

Newsletter



Duty Roster

Sat 28th March Casey

Allan Chiong, Peter Webb,
David Moreland

Tuesday 31st March METEC

Peter Ransome, Steve Short

Sat 4th April Casey

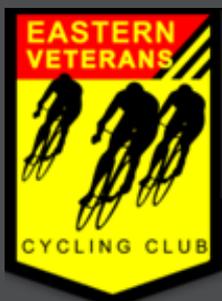
Dave Hyde, Robin Condie, Ian
Jones

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

Thank you to Lou Wolfers for *image of the week*, taken at The Loop Division 1 last week.

With METEC down to the last race of the season this week, I would love to have your highlights to contribute to the season's Roundup.

Editor: Janita Keating janita_todd@bigpond.com





Saturday Race Reports – Yarra Glen

A Grade

A small field of ten riders, with many riding the Mansfield/ Mt Buller Tour meant it would be an even race, the BFA riders Guy and Roy starting as favourites. The first few laps were ridden at coffee shop pace, until Guy decided to start stirring things up.

An attack along the finish straight had the bunch chasing hard, as they closed the gap and started to free wheel Rob, who kept the pace up and found that he and Nigel had a small gap. They both worked hard together, but with 8 laps still remaining, thought they would soon be joined by a couple of bridging riders.

As each lap passed there was still no sign of the chase, but the marshals warned them of a two man chase of Guy and Ken Mayberry. With two laps to go, Nigel's legs were showing a lack of racing, having spent the last few weeks running the races. On the bell Rob opened a small gap which he held to the end, Nigel had enough gas to hold off Ken who had gapped Guy, the bunch a good minute or more behind.

Stats: 55 kms in 1hr 30 min, Ave 36.0 kph, Max 64.0 kph (Rob Amos)

The plan: sit on the back, stay away from the front, don't get involved, don't get sucked in and try to hold on for at least six laps.

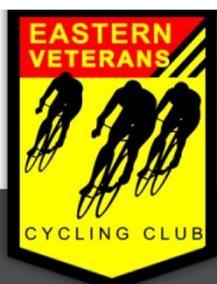
The dream: bide my time for two or three laps then as the peloton heads up Glenview Road hit them hard, out of the saddle, back arched, head back and bobbing with some contorted look on my face – ala Thomas Voeckler, make them suffer and whittle the bunch down lap after lap till there's just me and one other who have time for some tactical plays before the sprint to salute the finish as the winner.

The reality: Neutral to the start, Jean-Philippe, keen to show off his new steed, was happy to

lead the small peloton of ten out onto the course, having been confined to the training bike for the last three months JP was seen as a potential mover in the race given that he was now set free. But it was Guy Green who ended the civilities, top of Glenview for the first time, the increase in pace lined the bunch out and ended all conversations. It wasn't serious but it was the start of the race proper and I had good vantage from my place at the back of the bunch – plan, and dream, on track. Down King Street Guy was at it again, on the front and having a go but the group concertinaed on the little kick up to the turn into Yarraview and it took a lot of effort to reign in the momentum and stay at the back as the race rounded the corner and down to the dip before the small climb to end the first lap – eleven to go.

The next couple of laps were similar, with a couple of surges or outright attacks each lap, Guy one of the antagonists, Ken Mayberry and Rob Amos another two. Given the shared kit worn by Rob and Ken (BikeGearNow/VeloEx) one wondered if they were maybe not trying a bit of the old one-two, and that then begged the question; was Guy's aggression in support of Roy (Clark). Regardless the moves were short lived, no sooner had one or two attempted to bridge than the whole peloton came to life to prevent a threatening break from forming by keeping the race all together. Jean-Philippe was prominent in bridge building efforts and a reason to limit the break's chances. Somewhere over these laps I'd found my way from the back to the front of the small peloton and occasionally leading the re-grouping effort – so much for the plan, maybe I should start dreaming – nup, the legs weren't feeling that good.

Along Yarraview Rob Amos countered a regrouping and led the field by a reasonable margin through the cutting to end the third lap and start the fourth – not a serious threat, one rider, nine to go, the Glenview climb on each lap, a headwind down Yarraview. But, a leash should be held and as the gap grew I took on the responsibility of holding it. Past the pony club, a





look back revealed no tail, I may have had Rob's leash but the rest had let mine go. What to do? Rob was closer so I pushed on, catching him and then leading us through the tight bottom corner and onto Glenview with daylight behind.

And that was the start of the end of the race for me, Rob and I swapping off turns as we counted the laps down, Rob setting a pace down King Street that denied my legs the respite they were desperately craving, me pushing past on the pinch to Yarraview to take us half-way to the line before Rob came round to take us to Glenview where I'd get us up the climb and then another swap or two before I was chasing Rob down the hill again. Words of encouragement from the marshals much appreciated and the odd time gap indicating that eight minutes ago we had a minute on the chasers (whomever and how ever many they may have been) were also nice to get.

With the tailwind up Glenview dropping long before the headwind along Yarraview showed any inclination of desisting the legs suffered and the penultimate lap saw my contribution drop off and heading into the last lap I dropped off to watch Rob continue his solid progress up the road. A call of '50 seconds' from the sideline kept my head down and despite it not being the fastest lap of the race it was enough to stay the chase and cruise the last 100m to the line, dreaming of sitting up, zipping up the Omara jersey and saluting the finish as I rolled over the line. I settled for gulping down some deep breaths and passing a nod of thanks to the officials on the line.

I don't know what happened behind, but a solo third to Ken Mayberry, who left a cramping Guy Green on the last lap, and a couple of white hats at the line indicate that the chase must have broken up as riders tried to get away and bridge the gap. (*Nigel Kimber*)

B Grade

"Damn! I should have jumped onto his wheel". We were 8 laps into the 12 lap (60km) B Grade race in sunny Autumn weather. Chris Ellenby had made one of his classic, blistering attacks and

was disappearing down the road. None of the other riders seemed to be responding. I was torn between self preservation (safety in numbers), and the competitive instinct to podium.

Approaching the hill on Glenview Rd, Chris had a 150m break, too far to bridge, when my legs made the decision that my oxygen starved brain was still evaluating. I was suddenly flying up the hill chasing Chris like the finish line was imminent. It wasn't.

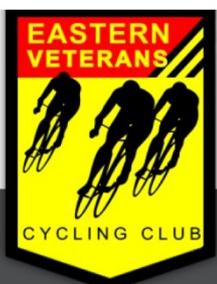
There was still 17km to go. Catching him well before the right-hander into King St, I rode straight past to demonstrate that I meant business, and that if he wanted to work together to stay away, I was happy to do my share. Chris needed no further urging. Over the next three laps neither of us needed to ask the other to take a turn. It was as if we were both eager to do more than our share.

Staying away for 15km took a huge effort. Glancing back when turning right in to King St for the final time revealed that the pack was closing rapidly.

I vowed to myself that this break was not going to be in vain. I decided to go as hard as I could, for as long as I could, to stay clear, and if that meant falling in a heap short of the line, it might at least keep Chris far enough clear to make it.

Down King Street was fine, up to the corner was manageable, down the first section of Yarraview Rd was OK.....as we hit the flat with rise to the finish well in sight, but too far away to grasp, the legs started to overload with lactic. Down a gear and keep the pedals turning, faster, faster, no power, down another gear, look up, the line still too far away, keep going, push, push, no feeling in the legs, we're going up the rise now, standing in the pedals, giving it everything, Chris is moving up alongside, keep the pedals spinning, where is the pack?, the line is there, we're across the line, Chris has still not passed me..... Oblivion!

Chris, I am certain, could have taken the win, but as a man of honour decided to reward the effort. Thank you Chris - much appreciated! The pack were delayed by a car at the final corner - it may





have affected the result. You make your own luck in racing. Nice change for the Hare rather than the Hounds to get lucky! *(John Williams)*

C Grade

Apologies in advance, I'm pretty new to Eastern and don't know many names but I remember a few numbers from the race so here we go.

A big field of 25 rolled out for C grade under glorious blue skies - a perfect afternoon for racing, low 20's, light wind. For the first half of the race nothing much happened, there were a couple of half-hearted attacks off the front but nothing that stuck. Perhaps everyone knew it wasn't an ideal day for a successful breakaway.

In the second half the tempo started to increase each lap up the hill, as the better climbers tried to make sure there were as few sprinters still around at the business end as possible. With about 5 laps to go this tactic was starting to pay off as some riders were gradually dropping off the back. With me not knowing much about most of the riders I figured it'd be best to try and stay near the front as much as possible and by this time I was getting an idea about who the main players were in the race. This group included Peter Webb, who I knew had won at Yarra Glen last time (a marked man in his long bright green socks ☺) and Alison Skene was doing big turns up the climb in the last few laps. Gavin Plummer was also prominent and a few others as well (sorry you'll have to remain nameless for now). With a couple of laps to go #73 in an Eastern kit (S. Foster?) blasted past everybody on the first of several withering attacks but each time he was chased down before too long.

A bit of controversy (and outbursts from the peloton) occurred when we came up for what we thought was the bell lap, but there was no bell and the sign in the frame said two to go still. Not sure what happened there but it became a 10-lap race instead of the advertised 9.

The pace then seemingly increased further (or were we just more bugged?) and no-one could get away, although more were being shed off the

back. So a small bunch finish it was to be. We turned onto the home straight for the final time, about a dozen of us left to slug it out, and at that point I was towards the back and outside of the group and trying to decide which wheel to follow for the sprint. We were still locked together with about 250 metres to go and still no-one had broken for the line, so I took a bit of a risk by kicking then. I felt good at first but the finish line seemed to take forever to arrive, especially with the rise just before the end, which I hadn't factored into my calculations. I was dying a thousand deaths by then and pedalling squares and could feel someone closing quickly on me, but just barely managed to hold on - from Graeme Bull as it turned out. Congrats also to Bob Lewis, David Watts and Alison who also collected some coin for their troubles, in a good hard race in great conditions and location.

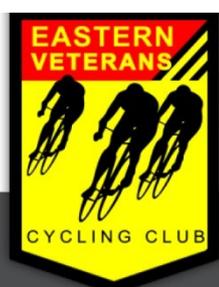
Thanks to all the officials, volunteers and other riders for an enjoyable and safe day's racing. *(Paul Semmens)*

E Grade

'The Sound of Music':

Inspired by the gorgeous scenery whilst overlooking the Yarra Valley during last Saturdays Kermese, thoughts of the great movie musical 'The Sound of Music' sprang to mind. Most EVCC members would have grown up with this truly epic story of Maria and the Von Trapp Family and their daring escape from Austria over the Swiss Alps. Incidentally, 2015 is the 50th anniversary of the Rodgers & Hammerstein classic. The musical score is one which will continue to resonate in my Brain, from repeated family arias alongside the Record Player.

Not that the Y.V. really compares to the snow capped S.A. but it's probably as close to heaven as this writer will ever get. The day was pretty heavenly too, with a warm, bright sunny day and an almost undetectable cool southerly breeze. So this little 'Rolfe' was determined to do well, especially given the amount of training in the Alps (Dandenongs) he had been recently doing.





MY FAVORITE THINGS (Descending and Crits). The E grade departure was fairly leisurely, with a small bunch of 7 led by Rolfe, (ironically the same as the number of Von Trapp Children) headed into the often unforgiving terrain of Y.G.

CLIMB EVERY MOUNTAIN (Unless there's a blizzard).

Initially Fredrich inadvertently found himself leading the escape to the first pass but it wasn't long before Capt. Von-Trapp, followed closely by Baroness Schraeder and Franz, took control of the bunch and dictated the pace for the majority of the 6 border crossings. Maria, content to let others do the navigation, followed with the remainder of the children in tow.

THE LONELY GOATHEARD (Often been in one)

The Von Trapp family & Co were by far the smallest group on the landscape and driven on by the Capt. were about to become even smaller. Franz made several attempts to slow progress but the Capt. and Max and the Baroness were not co-operating.

THE SOUND OF 'PANTING' (The Hills are alive with)

A familiar sound was becoming evident from the rear of our marauding echelon on the 4th Boarder Pass. It seems Rolfe was broadcasting a message that his legs had seen better climbs that day and so tucked in behind Fredrick, while Franz scurried off after the main bunch.

SO LONG, FAREWELL (Alone again, naturally)

Unable to match the pace on the highest peak, Rolfe and Fredrich waved goodbye to the family, although neither prepared to throw in the towel and perish just yet.

I AM 'SIXTY' GOING ON 'SEVENTY' (I'll take care of you)

Unaware of what was transpiring ahead; Rolfe & Fredrich exchanged their trailing positions several times before catching up with the others, albeit back at the drinks and presentations.

THE SOUND OF MUSIC (is cash to our ears)

Ultimately, the strong Capt. Von Trapp led wife Maria?...Nah! and Max to the final Boarder

crossing to have their success acknowledged to the sound of applause, admiration and gold.

CAST:

CAPT VON TRAPP	R. Devole	1st
MARIA	S. O'keefe	2nd
MAX	M. Michaelson	3rd

BARONESS

VON SCHRAEDER	P. McGovern
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FRANZ	N. Hainal
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FREDRICH	R. Stranks
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ROLFE	P. Gray
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DAZED AND CONFUSED PRODUCTIONS

WRITTEN AND DIRECTED BY PETER GRAY

WARNING!!! A fair amount of Poetic license has been applied in this production.

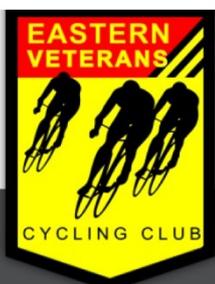
ACKNOWLEDGEMENT Allan Choing for his recent imaginative report entitled 'The Great Escape'. (*Peter Gray*)

F Grade

Nine riders made up a good field at Yarra Glen on a near perfect day (wonder if it was windy at Casey?). Given five laps of racing and respect for elder statesman Ken Woollard, the first three hill climbs were ridden at a reasonable pace, the speed picking up on the other two legs. On the fourth lap Rhonda Kennedy applied some pressure on the hill and also on the downhill and up to the line. Someone applied some speed on the last climb (I don't remember who) and a few riders dropped away.

Approaching the line, Frank Lees made a fast move to the front and for some reason went off the road and into the side culvert and was heading for the built up crossing leading into a property. Luckily his old mountain bike skills were still working and he managed to regain the bitumen and finished 2nd. Geoff Smith crossed the line 1st and Richard Maggs having his first ride for about 18 months finished 3rd. Good to see so many F Graders enter for today's race. I hope we can do it again at Arthurs Creek.

The Loop (Wed 25/3): A little bit cooler this time. Some fast racing in D1 with three riders starting one lap behind the main bunch. In D4 Micheal Waterfield is becoming too hard to catch with his one lap start so he is once again back with the D4 Peleton???. (*Laurie Bohn*)



News and stuff



EVCC Merchandise

Polo Tops \$40 (available in female cut)

Caps \$20

Cycle Jerseys \$60

Cycle Knicks \$70

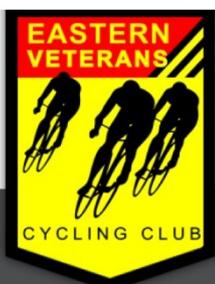
Wind Vest \$60

Socks \$10

To place an order contact David at davemacq@bigpond.com

Race Results

Sat 21 th March Dunlop	1 st	2 nd	3 rd	4 th	5 th
A grade (10)	Rob Amos	Nigel Kimber	Ken Mayberry		
B grade (17)	John Williams	Chris Ellenby	Darren Woolhouse	Martin Peters	
C grade (25)	Paul Semmens	Graham Bull	Bob Lewis	David Watts	Alison Skene
D grade (22)	John McGovern	Andrew Buchanan	Sam Bruzesse	Gary Leroy	Bernie Evans
E grade (7)	Rob Devolle	Susan O'Keefe	Max Michaelson		
F grade (9)	Jeff Smith	Frank Lees	Dick Maggs		





Wedn 25 th Mar The Loop	1 st	2 nd	3 rd	4 th	5 th
Division 1 (17)	R Newnham	C Cubit (n)	I Clark (n)		
Division 2 (14)	R Wheelhouse	P Firth	R Suran		
Division 3 (6)	N Cartledge	S Dwyer	S Barnard		
Division 4 (6)	L Bohn	C Wright	B Rodgers		

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://eastervets.com/roster/>

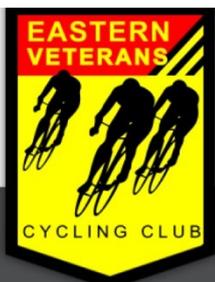
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants will NOT be allowed to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

Northern Vets – for more details: <http://www.northerncycling.com/>

29th March Graded Scratch National Blvd

12th April Graded Scratch National Blvd



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.	
Saturday mornings (7.30am) and Sundays/Public Holidays (8.00am) Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social	

Sponsors



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