

Newsletter



Duty Roster

6th June Casey Fields

Keith Bowan, Gerald McIver Snr, David McDonald

13th June Avenel Seymour

Royce Bennett Handicap

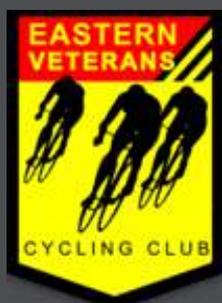
Nigel Kimber, Ian Milner, Nathan Dewar, Nathan Carter, Chris Ellenby, Rhonda Kennedy, Phillip Smith

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, tjptop2@optusnet.com.au

Editor: Janita Keating
janita_todd@bigpond.com

This week's *image of the week* is by Peter Gray and shows from left to right: Emma Anderson, Anna Davis, Katrina Bolmat, Susan O'Keefe and Petra Niclasen at last weekend's Newham race. Peter has also contributed some fantastic casual shots on the day, thanks. The theme on race reports was 'cold' – as Brian Farrell has pointed out, it's 1903 feet above Melbourne so expect cold weather!

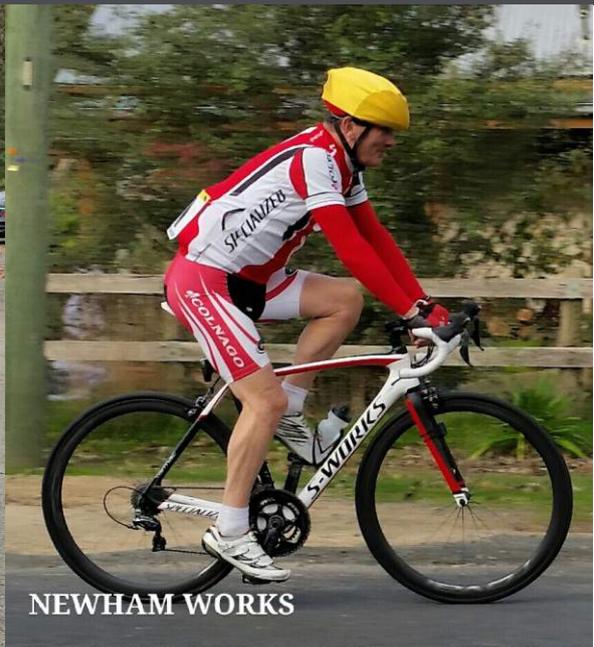
The Royce Bennett Handicap is coming up very soon .. who was Royce? Read on to hear more about this memorial event.



NEWHAM STYLE



NEWHAM ADJUSTMENTS



NEWHAM WORKS



NEWHAM CLASSIC

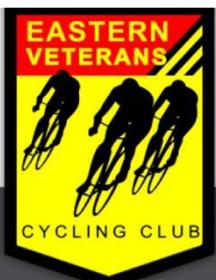


NEWHAM E grd Finish

No! Race to Caffe



NEWHAM TACTICS





Race Reports – Newham

A Grade

A small turn out at Newham, despite a fine weather forecast, only five in A grade so not qualifying for aggregate points again. The surprise starter was Anna Davis, who had impressed everyone at Maryborough beating all but ten riders in the TT.

The five set off treating it as a training ride happy to keep it all together, all rolling turns before Phil Smith tested the other's legs as the road turned into Newham, but without success.

The next left turn out of Newham had Phil attack again putting Anna off the back on the hill with a small gap to Rob and J. Broadway which they closed as the road levelled. Phil went again on the hill at Rochford, this time dropping J. Broadway. Phil was not finished as he attacked Roy and Rob on the flat Lancefield Road catching them by surprise and opening up a gap which Roy quickly closed, Rob taking a bit longer. This put Rob and Roy on the defensive, knowing Phil would go on the bumps going into Newham, which he did, cramp finished Rob off, as Roy hung on to outsprint Phil for 1st.
(Rob Amos)

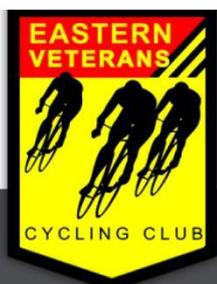
B Grade

Lunchtime Saturday. Off up the Calder to Newham. It had been two weeks of way too much work, not enough sleep and precious little riding. This was bound to make it hard. It was also cold (11.5 degrees on my car's outside temperature gauge) and windy, which would make it even harder. But at least it was dry -- just. And I do like the course. We raced in the area once or twice, years ago and I remembered it well.

After a recent diet of one kilometre laps at the Loop, 5km laps on our kermesse courses and at most 16km laps at Arthurs Creek, the 30km loop back to Newham seemed to go on forever.

Thankfully, we did just two laps, often flat but with some decent ups and downs to mix things up. After the first, short climb out of Newham, Ray Russo led us down the other side at a merry clip. I pushed it up the next, longer climb, which apparently dislodged three of our ten starters, including Chris Ellenby, and just about knackered me. I'm not sure this was such a good idea in the end as we could have used a few more willing legs later on. Ross Clark (Northern Vets) and I then both did some long turns on the front, especially into the wind. Michael Hartman, another Northerner, was also contributing, as was Ray. Anthony Gullace was in an attacking mood and tried repeatedly to get away, but so far without success. Stewart Bendall and Gavin Plummer were also still there.

On lap two Anthony finally made his escape with a well-timed attack. We kept him in sight but as time began to run out he was still up the road, and Ross suggested to me that we should try to bridge. I was all for this in theory, but was feeling pretty cooked and suggested Ross might need to do it on his own, whereupon he just lifted his tempo and rode away from us and across to Anthony. I'm sure it felt harder than that from his perspective, but that's how simple it looked from where I sat. The final straight is quite long, very straight, slightly downhill but comes after more than 10km of gradual ascent, then a left turn and a nasty short, steep pinch. No one smashed the pinch so I figured all our legs were about equally tired and I had a shot in a sprint for 3rd place. I saw the red signs and decided to go. Cranked it up, kept going, seemed to have it in the bag -- and then realised the red signs weren't the finish line. Way off in the distance was a tiny figure waving a chequered flag. I thought briefly about trying to maintain the effort. I even put this idea to my legs, but the answer was 'No'. So I sat up and watched Michael Hartman power past to take 3rd, with Ray and Gavin in





pursuit. Ross used some track experience, he said afterwards, to jump Anthony when he looked down after a head check, and take the win. Well done to both of them. *(Nick Tapp)*

C Grade



I wasn't sure about riding on Saturday but curiosity got the better of me and I took the long trek out from the Eastern suburbs to find the new course out at Newham. GPS and Google Maps on, iPod on shuffle and away we go.

With 17 riders in C grade it was a decent turn out. 60km is a bit longer than we normally race but everyone seemed relaxed about it and eager to see what the course had to offer. I didn't really know what to expect but the profile suggested some undulations were coming our way. It was overcast and threatening to rain; the air was getting chilly. Time to roll and get warmed up.

The first lap started briskly enough with a few people rolling turns. Whenever the pace slowed Victor Mason (club unknown), came to the front to keep up the tempo whilst most others were content to feel their way into uncharted territory. Early on Graham Bull was off the front after the first meaningful hill and stayed out for a while until the left turn at Lancefield where he turned left again off course and starting to go down a farm lane only to be called back by the rest of the group. His time away was over. I remember he did the same thing in his first race at Yarra Glen. Thanks for keeping us entertained Graham! I was feeling it a bit but I think B grade were having a harder time of it as we caught three of their dropped riders at about the 20km mark. Unfortunately, Rob Giles got a rear puncture at this point and his race was over.

At the roll down the hill towards the start of the second lap I managed to shake off those negative

thoughts about peeling off to the car park and settled myself for the final time around. At the hill again Dave McCormack took a flyer but was reeled back in soon after. The tempo remained solid and over the next ten kilometres we started to lose riders. Along Three Chain Road Paul Anderson came to the front and along with Ken Saxton pushed hard causing a few more riders to drift off the back. It was getting hard.

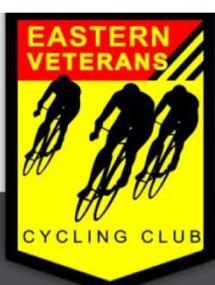
At one point Peter Webb was surprised by a bit of lumpy road which severely bounced and bucked his bike. I was sure he was about to fall but some timely handling skills brought it under control. I came off his wheel to look around at the back and found there were only eight riders left now. Where had they all gone?

About 10kms to go and the pace was hot. I had to keep focused to stay on board because if I lost a wheel here, it was all over. I remembered at the turn into Dons Road there followed a short sharp climb. I braced myself for that and dug in over the top okay. I looked behind and watched as Adam Dymond popped and seemed to go backwards. I should have stayed looking forwards because it was then that Ken Saxton and I finally became untethered leaving the final five to fight out for places over the last kilometre.

At the finish it was a strong ride by Paul Anderson to take him over the line for a well deserved first win in C grade. Congratulations to Peter Webb and Graham Bull for taking out 2nd and 3rd places. Some very consistent riding from these guys.

Thanks to those at the club who made the day a success. Special thanks to those of you who wanted to ride but were on duty. *(David Brown)*

One year ago I was peddling up some of the biggest hills in Italy with a group organised by Croydon Cycles. It was bloody cold and sometimes on the side of the road the snow drifts were up to 4 meters deep. Let me tell you, the temp at Newham was nearly as cold, the wind was what we call in the building industry "a lazy wind": too damn lazy to go around you, it just





goes straight through you. I went out on my so called “warm up” lap and almost froze, so I went back to my car and put on extra arm warmers, a long sleeved top, ear covers, shoe covers and long fingered gloves. Anyone who knows me from overseas travels knows I’m a sook. So enough of the preamble, onto the race.

We took off and Ian Milner asked if we could stay neutral up the first climb, which we were all happy to comply with. It is fair to say the first lap was fairly slow with most of us just happy to see the lay out of the course. Peter Shanahan looked frisky while Rob Giles looked strong and comfortable, but the most impressive was Victor Mason with a comfortable climbing style and willingness to cover any attacks.

The consensus of the group was to let Victor go to the front any time he wanted and leave him there. When we started the second and final lap and the attacks started to come, David McCormack had a couple of digs but really didn't cause a lot of unhappiness in the group. The first really big flourish was instigated by Ian Milner who flew over the last climb on the outwards leg and proceeded to extend his lead on the downhill. I took chase and saw 77 kph on my Garmin but still didn't manage to get onto Ian. When we turned left at the bottom of the descent, Ian had about 100 metres on us, so we decided to leave him out there and hopefully wear him out as he rode into a head wind all alone. Ian worked out what was going on and sat up after about 2 kilometres. We then instigated rolling turns amongst those who wanted to be there at the end, with major contributors being Paul Anderson, Graeme Bull, Rob DeBernardi, Adam Dymond, Victor Mason, David Brown, Russell Wheelhouse and Ken Saxton.

Unfortunately Rob Giles punctured, Bernie Evans had lost contact as had Dave McCormack while Hylton, Pete Shanahan and Tony Curulli disappeared. Rob DeBernardi and Paul Anderson pulled some of the biggest and most powerful turns I have ever seen in a race and it's fair to say we were doing turns that decimated those behind.

When we turned left into what was the last uphill before the long downhill to the finish, I think there were about seven riders left. Graeme turned up the gas and Paul and I followed. By the time we crested the hill we were the only ones left in contention and so the race for the honours was left to us. Graeme was sort of foxing and Paul was still to show his hand; a quick glance behind confirmed no one else was in the frame so let the games begin. Paul was first to go and Graeme jumped onto his wheel with me following Graeme. I managed to get over Graeme but no matter how hard I tried I couldn't get any distance on Paul. And that's how we went over the line: Paul 1st, myself 2nd and Graeme 3rd, with Victor Mason 4th.

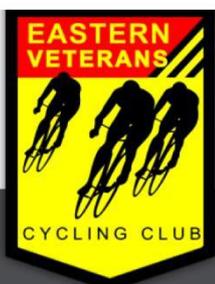
I personally enjoyed the race and the course, but I didn't enjoy some of the drivers who overtook us on blind corners over double lines, putting themselves and us in jeopardy through their stupid impatience. Thank you to all the TC's, marshals and officials for their contributions to making this race happen and getting us home safe. Statistics for the race were: average speed 33.1 kph and my max was 77 kph. (*Peter Webb*)

D Grade

It is always interesting to have an opportunity to ride on a new course and after hearing from Nigel and Hylton about the incredible approval hoops they had to jump through with the various authorities just to run the race, it became a calendar must do. The planning started a few days prior when we were trying to work out where the hell Newham actually was and whether I would need to take holiday leave to get there.

Armed with the programmed car navigation, Susan O'Keeffe and I set off boldly and travelled, what turned out to be the long way around to the start.

The first impressions on arrival were that it was a great location for racing but someone forgot to mention how jolly cold and windy it was going to be. Thoughts of the Giro mountain finishes came to mind. I certainly did not have enough thermals in the kit bag to cope which meant that we were going to have to ride hard or freeze to death.





D Grade had only seven starters but it proved to be an interesting race. Initially Ian lead the pack up the first hill at a very leisurely pace until JC and Colin had had enough and lifted the tempo. JC then pushed to the front and floored it up the next two hills with the pack just holding on, only to then witness JC blow up and slip quickly off the back. There followed a succession of leaders with the pace progressively slowing with each change until we were in the low 20's after about 16km's. At this stage the cold got the better of Ian and he went to the front and drove the speed up to the 30ies into the wind for the next 10km with the rest of the pack hanging on grimly, all except Craig Harvey and Neville Williamson. At this stage we caught up with Peter Shanahan from C Grade who worked with us for the rest of the race. Ian reached the turn into the start finish and announced he was stuffed. The rest of the pack breathed a sigh of relief and the pace then resumed the 20km average.

Going up the second hill on lap two saw Ian have a go at breaking the pack again but Dean Nicholson held on grimly up the hill and dragged the rest of the pack with him and then letting Ian go at the top. Ian got a 100 metre lead on pack and thought he was going hard downhill at 68km/hour only to discover Dean again on his tail before the next left hander. Apparently the 5 remaining riders Dean, Peter, Colin and Ken all took turns to close the gap. Dean later admitted he was doing over 72km/hr down that hill as part of the chase. The pace then slowed to the 25km average until the final turn with Colin and Ian doing most of the work. Dean broke a spoke half way back but had time to stop, fix it and still re connect with the pack thanks to our low average speed. Up the final hill Ian had one more go and the others had nothing left to follow with. Ian won by over 100 metres from a closely grouped pack led by Dean, Colin and Ken.

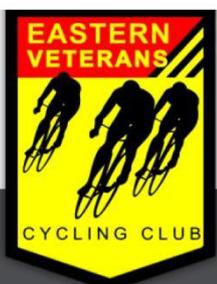
Thanks to the organisers and the race officers and marshals. It was a really tough day to pull duty in the cold and the wind especially on the corners out on the course. We really appreciate

your contribution. Despite the cold it is a great track and well worth the visit. *(Ian Smith)*

It's always great to be able to race a new circuit as it adds an extra element of the unknown to the race, so I was really enthusiastic about heading out to Newham to try out the course which will be used for the VVCC open handicap. The weather wasn't exactly ideal with strong winds and cool temperatures in Melbourne, however it was dry and hopefully there would be a good turnout. Arriving nice and early, numbers looked ok, however the temperature was cold and the wind would provide a challenge. There were seven starters in D-grade so it should make for a good race.

The ride started with a neutral climb for a few hundred metres, followed by a long downhill run. The profile shows the first half of the 30km course to be mostly downhill, the second half then climbing back to the starting elevation. About 6km from the start we hit the first small climb and everyone stayed together, however the second climb consisted of a short steep pinch followed by a longer uphill drag, which was enough to unhitch JC Wilson from the group. From there it was a fast downhill followed by a couple of left hand turns which are fairly close together, and then time to start the long haul in to the wind back towards Newham. At this point Ian Smith decided to go to the front and put the pressure on.

The pace picked up and seemed relentless for the next 10km, and judging from the faces of the other riders I wasn't the only one who was feeling the pressure. Craig Harvey and Neville Williamson both cracked, but Dean Niclasen, Ken Bone and Colin Mortley were all still hanging on at the last left hand turn on to Don Rd, which leads to the finish line (albeit with another lap still to go!). Ian Smith rolled off the front looking for someone else to take over and was heard to say something along the lines of being stuffed, however none of the other three looked at all keen to continue to force the pace, and thankfully what followed was a bit of respite. Further down the road something you rarely see happened when Ian Smith suddenly pulled over for a nature





break, however the other three didn't see any reason to stop or slow down given Ian's earlier ability to cause suffering, so continued on their way.

Over the finish line and another left turn to start the second lap, with the three riders keeping together up the first small climb. Ian caught the group further down the road and went sailing past at great speed, so we all picked up the pace and once again sat on his wheel. At the base of the double hill Ian decided to attack again, shifting to a higher gear and getting out of the saddle to give it everything. Dean managed to hold on to the top of the steep part, however Ian was momentarily spent and sat down again, allowing Dean to set the pace up most of the longer part of the climb. Near the top Ian again attacked, and this time managed to open up a gap over the top. Dean and Ken chased hard down the other side, with the speed hitting 74km/h during the chase. The effort paid off as they rejoined Ian just before the next turn. The pace dropped again, allowing Colin Mortley to rejoin the small group.

Back into the wind the pace was easier than the first lap, with all four riders appearing to be well and truly fatigued. Half way along Dean's front wheel decided to make it even harder when a spoke snapped. The best option seemed to be to loosen the brake and keep going, with the rattle of the loose spoke letting everyone know where Dean was. A bit further down the road the noise changed suddenly, so Dean decided to pull over and make sure another spoke hadn't gone. A quick count showed it was still just the one, so Dean quickly wrapped the loose spoke around another and started chasing. Luckily the pace was still not too high as within a couple of kilometres Dean had rejoined, making it four riders once again.

At the last turn Ian Smith once again put the pressure on, however this time the others couldn't respond. With a couple of small uphill sections making it difficult, Ian pulled away from Colin and Dean, with Ken dropping off the back of the pair.

Ian finished off for the win, however Colin and Dean were still together approaching the line. Dean waited until the last moment before pulling off Colin's wheel and accelerating around to take second place with Colin in third.

All in all it turned out to be a very challenging ride but well worth the effort. The total distance of 62km was much higher than the usual D-grade road race distance of around 48km, but the course was a bit easier than many of the hillier circuits we now race and hopefully we will race there regularly in future. *(Dean Niclasen)*

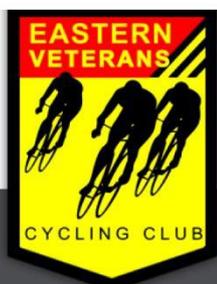
F Grade



Images : Anita Daviids

It was not too bad, nice sunny afternoon but the clouds and wind were threatening. I arrived early, Petra was there and Ronnie was taking entries and doing handicapping. A quick look at E grade and not having raced for 10 weeks I thought I may be able to conspire with Ronnie to put three of us in F grade. Ronnie responded with a grin, but later we managed to get three more riders, three boys and three girls.

This course is tough with a hill out the start block and then another up the road. We started out with a lot of chatter in the bunch behind until Ronnie put a hard turn in. We followed with cries of 'we have lost half the bunch'.





Brian and Emma stayed with Ronnie until Brian lost contact on top of the second hill, Ronnie and Emma pulling away down the hill into Lancefield. The pair kept a steady pace into the wind all the

way home, Emma out-foxing Ronnie with Brian following some one min down and Tony another two mins down. Petra and other girls decided a more social pace was the way to go. It was cold and if you thought it was very cold at presentation it was down to degrees in Newham. *(Brian Farrell)*

News and stuff

The Royce Bennett Memorial Handicap Race – 13th June 2015: The history ...



Royce Bennett

Image: Steve Fothergill

In around 1947 Royce became a member of the Hawthorn cycling club at the age of 16 and competed in many club, state and national championships. He finished 3rd in the Australian road title held in Perth in 1953 which indicates he was a highly credentialed rider of that time.

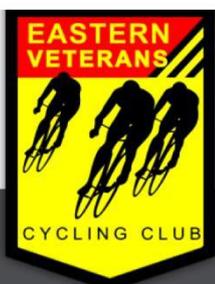
Unfortunately for his cycling success he decided to concentrate on his university studies which enabled him to gain a degree in civil engineering. Like with a lot of us, his love of cycling lured him back in the form of the veterans movement in his sixties.

Royce joined Eastern Vets in about 1995, his pedigree from his early racing days shone through and he was well known and respected as a tough but fair competitor. Not content to be just a competitor Royce was more than happy to help with anything he could for his fellow riders and the club. At one time or another he had officiated as Secretary, I think Treasurer and certainly President for a number of years.

In the 90's the club hadn't processed or had the need yet for a trailer as we now do. Admittedly we didn't have as much gear to carry to our races as now but still there were signs, witches hats, numbers, etc etc. Royce would store these at his place, much to the disgust of his wife Margaret, then cram it all in his Pajero with his bike to turn up and race every Saturday. If there weren't enough officials then often Royce would forego his race.

Royce was very much behind the reputation of Eastern

being the "friendly club". Many riders in the club came to race after they chatted to Royce out on a training ride or such. He was always recruiting and encouraging riders to the Eastern Vets. A lot of these riders had remarked to me that almost always after a race had finished Royce would be around asking them how they had gone.





Royce won a number of state titles with the veterans and encouraged his daughter Kayley to race who also gained a state title and certainly inherited his fierce competitiveness.

Royce is certainly, with a number of other people, a very important part of the Eastern Vets history and it should be noted that at the time he joined us the club was having a lot of problems and was likely to not succeed.

Royce succumbed to cancer after a short battle in 2001 and it was then that a number of us decided that we would like a race named in his honour, hence the Royce Bennett Handicap. *(Steve Fothergill)*

Help needed:

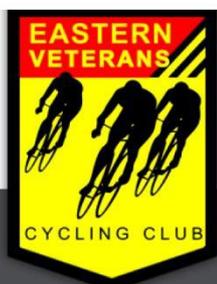


Is there anyone in EVCC who could reproduce on computer a drawing plan of our trailer contents. Peter has roughly sketched the layout and contents list and would ultimately desire it on A2 size laminated sheets. Not urgent.
petergray.ebserve@gmail.com

Results

Newham, 30th May 2015

Grade	1st	2nd	3rd	4th
A Grade (5)	Roy Clark	Phil Smith	Rob Amos	
B Grade (10)	Ross Clark	Anthony Gullace	Michael Hartman	
C Grade (17)	Paul Anderson	Peter Webb	Graeme Bull	Victor Mason
D Grade (7)	Ian M Smith	Dean Niclasen	Colin Mortley	
E Grade (4)	Susan O'Keeffe	Raymond Watts	Graham Haines	
F Grade (6)	Emma Anderson	Ron Stranks	Brian Farrell	





Wedn 3rd June The Loop	1 st	2 nd	3 rd	4 th
Division 1 ()	R Newnham	Josie Simpson	R Russo	
Division 2 ()	G Plummer	P Webb	J Williams	
Division 3 ()	D Niclasen	S Dwyer	D Page	
Division 4 ()	J Eddy	B Rodgers	C Wright	

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.

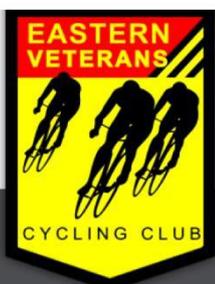
No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

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

7th June NO RACING – 3 day tour

14th June Northern Winter Crit Series #1 National Blvd

21st June Northern Winter Crit Series #2 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	

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