

Newsletter



Duty Roster

24 October, Yarra Glen

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

31 October, Avenel

Nigel Kimber (R), Nick Hainal (TC), Graham Haines, Phil Thompson, Perry Peters, Ian Milner, John Williams

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



Racing returned to Arthurs Creek last Saturday for the first time in quite a while. Arthurs Creek is an old favourite among the club's road circuits that has suffered serious wear and tear to the road surface. A number of this week's reports make appreciative mention of Nigel Kimber's efforts to clearly mark damaged sections.

Elsewhere in the state, Eastern members were putting in some big efforts during the 100th Melbourne to Warrnambool Cycling Classic and the Bill Long Camperdown to Warrnambool Open Handicap (see the image below and News etc. later in this newsletter).



Dave Moreland on the top step of the podium after winning the Bill Long Camperdown to Warrnambool Open.



Graded scratch races, Arthurs Creek, 17 October

Grade	1st	2nd	3rd
A Grade (8)	Guy Green	Jean-Philippe Leclercq	Nick Tapp
B Grade (12)	Paul Webster	David Chesney	Doug Reynolds
C Grade (15)	J. Brenand (Adelaide Hills)	J. Somers	Bob Lewis
D Grade (9)	Geoff Darroch	Frank Tomsic	Neal Cartledge
E Grade (7)	Peter Gray	Nick Hainal	Rob Devolle
F Grade (4)	Laurie Bohn	John Eddy	Dick Maggs

A grade

Eight riders at the start and the first 5 km were at a gentle pace. The group was a mix of A and B riders, which always makes the race more interesting. I was watching my HR, sitting at 130 bpm when at the back (normally 110 to 120 bpm) and 150 to 160 bpm when pushing a little bit (normally 140 to 150 bpm). Going to that first hill, I was not pushing (70% I'd say) and HR was almost at 170 bpm (should be 150 to 160 bpm – 170 bpm getting closer to my max). So, after first lap, I knew I was in troubles.

I am not a doctor, but was somehow concerned. That week I had travelled overseas, and for some reason, sometimes those flights completely destroy me, either my breathing and/or heart rate are affected. Friday night, I was so tired, I slept 13.5 hours and almost did not wake up in time to go to Arthurs Creek, it was that bad. I woke up, and within 20 minutes had my gears on, and off I go in the car (with a coupla sandwich).

Anyway, back to the race. I was not the only one at the back. There was our famous friend, Mr Guy Green. While at the back (Guy's sanctuary) I spoke to Guy and said, 'Being at the back it feels great, mate, great view to see the country and

what's going on with our mates at the front.' We were both laughing, as he knew that I knew what he was up to, Clever Mr Guy ...

Anyway, the race carried on, a few attacks here and there, mainly from Rob (who knew so well what was going on!), who was well marked by the eight riders. As the race was unfolding, I was still monitoring that 'stupid' HR, which was worrying me. I was not feeling tired but my HR was just simply 20% higher than usual. As a result, I decide not to attack, as I would usually do. My plan was simple, let's attack on the last hill (hoping the HR would not go to the roof) and hopefully consolidate until finishing line.

So, we went through lap 2, then 3 and 4. On the last lap/hill, as per my plan, I took off on that corner (sorry, Chris ...) and went full gas (HR went to the roof at 180 bpm...not good for a frog) until top of the hill. I turned back and, of course, Mr Guy was on my back. As we were going down I was pushing hard to keep the speed up, I made a sign with my hand for Guy to roll, but he ignored it. Turning around the cones, I misjudged the radius/speed and went on to the grass. I thought Guy would 'kindly take over', but still not. I was thinking at this stage to play game, cat and mouse (cat and frog?), but chasing group were





too close, less than 50 metres. I quickly decided to carry on and drag Mr Guy, so I would secure a 2nd place and eventually fight for 1st. We were going down the hill towards the finishing line, and yes, about 200 metres before the finishing line, Mr Guy took off on my right. I tried to catch/pass him but my legs were already well cooked. I was still happy with 2nd, considering no training during the week and HR all over the place.

After the race, Guy bought me a Coke (second time in a row, Guy, next Saturday is my shout ☺) and we had a good laugh about the race. Well done to Mr Guy, too smart for me and got me at the end with his speedy legs. Well done to all riders, good racing.

Jean-Philippe Leclercq

With riders absent on the road to Warrnambool or elsewhere, a smallish A-grade field was boosted by Chris Ellenby and me, up from B on the strength of recent results there. The likes of Rob Amos, Jean-Philippe Leclercq, Guy Green and Steven Foster ensured that there would be a real contest – and why not include Peter Bertelsen and Kevin King in that, too.

Thankfully, the first three laps were not too testing. No-one smashed the hill at the beginning and end of each lap. Rob looked ready to turn the descents to his advantage, but nothing came of that, either. Peter, Rob, Kevin and Steven did much of the work. Every so often, someone would roll off the front and up the road – Rob, or Chris and Rob, or Steven – but the gap was never big or allowed to last for long. Even when the dangerous combo of Rob and J-P gave it a go, the bunch was quick to respond. I kept thinking B grade must be catching us, but in fact B grade were further back each time we turned around.

On lap 4 there were finally some fireworks. Rob and Chris got away again but were soon chased down. On the way back there was another flurry of attacking and some energetic chasing. At the foot of the final hill, though, it was still eight all together.

No surprise that it was J-P who attacked first, or that Guy was right on his wheel. The rest of us responded with whatever acceleration we could manage. Over the top, J-P and Guy had 20–30 metres gap. Peter and I were next, and behind us was a similar gap to the rest.

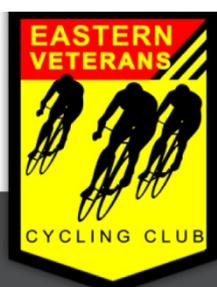
The gaps remained at the cones for the final turnaround. J-P took it a little wide and detoured briefly through the grass, but recovered and led Guy back into Greens Rd. Peter kept up the chase, hoping for some assistance, but I was firmly stuck on his wheel and sneaking the odd look back. Behind us, Steven's U-turn had been even more ragged than J-P's and he had lost his front wheel in the gravel. Rob made it around and was giving it everything, hoping to make up the ground he had lost on the hill.

Coming into the downhill straight, Guy and J-P were still clear, and Guy took 1st in the sprint. Rob had closed the gap to Peter and me and hammered past us, but I came off Peter's wheel and surprised both Rob and myself by finishing the faster to take 3rd place.

Nick Tapp

B grade

It's been a long time since we raced at Arthurs Creek and I have fond memories of riding well there but also nightmares of being dropped on occasions. It is a hard course with testing undulations and hard climbing before hurtling downhill to the turnaround at Greens Road. The weather was just about as good as I have ever





seen at this venue with a little breeze and the temperature slowly increasing as we set off for our four laps with a good-sized group.

The first lap was pretty uneventful with all of us staying together. On lap 2 the pace lifted in places with Colin Doherty pushing hard on the downhill sections and Matt White also doing hard turns on the way back to Arthurs Creek. Lap 3 started up the hill and the group was now fragmenting, with Doug Reynolds taking the lead and everyone else trying to hold on. Ian Smith was also trying to lift the pace. Paul Webster was covering any moves and looking very comfortable. David Chesney was also there but not going anywhere near the front.

We got to the turnaround at Strathewen and there were even less riders still featuring in the race. Graeme Bull and Peter Mackie were still looking strong and riding well. I was starting to feel the pinch and grabbed a gel in the hope that it might get me through to the finish. Again it was Doug who drove the pack and went quickly up the steep pinch before going very hard down to the turnaround. There was no waiting for anyone at the turn and off we went up the bloody hill for the last lap. I started to flag nearing the top and was about 4 metres behind when I decided to change up two gears and give it everything in a last ditch effort to close the gap before the descent. I pushed the Sram Red lever too hard and it went *down* two gears. I was spinning like a Chris Froome and going nowhere, and with that my race finished.

On talking to others after the race, I learnt that Ian Smith had a mechanical but was able to get back on, and I believe Dave Chesney did a lot of work on the way to Strathewen. I went to the finish line to observe the sprint. Paul Webster led from the corner to take the win by about 4 metres, Dave Chesney took second with a very strong inside

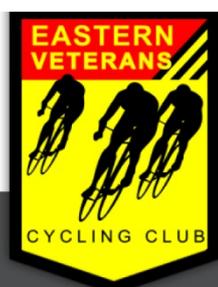
sprint from Doug Reynolds. Thanks to all for a great day's racing.

Peter Webb

The trouble with cyclists is they never tell it the way it really is. How many times have you heard, 'Haven't trained for three weeks, too busy at work, got a dose of the flue, can't sprint', and on it goes. So when we arrived at Arthurs Creek, there was the usual chatter about all of the above, plus 'I can't climb, the course doesn't ... etc. etc. etc.' But still: a lovely sunny day, not much of a breeze, smallish fields and 60 km to test the legs – what more could one want ...? Okay, so a much improved handicapper was coming along for the ride!

The race started steadily enough, although Ian Smith put on a burst the second time up that little right-hand kicker toward the end of the lap. Was that a sign of things to come? The race rolled on, along a course that is often a bit deceptive. It doesn't look that hard, but tends to gradually wear riders down. Paul Webster didn't look too keen to let anyone go – at least, each time I stepped up the pace, I noticed he was happy to do the same. David ('I can't sprint') Chesney, not long arrived from C grade, was another who didn't want it too slow, and Ian Smith had a dig a couple of times as well. The handicapper? I think he was in an observation role!

The third time up that little kicker, I decided to test the legs of the remaining handful of riders, a little surprised the number had dropped off so much. A gap, a look back and it was clear the bunch was coming back. Into the last lap, the numbers were down to five, and it was clear that tactics were starting to dictate the race. As we headed towards the final kicker again, I figured it was worth a punt to test some hopefully weary legs,





but to my surprise, three riders stayed glued to my wheel. The big surprise was Smithy, who had disappeared. I quizzed the others, thinking maybe a puncture or worse had befallen Ian, who was nowhere to be seen. We ambled on towards the final turnaround, with only a couple of kilometres to go. Should have known better – back behind, coming at a rapid rate of knots, was Ian Smith in full flight. Damn, we had a chance, too.

Into the final left-hander, with a kilometre and a half to go, we all looked at each other. I clearly remembered David Chesney's 'I can't sprint' comment before the race, so looked to ensure Ian didn't go for an early one. He didn't and David can, but Paul Webster, who has been pretty consistent lately, went early. Downhill sprint, never leave a gap. Damn. Paul went clear for 1st, David popped me for 2nd, probably by a tyre, and Ian, well, he's still coming, saving it all for another day, when inevitably he will time it right and get a result. Yarra Glen Saturday might be the day.

Congrats to Paul for a well-timed win and David for fooling all of the riders, all of the time. And Handicap Pete, well, if he continues to improve at the same rate, he will score, sooner or later.

Doug Reynolds

C grade

C grade turned out in force for a beautiful day at Arthurs Creek. Little did we know that we would be rolled by some out-of-towners. I turned up feeling confident, having won Division 2 at the loop on Wednesday and finished 2nd at Yarra Glen the previous week (although a racing indiscretion saw me disqualified).

We set off at a comfortable pace, with a few having a go off the front. I was studiously covering every move and was feeling good, but early in the second lap John Brenand, who had

joined us while on a trip over from Adelaide, put a gap into the bunch. I hesitated for a moment and, like that big fish, he just got away. With a good 50 metre gap, he accelerated through the turn, much to the chagrin of a few in the bunch, who remonstrated loudly. John obviously heard the outcry and sat up at the top of the hill. Those at the front of the group sportingly waved him on and he set to his task again.

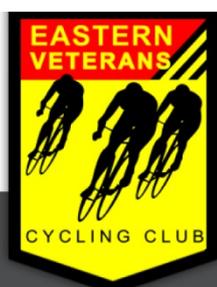
There was no real impetus in the chase from the bunch. Rob De Bernardi put in a good effort but it was all to no avail – I felt we were racing for 2nd. At the turn into the third lap, Tim Crowe put in a hard effort up the hill, exhorting those around him to work together and give chase, but we were unable to get a break on the main group and momentum soon fell away. Turning for home, we were definitely racing for 2nd as John continued to build the gap. Up the hill for the last time and Tim Crowe again led the charge, with me on his shoulder. The bunch strung out and we turned (neutralish) and headed down Greens Lane. Tim led out, with John Somers, who had joined us while on a trip from WA, on his wheel, I was third man back – surely a place on the podium was in the offing. John Somers came around Tim with the finish line in sight. I gave chase but to no avail. I'll settle for 3rd, thought I, until with a surge to the line Rob Lewis flew by to take the minor placing. Fortune favoured the brave!

Rob Giles

E grade

Hello old friend

It was a strange feeling to be racing again at Arthurs Creek, the first time since November last year. It was kind of like visiting a place that you've read about and pictured many times, or returning to the town or suburb where you grew up. It seemed so familiar. After cancellations this year





due to road works or deteriorating surfaces, the circuit was finally given the nod. The warm weather got the nod as well from the 55 riders who attended.

Lap one

Seven of the usual E-grade contenders set off from an ironically named 'Ryders Flat', for their two-lap package tour and a rather long neutral stretch thrown in with the deal. Peter Gray led the bunch, for no particular reason, for about half of the outward leg towards Strathewen over the undulating terrain. The subtle climbs and dips seemed easy enough on the first pass but memories of past struggles on this course returned to Peter, giving him a valid reason not to push on too hard. Nick Hainal took over the front position on cue and controlled the bunch for much of the remainder of the outward leg. Rob Devolle and Northerner Ian Buckingham were contributing to the general effort at the front. Peter didn't contribute much on the return leg until the bunch passed Nankervis Rd on their approach to that rather abrupt and steep climb. Encouragement from two local lads provided Peter with the motivation to work hard up the incline and create a small gap to the bunch, which was sufficient for him, Nick and Rob to make the turnaround without waiting for the rest. Lap one completed, it was now time to do the long climb at race pace.

Lap two

Having created the breakaway, I guess Peter felt compelled to maintain it, however Nick's legs were in good form and he began to distance Peter near the top. Once over the summit, Nick opened up a handy 100 metre gap on the abrupt descent. Although the break-up was intentional, it was too early to hand Nick the win just yet. Having been distanced by Nick's surge, Rob closed the gap to Peter and urged him to bridge back to the leader. Rob did that all by himself. Nick, Rob and Peter

started to work together to increase the gap over the others, with Peter only able to contribute a second wheel position for much of the time.

Nick led the trio into the turnaround for a second time and continued to provide much of the drive to keep the leaders ahead of the chasers. The trio picked up a D-grade straggler on the return leg. Robert Lackie had been dropped early from his group and was only too pleased to have some company to help get him home. A surge from Nick near the Orchards found Rob Devolle distanced after perhaps doing too long a turn at the front. Peter was able to contribute a little more to Nick's drive, at least back to Nankervis Rd and the base of that abrupt climb. Once again, Nick took control of the front to the sound of cow bells rung from locals, and led the pair up the drag to the summit. It must have been a sight. I liken it to the climbing style of, say, Cadel Evans (alias Nick), out of the seat and driving hard, with a determined Chris Froome (alias Peter) spinning furiously from behind to stay with him.

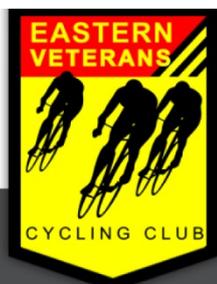
The pair plunged rapidly down toward the final dog-leg turnaround before entering into the one kilometre Greens Rd sprint. Nick was still leading with Peter on his wheel prior to the final 'dig'. Peter pulled alongside Nick with about 100 metres to go and was able to cross the line ahead with a slender margin.

Wrap-up

Win or lose, it was a good day. Thanks to all officials and a special mention to Nigel Kimber, who does an awesome job in keeping our events functional and safe.

PS I wonder if those cow bells trigger something inside the brain! Kind of like our final lap crit bell.

Peter Gray





Tuesday night racing at Metec, 20 October

Grade	1st	2nd	3rd	4th
A Grade	Richard Abel	Jean-Philippe Leclercq	Daniel Hulbert	
B Grade	Damian Toohey	Doug Reynolds	Perry Peters	Cameron White
C Grade	Darren Smith	Rob Lewis	Chris Norbury	
D Grade	Greg Harvey	Nathan Dewar	Andrew Komac	
E Grade	J.C. Wilson	C. Chamberlain	Mark Granland	

Wednesday criterium at the Loop, Kew, 21 October

There was no racing at the Loop this week on account of the weather. Fortunately, the cancellation clause doesn't say anything about not drinking coffee when it rains. A very small cohort eventually ventured out for a lap of the Boulevard, and duly got very wet.

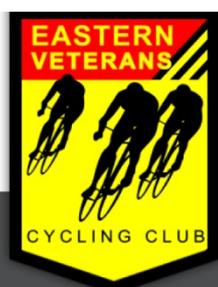
News etc.

Dave Moreland wins the Vets Warrnie

Eastern member Dave Moreland sprinted away from a bunch of approximately 70 riders to take out the 2015 edition of the Bill Long Camperdown to Warrnambool Open Handicap last Saturday. John Clarkson finished 13th. The occasion was soured a little when Dave copped a \$100 fine for a one-handed victory salute as he crossed the finish line.

Fellow Eastern member Tom Leaper contested the 278 km Melbourne to Warrnambool and finished in 24th position in a time of 7 hrs 27:49, with an average speed of 37 km/h. Justin Davis finished 96th. Other Eastern members to attempt the distance were Duncan Hansford and Cameron White.

Unfortunately, Alison Skene was unable to start in the women's race. As reported last week, Alison was hit by a car while out training in the weeks leading up to the Warrnie. She sustained fractures of T12 and L2 and a minor tibial plateau fracture on her right knee.





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://eastervets.com/roster/>

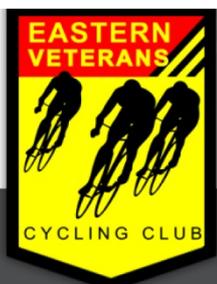
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants will NOT be allowed to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

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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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.

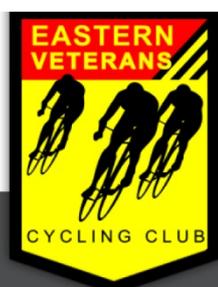
Entry fee is \$10/person. Entries (with the handicapper, Peter Mackie, 0400 710 610, peter.mackie@parmalat.com.au) close 9:00pm sharp, 21 October 2015. Each team will be made up of four riders, either self-selected or, if you wish, you can be placed in an existing team by the handicapper.

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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