

Newsletter



Duty Roster

17 October, Arthurs Creek

John Thomson (R), Walter Savini (TC), Nick Hainal (TC), Michael Muscat, John Pritchard, Terry Nichols, Barry Rodgers, Doug Page, Rob Suter, Dave McIndoe

24 October, Yarra Glen

TBC (R), Andrew Neilsen (TC), Peter Webb (TC), Nick Panou, Jeff Smith, Ken Mayberry, Jim Swainston, Stewart Jenkins, Nick Tapp, Glenn Newnham

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: Nick Tapp
nick.tapp@detail-ed.com.au



Saturday afternoon at Yarra Glen was sunny and warm for the last in the winter series of A-grade teams races. Croydon Cycleworks riders took an emphatic clean sweep of the first five places and secured both the team and individual series trophies. In other grades, the rigours of the course and the unaccustomed mugginess made for a race of attrition. Who would stay fresh the longest and prevail in the final push to the line? Read on to find out. Thanks to all our correspondents.

And don't forget: the Eastern Veterans Cycling Club Pinnacle Cycles Team Time Trial in Seymour on 31 October. Entries close at 9 pm on 21 October. Full details appear later in this newsletter.



From top left, A, B, E and F grades, and (left) the winning trio in A grade, in action at Yarra Glen on Saturday. Photos: Anita Davids



Graded scratch races, Yarra Glen, 10 October

Grade	1st	2nd	3rd	4th	5th
A Grade (18)	Jay Phillpotts	John Clarkson	Tom Leaper	Peter Howard	Richard Abel
B Grade (10)	Chris Ellenby	Nick Tapp	Paul Webster		
C Grade (16)	Russell Wheelhouse	John Thomson	Rob De Bernardi	Bob Lewis	
D Grade (8)	Frank Tomsic	Andrew Wedderburn	Sam Bruzzese		
E Grade (9)	Peter Gray	J.C. Wilson	Dean Niclasen		
F Grade (7)	Barry Ellem	John Eddy	Laurie Bohn		

A grade (teams race)

Another warm and sunny day at Yarra Glen brought us to the last of the A-grade teams races.

Tom Leaper and Road Runner (John Clarkson) led everybody through the neutral section and then promptly gapped everyone going into the first climb. Dave Moreland, J.P. Leclercq and Rich Abels chased after them, while everybody else watched them go up the road. If this went, there was no way it was coming back, so I jumped across, catching the breakaway at the top of the climb.

A strong six-man break, including four CCW riders, meant the gap to the peloton opened up quickly. Our group of six soon became five when Tom pushed the pace up the climb and Dave was not able to hang on. Four CCW riders and a Skope rider (J.P.) – he was a little outnumbered! Tom called for the old 1-2, so 1-2 we did. I attacked off the front, J.P. didn't follow, Tom attacked, J.P. didn't follow, Road Runner attacked, J.P. didn't follow – this was going well. Rich attacked, J.P. followed. Darn it, J.P., couldn't you just let us get four away?

The three of us cruised for a couple of laps

hoping Rich could get away, but unfortunately no luck, so we turned up the pace a little and distanced ourselves from the chasers/pack. We kept the pace solid for the remaining laps and rolled into the line for a CCW 1,2,3, and then waited to see what had happened to the rest of the racers.

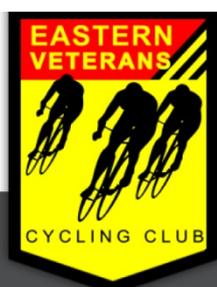
A small group of six or so came home next, as Rich and J.P. had been picked up by a few other riders. It was a sprint to the line up the hill with Peter Howard claiming 4th and Rich 5th, giving Croydon Cycleworks riders 1st to 5th, an impressive result.

CCW took home the series 1st prize in dominating fashion, with Tom doing the same in the individual.

Top work, guys.

Jay Phillpotts

Despite a few teams missing, 18 riders started the race, with Croydon once again the odds-on favourites. Just as the bunch were looking to ride their legs in, the whole Croydon Cycleworks team hit the front, with Tom forcing the pace and





opening a gap. J.P. and Dave Moreland managed to go with them as the bunch all looked at one another – it was looking like it could be another clinic by Croydon.

With five away and only four in the bunch – Roy Clark (Bike Force), Rob Amos (BikeGearNow) and independents Peter Howard and Kevin King – doing the majority of the chasing while Skope blocked for J.P., the lead quickly increased.

Dave found the pace too much and came back to the bunch after a few laps, as a few riders tried to get a break going, each time finding a Skope rider sitting on. At half distance Rob and Peter got a small gap along with Skope's Tony Chandler. They started to work together, very slowly increasing their lead as Emilio Romano tried unsuccessfully to bridge across – unlike Guy Green, who jumped across the gap. The four worked well together, picking up Richard Abel and J.P., who had been worked over by the Croydon boys.

At the finish, Jay Phillpotts won the sprint from a fast improving John Clarkson, with Tom rolling across the line. In the chase bunch, Richard attacked on the hill, and J.P. and Guy managed to go with him. They started to mess around on the finish straight and Rob closed the gap with Tony and Peter in tow to set up a six-man sprint, in which Peter took the honours from Richard.

Rob Amos

B grade

A bunch of 10 set off in green hats. The first half of the race was solid – not super quick but felt like hard work in the warmth and humidity – and unremarkable apart from an exploratory early foray up the road from Paul Webster. Paul Firth did a power of work on the front, aided by Paul Webster, Matt White, Ian Smith, Colin Doherty

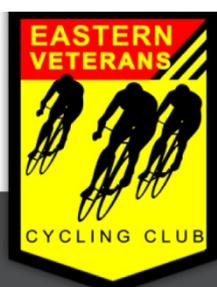
and Nick Tapp. Approaching halfway, Paul Firth put in a strong effort up the Glenview Rd hill that was enough to earn him a gap. He kept that gap for some time, but it was never wide enough to cause too much anxiety in the bunch, and eventually Paul Webster and Nick closed it down.

As the number of laps to the finish came down (6, 5, 4 ...), it was surely time for an attack from Chris Ellenby. As expected, off he went, but the call to arms was quick and Chris didn't get far up the road before Paul Webster and Paul Firth led the bunch back onto his wheel. Of course, Chris soon went again. This time Nick got down on the drops along Yarraview Rd to bring the bunch across the gap.

Chris attacked for a third time, and no one was in a hurry to respond. He powered to a significant lead, and it looked as though he might have got away this time. Up Glenview hill on the second last lap, a split formed in the chasing group. Paul Webster, Paul Firth and David Chesney slipped off the front, while Colin Doherty was left towing Nick, Ian and Darren Eagle. After a lap of toil from Colin, in the dip up on Glenview Rd, Ian decided it was now or never and jumped into the gap. Nick latched onto Ian's wheel, and Darren onto Nick's, while Colin's race was done.

A vintage Smith descent of King St closed the gap to the three chasers and set the scene for a sprint to decide the minor placings. The pace was high and still the Pauls had their noses in front, but it's a long way to the line at Yarra Glen. On the final rise it was Nick who showed the legs and the timing (and chose the right gear) to take the consolation prize while Paul Webster, who had clicked up one or two gears too many, hung on for 3rd. Chris, meanwhile, was savouring an impressive solo win – and perhaps a farewell to B grade ...?

Nick Tapp





C grade

A stage race

ambitious early attackers vs strong rouleurs, cagey sprinters, keen climbers, not warmed up yet, and late launchers

then

keen climbers vs strong rouleurs, ~~cagey sprinters, not warmed up yet,~~ cooked early attackers and late launchers

then

strong rouleurs vs keen climbers vs ~~cagey sprinters, not warmed up yet,~~ cooked early attackers and late launchers

then

late launchers vs weary rouleurs, ~~cagey sprinters, cooked early attackers~~ and ~~keen climbers~~

This week, it was the turn of the late launchers.

Cooked Keen Climber (aka Tim Crowe)

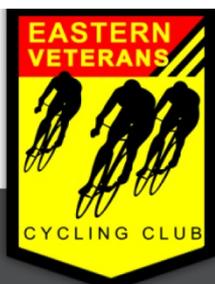
Arrived at Yarra Glen with family in tow at noon. Sat in car waiting for rain to ease. A quick check with BOM's local radar revealed the worst was probably over. Grabbed the last car park space next to the kids' playground and the family were set. Two warm-up laps without using up valuable energy, checking out the progress of the wave-shaped new Cellar door on Glenview Road. Very still and warm conditions. Same for everyone, no-one quite used to these temps yet.

The first lap was nice and steady with half a dozen riders rolling turns. Lap 2 and someone upped the pace along the top stretch of Glenview Road just before the turn to the fast downhill. Two riders went with him and (but) around a lower

grade just before the corner. Some of the 'pack' (those who could see) shouted to wait and to give the corner to the lower grade, but they slipped passed, the rest of the pack waiting until after the corner. Five or 10 metres turned into 200 to 300 metres by the time all had passed and were heading down the hill. The pack decided to leave the breakaways at about this distance for a few laps even though the temptation was to get them back quickly and discuss their earlier manoeuvre! Good work down the hill and along the flats by Ian Milner and Dave Hyde I think it was, turned into a bit of a lead but again the pack measured its pace. Last three laps saw Tim Crowe, John Thomson, Rob Giles and Rob De Bernardi all well placed to keep it tight to the end. Second to last time up the hill and John put in a nice turn of pace as we approached the crest. Knowing he would keep the pressure on, I decided his wheel would be the one to follow, if I could stay on it!

Nearing the turn into the downhill John was encouraging us three (Rob Giles must have got my wheel) to keep it up as we had a gap. We swapped turns until the last time up the hill. Whatever happened from now on in, I was happy with a top 3 place, I thought, so I shouted to the others to 'keep it up' and follow my wheel. By the top, however, I realised I'd 20 metres. Should I stay or should I go? to quote one of my favourite bands. If you are thinking, 'How naïve!' then yes, you are right. Remember, I hadn't been in this position before and couldn't be sure to back myself in staying away, even if it was only for half a lap.

After wasting time half sitting up, I realised there was 30 metres so my head went down and I tried to keep 'style' to the line and not look like someone who's dying (which of course I was). Apparently Rob 'pipped' John on the line but was later disqualified after news of the earlier incident filtered though to the officials.





Everyone took it all very well and it all made for an interesting and obviously for me a very pleasant race. To get a Saturday C grade win under my belt after trying for so long was very satisfying. I really enjoy Yarra Glen as a circuit, if it is a bit tight in places. Thanks to all for the organisation involved in putting these races on.

I'm no Peter Webb on a bike or with the keyboard but I have always thought his race reports a good honest read. I have tried to invest the same approach. A celebratory pot at Coldstream Brewery with the family ended a good day.

Russell Wheelhouse

E grade

Here I am once again, sitting at the keyboard waiting for some inspiration to begin another entertaining race report. But my head is filled with thoughts of club members who have recently sustained serious injury due to bike crashes – Martin Stalder, Michael Waterfield, now Alison Skene. Though thankfully uninjured, even our handicapper Peter Mackie was not immune to a culpable hit-and-run driver. But the show must go on, or so they say, and I will endeavour to bring a smile to your dial.

Nine E-grade riders – they say a cat has nine lives – fronted for departure into the well-trekked Yarra Glen kermesse circuit. The weather presented much differently to previous meetings with an afternoon forecast of a humid 28°C and possible thunderstorms. At least there was little or no wind and a generous cloud cover, which I think suited all of the 'Red Scalps'. Ronnie Stranks wasted no time getting the show on the road by leading the bunch onto the neutral lap.

Six to go

With the bunch packed tightly together, much of the early work was done by Paula McGovern and Rob Devolle. Everyone seemed nice and relaxed on the tight corners and fast descents, the first climb completed at a pace which didn't put anyone under stress.

Five to go

J.C. Wilson instigated his first attack nearing completion of the second lap. He was left out front for a little while, until someone decided that the gap was starting to become just a bit too large. Gaps started to appear in the bunch on the main climb after Zen Gawronski kept up a constant pace, taking Paula and Ronnie with him. Peter Gray saw the danger in letting these three amigos get away and quickly closed the gap.

Three to go ... Oops!

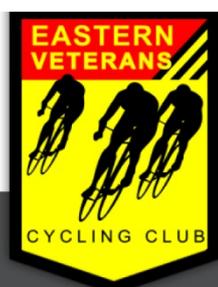
Ronnie shouted from the rear of the bunch, 'Four to go!' It seems the lap counter had become a bit trigger happy and flipped over twice. A rise in pace on the climb saw another combination try to roll off the front but once again the bunch came together after the throttle was eased back.

Three to go ... again!

Gaps continued to appear and widen on the main climb, causing several riders to be distanced. J.C. plummeted down the back descent, overtaking everyone and opening up another handy lead. This time there was no push to close it down, but he discreetly returned to the pack on the next climb. I think it was around this point that we lost Ray Watts. Ray is often in contention for a sprint finish placing if conditions are favourable.

Two to go

Nick Hainal, back from a three-week layoff,





uncharacteristically spent several laps at the back, probably checking out the form of others before making his way to the front. It was starting to look like Nick was going to surge away from the bunch as he's done in the past, when a shout of 'Flat!' and 'Puncture!' rang out in the shallow dip after the main climb. Nick had punctured with only two laps to go!! Paula set up a handy 40 metre lead for herself by rolling off the front on the back descent. She managed to maintain the gap past the bell and onto the base of the main climb. Dean Niclasen had tried to bridge, taking Peter and several others with him, but it was clear that Paula was not going to easily concede her advantage. Peter attacked the chasers just before the finish incline but still couldn't close to Paula until the main climb.

One to go

The remnants of the grade were back together with Zen and Paula looking the strongest at the top of the climb. Paula went to the front again in an attempt to repeat her previous roll off, though this time with Peter and Zen in hot pursuit. Zen powered past the two leaders on the last right-hander before the finish straight, taking Peter with him for about a kilometre. At their current velocity,

they were destined to run straight up the backside of what looked like two compacted grades. Peter launched his sprint with about 200 metres to go off a tiring Zen and just managed to safely overtake the slowing grades before the finish line. J.C. and Dean had enough in reserve to ride over Zen for 2nd and 3rd places, respectively.

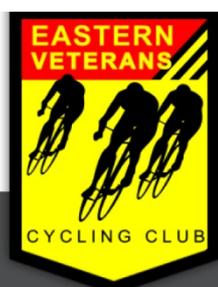
Back to base ... very slowly

Completely spent, Peter had to be assisted back to the departure area by Zen, who himself ran unceremoniously off the road. For the third time in as many YG outings, Peter fell off his stationary bike onto the ground. Just what is he filling his bottles with?!

Wrap up

Thanks to all officials, marshals and riders who provided us with some intelligent traffic alerts and advice – some of the best I've experienced. Keep it up, guys.

Peter Gray



Tuesday night racing at Metec, 13 October

Grade	1st	2nd	3rd
A Grade	Roy Clark	Richard Abel	Rob Amos
B Grade	Paul Webster	Perry Peters	David Pyne
C Grade	Rob Lewis	Peter Shanahan	D Rutherford
D Grade	Kym Petersen	G Harvey	N Dewar
E Grade	Peter Gray	M Granland	J.C. Wilson

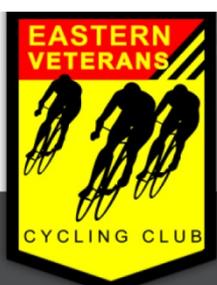
Wednesday criterium at the Loop, Kew, 14 October

Division	1st	2nd	3rd	4th
Division 1 (12)	Tom McDonough	Phil Thompson	Paul Firth	Gavin Plummer
Division 2 (10)	Rob Giles	Owen Anstey	John Williams	Rob De Bernardi
Division 3 (5)	Neil Cartledge	D Drew	Doug Page	Nick Hainal
Division 4 (4)	John Eddy	Richard Maggs	Laurie Bohn	

Thanks to Steve Barnard, Laurie Bohn and Barry Rodgers for setting up and running proceedings.



Peter Bertelsen takes the short way home and gets the chocolates in Division 1, Wednesday 7 October. Photo: David McCormack





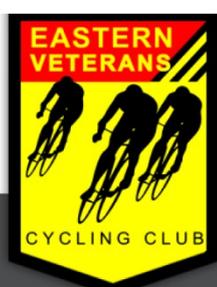
**Doug Reynolds leads Division 1 through the bottom corner, Wednesday 7 October.
All photos: David McCormack**



Owen Anstey displays his distinctive cornering technique.



Tom McDonough puts the power down out of the bottom corner.





News etc.

Alison Skene

The following article about Eastern member Alison Skene first appeared on the Cycling Victoria website last Friday, 9 October. Thanks to Janita Keating for the link. Eastern Veterans also wishes Alison a full and quick recovery.

Aspiring Melbourne to Warrnambool rider and Hawthorn CC member, Alison Skene, was hit by a turning car while finishing off her final training preparations yesterday.

'I was on Beach Rd, riding on my own, in Brighton near North Rd. There was a line of cars banked up on the right. The left lane was moving, with bikes, mostly, and there was a side street and a car tried to turn through the gap of stationary cars and stuck its nose out just as I went past. I swerved slightly and hit my head on the side of the car. My helmet got smashed up behind my right ear. I've hit the car on the back of the shoulder and right knee. I hit the car and then the road straight away, landing on my left.'

Sustaining vertebral fractures of T12 and L2 and a minor tibial plateau fracture on her right knee, she is currently being cared for at the Alfred.

'I didn't lose consciousness. No head injury, just a laceration around the ear. Brain is okay.'

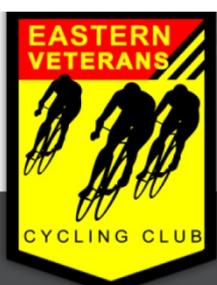
The result is devastating for Alison, who had been in the form of her life leading up to lining up in the biggest ever field of women in the 100th Melbourne to Warrnambool next Saturday 17 October. In May she took out the overall title in the Northern Vets LADCOM Benghazi Open Handicap by riding away from her handicap bunch and finishing solo.

'I have never been fitter. The Warny was the biggest goal I ever set myself. It was always going to be a big ask and at times I had a lot of doubt but I also had a lot of support for me to have a go at it.

'I would love to consider doing it again but right now it is such a long way away.'

Cycling Victoria wishes Alison a speedy recovery.

<http://vic.cycling.org.au/News/warny-rider-hit-by-car-on-beach-road>





Jersey Month – October

In a promotion to encourage more Eastern members to don the Club jersey, a special low sale price for the month of October is offered.



Short sleeve Eastern Pro Jersey on sale for \$45.00

Only for the month of October. Reverts back to normal price 1 November.

Sold-out sizes will be re-ordered promptly at the end of the month, so get your order in.

To take advantage of this promotion contact David at davemacq@bigpond.com or catch up on race day.



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Future events

See following pages for details of the Team Time Trial, Seymour, 31 October 2015.

For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>

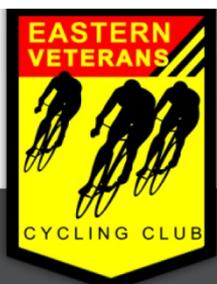
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants will NOT be allowed to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

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 (7.30 am) and Sundays/public holidays (8.00 am) Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social	





**Eastern
Veterans Cycling
Club**

60 km TTT Handicap starting
1.30 pm Avenel Road
Seymour

Excellent prize money \$1000,
plus vouchers to the value of \$400
* Plus trophies

Entries close Wednesday 21 October
at 9.00 pm. Entries to Peter Mackie
0400 710 610 or
peter.mackie@parmalat.com.au

**Pinnacle Cycles
Team Time Trial
October 31, 2015**

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Get your team together
and ride like World
Champions BMC.

Teams of four, with
time taken on the third
rider to cross the line.



EASTERN VETERANS CYCLING CLUB

PINNACLE CYCLES

TEAM TIME TRIAL

Seymour, 31 October 2015

The EVCC Pinnacle Cycles Team Time Trial will be held at Seymour on 31 October 2015. The race distance is 56.7 kilometres, starting at the Seymour end of the Seymour–Avenel Rd. This is the usual starting place for EVCC races on this course. It is on an out-and-back course to Avenel over 2 laps.

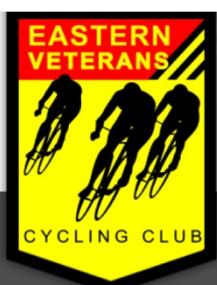
Entry fee is \$10/person. Entries (with the handicapper, Peter Mackie, 0400 710 610, peter.mackie@parmalat.com.au) close 9:00pm sharp, 21 October 2015. Each team will be made up of four riders, either self-selected or, if you wish, you can be placed in an existing team by the handicapper.

Registration will be outside the Royal Hotel, corner Emily St and Manners St, Seymour. Start time is 1:30pm and registration closes at 1:15pm. The start is approximately 5 km from registration so allow sufficient time to get to the start line.

Each team will be required to wear nominated coloured hat covers, or identically coloured hats of the nominated colour, clearly visible to the timing officials on the finish line. The team's time for the event will be taken on the third full licence holder to cross the finish line. Teams with fewer than three full licence holders will not register a qualifying time. Riders who hold an EVCC trial rider licence will be permitted to enter the event.

This is a handicap race, with the team handicap time based on times achieved in the Rob Graham Memorial Individual Time Trial, 2015. If you did not enter that event, then the time will be set by the handicapper. The team's handicap time will be based on the average of the three fastest times of the four-rider team, as set by the handicapper. Teams of three riders will be accepted but you are encouraged to form a four-rider team if possible. It is your responsibility to be at the start line before your team's nominated starting time. Any team that misses the start will not be allowed to start out of order.

Presentations will be in the Royal Hotel beer garden. The purchase of drinks at the hotel after racing would be much appreciated.





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