

Newsletter



Duty Roster

Saturday 14th March Dunlop

Steve Ross, Michael Lillycrapp, Jeff Smith, John Williams, Jim Swainston, Nick Tapp, Phil Taylor, Phil Thompson, Frank Tomsic, Tony Tonkin, Glenn Newnham, Neil Cartledge, Steve Short, Frank Nyhuis, Nigel Kimber

Tuesday 17th March METEC

Peter Gray, David McCormack

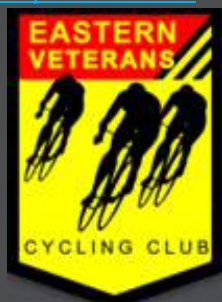
Sat 21st March Yarra Glen

Ian R Smith, Peter Shanahan, Keith Wade, Andreas Weber, Geoff O'Loughlin, Louise Wolfers, Rob Lewis, Daryl Beovich, Mark Charlton

Tuesday 24th March METEC

Geoff Mackay, Leon Bishop

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, tiptop2@optusnet.com.au



This week's *image of the week* was submitted by marshal on the day, Alison Skene. Front and centre is Peter Webb who came in 4th in C grade this week at Casey – Peter has shown consistent strong form all summer season.

In this edition we continue with John Williams' New Zealand seven day cycle race. It's pretty remarkable to race so many consecutive days – it's hard to image how one stays focused and competitive for so long.

Thank you for all the contributions of members to the newsletter – I welcome all contributions and I hope you are encouraged by other member's articles from race reports, recreational endeavours, cycle trips etc. I am particularly interested in METEC season roundup comments/highlights.

Editor: Janita Keating janita_todd@bigpond.com



Saturday Race Reports – Casey



Harry Hibgame, Zen Gawronski (E) Image: A. Skene



Phil Smith (A) Image: A. Skene

A Grade

Only eight starters in A grade included promoted Ray Russo and the evergreen Phil Thompson making a return for the second week, however a puncture would ruin his race. The pace started off very sedately, with everybody rolling through for various lengths of time and hoping not to have to do their turn into the strong headwind. After about 25 minutes Phil Smith decided to up the pace with an attack on the bottom straight. Rob was the first to respond, but within half a lap JP had pulled it back together. Phil went again a short time later, as a group of four with Rob, Roy, Steve Ross and B. Dukes formed and chased Phil down.

Phil's next attack would seal the placings with only Rob and Roy able to go with him. Phil would attack several more times in the hope of shaking off the other two, but each time they were able to respond. Phil was then left to lead out the last lap ridden at a snail's pace until Roy made the jump to win the sprint from Rob with the strongest rider in 3rd. The bunch all finished together, including Ray and the re-joined Phil T. (Rob Amos)

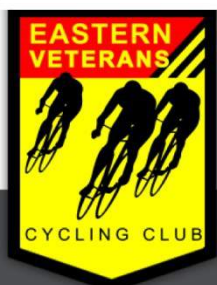
B Grade


Fourteen riders dominated by two teams Pinnacle and Norbray in B Grade today. Croydon Cycleworks had a lone rider in Tony Curelli, while

Cycle Superstore had a duo. Brooklyn Chewing Gum was represented by Roger De Vlamick (lookalike) on a steel Gios just like the 1973 Paris - Roubeux (just watch "A Sunday in Hell" on YouTube). Anthony G rode as independent in all black (don't tell Ronnie), but some felt he might be riding incognito for Pinnacle.

Early pace wasn't fast, but that was misleading; the surges were hard and fast, the respite necessarily pedestrian, resulting in a hard way to achieve a mediocre average pace. The wind only exacerbated the effects of surges. Anthony made a strong solo break around mid-race. Roger De V took a lap at the front, but when the pace came back on, he was left uncharacteristically struggling at the back of the pack. Chris Ellenby unleashed one of his classic attacks and was quickly down the road bridging to Anthony. The subsequent pickup in pace dropped the Brooklyn rider, and this race report is concluded from his observations from the back of a C Grade pack.

Chris succeeded in bridging to Anthony, and between the two they had the firepower to stay away. Anthony proved the stronger on the bell lap. Handicapper Peter Mackie (Team Norbray) out sprinted the pack for 3rd in controversial circumstances. The bell failed to ring for the pack, and despite a vocal shout of "bell lap" some riders were unaware that the end was nigh. No accidents or incidents, and the best workout you can get for \$10, even if you didn't collect an





envelope from Ronnie! (*John Williams*)

C Grade

Was Casey windy today? Is dog poo smelly - silly question. Peter Shanahan and I led the pack out on the neutral lap and we were trying to work out who the main contenders for the day were going to be. Given John Thompson's history, all eyes were going to be on him expecting a break away at anytime, but the first one to attack in any serious manner was Dave McCormick. It was very early however and the group decided that on his own and given the solid wind that he would soon be back into the fold.

Next Ken Saxton rode off the front followed by myself but it was soon shut down by Peter Ransome who was ready to chase and shut down anyone thinking of causing a break. Michael Muscat was hovering around the front and riding solidly. And so the die was set for the first 35 minutes with the usual contenders all having a bit of a dig to see who was up to the conditions. There was a bit of a feeling that an attack was going to happen and when Ken Bone came past me to try to get closer to the front, the signs were ominous (Ken has a great sense of what's going to happen). Two riders caused a bit of a break and they were soon brought in by Steve Short and Peter Ransome and when we got onto them Peter and Steve slowed and John Thompson and Paul Semmens, Ken Saxton, Colin Doherty and I kept going and caused the break. Peter and Steve got on but poor Ken got dropped when we had to dig really deep to cause the break to stick and earwigo moment occurred (short for 'here we go').

We soon worked out who was going to do what, Colin doing the down wind work (big and fast) and myself, Peter, John, Steve and Paul working into the wind and rotating as required. After three laps of great effort and some ordinary chasing by the rest of C grade we were comfortably away and holding them well. We had a bit in reserve with an option to up the effort if required.

And so this was the order of the day until we

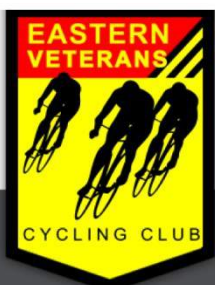
came up the main straight and they rang the bell and bugger me who was on the front? ME some laughter from behind and we settled into what can only be called some pedestrian speed caused by me. John mercifully came around and allowed me to get some breath back, so onto the back straight we went. Pete upped the pace, Colin followed and I planned to stick with Colin given his Tuesday night sprints. As we came around the final turn I was struggling to hold my line given the strong cross wind and Steve was on my outside which meant I couldn't allow myself to drift to the outside. I had to stop peddling and put all my pressure on the handlebars and the outside peddle to keep control and not take Steve out. This meant I lost Colin's wheel and allowed Steve to get in front of me.


When we straightened up, Paul and Colin were well ahead and Peter and Steve were close enough to catch, I managed to just get over Steve and just missed Peter and John came sixth. What a great race and a brilliant break away with six very strong and determined riders. This is the only way that we who are not sprinters can have a chance of winning and it worked to a T. Thanks to all the officials and those on duty for your efforts. (*Peter Webb*)

D Grade

Long time reader, first time writer. Driving down the freeway noticing there wasn't a lot of wind blowing the trees around and thinking that this could be one of those rare occasions there might be a gentle breeze blowing at Casey Fields, I opened the car door on arriving, there it was, blowing a gale!

Not much happened in the first couple of laps, just going through the motions of riding into a stiff headwind and then coasting with a tail wind down the back straight. Somehow I found myself in the lead ten minutes in, so I increased the pace a little and glanced behind after a couple of hundred meters and the rest of the grade were sitting pretty, watching me from afar, probably thinking, let him go, he'll be back. They were right. After thinking, should I try to get further ahead and throw caution to the wind, noticing the





ever increasing heart rate, I decided after a couple of laps not to and drifted back to the pack and got swallowed up.

I made a quick comment to Adrian Dickinson saying " I thought some brave soul might have joined me" and his reply was "Don't be stupid it's far too early" and he was spot on.

After getting my breathe back, ventured back to near the lead I took it in turns with the usual front runners in D grade, Col Mortley, Andrew Buchanan, Adrian and forgive me if I've left someone out, until the bell lap. Things slowed until the third last turn when, in the lead again I glanced behind and saw the bunch about five wide looking like a pack of lions waiting to pounce on the bunny up front so I quickened the pace down the back straight hoping to drop a few off.

Heading into the final turn, three of us, Adrian, Sam Bruzzese and myself (I think that was the three) all took the turn three abreast and off I went on straightening, hoping for the best.

Apparently Adrian got taken a little wide but I hung on to win from a fast finishing Sam and Adrian getting third. Second mishap in a row for Adrian as his chain came off 100 meters from the finishing line last week, third time lucky next start.

Thanks to everyone who helped on the day making it possible to race, I love my racing. *(Phil Taylor)*

E Grade

Once again the gentle breeze that maintains the landscape of Casey fields felt like a gale force weather event on the circuit. The neutral lap presented and the number of the field was quickly checked and re-checked. What surprised most of us was the appearance of Mr Stranks on the 'neutral' with A grade - it seems as though he meant business as he was preparing for a battle of epic proportions.

As usual the head-wind tail-wind combinations would have a significant impact on the race and those able to stay together would need to monitor those closely around them. So, down to business

(once Mr Stranks joined us from his A grade spell). A group of seven meant that there would be no hiding from the wind. The group were conscious of this and stuck together like a school of fish throughout the race.

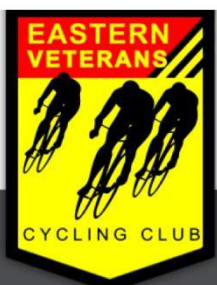
A couple of stretches up the finish straight by Misters Gawronski and Hainal left Mr Gray off the back. Now there were six.

Heads kept moving with everyone looking and waiting as to who would move first. A variety of turns on the front demonstrated that no-one was keen to be left behind as this would have ensured a difficult and tough remainder of a race for that particular individual.

The bell rang closely followed by more manoeuvring for the key positions. The back straight enabled Mr Lackey to show his hand early as after cornering he suddenly realised that the new bike he was proudly riding, ever so slightly, need a few minor adjustments. The calves went in one big bang of human anatomy gone wrong and pushing **that** frame up **that** hill in **that** wind would just not work. Mr Hibgame sailed past closely followed by Mr Gawronski to take out 1st and 2nd respectively.

Not having the pain threshold to tolerate another pedal stroke, Mr Lackey limped to the car to begin a reflection on what could have been. Not looking back during this process has left a deficit in the who's, what's and where's with the remaining three riders and how they finished - apologies Misters Stranks, Chiong and Hainal.

Another fun day at Casey- thanks to all including the officials for the day. Always appreciated. *(Rob Lackey)*



News & Stuff

Wellington to Auckland Cycle Challenge 15 - 21 Feb 2015 – Part 2 (day 5-finish)



John Williams' NZ race report continues .. we pick up on Day 5 of this massive race:

Day 5 Thursday: Still, 25C

Stage 9: Ohakune to Turangi 85km 2:30:46, Ave 33.92kph Max 74.99kph Stage Position 28th

Flat for 70km, then a steep 3km climb sorts out the lead group. As before Craig Putt, Mark Leeming, Robert (Heart Transplant) Manson, Terry Beaton, Jane Carswell, Ray Hewlett are first over the top, closely followed by Olwyn, Nico and Moi. We worked very hard at the top of the descent to get back on to the main group. Once we were on we quickly got into a rotation to try to stay away for the rest of the race.

We knew that the Whangarei Train was working very hard to get on, and they probably have a few mavericks like Michael Delahunty and Cliff Whittaker from Hamilton who are strong Roleurs. Today we survive by around 40 seconds and despite somebody's knee whacking my handlebars I did enough in the sprint to get 6th in Group 2 across the line.

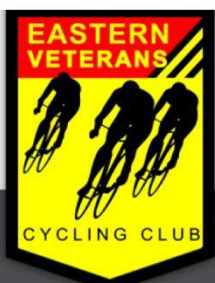
Stage 10: Turangi to Taupo 49K Ave 34.2 KPH, Max 68.2 KPH Stage position 7th (Group 1 neutralised due to accident)

Similar race plan, hill at 30km, usual suspects across first, my chase pack gets on pretty quick, but this time the Whangarie Train catches us so we have a pack of around 22 hurtling down into town. GC 25th, Male 60 - 69 4th, Group 2 7th.

The Badger - I shared dinner with John Badger tonight, leader of the 60 - 69 Males group. John is a good few years older than me but has won his age group every Wellington - Auckland, and just about race he



Cliff Whittaker, Craig Putt, John Williams, Ray Hewlett, Olwyn Gilbert and Michael Delahunty at the Taupo finish. Image: supplied



has entered in the last 10 years. He is the only over 60 racing in Group 1, and is currently over 30 minutes ahead of me. He is a legend, but a very modest man.

Cliff Whittaker, Craig Putt, Me, Ray Hewlett, Olwyn Gilbert and Michael Delahunty at the Taupo finish.

Day 6 Friday: Fine, warm 25C

Stage 11: Taupo to Te Awamutu 120.2km Ave 32.81 kph, Max 66.58 kph Stage position 27th



John Williams Image: Supplied

The longest stage of the tour and the only day of just a single stage. I slept poorly, and felt apprehensive about the long stage of racing on top of the accumulated fatigue. I was nervous of "bonking" through lack of energy, but struggled to get much breakfast down. I had not been good at feeding on the ride, but was loaded up with bananas and gels, and made a point of eating early.

The first 70K was predominantly flat, so a large group of around 30 riders were still together. The pace had been high and I hadn't poked my nose into the wind too much until that point. Then the hills began, several 3–4 km low gear grinds, with a fast descent over the other side. The group started to thin, and I was regularly hitting the crest

at 2nd or 3rd wheel. You know how a lawn mower speeds up just before it splutters and runs out of petrol? That's how I was feeling - able to accelerate to get over the top of each hill with the leaders, but fearing that I was just about to run out! Weary over the last, fast 20 km roll into Te Awamutu, but was never really in danger of falling off the back of the 20+ pack, and at the end sacrificed the sprint in favour of a safe finish. Sadly, Ray Hewlett, had punctured around halfway and found both his spare tubes faulty so lost 15 minutes at the side of the road, and then another 20 minutes time-trialling, the last 60km against our pack. Ray had been sitting above me as 3rd 60 - 69 Male, so his misfortune put me on the podium. It was hard to restrain the smile as I tried to console him later that evening! GC 23rd, Male 60 - 69 3rd, Group 2 5th

End of stage 11 with Craig Putt, second in 30 - 39 Male, and also 2nd in Group 2. It was his knee that hit my handlebars in the sprint at Stage 9.

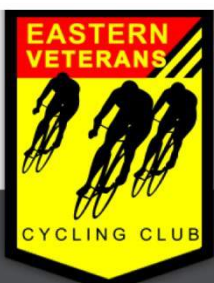
Day 7 Saturday: Overcast, warm, 25C


Stage 12 Hamilton to Glen Murray 62.7km 1:46:34 Ave 35.28 kph, Max 56.88 kph Stage position 6th

This morning was only half of what we rode yesterday morning, then the afternoon was only half of that morning's ride, so we are tapering down to the finish, and just as well. To say I am feeling tired would be an understatement, but the up side is that I can always seem to respond when the pressure is on. Similar to yesterday, mostly flat and fast for the first half and then getting a bit lumpy towards the end. We were surprised to pass



John Williams at end of stage 11 with Craig Putt, second in 30 - 39 Male, and also 2nd in Group 2. It was his knee that hit my handlebars in the sprint at Stage 9. Image: Supplied





Group 1 at around 50km. They had a 5 minutes start on us, but apparently after the first sprint stage, let three out of contention riders go down the road, and sat up for an easy stage. Group 2 leaders, Craig Putt and Mark Leaning snuck away on one of the hills and were sitting around 200m down the road. I had considered chasing, but I had no idea how far to go (they forgot to put out the 10km and 5km to go signs) and why risk my age group podium?

Flying down into a valley, seeing the leaders struggling up the other side, and realising that having passed Group 1, Stage line honours were available, I suddenly changed strategy, stayed in the big gear and gave it everything up the other side to catch the break-away. I had taken care of two thirds of the gap before they crested, and despite driving myself furiously down the other side I just couldn't close the last 50 metres.

One guy was sitting on my tail yelling at me to go harder, encouraging me down the hills, round the bends, up the rises. I yelled for him to take a turn but he was from Group 1 and not allowed to impact the Group 2 result. I was caught in no-man's-land, too far back from the leaders to get a chop-out, with the pack closing rapidly behind, and no idea how much further to the line. I was ready to sit up, when we rounded a corner and my tyre sucking G1 buddy shouted "Go Go Go! That's the finish line! The pack is almost on you!". I powered on with refreshed zeal to hold off the fast finishing pack by 3 seconds, 8 seconds behind the two leaders. Three breakaway guys from Group 1 had bettered our time giving me 6th overall for the stage, my best finish of the ride.

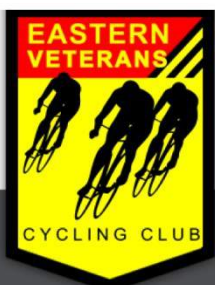
Stage 13: Glen Murray to Pukekohe 37km 1:01 Ave 27.36 kph, Max 61.76 kph Stage position 27th (Group 2 rode neutralised by general consent)

Jane Carswell was the only remaining finisher in the women's under 30. Her father, Bruce, had been riding with Group 3, but moved up to Group 2 for the final stage to ride with his daughter. He has been diagnosed with leukaemia and has only months to live. The ride decided to allow them to cross the finish line together at the front. It was a great, social way to finish the race, much like the final Tour stage into the Champs Elysees. GC 23rd, Male 60 - 69 3rd, Group 2 5th

Roundup:

A great ride, and after a very suspect start I was really pleased to finish with 3rd in the 60 - 69 Males, 23rd on GC, and 5th out of the 43 starters in the Group 2 riders. The weather was fantastic for riding. Other than a little drizzle on day one, the temperature stayed between 18 - 25, and the predominant winds were assisting us. Dennis, my personalised support team, was patient and hard working, loading and unloading the car each day, providing me with provisions, navigating me to start lines, and back to hotels where check-in procedures were already completed. He was however, worth every cent I paid him when it came to photography, getting only one shot of me riding in 850km. That happened to be my best finish on Stage 12, however he decided to experiment with his new iPhone but put it on time-lapse (thinking it was slo-mo), so you can see me completing the last 200m in just under 3 nano-seconds!

The official photographer also found me nigh on invisible. Over 1000 shots on their face book page finds me once (off the bike), but looking rather contemplative at the start of stage 11 in my phoney world Champs jersey. Luckily, friends of other riders found a few shots of me.

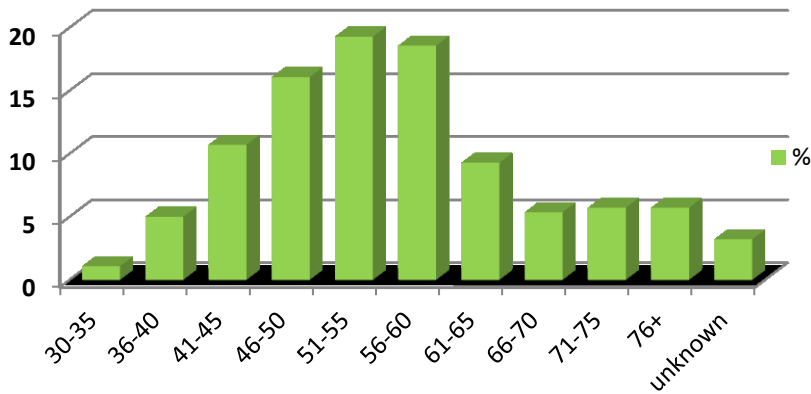




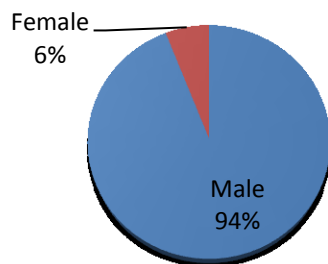
EVCC Member snapshot

Our current membership is at 280. Here are some statistics of current membership.

% of EVCC members in each age group



% of EVCC members (female=17 members)

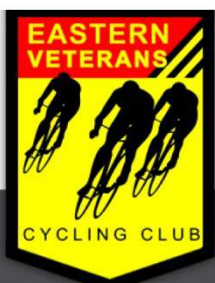


Check out some amazing bike handling skills in “Isle of Skye”



Have a look at the amazing skills of this guy – it’ll make your heart skip:

https://www.youtube.com/embed/xQ_IQS3VKjA



Mentoring up-and-coming next generation cyclists ...



L to R: Sari (8), Janita, Todd, Indigo (10) Image: supplied



The roadie doing some CX – a little stack on the BMX track Image: supplied

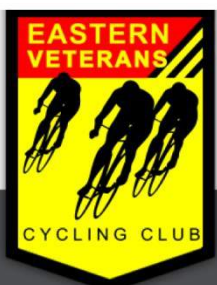


One of the many challenges enroute Image: supplied



Oppy sculpture on the Knox Bike Trail Image: supplied

Last weekend was Knox Council's Oppy ride, which was part of the Knox Festival. Maybe not that 'epic', but for my daughter who had just turned 8 that weekend it was to be the longest distance (36km) in her short cycling career. The ride entailed an anticlockwise loop on the bike track from Boronia-Scoresby-Knox-FTG, culminating at the Knox Festival. Each registered rider received a passport and gained stickers when they completed different community events at local sporting clubs (soccer, footy and bmx) along the way. They also received free valet bike parking and entry to the festival. It was a great free event that I'd highly recommend for parents or grandparents of young kids – my children loved it, with Sari commenting at the end, "It wasn't that epic, I could have cycled more ...". Success. ☺ (Janita Keating)





Tony Tonkin was also out recently mentoring his eight year old grand-daughter Ella on their first ride together. Tony described it as a 'hard 16km hit out from Westerfold Park. Don't tell anyone I've now been chicked or as Ella says, 'smashed ' by such a young cycling talent.

Tony Tonkin and grand-daughter Ella
Image: supplied

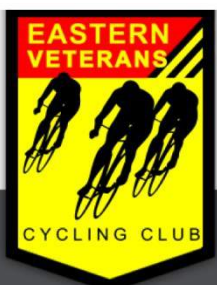
Assistance needed ... STILL LOOKING FOR HELP



Thank you Dave Hyde for transporting the trailer – all members have benefited from his generosity. Dave is unable to continue to transport the EVCC trailer to races so this vital and essential task needs someone to take on the role. Their car needs towing capacity and also enough space at home to store the trailer. As compensation for the effort and extra petrol costs the club subsidises the volunteer's race entry fee. Please contact Nigel to offer your assistance: nigel.kimber@virginbroadband.com.au

Race Results

Sat 7 th March Casey	1 st	2 nd	3 rd	4 th
A grade (8)	Roy Clark	Rob Amos	Phil Smith	
B grade (14)	Anthony Gullace	Chris Ellenby	Peter Mackie	
C grade (17)	Paul Semmens	Colin Doherty	Peter Ransome	Peter Webb
D grade (14)	Phil Taylor	Sam Bruzzese	Adrian Dickinson	
E grade (7)	Harry Hibgame	Zenon Gawronski	Robert Lackey	
F grade (7)	Barry Ellem	Petra Niclasen	Clive Wright	





Wedn 4 th Mar The Loop	1 st	2 nd	3 rd	4 th	5 th
Division 1 (15)	G Wright (n)	C Cubit (n)	D Burke (n)		
Division 2 (14)	G Plummer	T Curulli	R Suran		
Division 3 (10)	S Coulson	S Bol (n)	N Cartledge		
Division 4 (6)	M Waterfield	L Bohn	B Rodgers		

Tues 3 rd Mar METEC	1 st	2 nd	3 rd	4 th	5 th
A Grade (10)	Richard Abel	Guy Green	David dePedro		
B Grade (17)	Darren Woolhouse	Paul Webster	Kevin King	Daniel Hulbert	
C Grade (17)	Peter Ransome	Paul Semmens	Paul James	Colin Doherty	
D Grade (12)	Gary Leroy	David Casey	Peter Brann		
E Grade (7)	Peter Gray	Harry Hibgame	Richard Hensey		

Thanks for Casey help: Dave Thompson, Alison Skene, Keith Bowen, Steve Barnard, Kevin on first-aid, Dean on drinks and Dave Hyde on trailer.

Thanks to Peter Mackie and Keith Bowan for METEC and Loop race organising and Neil Cartledge for 'behind the scenes' newsletter support.

Future Events

Eastern Vets

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

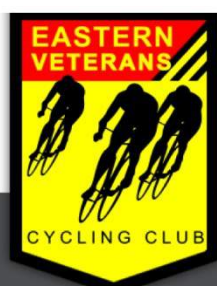
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants will NOT be allowed to 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 – for more details: <http://www.northerncycling.com/>

15th March Lancefield Scratch Races (60/90kms)

22nd March VVCC Handicap Brennah Hall (Warrnambool)



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.	

Sponsors

