



Newsletter, May 24th 2013

Duty Roster

This Week on May 25th - Yarra Jn: John Thomson, Ray Russo, Walter Savini, Geoff Mackay, Kim Marshall, John McLeod, Steve Martin, Tim Maffey, Ken Mayberry, Andrew Mapstone.

Next Week on 1st June – Casey Fields: Nigel Kimber, Catrin Harris, Stephan Kirsch, Geoff Miller.

Note: Members rostered for marshal or traffic control duties must be at the circuit at least one hour before the scheduled start time to assist with the setting up of the course. (But bring your bike, you just never know). If a marshal fails to turn up for duty, a rider will be balloted to do that duty. If you cannot turn up for duty, you must find a replacement and please advise Andrew Buchanan at tiptop2@optusnet.com.au

'Athletic Soft Tissue Handicap' Seymour 18th May 2013

Congratulations to all the place getters in the 'Athletic Soft Tissue Handicap'.





photos courtesy of David Anderson

6 minute group (Dean Niclasen)

The 6 minute group had a good mix of riders, with plenty of experience including Ron Stranks, Juanita Cadd and Jim Swainston. The group set off at a steady pace, and made good time along the first outward bound leg, with all 8 riders doing even turns. At the first turnaround, the gap to the front markers was down to about 4 minutes, so that was looking good, but the groups behind looked a bit too close for comfort. The return leg saw a couple of riders start to struggle, particularly with the 2 inclines and the headwind. First Michael Paull, then JC Wilson dropped off. The remainder worked back to the start/finish line, with the front markers now only a few hundred metres in front. At the turnaround, we could see the next two groups behind had joined

up and were about to catch, so it was time to soft pedal and wait for them to catch and then hope to be able to hang on. As the white/purple groups passed, a couple of the group including Juanita Cadd and Dean Niclasen jumped on the back and rode the outbound leg, doing turns to help. Approaching the turnaround, cries of "keep left" were heard as the combined blue/green bunches went past. The majority of the red/white/purple group upped the speed and formed a bunch of around 50 strong heading to the turn.

From previous experience I knew that in the absence of a neutral turn, being near the back would spell the end of the race, so I pushed to the front to do a turn, and went around the cones in fourth place. As expected, the last few riders couldn't make up the ground coming out of the turn, and about 10 were left behind, leaving 40 or



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so to push on for the return leg. With such a big bunch, I knew that the challenge now was to stay with them over the two inclines, because after that it would be a case of being sucked along to the finish line. We had numbers on our side, with the chasing groups still being isolated, so it looked promising that we wouldn't be caught.

The bunch stayed together until about 1km to go, when suddenly John Thomas decided to make a break off the front on his own. Surprisingly nobody responded, and he soon had a good 50m gap on the bunch. With the freeway overpass approaching, it became clear that John wouldn't be caught, and the bunch was sprinting for the minor places. I knew Darren Smith had been in good form recently, so picked him as the wheel to follow. As we went under the bridge, David McCormack made his move up the right hand side, with Darren on his wheel and I was following right behind. David soon made it to the front of the bunch, but started to tire and Darren quickly moved past him. With the legs feeling great I made an early move around Darren's right, and quickly pulled level. Just when I thought I might struggle to get past, Darren hit the wall, and suddenly I was clear of the bunch with just John Thomas up the road taking the victory. I pushed to the line, expecting riders to go flashing past at any moment, however I had timed it perfectly and reached the line in a clear second position.

It's not often that we get to finish in such a big bunch, which made it all the more rewarding. It's also nice when you happen to pick the right wheel to follow, and everything just seems to work out perfectly. Thanks to David and Darren for the lead-out, I wish it was that straightforward every week! I have been doing some training and racing on the indoor velodrome at DISC over the last few weeks, and it feels as though the high intensity is starting to translate in to some good finishing speed again.

6 minute group (Janita Keating)

I was part of the red hatters (6mins off) at Seymour, amongst a group of 8. It was agreed that a rolling turns approach was going to advantage us all, so we set out working together.

At some stage after the first and before the second turn we went down to 6, losing Michael and JC. The pace was solid, fortunately the wind not too strong. Being the first time doing rolling turns, there is certainly some opportunity for improvement for me in efficiently taking my turn smoothly!

We entered the second turn okay, and then Juanita was solo ahead. Unsure whether to follow or hang back, I caught her and together we cycled for a short while, yet where were the others? I glanced over and they weren't close. It felt quite strange as if something was NQR - the calm before the storm? Then it hit, I turned and it was like a locust plague descending on us, a swarm of white, purple and other colours - with two of our red capped comrades mixed in!! Dean and LeTour jersey (sorry, I don't recall your name) were in the thick going great knots. I latched on the back, soaking up the momentum, comfortably on 47km/hr, my Garmin telling me that I peaked at some point at 62km/hr. Nice. I held on as long as I could, losing ground until being spat out the back. I never saw any more red cappers. I continued the last 15-odd km in TT mode, making good pace, but missing the free ride of the massive bunch. A big thank-you to my fellow riders who helped me with advise before and after the race on technique and strategy, it's really appreciated. Final stats, average 32.9km/hr; ride time 1:46-odd

15 minute group (John Thomas)

Leaving the eastern suburbs of Melbourne for the drive to Seymour I was hoping the weather would be better some 90 minutes to the north. Thankfully the drizzle subsided as John Clarkson and I arrived at race registration. Seymour was cold but calm, providing almost ideal conditions for racing. I'd been training well but it had been a while since I'd raced, and even longer since riding a handicap. Fortunately, as we warmed up, Darren Smith passed on plenty of tactical advice that made me more confident about



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what to expect from this course and type of racing.

On the start line Darren, Tony Curulli and David McCormack made sure the 15 minute bunch were on the same page regarding the race strategy: don't go out too hard, rotate turns, keep up the encouragement, don't smash each other up the hill, and keep together. This was a good looking bunch (figuratively speaking) as it also contained Peter Braine, Robert DeBernardi, Rob Feigan, Ian Flannery, Dan Ives, Ken Bone and Peter Ransome.

As we settled into the first lap it felt smooth and fast. At the first turnaround (15km) it was obvious the 17 minute bunch were about to catch us, which they did on the slight rise out of Avenel. Some of the organisation went out of the chase as the 2 groups came together. However, after a brief rest the bunch worked well until the end of the first lap (30 km) with Chris Ellenby, Matt White, Ian Smith and Nigel Frayne active at the front.

Neil Cartledge, looking comfortable seated in his camp chair, was providing time checks as we rounded the traffic cone. I can't actually remember the time check to the leaders, but it didn't seem like an unassailable one.

The first few riders around the turn accelerated quickly causing those behind to work hard to re-join. This move brought about an animated discussion within the bunch. Discussion over, a good number resumed working together to drive us forward. After all, we still had to catch the lead bunch. About halfway back to Avenel they came into view and the chase was on in earnest.

Contact was made with the 13 minute bunch just as we came into Avenel. I was a little concerned about how we would safely pass this big bunch as their numbers had been somewhat swelled by other riders swept up along the way. However, the more experienced riders took control and calls of 'keep left' had us moving up the outside without incident.

Coming out of the last turn (45km) I was about 30 meters off the front so I eased up. The bunch swiftly passed me as we rolled back through Avenel. Probably sensing the danger of taking it too easy, Dale Malziels implored the bunch to work together, and that they did.

Heading for the finish there was little doubt the winner would emerge from this group of 30+ riders. Darren Smith had advised me not to go too early in the sprint, but it was time to reformulate that plan as I didn't like my sprinting chances against the likes of Darren, Dean Niclasen, Chris Ellenby or Martin Peeters. Hoping to create some indecision in the bunch I broke away about 400 meters before the Hume Freeway overpass, head down, bum up chasing the lead car. I was breathing hard and frothing at the mouth as I passed under the bridge, but fortunately for me the plan seemed to be working. A quick look back confirmed I had just enough of a gap taking into account my rapidly fatiguing legs. It was a pretty awesome sight looking back to see the bunch spread across the road winding up for the sprint.

It was very satisfying to cross the line first, remembering to keep my hands firmly on the bars. Definitely the biggest win of my sporting career!

Strava stats:

Distance: 58.9km

Time: 1:30:37

Average speed: 39.0 km/h

24 minute group (J-P Leclercq)

Arrived a bit too early (11:30am...) at Seymour and realised I over estimated the distance when measuring "quickly" with a ruler on the map of Australia at work (I measured 250km but it's in fact about 150km from my home...).

At least, I was not in late!!!



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The guys started to arrive from around 11h45am and then had a look on the starting list. I was in the 2nd last group, with some tuff riders.

I thought, I hope I am in a good Day, if not this could be a long & painful race.

Had a good warm up to make sure I would be ok in the first 10km (I could remember how fast the similar group started up last year).

We were starting 24min after the first group and with the "crazy group" 5min behind us. Same as last year, the first 10km were at high speed (about 43km/h) and we were all taking turns. On the way back of the first lap some riders were starting to miss their turns and from the 12 riders we were, a few were being dropped. I felt quite good on the first lap but started to struggle on the 2nd lap. We were only 6 guys left, taking the turns and it was hard work. Unfortunately, we could not get onto the Yellow guys and fortunately, the Purple ones did not get us, with too much gap/time put in between the last 4 groups. We finished all 6 riders together on a final sprint which started around the bridge. Steve Ross wan the sprint and I finished about a bike length behind him.

Was an exciting race, felt fast and done for the day.

After riding hard for 60km, a beer at the local pub was just perfect...

Garmin stats:

Elapsed Time: 1:26:57

Avg Speed: 40.5 km/h

Max Speed: 57.3 km/h

Avg HR: 161 bpm

Max HR: 176 bpm

24 Minute group (David Anderson)

60k handicap with limit off 29 minutes over a pretty flat track with only a slight breeze blowing was going to make today's race a pretty tough assignment for the scratch markers to get up. I

29 minute group (Michael Hay)

As I registered and checked the marks, I realised pretty quickly that the scratch group had been set an impossible task. Six of us were giving 5 minutes to the 9 rider strong second scratch group, with the other 73 riders spread out up to 29 minutes in front.

A highlight of the day for me was chatting to Lance Wearne about his Warrnambool win in 1966, first (and fastest time) from 2nd scratch. What a privilege for "youngsters" like me to be able to listen 1st hand to such stories!

That's about where the highlights ended though. If we were going to have any impact we had to chase down 2nd scratch as fast as we could, so we started hard with the slight wind at our back. Too hard for Frank Nyhuis, who despite looking in great shape (and obviously riding OK given his recent Baw Baw win) couldn't get the body working quickly enough and dropped off after half a lap. Then Geordie Probert started struggling, and he was gone too by the top of the hill the 1st time out. Matt Davis was a bit under done so had to sit out the rotations. That left just Guy Green, Roy Clark and I to take track turns. Again I think it's a privilege to be able to ride with these two guys, two of the best riders of their age anywhere, they've won countless races and titles and the club is lucky to be able to count them as long-standing members. They drove hard, Guy in particular was looking super strong. Guy also managed to coerce Matt to dig deep and he came back into the rotation for the finishing stages, but we still couldn't even see the race ahead, so it was just a matter of whether we could get fastest time. With the help of one last big turn for the final kilometre from Guy, we managed to get there, Roy finishing fastest in front of Matt.

was in the 5 minute chopping block group along with Steve Ross, Rob Amos, Jean-Philippe Leclercq, Ray Russo, Simon Bone, Dayle Goodall along with Duncan & Shane.

We had a 5 minute head start on the scratch group which included Mick Hay, Matt Davis, Guy Green, Roy Clark, Geordie Probert and Frank Nyhuis. For our group to be of any chance, we



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needed to get out hard and pull back 4-5 minutes on the group ahead which included strong riders Wes Hurrey, Anthony Gullace, Trev Perry, Collin Morris, Callum Gough & Darren Woodhouse. Steve, Rob and Duncan got to work straight away and everyone was contributing to good solid rolling turns with the pace sitting in the mid 40s. We kept it together pretty well, however J-P was like a dog on a leash and didn't hold back on the small incline and soon opened up a gap. We got it back together and as we made our way to the first turn around point we spotted our prey and it did not appear that we made any in roads on them at all. However the telling moment was around the 50 minutes into the race when we crossed paths with a huge group of riders who were already well into the 2nd and final lap. We completed the first lap and we were told the lead group was 14 minutes up the road which meant we had pulled back 10 minutes. We had lost Shane and I was finding it pretty tough. Duncan did a monster turn on the start of the 2nd lap, however this effort must have paid a price as he soon too dropped out of the rotation.

Steve, Rob, J-P and Simon were doing an incredible job and didn't miss a turn. Dayle & Ray too were working their guts out, while I was hanging on by the skin of my teeth and was lucky to still be there at the final turn around.

But not for much longer. The small climb back at Mangalore was my breaking point. I dropped it back a gear, caught my breath, had a drink and waited for the scratch train to come thru. Like waiting for any train, time stood still. But when the Mick Hay led scratch train came thru, I quickly found out that they were not taking passengers. I rolled back into town to find out that Scratch didn't catch chopping block who didn't catch the 3rd scratch group.

John Thomas managed to surprise the bunch with a late solo break for the line. His bravado paid off handsomely as he timed his run well and secured victory ahead of Dean Niclasen and Martin Peeters.

Simply a great day of racing thanks to EVCC. Thanks also to Dave McCormack for supporting the race.

Results 'Athletic Soft Tissue Handicap'; Seymour 18th May 2013

1 st	John Thomas	1:30:06
2 nd	Dean Niclasen	
3 rd	Martin Peeters	
4 th	Callum Gough	
5 th	Ross Tinkler	
6 th	Darren Smith	
7 th	Matt White	
8 th	Chris Ellenby	
9 th	Dale Malziels	Fastest woman
10 th	Craig Eastwood	

Fastest rider; Roy Clark 1:23:08

Officials at Seymour/Avenal 18th May 2013.

Thanks to Nigel Kimber for refereeing and to our marshals and traffic controllers Gary Leroy, Ben Muller, Jon Clarkson, Neil Cartledge and Peter Scarth. Special thanks to Liz Randall and Daniel Hulbert in the lead car. Thanks to Andrew Buchanan who manages the duty roster and ensures we have enough people on the day for our races and to JC Wilson for the trailer. Thanks also to anybody else who helped and to all the riders for making the day.





Results: The Loop May 22

	Division 1	Division 2	Division 3
First	P Cavaleri	A Skene	A Cunneen
Second	J P Leclercq	G Plummer	
Third	C Gough	T Ferrie (N)	

Future events:-

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
May					
Sat	25	1:30pm	Yarra Jn/Piedmont	288 G10	Graded Scratch Races
Mon	27	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
June					
Sat	1	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	8	2:00pm	METEC	51 D8	Graded Scratch Races
Sat	15	2:00pm	Arthurs Creek	510 N12	Graded Scratch Races
Sat	22	2:00pm	Yarra Glen	266 J11	Graded Scratch Races - Kermesse
Mon	24	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
Sat	29	2:00pm	Gruyere	282 F10	Graded Scratch Races
Wednesday's		10:15am	The Loop	44 G4	Graded Scratch Races

Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap **MUST** pay the entry fee regardless of participation. Fees are due on race day; entrants will **NOT** be allowed to start in any EVCC race until fees have been paid. No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

Northern Vets Program: <http://www.northerncycling.com/>

26-05-2013	Club Championships & Secret Handicap	60km	Lancefield	10.00am
2-06-2013	Graded Scratch	1hr+Bell	National Boulevard	9.00am
01-06-2013	VVCC Handicap - "Oppy" Open			
9-06-2013	NO RACING - 3 Day Tours			
16-06-2013	Promains Winter Crit Series (Race 1)	1hr+Bell	National Boulevard	9.00am
23-06-2013	Promains Winter Crit Series (Race 2)	1hr+Bell	National Boulevard	9.00am
30-06-2013	Promains Winter Crit Series (Race 3)	1hr+Bell	National Boulevard	9.00am





Victorian Veterans Cycling Council program: www.veterancycling.com.au/

01/6/2013 1:00pm	'OPPY' race (Central Victorian Vets)	Rochester Football Ground	65k	27/5/2013 (\$25)
21/7/2013 10:00am	Geelong Open (Geelong Vets)	Paraparap	61k	not yet open

Note: Entries are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

Promotion: Tour De France night with Phil Anderson

the **footmen** club
Proudly Presents:
2nd Annual Pre-Tour Dinner hosted by:
Phil Anderson

SKIPPING ALONG
Be in form(ed) for Le Tour

Mick Jamieson of Croydon Cycleworks has something that would be of interest to club members; his good mate Daryl Stephens, who does a lot of charity work for the Footman Club (<http://footmen.org.au>) has organized a fundraising Tour de France dinner at the Dorset Gardens on June 17th, with Phil Anderson as host. This will be a great night as Phil is a good speaker and is a legend of our sport. Croydon Cycleworks are organizing tables; tickets are \$75 per person. To secure a seat, club members can drop in or call Nick Thompson at the shop on 97235164 to make payment.

