

Newsletter



Duty Roster

11th July Casey Fields

Keith Bowen, Robert B Ellem, Craig Everard

18th July Gruyere

Tony Curulli, Ray Russo, Neil Cartledge, Frank Nyhuis, Laurie Gates, Grant Farr, Dave DePedro, Paul Firth, Paul James, Stephen Foster, Anna Davis, Roman Suran

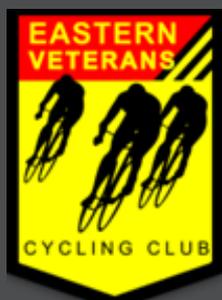
If rostered for duty, you must be at there at least 1 hour prior to start time. It's your responsibility to find a replacement if unable to do your duty, then advise Andrew Buchanan, tjtop2@optusnet.com.au

Editor: Janita Keating
janita_todd@bigpond.com

This week's *image of the week* is by Nigel Kimber. I'll title the image as "Til the Cowes come home". At their fur coat would have kept them warmer than the brave racing souls.

A reminder that the TdF EVCC night is soon approaching .. make sure you book your tickets ASAP!

I will be finishing up the role of editor on the 1st September and need another volunteer to take over. I have really enjoyed the role, however the balancing of a young family and all is increasingly becoming difficult. The new person would have complete creative freedom. If you took on the current look you would need to be very proficient in Word and good at Excel. Please email with any further questions.





Race Reports – Eildon

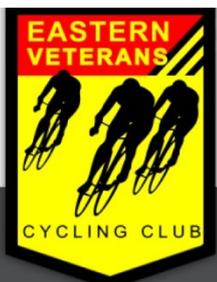


Images: Nigel Kimber

Eildon Bovine Roundup Report

Within seconds of setting up the finish line the spectators ran across to see what was going on. They hung around to see the lead car bring the small a-grade bunch through, the spectacle of colour whizzing past kept them there till b-grade came through, a bigger bunch with conversation had the crowd enthralled but the delay in the

arrival of the c-grade bunch saw a few drift away, the bright lycra wasn't enough to keep them engaged enough to stick around for e-grade, or the finishes for that matter. Much to their loss, Ray Watts pushing Colin Mortley all the way to the line in a two-up e-grade sprint to the finish. The remaining three races finished in full bunch sprints, no surprises in a-grade except that Roy





was hounded all the way, b-grade was tight with three crossing the line within the length of a bike and Graeme Bull may have seen his last race in c-grade as he led the whole bunch across the line. *(Nigel Kimber)*

B Grade

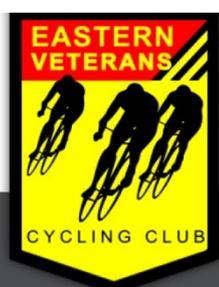
An incredibly chilly day greeted the riders as we rolled out of Eildon in B Grade. About 11 braved the conditions, more interested in warming up, than creating excitement with attacks. The bunch remained together for much of the first lap with a few small surges, but no attacks managed to stick. Paul Anderson, Dale Maizels and John Williams leading the field across the rollers as the rain started to appear and we headed back to complete our first lap. As we crossed the start finish line, we were reminded by Nigel to stay left, just in case we had forgotten.

Soon after Ian Smith, Ross Tinkler and Matt White were working together to get one of them up the road and soon it was Ross who squirted off the front, developing a break of about 100m. I sat at the front with Marcus Herzog as Paul Anderson attacked to join Ross up the road and set about creating a serious break. After giving them a few minutes in the wind, the break was growing to 250 - 300m and possibly getting a little dangerous. No time to allow them to get out of sight. Okay I decided time to string it out and bring these boys back into the bunch, just in case they were getting cold. After about 10 mins of driving the pace we brought them back into the bunch. Some small attacks from the likes of Ian Smith and Stewart Bendall ensued but being dangerous, none were allowed to stick.

All together as we passed the start finish line to

commence the third lap and Dale Maizels decided she was cold and needed to warm up attacking the bunch. Head down, chewing on the handlebars and mashing on the pedals Dale established a good break and the bunch was not bringing her back in a hurry. Eventually with a couple of surges, led by Stewart Bendall, Dale was brought back before we turned at Thornton. As we approached the 'hill' of the day for the third time Dale went again surging up the road by another 100m, but tired as we came across the top. It was at that point Peter Mackie decided to announce himself, showing his legs were strong as he led the group across the top and down the other side for the run home. Not satisfied with leading the group across the top Peter punched up the road a little before deciding it might be a little far from home yet. This didn't stop him trying again in a couple of kilometres with a strong attack, but again he was brought back by the bunch.

On the last incline before the pondage Marcus Herzog attack in true Jens Voigt style, ordering his legs to shut up, and established a testing break with 4kms to go. With just two kilometres to go Marcus was brought back and the bunch would have to prepare for a bunch sprint. I was trying to remain patient. The bunch was all looking at each other with John Williams on the front. No one was keen to start the sprint out as Paul Anderson raised the pace a little. I sat on his wheel and sensed the sprinters clicking up the gears. With the finish line approaching the pace was rising and I deemed it now or never. I could see the finish line approaching rapidly, but even more rapidly I could sense Colin Doherty on my right. I tried to find another gear, but couldn't maintain the rage as Colin inched passed me in the final few metres to take a well timed win. Well done all who braved the cold conditions to support EVCC. *(David Richards)*





Sitting eating my breakfast, watching the consistent rain beating down outside, checking the weather conditions at Eildon (7 deg 75% chance of rain) contemplating and in two minds whether to travel and race as an influencing factor was going through my mind due to being dropped in the last four outings and still trying to get back some race form after my fall in April, but thought what the hell let's toughen up as what else would I do with this type of weather condition.

Yes it was cold and wet but lucky we were fortunate with no wind, at least this was some consolation for the crap conditions.

B grade had a bunch of 11 and off we went with a reasonably steady start with no major surges but all riders were upping the tempo the further we went into the race. We arrived at Thornton intersection and started to head back to Eildon approaching the rise but I could not stop thinking that a definite attack was about to unfold and this picture of being dropped again was rattling around in my head.

We hit the rise and yep away the bunch went. At this stage I was in the middle of the bunch and the rear closing in fast and sure enough I ended up 20 meters rear a field by the top of the rise. With this I gritted my teeth, got into the drops and descended like a man possessed, managing to get back to the bunch.

The race consisted of several attacks with Ian Smith, Paul Anderson and I think John Williams and Ross Tinkler (not too sure as still trying to remember the names – “age thing”) and some awesome chasing down from Dave Richards and Dale Maizels with Stuart, Marcus, Peter, and Matt working extremely hard during the race.

The last lap – raining, tired, cold - I think most riders hanging out for the finish as the pace certainly dropped with 15k to go. No one was too keen other than Peter Mackie as he was trying to push the pace up heading into Eildon and I think the rest of us were all anticipating that someone was going to mount an attack to the end.

This did not eventuate and the bunch condensed,

slowed up as we were heading for a bunch sprint and at this stage I felt quite good and was definitely up for mounting a sprint finish.

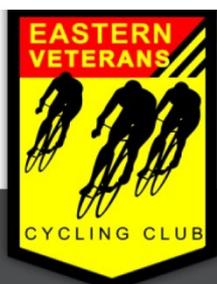
Approaching the finish it seemed like chaos as a rider came across the front of me and another rider ended up in the gravel. I was on Paul's wheel and seeking a way around with not a lot of room to spare. I managed to get around and jump on Dave Richards' wheel and had enough in the tank to take the win. The old saying “Train Hard get Lucky” was my motto for this one.

This was a really enjoyable race as all the other competitors were fantastic with their efforts and congrats to the other place getters. A big thanks needs to go to all the marshals and race organisers for standing out in those conditions as a wonderful job they did. (*Colin Doherty*)

C Grade

I have to admit that if I didn't have an obligation to go to Eildon, I would have thought twice about it. Cold and rain in Melbourne with little expectation of it being much warmer over the divide suggested a tough ride on a road just below the snow resorts. But we also had a cold day at Newham yet we really enjoyed the racing, so why not the same at Eildon?

Most riders had not warmed up so the couple of k's dawdle to the start line was best they would get to loosen up. From there it was a strange race. Rolling turns as if it was a handicap was initiated from the beginning and the first lap completed at around 35k's average with not a word uttered in the bunch. The reminder that this was a scratch race and not a handicap came whenever anybody deliberately or accidently ventured off the front. Ken Saxton was one that used this tactic through the township of Eildon and a couple of times on the road as well. The bunch immediately as if on cue, stopped turns, singled out and waited for the expected attempt to get away, but none came. Once the rider returned to the bunch the rolling turns recommenced. If two riders moved off the front then they were quickly marked.





The little bump, just passed Thornton, is where the attacks usually come but the usual culprits were absent and only Neil struggled up with a gap that was manageable on the descent. The undulations approaching Eildon provided another opportunity to get away but none came.

So with two laps completed the legs were tiring and the cold probably didn't improve things so rolling turns continued. If the conditions had been a little more conducive, the boredom would have forced somebody if not everybody to have a go at making a gap on the flat road to Thornton, but the shelter of the rider in front provided a little protection to the cold air so turns continued until the bump for the last ascent.

Now the race changed somewhat. Graeme Bull and Neil Cartledge slid to the back of the bunch to grab a gel. Ken Saxton went to the front aided by Dave Worland, Hylton Preece and Andrew Buchanan. A few k's later Bernie Evans and Martin Stalder led the bunch for a while until the crossing of the river where everybody was mindful of making position and grab the chance to attack through the township, but none came.

Once through Eildon the expected ramping up of the speed through the wooded section didn't happen either. All the indicators of fatigue after 75k's of racing. The bunch was all together when approaching the final straight stretch to the line. Martin was one of the first to go, maybe a little early. Graeme jumped soon after from the rear of the peloton picking up some good speed and catching most napping. Neil tried to get on his wheel but Adam was stronger filling the gap between the two. A few more peddle strokes and the trio were on the front. The gears clicked up as Adam pulled out of Graeme slipstream gaining a little while Neil did similar just behind. The three riders formed a compacting echelon from left to right across the road but Graeme was able to hold on for 1st from Adam in 2nd and Neil 3rd. Martin Stalder was next over the line. I am unaware of how the remaining positions were filled.

Thanks to all the riders making a difficult day bearable and even enjoyable. Thank you to all

those who stood out on the course in the cold and rain so we could race. It is much appreciated!
(Neil Cartledge)

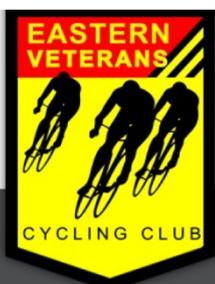
Leaving Mitcham in the rain, the question was whether conditions would be any better at Eildon. Still wet at Healesville, however once over the spur the rain thinned out and at Thornton had cleared, with a dry road, cloudy outlook, but cold. So a few hardy souls had made the commitment to rattle their bikes around the Eildon/Goulburn River circuit.

With the cooler temperatures all riders looked like they had plenty of layers, with some "testing the water" before race time, and returning to vehicles for more clothing. Very wise indeed, because as the day progressed, so did the onset of rain and a lowering of temperature.

C grade set off with 10 starters, and once under way, the group worked really well together running with two pace lines around 37-38 kph. The bump just beyond Thornton disrupted the flow minimally, but we trudged on to complete the first lap in good time and still working well together. After the bump for the second time, things again went to pieces, where we lost our rhythm. All the way back to the start/finish we had no teamwork, often reliant on 3 or 4 riders to pull the bunch along. Then almost out of the blue, and the pace lines were away again, just after we cross the start/finish and the bell lap. This ironically coincided with the precipitation that finally arrived, along with a drop in temperature from 8 degrees to 6 degrees.

The organisation is short lived, as that darned bump once again disrupts the flow. And all the way along the Goulburn Valley Highway back to Eildon its again 3 or 4 riders doing the bulk of the work, with the pace slowing markedly from the pub at Snobs Creek. All getting ready for the sprint finish.

And so it was.....with Graeme Bull surging the strongest in the final run to the line, holding out a fast finishing Adam Dymond and Neil Cartledge.





Utmost thanks to the race officials for providing the requisite support on a grotty day. Bravo to you. And thanks to the other C graders who helped make the race. It is not that pleasant when racing in cooler temperatures, made worse by the rain on the last lap.

Stats: 75km covered in 2hr 11mins at 34.2kph average. The first lap average was a tick over 35kph, the 3rd lap 33.3kph. (*Graeme Bull*)

E Grade

TYRANNY OF DISTANCE

To say it was disappointing to have only 31 starters at Eildon last Saturday, would be an obvious understatement, particularly given the planning and preparation by many dedicated members which accompanies such events. The distance to Eildon was probably not the sole culprit. Forecast cold and rain, 'Black Spur' negotiation, school holidays and not least the forthcoming TdF, may have all contributed to I reckon an all-time low attendance at an EVCC cycle race.

It seemed inappropriate to include myself in the list of regular "tough-enough" starters, as trailer duty appeared to be a primary attendance motivation. However I was keen to get some miles into an improving back injury, despite persistent memories of YJH, (Yarra Junction Hypothermia) a couple of years ago.

PRE-RACE CHECK LIST

- Bike (de-icing).....tick
- Drink (antifreeze).....tick
- Helmet (cover intact).....tick
- Bennie, Arm warmers, long knicks, rain jacket, two pair of socks, thermal underwear and finally, ski-gloves.....tick.
- (You'd be excused for thinking we were off to the snow)
- Almost forgot!...Hot Water Bottle

With A, B and C grades despatched, (D reassigned) the time to send E grade off into the frozen plains had finally arrived but Raymond

Watts was nowhere to be seen. Thinking he was huddled inside his car, the remaining trio departed only to find Ray casually returning from.....well whatever Ray does beforehand.

Peter Gray and Colin Mortley ceremoniously led the 'Loneliest Penguins' to the Start/Finish line in order that they might find the motivation to begin temperature raising once the race was on proper. Colin instinctively took control of the group at the first call of "car back!" From there on, each rider naturally rotated the front position every four or so kilometres.

The first climb out of Thornton found the group separating just a little, with Ray pulling Peter back to Colin and Nick Hainal. This being my premier ride at the venue, the distance to Eildon seemed longer but not as arduous as the contour profile suggested. Peter took the front just prior to the plunge into town and maintained it to the start of the second lap.

Despite the drizzle, our pace rose to a reported 40km/h plus on the way back to Thornton, significantly due to Nick's driving but the temperature wasn't getting any warmer. I heard later, that the temp dropped to 4 degrees about that time.

Ray and Pete were reminiscing or perhaps hallucinating, about the hot Kangaroo Ground ride they had participated in about 6 months ago. The descent from Kinglake was like walking into a dry Sauna. Things seemed to be going well for Pete until the second climb out of Thornton, where he predicably seized up and watched as the gap rapidly grew. The flicker of distant tail lights the only inspiration to drive on.

According to the place-getters, Nick was distanced on the climb through the town which left Colin to successfully sprint it out with Ray for 1st place. A great day to improve one's endurance and mental toughness. My admiration for everyone who attended. (*Peter Gray*)



News and stuff

Eastern Vets

**Le
de TOUR
FRANCE
Night**

Saturday 18th July 2015

7:00pm for 7:30pm start
The Kilsyth Club
Corner Canterbury & Colchester Rds. Bayswater Nth.

Guest Speaker – John Beasley jnr.
Head Coach Malaysian Cycling Team
National Coaching Director Malaysian Cycling
Proprietor of Beasley Cycles

Tickets \$65 (no tickets sold on the night)
3 Course Meal, drinks at bar price

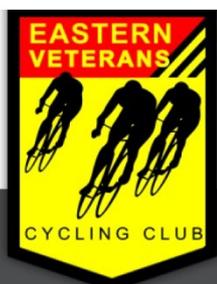
Tickets available from Ian Smith on Race Day or ismith@internode.on.net

Mark in your Diary, Not to be Missed!

Results

Eildon, 4th July 2015

Grade	1st	2nd	3rd
A Grade (6)	Roy Clark	David Moreland	Ray Russo
B Grade (11)	Colin Doherty	David Richards	Ross Tinkler
C Grade (9)	Graeme Bull	Adam Dymond	Neil Cartledge
D Grade (0)			
E Grade (4)	Colin Mortley	Ray Watts	Nick Hainal
F Grade (0)			





Wedn 8 th July The Loop	1 st	2 nd	3 rd	4 th
Division 1 (14)	C Jones	R Newnham	C Oliver	
Division 2 (16)	P Bertelsen	J Hasouras (n)	M Stalder	
Division 3 (9)	D Halliday (n)	S Bragg (n)	S Lee	
Division 4 (3)	B Rodgers	I Brown	C Wright	

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

Future Events

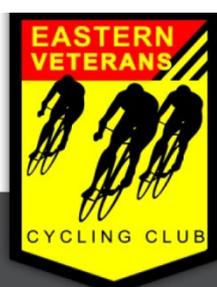
Eastern Vets

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/>

12th July NO RACING – MID WINTER BREAK
19th July NO RACING – MID WINTER BREAK



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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