and a third laps, Brian matching Ronnie's efforts when it was his turn. The pair putting in a blistering first 16k, not only skipping past the first of the limit riders before the turn and the other before lap's end but maintaining their initial gap over the small 20- minute bunch.

But the effort told and as the kilometres rolled under the wheels the energy levels dropped like the power levels in Prince Planet's pendant and with no "power tower" to replenish the levels the gaps to the chasers diminished until a couple of kilometres from the final turn the pair were finally caught.

20 minutes

No report.

17 minutes

No report.

14 minutes

Even with four scratchings it was a good sized group that set off and, after some initial confusion, got into a solid rotation. A further reduction in numbers, a puncture putting Mai Jones on the side lines after four and a half kilometres, put the strain on the rest and it told, a little disharmony in the rotation and the eleven- minute bunch were within a minute at the end of the first lap.

The slight tail wind on the way out for the second lap only postponed the inevitable and the remaining ten fourteen-minute riders were caught by the rampaging eleven-minute bunch around half way out, most able to hang on and eventually join in and contribute.

11 minutes

The biggest bunch of the day, and probably the favoured group, but without Colonel Parker to bark orders it was going to be up to the few old-timers (and I mean that in the nicest possible way - ed.) to keep order in the ranks. A job accomplished, a smooth solid rotation ensuring the first lap was run at a very fast pace, a couple of members pulling strong turns and encouraging others to dig deep. Notable for their efforts were; Deb Chambers, Neil Cartledge, Richard Dobson and Dave Worland but the whole peleton were putting in and it paid off. Despite the loss of a couple the mark made up over two minutes on the group ahead on the first lap, the visualisation of the gap at the turnaround spurring the members of the group to redouble their efforts and haul in the bunch ahead. The two groups merged midway out and rolled out the other side stronger. With the likes of Louise McKimmie, Sam Bruzzese, Andrew Buchanan, Dean Niclasen and Peter Webb joining the rotation there was to be no stopping this juggernaut as it powered out to Steels Creek and the halfway point. The much depleted seventeen-minute group, and the small twenty-minute group stood no chance as they were swept up and left to their own fates.

The return to the Yarra Glenn turn and the bell was not so rapid, the enthusiasm waning a little with the continued effort, the numbers at the front starting to diminish but there was still hope, and with that, those who could continued to drive the bunch.

At the bell the call to wait for the rest to turn was heeded with a degree of enthusiasm that had been lacking at previous turns but the pursuing seven-minute bunch was threatening and any respite was short lived as the pace quickly built up. With smaller numbers the odds were against the chasers but that didn't mean the combined 11-14-et al. could rest easy, it was noses to the headstem as everyone toughed it out. The last few out-markers were reeled in on the way out to the final turn where everyone took the opportunity to reach for water, gels, snakes and anything else that may help in the search for that bit more energy and inspiration. Inspiration came a little later in the form of the seven-minute bunch still a fair way back and the scratch bunch further back still. The race was there to be won and the pace came up again for the run home.

Two-thirds of the way back Dave Worland and R. Chain tried riding off the front to secure the top placings but the train wasn't going away and the pair quickly fell back into line. On the penultimate rise Deb Chambers did the only thing she could and attacked the race, riding away and cresting with a small gap over the hordes and doing well to hold the mass at bay on the descent. On the descent the bunch compressed and filled the road from gravel to centre line, the followers desperate for the last bend and sight of the line, and hopefully, clear road so that they could spread out and position themselves for the finish.

As soon as the line was seen the bunch spread across the road, the riders not in the front line left looking for a gap, or a wheel that would take them through. The mayhem playing to Deb who still held the smallest of leads as the sprinters started to wind it up. Too late for the majority but Jim Swainston's smooth and efficient sprinting style and Tony Curulli's powerful sprinting style enough to see the pair sneak past Deb on the line - a tyre and half a wheel the official margins, Jim taking a well deserved win over Tony and Deb. A dozen contenders a bike-length behind Deb fought for the remaining prizes.

Post race it was good to see a very happy Jim accept the spoils of his first win in a feature road race.

7 minutes

On paper this was another group that had a chance, but on the road it seemed to be another story. Although the group rode fairly quick it was sporadic with some struggling to take their turns and some forced to do extra. Despite the fluctuations in work, time was taken out of the groups ahead and the chasers were still doing what their name suggested.

At the bell there were only seven left in the mark and it was fairly clear the huge 11 & 14-minute combined bunch wasn't going to be caught. Scratch were still behind and there was a prospect to beat them home, efforts were maintained. At the final turn it was down to six, the race was out of reach and scratch were bearing down. With each passing kilometre the gap to the leaders seemed to get bigger as the gap to the chasers got smaller until halfway back to the finish the last six were engulfed by the combined scratch and second scratch bunches.

3 minutes

In an omen of what was to come it took several hundred metres for the ten three-minute men to get themselves organised, a line of Morse going up the initial incline to start the first lap - a sight that must have given the depleted scratch group some comfort. Once over the crest and onto the course proper the organisation got better with a good rotation. Until the next little rise where leg warmth and strength disparities again saw the two lines become one.

And that's how it went, on the inclines the line would stretch, on the descents it came back together again and on the flats there was rotation. With only a fraction of the group doing regular turns and only getting intermittent breaks it was inevitable that the seven minute bunch were unlikely to be caught and that scratch was going to catch up sooner rather than later. The first assumption confirmed when the dozen strong seven-minute bunch were seen heading back to complete the first lap some one- minute fifty-five from the far turnaround - a gain of ten seconds - times eight legs equals 80 seconds which was no where near enough. The second (assumption) not so sure, the gap back to scratch at the first turn seeming to be around the three minutes.

The workers doing it hard on the return to complete the lap, the slight headwind not a serious impediment but the psychological impact of not doing the now near customary 55kph making it feel harder than it probably was. The sighting of the returning 7- minute crew was uplifting, the timing of the gap was demoralizing - no gain but a lot of pain.

For no reason other than "it's what you're supposed to do" the second-scratch crew continued to grind it out to Steels Creek for the second time, again the numbers taking turns fluctuated from three to the full remaining compliment of eight. The turn at half race distance and scratch were fifteen seconds behind. Out of the turn the crew sat up and waited, the majority doing the right thing and waiting for the scratch riders to pass before hopping on the back.

Scratch

The three no-shows (one shanghaied into doing duty, one detained by work) didn't help scratch's situation, the loss of another two on the first leg making even fastest time a questionable quest. The initial scramble up the first incline proving too much for Trevor Coulter and Phil Thompson, despite both getting into the rotation over the top the early effort, combined with the relentless pace pushed by Guy, Roy and Stefan proved too much, both losing touch on the first time out to Steels Creek. Rob Amos and Boyd Friis' cause not aided when Trevor hit the wall, the pair having to dig deep to close the small gap after Trevor called them through.

At the turn the gap to second-scratch wasn't noticeably less and there were just six left to chase the nine ahead. The initial eight kilometres of practice paid off as the diminished group settled down and set about making serious inroads into the race - a recorded average of 43kph for the lap indicating a "ridiculous pace" on the return but one that had the small group back in contention.

Big efforts by the in form members in the group supported by the rest had scratch breathing down the necks' of second- scratch by the Steels Creek turn and past them in the first couple of hundred metres of the return, the majority doing the right thing and waiting for the scratch riders to pass before hopping on the back. Despite the swollen numbers and the willingness of some of the 3-minute riders to contribute to the work load the wheels fell off. It was a very scrappy return to get the bell, gaps appearing in the fast line, no communication and it showed with no significant gain on the race lead at the start of the last lap. It was going to take a concerted effort to recover from the fourth sixth of the race.

An effort that wasn't forthcoming. The return to Steels Creek for the final time was hard but not smooth, a couple finding the pace too hot were shelled and left to complete the ride alone (or playing leap-frog). Down the drop to the tennis courts it was apparent that this race was run and that scratch were racing for fastest time. The turn for home saw most of the second-scratch crew left at the cone as scratch tried to rectify the situation. It was not to be and with the race lead not sighted on the return the pace eased a bit a couple of kilometres from home as options were considered and plans formulated.

Team Doherty/Eltham Cycles were keen to get a result from the day and Guy Green set about leading out his team mate up the penultimate incline only to find himself alone and too far from home. Reintegrating into the bunch on the descent a questioning look to Stefan answered the question. Tony Chandler started the sprint around 400m from the line only to be passed by Guy and Roy within cooee of the flag and pipped by Boyd Friis a grape-seeds spit from the line. Guy beating Roy by a margin similar to that that decided the overall result won the sprint for fastest time.

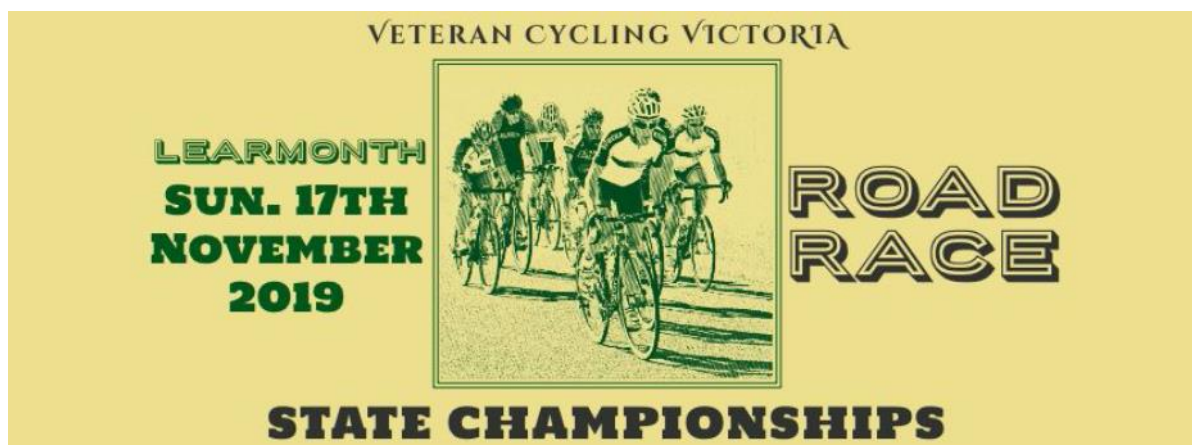


		Mark
1 <sup>st</sup>	Jim Swainston (1:21:40)	11-min
2 <sup>nd</sup>	Tony Curulli	11-min
3 <sup>rd</sup>	Deb Chambers	11-min
4 <sup>th</sup>	Sam Bruzzese	14-min
5 <sup>th</sup>	Matt Robinson	11-min
6 <sup>th</sup>	Hylton Preece	11-min
7 <sup>th</sup>	Neil Cartledge	11-min
8 <sup>th</sup>	Andrew Buchanan	14-min
9 <sup>th</sup>	Richard Dobson	11-min
10 <sup>th</sup>	Dean Niclasen	14-min

fastest	Guy Green (1:12:13)	Scratch
first woman	Deb Chambers	11-min

#### Summer Series METEC Results

	First	Second	Third
a-grade (4)	Rob Amos	David Holt	
b-grade (13)	Rob Harris	Stuart Bendall	Anthony Gullace
c-grade (13)	Wayne Doherty	Dean Niclasen	Grant Greenhalgh
d-grade (9)	Brett Robinson	Peter Webb	Garry LeRoy
e-grade (5)	Charles Lethbridge	Les McLean	



### **VCV State Road Race Championships**

<http://www.veterancycling.com.au/events.html>

#### **Sunday 17th November 2019 - 2 Aggregate Points**

Hosted by Eureka on behalf of Veteran Cycling Victoria

To be held as graded races. Men and women race separately.

**Women.** Start time **10:55am**. All women's events will start at the same time, and all women will do the same 45km circuit. Number of divisions depends on entries.

**Men.** Men's events will start in 3 waves. Divisions A to F  
Men's Distances.

Men Division A - 77km

Men Division B - 77km

Men Division C - 55km

Men Division D - 55km

Men Division E - 45km

Men Division F - 45km

Wave 1. **10:00am** Men Division C. **10:05am** Men Division D

Wave 2. **11:00am** Men Division E. **11:05am** Men Division F

Wave 3. **11:45am** Men Division A. **11:50am** Men Division B

Entries close midnight Tuesday 12th November 2019.

<https://www.registernow.com.au/secure/Register.aspx?E=36619>

Entry Fee \$10. Transponder hire \$5

# *Australasian Master's Cycling Championship*

*11 – 13 April 2020*



*Australasian Masters  
Cycling Championship*

*Visit NZ's beautiful Wairarapa  
region for a spectacular 3 race  
cycling series held over Easter  
weekend.*

*[www.masterscycling.co.nz](http://www.masterscycling.co.nz)*