

Newsletter



Duty Roster

Sat 2nd May Casey Fields CLUB CHAMPIONSHIPS

Allan Chiong, Ian Jones, Ron Chapman

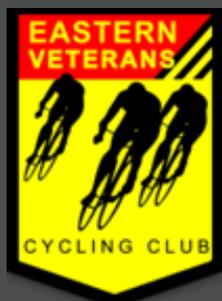
Sat 9th May Avenel Seymour

ATHLETIC SOFT TISSUE HANDICAP

Nigel Kimber, Dayle Goodall,
Dave Richards, Andrew
Mapstone, Ian Brown, Gerard
Donnelly, Bernie Edwards

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, tjtop2@optusnet.com.au

Editor: Janita Keating
janita_todd@bigpond.com



This week's *image of the week* is by David Anderson, showing Alison Skene's massive 1st place win at Northern Cycling's LADCOM Benghazi Open Handicap (77km) at Lancefield last Saturday. She rode off 36min 30secs and broke away from her group with Simon Bol. Alison won by a margin of 27seconds. A report follows.

Image from left to right:

Tom Finning from the VVCC, Darren Roberts 3rd and fastest, Alison 1st, Simon Bol 2nd with Vince Sinni the President of Northern Cycling.





Race Reports – Casey Anzac Day

A Grade (Dunlop Road, 11th April correction)

(Editor's note: a strange technical anomaly in the formatting resulted in this report from a fortnight ago being chopped up, apologies, it now appears in its entirety below).

A big field in A grade for the final race of the summer teams race, with a showdown between Giant/Celtic who were missing its two star riders in Ciaran and Tim and the TLC team with the perfect set up of four strong riders with two of the top sprinters.

Bike Gear Now welcomed back Frank Nyhuis after his bad fall. The field also included several independents, not in the teams but still racing for the placings. After the usual catch up on the neutral lap TLC brought the race up to race speed for a couple of laps, before Rob Amos (Bike Gear Now) made the first break, he was soon joined by Peter O'Callaghan (Croydon Cycle works) who went pass so fast that Rob could not get the wheel, Chris Ellenby also joined the action after winning his South Pacific Title last week.

After the bunch chased them down, Michael Borowski (TLC) and Sean Wilkinson (Giant/ Celtic) counter attacked as Rob and Peter jumped on. A shout from behind that they had a gap got the turns rolling with Justin Davis (O'Mara), JP Leclerq (Adamic) and independent Trevor Coulter also in the move. With all the teams in the break there was not much incentive for the teams to chase and the gap quickly grew as the break rotated like clockwork apart from a couple of attempts by Justin to test everyone's legs.

At the 45 minute mark the break lapped the bunch and continued past to try it again! As the bell was rang, Rob was leading the break through and the rotations stopped despite Rob slowing down the pace. Half way down the back straight Trevor jumped and managed to gap Rob and JP, but gave the other four a good lead out, just as Rob and JP got on the back the sprint started with Michael proving to be the strongest from the fast finishing Peter, Justin holding of Sean followed by

JP, Rob and Trevor.

Back in the bunch, three places for points were still up for grabs. Gerald (Giant/ Celtic) had attacked with a few laps to go setting up a counter attack by team mate John Cain, but he was closely marked by a TLC rider who John managed to hold off in the sprint. The whole bunch was left to sprint for one point.

Stats: 43.1 kph average for 1 hr., Max 56.3 kph

(Rob Amos)

A Grade

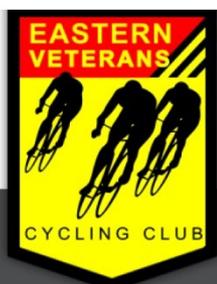
Casey, casey, casey, and here we go again !!!

Forecast was not looking good but looking from my Berwick window, thought we could be lucky for dry time around 02:00pm. Got a few sms's from few guys pulling out (chickens...). I thought no way, JP will not pull like a chicken, let's do it !!!

Arriving at Casey, there was not so many riders but dry conditions revived me. Due to very few riders in A grade (two...), it was wisely decided to mix A, B and C riders. We were 14 committed riders, ready for a big race. Neutral lap, I always say it, but have to say it again, this is always a time to watch the others...

Race was starting, there were a few attacks from different riders and then a serious one from a rider (sorry sorry, do not know the name...but know the face!!!) from mark 15 minutes to about mark 25 minutes. From mark 30 minutes, attacks from almost everyone, but some strong riders were smartly controlling the race, jumping on anything moving and bringing them back to the bunch.

Last lap was on, the bell resonating in your chest, always an intense moment... I was staying at the back and thinking/watching. I thought I should





break a lap before, but was not well positioned, then I was thinking just before second last corner (like it over there...) but same was not well placed. On the straight line before last corner, one Pinnacle guy took off and gapped us, I chased him, got him back on the last corner and then managed to keep on first position until the finish line.

This was a really good race, really enjoyed the nice strong mix of riders, excellent day.

Before the usual yellow envelopes were given to the achievers per grade, we had very good words/story from Ronnie on this ANZAC day. I was quite touched by his words and story, reminded me a few similar stories I heard in France too during childhood. War is indeed a horrible thing. Ronnie, such a great person and rider, this really made me think deep for the rest of the day. So indeed guys, when you think of it, it's really "not about the bike"...

(Jean-Philippe Leclercq)

D Grade

Anzac Day

- 6am Alarm: (No! Phone in Car, slept-in again)
- 7am Breakfast: (No Honey for my Porridge!)
- 8am Pilates: (Keeping the old body agile)
- 9am Hitch-up Club Trailer: (It's raining and looking like cancellation is eminent).
- 10am Brunch: (Toasted Banana Sandwich and Coffee)
- 11am Prepare for Racing: (Cold!! Long Pants today)
- 11:30am Depart home: (Still raining and no cancellation)
- 12:15pm Arrive Casey: (No rain or anyone in Car Park)
- 1:15pm Registration? (More officials than

participants)
 2pm Racing: (P.M. rearranges grading due to small turn-out. Well done!)

It was a bit eerie doing the warm-up laps at Casey this afternoon. A little bit like riding some of the sections of Paris-Roubaix, except without the cobble stones and spectators, just hundreds of white cockatoos feeding in the open fields. Warm-up and neutral lap completed, it was down to business.

The Race

"Intimate little ride" was no overstatement in our editor's report request. In hindsight and given the number of 'sprint specialists' competing, this afternoons race was destined to stay together, at least to the 'bell'.

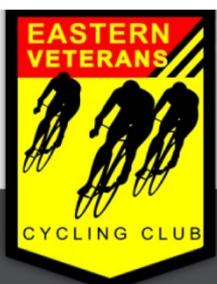
The dry and relatively calm conditions initially promised a fast pace however I think all riders were calculating the odds of attempting a successful breakaway, versus reserving their capacities for a sustained attack response or final sprint.

Much of the front work was absorbed by Neil Cartledge, David(?) Worland and Geoff Cranestone. Independent attacks were launched by Zen Gawronski and Dean Niclasen, each attempt found the bunch rapidly closing down the gap. Several half lap surges occurred throughout the race in an attempt to drop a few riders but this also proved unsuccessful.

It was quite pleasant in fact, to compete at Casey without the usual overtaking bunches and associated stress. The B grade group must have been thinking the same, as there was little relative change in position between the two grades.

As the final laps passed, it appeared a bunch sprint would be inevitable and so the pre-bell positioning began. The line of riders was tight which made it difficult to advance toward the front without expending a lot of energy.

The bell sounded, to find the speed dropping to a mere jogging pace, as the bunch looked for a lead-out. Ray Watts taking on this roll in tandem





with Dave (I think), taking virtually a 'bee' line up through the 'twisties'. Doug Page took a flier shortly after the 'round up' and established a sizable gap. Ray and Geoff took off after him with the remainder apparently unprepared to follow. It was everyman for himself at the final corner, as the bunch of sprinters became "intimate" once again.

With Doug tiring, Geoff took the lead and looked like he would go all the way. Peter Gray managed to work his way up to second position but was being challenged by Dean.

At the line it was Peter, just and I mean JUST edging out Geoff with David at third place. It was an exciting finish given the depth of sprinting power available at the end.

3:30pm Anzac memorials, presentations and C...C...COLD drinks: (It began to rain)

4pm Casey departure: (Raining. Wipers fail!! Unbelievable)
 5pm Arrive factory: (Un-hitch trailer and returned home) Essendon lose to Collingwood by 20 points.
 6pm Dinner: (Yummy Take-away Thai)
 8pm Bed: (Riding Emerald tomorrow).
 Good night.

(Peter Gray)

News and stuff

LADCOM Benghazi Open Handicap – race report by Alison Skene



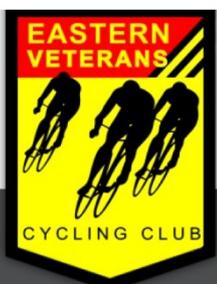
Alison Skene Image: supplied A.Skene

NOT QUITE LIKE STORMING THE BEACHES - BENGHAZI HANDICAP 2015

Northern Cycling hosts the Benghazi Handicap, a VVCC Open, on Anzac Day every year. The name commemorates a hasty but successful retreat by allied forces from Rommel's army in North Africa in WWII (don't go Googling Benghazi or you will get something about Hilary Clinton and the Tea Party). This was a 77km ride on undulating terrain around Lancefield, encompassing a 30km Newham loop and a 48km Karlsruhe loop. Although I did some Opens last year, the VVCC handicapper didn't have any recent form to go on and I ended up in the second limit group of 10, off 36^{1/2} minutes, with 13^{1/2} minutes to make up on limit and 7 minutes ahead of the next bunch. I was determined to capitalize on the generous

handicap. The weather was kind, unlike in Melbourne, being completely dry and even warm, with no wind to speak of. And I had my lucky socks.

The first 13km was along the slightly undulating Three Chain Road and our bunch settled into fairly smooth rolling turns, although it wasn't long before there were cries of 'no surging please' whenever Simon Bol





(Northern) or I took a turn on the front. He fairly presciently suggested quietly that we might be leaving the bunch behind before long, and when we encountered the first real hill on Don's Rd, without putting in much effort we found ourselves decidedly off the front. Feeling a bit sheepish for abandoning our colleagues (including Vince Sinni the Northern president (oops)) and ruing that no one else was keen to join us, we decided there was no option but to go for it. From there we upped the pace to a 'comfortably' uncomfortable threshold level and thought what a stroke of luck we were so evenly matched. We held a good even pace, swapping turns every 30 seconds or so, through the turn at Newham and along the big rollers up to Rochford. We had caught three individual stragglers from the limit group by the time we passed the finish line on McMaster's Lane the first time. A short conversation along the lines of 'are we both in the chop?' ensured we would continue to work together.

On the road towards Carlsruhe, we had caught the three remaining limit riders and were following the lead car. These three proved a bit hard to shake, but sat quietly on the back for a few kilometers, as per etiquette. Just when I thought I might need to put in a surge, two (sorry, never got to see the numbers) disappeared quietly off the back. Ray Hodgson (Eur), tried to have a go pulling turns but didn't have quite enough left to keep up the pace required, and he also drifted back. By this stage, with still 20km to go, we were getting encouraging words from the official team car following ('keep it up guys and you can win it') and from roadside spectators, which did wonders for the motivation. All we could do was keep motoring on, and remember to eat. Only at the last hill, at 5km to go, did Simon start feeling the pinch and he let me go. Righto, I slammed one more gel and kept the hammer down, not daring to look back. Given the run-in was mostly downhill I was acutely fearful of being swamped by the marauding hordes, but in the end had a clear run to the line. Simon held on for a deserved second 27 seconds back, half a minute ahead of the fast-finishing scratch bunch.

I am honoured to have taken the major prize at this prestigious event; it was really a 2-rider effort. Thanks go to VVCC and Northern Cycling, all the volunteers and officials for running such an enjoyable and safe event. I'd particularly like to thank Northern Cycling for its support of women cycling, and Ladcom for the generous prize money. I'd also like to encourage Eastern members to support the fabulous series of races hosted by Northern Cycling.

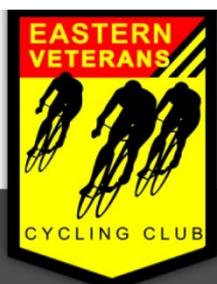
Starters: 104. Winner's time 2:19:20, average speed 32.72kph, fastest time (Darren Roberts (N) 1:45:58, average speed 43.04kph.

Nepal Earthquake funds from *The Loop Racing*

Justin Dickinson, son of regular Tuesday rider Murray, runs the charity *The Big Umbrella* in Kathmandu. On Sunday he headed back to Kathmandu with 200kg of emergency supplies. All prize money, plus further donations, was donated to his charity by the Wednesday riders. All up \$220 was donated. www.thebigumbrella.org



Nepal Earthquake 25.04.15 Image: ABC News



The Boulevard Tacks must stop



Tacks collected on The Boulevard, Kew Image: Shane Millar

The Boulevard Tacks must stop! For over eighteen months, some senseless and criminal individual/s has/have been throwing tacks onto the bike lane along the Yarra Boulevard in Kew. These have caused many dollars of damage to tyres and tubes, and injuries to cyclists who have lost control and crashed when their tyres have been punctured.

The Boulevard is a favourite training ground for many SKCC members and riders with other clubs, as well as for other cyclists who simply love getting on their bikes and riding through a little piece of bush in the heart of our city!

We would like to acknowledge the efforts and support from the Boroondara Police, the Boroondara Council, VicRoads, as well as individual SKCC members and other cyclists who have given their time and energy to try to stop this. We thank you, and we share your frustration at the lack of a positive outcome to date.

Yarra Boulevard cyclist, George Mihailides, has organised a petition and a protest ride to highlight to the public and the State government that this has been going on for too long, and that enough is enough. This is a public road, and we are entitled to ride here, notwithstanding one disturbed individual's flawed opinion. Apart from costly property damage, someone will end up being hurt seriously if this is not stopped.

The St Kilda Cycling Club and Eastern Vets Cycling Club urges its members and fellow cyclists to take part in the peaceful ride planned for this Sunday morning. A critical mass of people on two wheels will signify our request that more resources be provided to the Boroondara Council and Police in order to catch the perpetrator/s and stop this stupidity. In addition, we will be showing our solidarity and commitment that we will not be moved from Yarra Boulevard!

Ride: Sunday, May 3 2015

Meet: corner of Walmer St & Yarra Boulevard.

Time: 8:30am briefing, 9:00am roll out.

Destination: one full return lap of the Boulevard (13.2km).

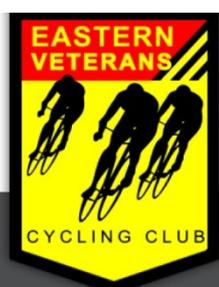
Escort: Boroondara Police will provide an escort so please thank them!

Behaviour: Safe, Smooth and Stylish; obey the road rules and keep it nice!

Media: The media may be there, so if asked, emphasise:

- Enough is enough!
- This is a community safety issue
- Somebody will get seriously hurt if this is not stopped

More information: <http://noboullietacks.com/>
(thanks Dave McCormack for this article reprint)



Results

Casey 25th April 2015:

B Grade: Jean-Philippe Leclercq; Craig Oliver; Paul Consto

D Grade: Peter Gray; David Worland; Geoff Cranstone

E Grade: Clive Wright; Rod Goodes; Ron Stranks

Wedn 29 th April The Loop	1 st	2 nd	3 rd	4 th
Division 1 (13)	F Short (n)	P Cavaleri	P Thompson	
Division 2 (13)	D Beovich	M Wallace	D Maizels	
Division 3 (10)	N Cartledge	S Dwyer	S Bragg	
Division 4 (5)	B Rodgers	J Eddy	F Lees	

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

Future Events

Eastern Vets

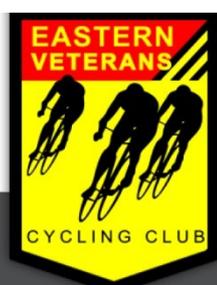
Please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>

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 event.

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

3rd May Open Club and Age Championships (Lancefield)

10th May Graded Scratch (Mothers Day) National Boulevard



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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