



JUNE 12, 2014

Contents: Duty roster. Race reports. Race results. Events Royce Bennett H'cap. TdeF night. Training rides. Member's corner.

Duty Roster

This Week on Seymour/Avenel: Keith Bowen, Steve Short, Darren Smith, Jeff Smith, Kelvin Stagg, James Steward, Roman Suran.

Next Week on 21 June: Seymour/Avenel: John Thomson, Peter Shanahan, Adrian Dickinson, Jim Swainston, Nick Tapp, Marcus Thielle, Phil Thompson, Frank Tomsic and Tony Rankin.

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.

Casey Fields 7 June 2014

Casey was wet! The rain came around 1:30pm and bucketed down forcing 50+ riders and officials to shelter under the veranda of the club house. It was so crowded that Peter Shanahan was forced to stay out in the rain so he chose to ride around the track to keep warm. Well that is one explanation for his heroics; he may be able to offer another.

Re-appraisal of the conditions led to racing commencing at about 2:40pm. The rain had cleared but water was still flowing over the track in several places. Some entrants felt the sidelines or the warmth of their cars to be more attractive. The sun even appeared towards the end of racing. There were quite a few tyre punctures during the race, a feature that appears to increase by wet roads.

John Williams fell in his first B-grade race and broke his clavicle but from what we hear he is recovering reasonably

Well considering the injury. The fall was not caused by the conditions but by rider error. John thanks all those that attended to him after the fall. See members corner.

A Grade (1): Steve Ross

Well, there were only three of us. At least nobody goes home empty-handed I guess. You would think that a nice smooth rolling of turns would be in order, but it's never that simple. Especially when one of the riders is Tom Leaper and another is the 'never say die' Rob Amos.

The officials resisted from bolstering our numbers with some of the larger B Grade group and decided to set A and B off together. As we unintentionally 'dropped' them during the sighting lap, it seemed they didn't really like the idea. Anyway the three of us did start rolling turns until Tom got bored about 3 laps in and put the hammer down for three or four hundred





metres. As you can imagine it takes some effort to stay with him when he attacks and this was the first of many throughout the race.

As it turned out Rob was having a rare 'off' day and during one of Tom's early attacks, a gap opened up between the two of them. The temptation was just to let Tom ride away and finish the hour with Rob. But instead I allowed the gap to Tom to become difficult to bridge and then set about bridging it. Idiot. Anyway I got there and then sat there, recovering.

This set the theme of the race really. Tom would get out of the saddle and GO, then I would tuck in behind and try to hold it together. By the time the bell rang, I'd had enough of the spray off Tom's wheel and as he slowed and ushered me past, I obliged (through guilt?) and took the front.

Although I'd have felt more comfortable sitting behind, I still figured I was in with a good chance in the sprint home. As I repeatedly looked over my shoulder to defend against a mugging from behind, Tom wasn't giving anything away. Two thirds along the back straight I hit it.

Flat-out is my usual speed through the final corner but in the wet conditions I thought the smart money was on 80 per cent. Was this my undoing? Maybe, because as I neared the line there to the left was a Cervelo going faster than my Cervelo!

I think it was only half a wheel, or maybe a full wheel, but there went my chance of beating a guy that beat Armstrong!



Rob Amos, Tom Leaper & Steve Ross.



A Grade (2): Nigel

There must have been a better offer on somewhere, only three starters in a-grade and one was there courtesy of his wife standing in to do his rostered turn of duty.

The small numbers had the officials start a-grade with b-grade, a move supported by Rob Amos who seemed content to sit in amongst the green-hats for a while. Unfortunately for him Tom Leaper and the b-grade bunch had different ideas. Steve Ross had fortune of position, on Tom's wheel, as a gap appeared between the crystal-cranking b-graders and Tom; Rob had to make an effort to disentangle himself from the small green-capped peloton and bridge to his grade-buddies. Fortunately the lead pair respected the neutrality of the first lap and Rob had no issue making the juncture.

Lap two and race on. The tactic for small bunch racing is keep the pace up to prevent attacks but keep enough in reserve for surges, and that was the way things progressed. Tom probably doing the lion's share of the pace setting, and surging, but the other two seeing the front often enough to sleep well. And surges there were, Tom stepping up and putting the power down regularly to test the other two. Eventually the tactic bore fruit and a gap appeared between Tom's back wheel and Rob's front. Having met every test for more than half the race there was no shame in allowing Tom to ride off and ITT it whilst Rob & Steve swapped off turns to keep him under pressure.

That would have been a valid option but something tripped, or snapped, in Steve's brain and an effort was mustered, Rob was unable to match it and the tables were turned, Tom and Steve were away and Rob was under pressure to ITT it to the finish.

For the remainder of the race Rob maintained a solid steady tempo in pursuit of the lead pair who were surging and easing as Tom tried to gap Steve and then force him to the front, Steve doing his best to stay with and stay behind Tom. At the end it was either guilt or tactics that won the day or it was Steve who found himself on the front leading out the final couple of hundred metres, the sprint in full flight as the pair rounded the final corner and headed up to the line. Fifty metres from the line Tom stepped out and drew alongside and then inched ahead of Steve, a response from Steve had him back ahead but triggered a counter response that saw Tom again a tyre width ahead. And that was how they finished, Steve pushing Tom all the way to the chequered flag, a couple of centimetres in it on the line. Half a minute later the lone figure of Rob rounded the final bend and

Ringwood



headed to the line for third rounding out a tough day in the saddle for los trios amigos.

At the post-race gathering Steve's face showed it all exhaustion, elation and the consequences of following wheels in wet conditions.

Figures for the race (Steve Ross) – 42.4k in 1:05:57 at 38.6kph.

B Grade: No report.

C Grade: Neil Cartledge

What earlier appeared to be a remote chance of racing finally became a reality. It quickly became apparent that trying to avoid the puddles and rivers was a waste of time. By the end of the neutral lap the water from the wheels had made it presence felt and the pace increased. Almost immediately B grade came into view and then picked their speed up as well.

Around about lap 4 or 5, Peter Webb, fresh from the Alps of the Giro was the first of several to drop out with flat tyres.

The race speed was reasonably quick yet comfortable with several taking the front but not trying to break away as is the norm for C grade at Casey. Some small attacks came and went with none having much effect on the bunch. Mid-race Franc Tomsic went around B grade but then shortly after came back to the fold, or perhaps sufficiently woke the B's from their cruisey mode and they picked up their act.

Not long after we came across John Williams on the tarmac at the start of the back straight. Several riders from various grades pulled out to render assistance. Ian Smith from B grade was a traffic director cautioning all grades around the scene for the remainder of the race. Thanks Ian.

On the bell lap the ever improving David Brown attacked early and the grade was stretched out well before the turn into the back straight. Then the powerful riders hit their straps and bridged the gap dragging the sprinters with them. At the pond the pace was high and on the turn wheels were being sort that would give them the lead-outs to pick up the envelopes. David valiant effort was undone as Franc sprinted to the line with Peter Shanahan and Gavin Plummer close behind.

D Grade (1): Jim Swainston

Well Saturday morning looked optimistic in terms of weather But what was to come turned out to be an absolute lottery.

I dropped my son & grandson at the footy ground at Casey

Fields to watch the "Mighty Magpies" and as the downpour hit I thought I would be joining them. I was so sure racing wouldn't happen that I barely did a warm up. We had 3 likely lads "pull the coat" and go home and six of us settled in for a wetting.

We pretty much rode it like a handicap generally all taking turns with Colin & Ken being the strongest. I hadn't seen much of Ken prior to Saturday but I realise now why he often features in the placing's. Peter enjoyed letting go with a fierce jump now & again just to keep us thinking. As we neared the end of our time we noticed John Williams on the deck and not looking all that happy. It was a fine gesture by his grade not to continue and instead make sure we were reminded to stay clear as we went by.

The bell caused Peter to spring into action once more and open up about a 30 metre gap with Ken tacked on. Colin took up the challenge and proceeded to time trial back on and with about 600 metres to go we were together again.

Colin led around the last corner but I was able to find a bit and come off him with Ken picking up 3rd. Sam & Chris had ridden well but may have been a bit short of racing.

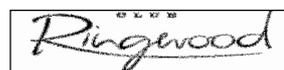
Thanks to our officials & First Aiders in difficult conditions. PS. I got back to the footy in time to see 15 minutes! A big crowd.

D Grade (2): Peter Mackie

Great day for a ride, until we got to Casey. Dark clouds on the horizon with the radar confirming these clouds were going to unleash on us. Unleash they did, delaying the start until 2.30pm.

Wet track the entire race and some streams across the track made it increasing uncomfortable but all rode cautiously around these. The entire grade did not race, 3 or 4 decided not to risk it. The bulk of the work was done by Ken, Chris, Peter and Sam. No big break a ways, it was almost a done deal it was going to come down the sprint. Chris and Sam have been missing from cycling, so they were the unknown ones for the sprint. But Ken, Jim and Colin (Mr. Consistent) were to prove the stronger riders.

Jim deciding today would be a good day to win, taking the sprint finish with ease; Ken came around Colin to take second and Colin for third. Well done!





E Grade: No report. F Grade: No report.

Thanks again to those responsible for organising, officiating, the drinks and the trailer.

Casey Fields: 7/6/2014

	First	Second	Third
A Grade (3)	Tom Leaper	Steve Ross	Rob Amos
B Grade (9)	Race abandoned		
C Grade (20)	Franc Tomsic	Peter Shanahan	Gavin Plummer
D Grade (9)	Jim Swainston	Colin Mortley	Ken Saxton
E Grade (7)	Robin Condie	Ray Watts	Alex Watts
F Grade (8)	Bernie Evans	Pat Ruys	Laurie Bohn

The Loop June 11

	Division 1 (10)	Division 2 (9)	Division 3 (5)	Division 4 (3)
First	D Burke (N)	O Anstey	S Bol (N)	M Waterfield
Second	A Spiteri-James	R Wheelhouse	P Griffiths (N)	B Rodgers
Third	D Beovich	G Plummer	B Robertson (N)	L Bohn

Thanks to Keith Bowen, Laurie Bohn, Barry Rodgers and Steve Barnard who are crucial to running this popular event

Future events:

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
Saturday June	14	1:30pm	Seymour/Avenel	90 M5	Royce Bennett Memorial Handicap
Saturday June	21	2:00pm	Yarra Glen	266 J11	GSR – Kermesse – A Grade teams race
Saturday June	28	2:00pm	Gruyere	282 F10	GSR - Kermesse
Monday June	30	7:30pm	Club Ringwood	50 C3	Monthly General Meeting

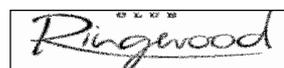
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants will NOT be allowed to 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 eve.

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

February 2014	Race	Dist.	Venue	Time	Event
15/06/2014	Criterium	1hr+Bell	National Blvd (Ford)	9:00 am	Winter Crit Series Race 1
22/06/2014	Criterium	1hr+Bell	National Blvd (Ford)	9:00 am	Winter Crit Series Race 2
29/06/2014	Criterium	1hr+Bell	National Blvd (Ford)	9:00 am	Winter Crit Series Race 3
56/7/2014	Criterium	1hr+Bell	National Blvd (Ford)	9:00 am	Winter Crit Series Race 4

AVCC National Championships PERTH 26-29 SEPTEMBER 2014

Registrations are now open for the AVCC National Championships to be run in Perth, Western Australia from 26th to 29th September 2014. There will be two track championship events, road, criterium and 25km time trial championships. The track at the Speed Dome, Midvale, will host individual time trial and pursuit championships -





road bikes will be allowed for these events.

A link to IMG's event desk can be found on the West Coast Masters CC 'Nationals' web page at: <http://www.masterscycling.asn.au/nationals/nationals.htm> There is also a guide to the process available through a link on that page, or directly at: <http://www.wcmasterscycling.asn.au/nationals/2014RegistrationGuide.pdf>. The event is also listed on the AVCC web page at: <http://www.ausvetcycling.com/#>

Royce Bennett Memorial Handicap

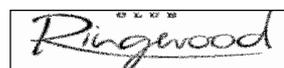


Proudly presented by
Eastern Veterans Cycling Club

Saturday, 14 June 2014
60 km Handicap
Avenel Road, Seymour
Starting 1.30pm

EXCELLENT PRIZE MONEY PLUS TROPHIES

Entries close 10 June: peter.mackie@parmalat.com.au





Eastern Vets

Le
de TOUR
FRANCE
Night

Friday 11th July 2014

**From 7:00pm till Late
The Kilsyth Club**

Corner Canterbury & Colchester Rds. Bayswater Nth.

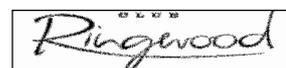
Guest Speaker – Keith Flory PhD.

Director of Performance – Drapac Professional Cycling Team

& formerly

**Education and Training Manager - UCI World Cycling Centre
Switzerland**

Mark in your Diary, Not to be Missed!!





Training Rides

Day/Time/Place	Route	Style	Contact
Tuesdays 9:30 am (9:00 am during DST) Main Yarra Trail (meet under Burke Road overpass)	Under Burke Road on Main Yarra Trail to Southbank via Yarra Boulevard and bike paths along the river and return.	Social, bike paths and roads, coffee @ Southbank.	Keithb33@optusnet.com.au
Sunday Morning Beach Road Ride Leave 8.00 am sharp Meet at Peanut Farm Reserve. Cnr Blessington & Chaucer Sts. St Kilda.	Ride along Beach Rd To Frankston. 10 min stop. Then ride back to St Kilda. (approx. 65 km)	Social Ride - Coffee back at St Kilda	

Members' Corner

In addition to race reports, every Member is invited to submit cycling-related material of possible wider interest including favorite rides, best or worst cycling experiences, brushes with fame (or the infamous), cycling holiday snaps, etc.

John Williams: Crash report

Thank you to everyone for the kind wishes following my stack on Saturday. I am pleased to say that no serious damage has been done, just a six week rest for the collarbone to mend and the gravel rash to dry out. Sorry to b grade for wrecking their race in my first attempt. I hope to have another (safer) attempt soon, but that might be a little while away.

I can't say enough to thank the first aiders that helped me Petra, JC, Peter Ransome. Sally, Carol Ross and possibly others I wasn't aware of - sorry if I missed you.

Very professional and dedicated. Missed out on the finish of their own races, and then stayed with me in their cycling gear for an hour or more in the cold and rain. Must have been freezing! At least I had the space blanket. If you are ever going to hit bitumen, make sure those guys are nearby.
On a lighter note, I escaped the Alfred around 11:00pm after setting off the alarm on the heart rate monitor multiple times. First they dropped the setting from 50 to 45, then 40, and when I set it off again when my heart rate hit 38, they decided to unhook me.

Thanks again to everyone, looking forward to riding with you soon.
John

*Neil Cartledge (neil.cartledge1@bigpond.com)
For John Neil, Newsletter Editor*

