



Newsletter

Eastern Veterans Cycling Club



31st January 2015

Editor: Janita Keating; janita_todd@bigpond.com

Duty Roster

Jan 31st Gruyere: Tony Curulli, Andrew Nielsen, Dave McCormack, Jamie Goddard, Rob Amos, Michael Pearce, Roy Clark, Nick Thompson, Steve Fothergill, J C Wilson, Ken Mayberry, Janita Keating

Feb 3rd Croydon Cycleworks METEC: Colin Doherty, Walter Savini

Feb 7th Casey Fields: Nigel Kimber, Darren Eagle, Andrew Seen

Feb 10th Croydon Cycleworks METEC: Richard Abel, Daniel Hulbert

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

Race Reports

It was warm to hot with a little breeze just controlling the temperature, very good for racing. The Tour Down Under probably accounted for the race entries for this popular venue to be down around 80, well below the 130's of late last year and no A grade Teams race also would had some effect on entries. Never the less the racing in all grades was serious and competitive with many riders backing up for a guest rides in other grades, some higher, a good opportunity to test one's self against the stronger riders without the commitment.

Ben Schofield, a sometime club member, turned up with some copies of his new book "Wheel Life". Ben has put a lot of time and effort into this book and it is well worth the reads. Ben quit his job to research, write and publish this book.

A Grade (no reports)

B Grade (no reports)

C Grade

I headed off from Ringwood on my trek to Dunlop Road as it turned out to be quite a nice morning and

decided to ride in. I noted on my way in that a reasonable southerly wind was around and thinking whilst riding that it would make things a bit tougher down the main straight at Dunlop.

I arrived early and was able to watch B & D grade strut their stuff and found it quite interesting the line that some riders were taking into the wind for the finish sprint.

We head off for our neutral lap and all were reasonably quite, taking in the conditions, checking out who's going to attack first as the race maintained at a steady pace for at least 2 to 3 laps.

My plan for this race was to try and stay up the pointy end and run with the attacks as the last 2 races I've competed in C grade they have been won by a break away.

I have to apologise to not knowing all the names of riders in C as this was only my 4th crack at C grade. The surges started as Peter Ransome took off with 2 others and I followed closely.

The pace was relatively calm as 4 – 5 riders including myself shared some of the load up front but no one was too keen to stay out front and do some really big turns as the temperature was warming up and that southerly was also picking up.

A little bit of action started to appear half way through the race where at the bottom corner at Geddes street and Dunlop road a track marshal had just held up the red flag and we ended up going around the corner with this red hatchback in the middle of the road, maybe we need to be addressed with a riders action when a red flag is held but in this circumstance we were all committed to the corner and there was not a lot we could do but continue our race.

Closing in toward the bell lap we had a fellow rider come up the front screaming at us hold up as a rider had fallen, unfortunately we did not hear this call so some verbal lashing was going on and froing but thanks to Peter Mackie for setting the scene straight and we all held up for a lap and half to access the situation and thankfully all was okay.

We were up for the bell lap but again we had to hold up for another lap and half due to C grade right on the hammer of E as they received the bell - "more confusion". At this stage my heart rate had dropped considerably and winding up for a sprint was not the ideal for my situation as we had Ken Saxton, Peter Ransome, Dean Niclasen, Garry Stopar and the likes with great sprinting abilities.

On the bell lap and no one really took off as we were steady up the back straight and heading toward the final turn and I was boxed in between the above riders, so I decided to take a wide exit out of the final turn and stay right hoping no one would grab my wheel, into the sprint and started to round a up a few riders but still had Peter and Garry in front, out of the saddle and gave the last 50 meters the almighty and was fortunate enough to take the win by a very small margin. Well done to the other placings as this was another enjoyable race.

(Colin Doherty)

Small field, sunny day and light winds. I was more than happy to see yellow vests on Ian Millner and John Thompson when I was paying my entry fee. I thought this might make things easier for all of us. This is more an observation than a race report.

Our race was marred by a fall with Peter Shanahan hitting the deck. Apparently he had a mechanical, fortunately his exceptional skill and a bit of luck didn't impact on anyone else. I think. There was a bit of abuse from riders at the rear of the race to the riders at the front for not slowing. There was a fair amount of swearing and a lack of understanding from both groups. It's best to stay cool, don't go in over the top trying to get your message across. You can always escalate.

Next on the list is riders pedaling through the two corners into and exiting Dunlop Rd. It has always been said in race briefings and was said on the day don't pedal through these corners. Previous history has shown riders to dig the pedal and hit the deck. One rider (we all have a responsibility to keep to the rules and repeat offenders ought to be brought to the attention of officials) dug his pedal on the exit of Dunlop Rd into the back strait, and I was right behind

him. I don't care if you're running 160 ml cranks. Don't do it.

Last thing is looking over your shoulder. Nigel wrote an email concerning this practice a couple of weeks ago. No explanation necessary. So don't do it.

Our race was a fairly even with no one able to get away. There were no outstanding efforts with the race coming down to a sprint. A couple of the place getters were not sighted during the race till final 400 meters (but that's racing). A fantastic sprint by Colin Doherty gave him the win showing good form since arriving from D grade.

Despite all my whinging it was a good race enjoyed by all. I think. *(Peter Ranome)*

D Grade

The first attack sets the scene for the race. Well if not the attack, it is who attacks and who responds that dictates how the day will unfold. Saturday it was Rob Devolle who went off the front on lap two and it was Ron Chapman that went after him, signalling that this was going to be a day of one-two's. You had to go as well because if not this time or maybe the next, or one of these times you could be left behind. Then a lap or so later it was Adrian Dickinson and Ron. Then Ron had a go and Neil Cartledge chased Ron's wheel. Several others got into the action just to make it difficult to pick who was the one to watch. This was repeated with some different permutations for the first half of the race.

The normal culprits, having tried to break up the bunch but not succeed were then confronted by a couple of other riders buying tickets to contest the sprint. Neville Williamson made the pace for a while, as did Ian Smith and Ross Gardiner with Lou Wolfers and Louise McKimmie getting into the action as well.

Then Steve Barnard came to the front and put in several hard laps on the front. Steve had come out to play! Steve would make an attack when he felt that the time was right. Steve would try to get away on his own so he had to be watched. He would go when one of his main rivals was vulnerable, say when that rider

had made an attack or done a long turn and was tiring. The smart riders would let somebody else do the work and be ready for Steve's attack and go with him.

It came with about three or four laps to go. As it happened, Neil was on the front during a longish turn. Steve jumped strongly on Dunlop Rd, on the slight incline and with a little wind on the tail to compensate. Ron was ready and went with Steve, sucking his wheel and together the two made a decent gap of 50 or so metres. Neil couldn't go but the bunch responded by upping the speed, came around Neil and the chase to the finish was now on well and truly. By the finish straight the gap was increasing and Ross Gardiner along with Ian Smith were between the leading duo and the main bunch. If the bell was to ring now the chasers would probably not get across, the bunch would not get back on, but it wasn't to be. At least one more lap, maybe two. Enough to bring them back?

In Dunlop Rd and the back straight the bunch stretched out but by the finish straight Ross had caught Steve and Ron. I think Ian came back to the chase bunch or maybe it was the other way around. The bell was tolled and it looked like the podium was to be filled by the three on the front. The chase group was closing on this trio but not quick enough and Neil had worked his way from last towards the front of the chasers but the effort had extended him.

The last corner was a little hairy. Lou nearly touched wheels and there were a few behind who grabbed some brake in the corner. This is twice in two races at Dunlop Rd that there has been a potential incident in the last corner. Please be careful, falls in this situation usually are very serious!

This was the catalyst for the two lap sprint to really get going. Neville lifted, went up the middle and Neil went wide to avoid Lou. Bernie Evans went to the inside but a slower rider forced him to change his line. Ron and Ross were unaccounted for? Steve still had a decent gap but it's a long straight and the breeze was from the south west, or if you prefer, almost in the face giving those with more strength a chance. Neville was closing on Steve as Neil came down the right hand side, over Neville. A click to the

11 tooth improved the speed but there was not enough road remaining to get to Steve.

Steve rode a clever race and deserved the win, Neil second, Neville third and Bernie collected the fourth envelope. A good race, thanks everybody.
(Neil Cartledge)

Near perfect weather conditions at Dunlop Rd, with only a light to moderate southerly wind to keep the peloton restrained. Approximately 70 riders turned up to compete, which wasn't bad considering the multitude of events available during this Australia Day weekend. So no excuses today, right? Hmmm. (read on but please excuse the introspective nature of this race description).

It was good to return to D grade, (self nominated) since a lower back injury in May last year put a hold on my training progress. The absence of a couple of regular 'Dunlop Rd' antagonists helped make the readjustment easier. Nevertheless, there were other riders of equal ability present and it didn't take long to forget about whom and concentrate on what was happening.

The pace was on as soon as the neutral lap was completed, with some of the longer front turns being done by Neil Cartledge and that lean & lanky rider with the Surfie complexion, discouraging any further attacks. With few respite opportunities, (either due to vehicle traffic or bunch overtaking maneuvers) the pace was fairly high and constant, with short surges occurring at the southerly corners on nearly every lap.

I'm hoping others can fill 'my minds void' during this middle race period. The only thing I distinctly remember, is Hylton Preece asking me to over-spray him with water I normally pour on myself. As the 50 minute mark approached, my legs were feeling pretty damn good and I felt optimistic about chances of contesting the sprint. Until however Steve Barnard decided it was time to make a statement. Without warning, Steve rapidly accelerated and with no rider looking to follow, images of last week's 'Carnage at Casey' flashed before my eyes. I immediately jumped but it required a big effort to

close even the tiny gap he (Steve) had created. This effort completely exhausted my anaerobic capacities and as Steve and (that Surfie guy) rode away, I was resigned to hopefully tagging (catching the next wave) onto the chasing bunch. As they rode past, even this menial task became impossible and I watched with tail between the legs, contemplating what might have been as the bunch rode off into the distance.

The Bell rang a couple of laps later. Steve continued with his attack to finish first, with a Tsunami of riders Neil over Neville Williamson, sprinting for the minor placing's. Despite my impulsive reaction and subsequent demise, I enjoyed and was pleased with the day's achievements. Well done everyone.

P.S. That "Surfie" guy turned out to be Ron Chapman.
(Peter Gray)

E Grade (no reports)

F Grade

What a great day for racing at Dunlop Rd last week, this course being perfect for a few old "Trackies" to have a day out. A former Vic.1 mile and club track champ. A former Austral winner and another former club track champ and of course Sun Tour/Melbourne to Warrnambool veteran and former veteran world champion Ken Woollard.

The race was just about a repeat of Casey Fields (less the wind) with everybody taking a turn at the front but Richard Hensey was once gain setting the pace for most of the race (might be doing some T.T. training). At the bell Richard took the lead, gradually increasing the speed with Frank Lees, Laurie Bohn and John Eddy tucked in behind. Around the last corner the still intact bunch was winding up for the downhill sprint with Laurie managing to hold on for first. 81 year old Frank was 2nd and John 3rd. Thanks to all officials on the day and riders for a safe race.
(Laurie Bohn)

Newbie Corner – Cornering



Image: Lou Wolfers

As mentioned in the last edition of the newsletter, the newbie corner will provide opportunity for more experienced members of EVCC to support new members. I interviewed our President, Hylton Preece and share the following. **Please email me questions and contributions to be included in future editions.** All members are reminded that the website contains a handbook which is very comprehensive.

Q: I get confused with the term ‘hold your line’, especially when turning into a left hand corner. In the diagram, I am the green cyclist. Is it okay for me to take the dotted line?

R: If you start with the premise that ‘the person in front has the line’ (old adage going back to when I raced a motorcycle) it is fairly simple in that they can take and hold the racing line through the corner because they are in front. As they are in front they can basically follow the ‘ideal’ race line through the corner which generally means riding towards the apex of the corner as the diagram indicates.



Q: But what about the red cyclist behind me, if they accelerate they will collide with me?

R: Like I said the person who enters the corner in front has the line and is entitled to head for the apex (the fastest line). To keep it all very simple we ask that everyone holds their line through corners, no changing direction, ride in a straight line and don't pass another rider on the inside of the corner, if you want to pass the bunch in the corner move to the outside of the bunch before entering the corner and ride around them, yes it is obviously further to go but it is much safer.

Q: So is this when they use the term ‘the red cyclist is boxed in’?

R: Yep.

Q: I guess real estate agents were right when they say it's all about location, location, location!

Race Results

Sat 24.01.15 Dunlop Road	1 st	2 nd	3 rd	4 th	5 th
A Grade (4)	Lawrence Lee	Peter O'Callaghan	Rob Amos		
B Grade (15)	Paul Webster	Phil Thompson	Craig Oliver	Glenn Newnham	
C Grade (15)	Colin Coherty	Garry Stopar	Peter Ransome	Dean Niclasen	Ken Saxton
D Grade (14)	Steve Barnard	Neil Cartledge	Nev Williamson	Bernie Evans	
E Grade (9)	Ray White	Rob Lackey	Micheal Paull		
F Grade (12)	Laurie Bohn	Frank Lees	John Eddy		

Thanks: Peter Mackie and Ron Stranks on the desk, David Hyde with the trailer. Dean on the drinks with both Kevin and Shelly on first-aid. Marshals John Thomson, Ian Milner, Julian Paynter, Rob Feigan, Bruce Will, Mal Jones, Colin Mortley, Hans Werner, Chris Norbury, Rob Birch, Rob De Bernardi, Tom Leaper, Harry Hibgame, Keith Bowen

Tues 27.01.15 METEC	1 st	2 nd	3 rd	4 th
A Grade (13)	A Mapstone	Dd De Pedro	G Green	
B Grade (11)	P Webster	S Crowhurst	R Russo	
C Grade (19)	T Maffey	J Thomson	D Linker	D McKeown
D Grade (13)	A Wedderburn	D Brann	D Casey	
E Grade (8)	P Gray	K Peterson	Z Gawonski	
F Grade (0)				

METEC Points		Grd	Pts
White	Cam	B	82
Doherty	Colin	C	70
Green	Guy	A	70
De Pedro	David	A	60
Wilson	John C	D	60
Clarkson	John	A	54
Niclasen	Dean	C	52
Abel	Richard	A	50
Clark	Roy	A	48
Leroy	Gary	D	46
Thomson	John	C	46
Dymond	Adam	C	44
Gray	Peter	E	44
Ransome	Peter	C	44
Constantinou	Paul	B	42
Harvey	Greg	D	42
Mapstone	Andrew	A	42
Muscat	Michael	C	42
Devolle	Rob	D	40
Greenhalgh	Grant	B	40
Komac	Andrew	D	40
Tarrant	Ivan	D	40
Brann	Peter	D	36
Russo	Ray	B	36

Ugrasbul	Tayfun	A	36
Wedderburn	Andrew	D	36
Amos	Rob	A	34
Granland	Mark	E	34
MacDonald	David	B	34
Petersen	Kym	E	34
Chapman	Ron	D	32
Maffey	Tim	C	32
Morland	David	B	32
Ross	Steven	A	32
Shanahan	Peter	C	32
Henderson	Grant	B	30
Mayberry	Ken	A	30
Pye	Gary	C	30
Pyne	David	B	30
Hainal	Nick	E	28
Hansford	Duncan	A	28
Hulbert	Daniel	B	28
McGovern	Paula	E	28
Oliver	Craig	B	28
Paull	Michael	E	28
Taylor	Phil	D	28
Webb	Leo	B	28
Woolhouse	Darren	A	28
Ellenby	Chris	B	26
Goodall	Dayle	B	26

Wedn 28.01.15 The Loop	1 st	2 nd	3 rd
Division 1 (12)	A Burmas	R Clark (N)	P Thompson
Division 2 (8)	J Williams	R Debernadi	R Wheelhouse
Division 3 (9)	G Darroch	N Cartledge	P Gray
Division 4 (8)	L Bohn	C Wright	B Rodgers

Thanks Keith for continuing to make this mid-week social race happen. Also thanks to Peter Mackie for coordinating the Tuesday evenings. We hope to see Frank recover quickly after his spill this week.

Future Events

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
Tuesday's	Until April	6:00pm	Metec	51 E7	Croydon Cycleworks Summer Series
Wednesday's	All	10:15am	The Loop, Yarra Bend Park.	2D C7	Graded Scratch Races, all year.
Saturday Jan	31	2:00pm	Gruyere	282F10	Graded Scratch Races
Saturday Feb	7	2:00pm	Casey Fields	134E10	Graded Scratch Races
Saturday Feb	14	1:30pm	Dunlop Rd	70K10	Graded Scratch Races Team Race

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: www.northerncycling.com/

Date 2014	Race	Dist.	Venue	Time	Event
01/02/15	Vin Nuttal Memorial	64km handicap	Avenel Rd, Seymour	9.30am	64km handicap
8/02/15	GSR	1hr + Bell	National Boulevard (Ford)	9:00am	Graded Scratch race

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 Mornings 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.	

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