

# Newsletter



## Duty roster

### 14 November, Dunlop Road

Andrew Buchanan (R), Zenon Gawronski (TC), David Brown (TC), Frank Nyhuis (TC), Frank Tomsic, Geoff Miller, Geoff O'Loghlen, Tony Tonkin, Keith Wade, Andreas Weber, Mark Charlton, Robin Condie, Paul Hutcheon, Rob Lewis (StK), Susan O'Keefe

### 21 November, Arthurs Creek

Tony Curulli (R), Ian R. Smith (TC), Peter Shanahan (TC), Katrina Bolmat, David Pyne, Paul Cullen, Peter Bertelsen, Louise Wolfers, Dave Birznieks, Dave Moreland, Andy Burmas

*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, [tiptop2@optusnet.com.au](mailto:tiptop2@optusnet.com.au)*

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It was back to Casey Fields on Saturday for a typically windy afternoon's racing. Unfortunately, the A grade race (and, less directly, all other grades) was affected by a crash, which resulted in injuries to several riders and damage to bikes. Something of a spate of such incidents recently has prompted club secretary Nigel Kimber to put together some thoughts on the subject of safe riding. The first instalment of Nigel's reflections appears in this newsletter, after the race reports.



One more from the Pinnacle Cycles Team Time Trial. Team No. 9, the Old Grey Souls (L-R): Neil Cartledge, Colin Mortley, Sam Bruzzese and Greg Harvey.  
Photo: Peter Gray



## Graded scratch races, Casey Fields, 7 November

Grade	1st	2nd	3rd
A grade (11)	Sean Wilkeson	Jean-Philippe Leclercq	Roy Clark
B grade (10)	Ian Milner	Geoff O'Loughlen	Ray Russo
C grade (14)	Rob Suter	Steve Short	Phil Taylor
D grade (9)	Greg Harvey	Adrian Dickinson	Mark Picozzi (N)
E grade (7)	Geoff Miller	Juanita Cadd	Susan O'Brien
F grade (7)	Laurie Bohn	John Eddy	Clive Wright

### A grade

Cool and windy was the best way to describe the conditions as A grade started the 1 hr 10 min (or thereabouts) race. There were a few riders up from B, Chris White cementing his spot after a 3rd on debut at Metec on Tuesday. A slow start until a few riders decided to stir things up – J-P Leclercq, Phil Smith, Roy Clark, Sean Wilkeson and me all having a go. There was no need to panic as it would take two or three strong riders to stay away with the wind, but the newer riders didn't want to take that chance.

On one of those chases early in the race, as we hit 52 km/h, a rider decided to check what was happening behind and rode into the back of Steve Foster, resulting in a fall. I heard the noise and moved to the right but, unfortunately for me, the rider fell the same way and my bike stopped as I carried on over the bars. My years spent spring-board diving (as detailed in my profile in June) came in handy as I bellyflopped onto the tarmac. With the adrenalin still pumping, a quick assessment showed blood pumping out the usual places: elbows, hips, knees and fingers. Kevin the First Aider was there in a flash to take control. I expected the bike to be in pieces but luckily it was not. Chris Ellenby had also come down and looked OK. Steve was taken out with mechanical problems. The bunch had neutralised the race

and I climbed back on to check the bike before Chris and I joined back in.

The race went back to attacks and then nobody wanting to do a turn as they recovered. After 25 km the splits finally happened as six riders pulled clear – Sean, Phil Smith, J-P, Roy, Phil Thompson and myself. Most were trying their luck to see if they could get a gap, but with evenly matched riders it was coming down to a sprint. As the bell was rung the adrenalin had started to wear off and I was in real pain just holding onto the bars, so I started to lead round the last lap at a slow pace before J-P made the jump, chased hard by Sean and Roy. Sean just had the power to take the win in a blanket finish from J-P and Roy.

...


A day spent at Maroondah Emergency for X-rays after I could not move my arm. A damaged rotator cuff will keep me out of riding and racing until it heals (hopefully soon). A win on Tuesday and a crash on Saturday – the highs and lows of racing!

*Rob Amos*

### B grade

Was it windy at Casey on Saturday? To quote a





fellow rider: 'Does a duck quack?' A small B grade of only ten riders started the race, and a small group usually means no place to hide. The first few laps were nice and easy until Ray Russo decided to light the fire and we all set off in pursuit, shutting him down fairly quickly. This pattern was to be the norm for nearly every second lap with different protagonists having a crack at slipping away, the most notable being Geoff O'Loghlen and Anthony Gullace. Ian Milner was in no mood to let anyone get too much of a break with him being involved; Martin Peeters was willing to do plenty of work to try and bring back any threatening flurries. We had a bit of a rest at about the halfway mark due to the accident in A grade.

After we started to race again, Anthony went on a big attack and managed to get a sizeable gap, and it took a lot of work to bring him back. Martin, Colin Doherty and I did most of the work. When we finally caught him, Geoff flew of the front. I was spent and had no hope of going with him. Ian went with Geoff and they established a good gap. Ray then decided it was now or never. With a very impressive turn of speed and power, he bridged to the two leaders and they started to work well together, increasing their lead. Back among the stragglers it was going to be a bit of a faux finish.

Just for the hell of it, Paul James, Peter Mackie, John Williams and Martin decided to have a dip on the last lap, but Colin and I had had enough and said goodbye. I'm told the so-called 'sprint to the finish' turned into a 'who couldn't ride the slowest' finish with Ian finishing 1st in front of Geoff, and Ray coming 3rd.

*Peter Webb*

## **C grade**

It was its usual windy self at Casey on Saturday, although it seemed for a change that we would actually get a tailwind up the finishing straight. The last time I rode a race on a Saturday was at Casey on 3 October – my birthday – five weeks ago.

I had great intentions of trying really hard to do well on the Tuesday night races after my second Tuesday night race, which lasted about 35 minutes because I punctured. Since that Tuesday, racing and training rides have been totally interrupted because of work and family commitments. I have not put too much into my legs for a while and was not feeling too good. I was just happy to be riding again.

Anyhow, before we even got ready to race at Casey, a few of my fellow riders gave me the nod, telling me, 'Hey, Shorty, this will suit you. With this wind you will do well today'. I began to think I could be in with a shout. 'I don't need to train! The lads don't like the wind and as long as I don't get dropped to start off with ...'

So I did a warm-up with my training buddy John Pritchard. We did one full lap together and then decided it was too bloody tough up at the back so just did a couple of small laps. Then I finished off with one more full lap before lining up at the start.

I'm not one for plans as I believe in just racing as hard as you can and seeing what happens. Although basic survival skills for today, I thought after about five laps. About 35 minutes into the race I began to feel better. There seemed to be a few hit-outs at the front but they eventuated to nothing really. The single escaping rider always seemed to decide it was all too hard out there and was brought back to the fold. The crash in A grade and then the neutral racing really helped me recover. OK, all clear, race back on.

Dave McCormack and Peter Ransome got off the front and began to work together. Anyone who knows Dave and Peter can tell you, if they are feeling on song, have good legs and are working together, they will stay away – especially if the conditions are right. Fortunately for the chasing group, both Dave and Peter are a little underdone at present, but it will not be long before they are both back in the results. As the chasers slowly began to cut down the two front guys, you could see Dave and Peter were tiring and were having second thoughts, or even just deciding to use this time as good training, working hard as they swapped turns.





I had a feeling once we got onto them somebody would attack. As it turned out, Tim Crowe I think decided to jump as we got onto them. I know Tim is a great bloody workhorse and I decided to try and go with him. To be honest, after that things became a bit of a blur. I remember either just finding myself in the front putting a bit of pressure on or I just went past Tim to do a bit of work.

All of a sudden, just after the left-hander off the finishing straight, there was a flash of green and Rob Suter flew past. Rob is another honest, strong rider and after the result of the team time trial the other week I knew Rob was getting his good legs back for sure. Rob encouraged me to get on with him. It took me 150 metres or more before I was on his wheel and another good 100 metres before I could go to the front to help out with the workload. That's basically how it turned out: Rob doing most of the work and I contributing when I felt I could. I love breaking away but felt crap, no legs, and was a little embarrassed that Rob was doing most of the work.

Rob and I kept encouraging each other and with a little help from John Pritchard (who had pulled out) and a few of the lads on the finishing line shouting us on, we kept going, but to be honest I thought we would be caught. Glancing across to the chasing group I could see about three guys

on the front seemed to be working really well, especially Phil Taylor.

After we got the bell I shouted at Rob to just look across and smile at the chasers as if we were finding it easy – it really puts them off. No need this time; we had broken the elastic. Phil was not on the front and it seemed to me they had all decided to race for 3rd.

When the finishing straight eventually came, I did not have much left in the tank and Rob took a very well deserved 1st place. Thanks, Rob, it was great to eventually get a chance to break away with you. I promise next time to do my equal share of the work.

Hopefully I can get back into racing and training. Now roll on, Dunlop Road!

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I told my training partner John before we started that I fancied Rob Suter today if he got in a break. Phil Taylor, Dave McCormack, Peter Ransome, along with evergreen Rob Lewis, to take the other places. I wish my picks in the Melbourne Cup were as good! Maybe you can put me down as a 100/1 outsider. You never know on the day. Horses don't know they cannot win – it's all in the head.

*Steve Short*



**Ray Russo gets excited at the presentation for the Pinnacle Cycles Team Time Trial.**

**Photo: Peter Gray**





## Tuesday night racing at Metec, 10 November

... was cancelled owing to wet weather.

## Wednesday criterium at the Loop, Kew, 11 November

Division	1st	2nd	3rd
Division 1 (12)	David Holt	Phil Cavaleri	Ross Clark
Division 2 (9)	Daryl Beovich	Rob De Bernardi	Bruce Will
Division 3 (7)	Alan Cunneen	Neil Cartledge	D. Drew
Division 4 (6)	John Eddy	Barry Ellem	Michael Waterfield

Thanks to Steve Barnard, Laurie Bohn and Barry Rodgers for setting up and running proceedings. Those at the finish line observed a minute's silence at 11 am.

## News etc.

### Four rules for riding

There are many rules written for cycling – on how to ride, how to behave, what to wear, what not to wear etc. I'm adding four more to the list:

- 1 Do not drink at the lights.
- 2 Do not slow down.
- 2 Do not look back.
- 4 Do not open a door – and, when you do, don't slam it shut.

Let's begin with rule no. 4.

#### *4 Do not open a door*

If the wheel in front of you goes left, you go left. If the wheel in front goes right, you go right. If the wheel in front speeds up, you speed up.

If you are riding in a bunch, two abreast, and you back off from the wheel in front, it puts everybody behind you out of sync. It encourages the person beside you to slow down so as to stay beside you, which means they have to work harder as they lose the slipstream benefit.

If your bars are not beside the bars of the person beside you, that person doesn't know you are there, and will forget that you were, and may well come across on you.





Hold the wheel in front; hold the bars beside you.

#### *Don't slam it shut*

When you do find a gap opening – and this can be laterally (between you and the gutter), after passing a stationary obstruction (such as a parked car) or a slow one (like a bunch of flat-bar saggy-baggies); or in line (let the wheel ahead go), having dozed off or been distracted by something on the footpath – do not make a dash to rectify the situation.

- Do not swerve back to the gutter – the rider behind may be overlapping your back wheel to the left.
- Do not swerve back to the gutter – the saggy-baggy flat-bars will end up on your wheel and the person who was on your wheel will end up out in the wind with nowhere to go. If you are passing a slower rider or bunch, do not cut back to the left; do not move back to the left until your whole group is past the slower rider/riders (NB they will speed up – you need to allow for that). You don't like being cut off by triathletes on their TT bikes with their heads down, their bums up, their ear-buds in and their two bottles racked to the back of their saddle – so don't do it to others.
- Do not surge to regain the wheel in front – this only gaps the rider behind, making them work when it wasn't their fault in the first place; instead, accelerate gently, and slowly close the gap, bringing the riders behind along with you.

The moral of rule no. 4 is to be considerate of your situation and of those around you.

Next week, the two rule no. 2s ...

*Nigel Kimber*

#### **Warning! Skid pan ahead**

I guess we've all experienced an incident where we just should have known better. You've probably been there – a patch of grass or gravel on a pavement, a bend in the road you thought could be negotiated at a higher speed, etc. Sounding familiar? The penny should have dropped on this particular Tuesday evening but, regrettably, it didn't.

I'm referring to a recently constructed concrete area in the centre of our Metec circuit. This little bunny decided to conduct his post-race warm-down there. But the strategically placed traffic cones were too tempting and a little slalom practice seemed in order. The next minute, thud! Ouch! What the ...?!

You guessed it – crash! The area was evidently built as a skid pan for trainee drivers, and not a skate rink for cyclists, on 22 mm of rubber. Fortunately, the surface was very smooth and coated with a layer of dust, which minimised skin and kit removal but not shoulder and thigh impact. Although no breaks or tears were sustained, my AC (acromioclavicular) joint was agitated and swollen over following days – unlike the rider's pride.

Lesson here: Think before showing off.

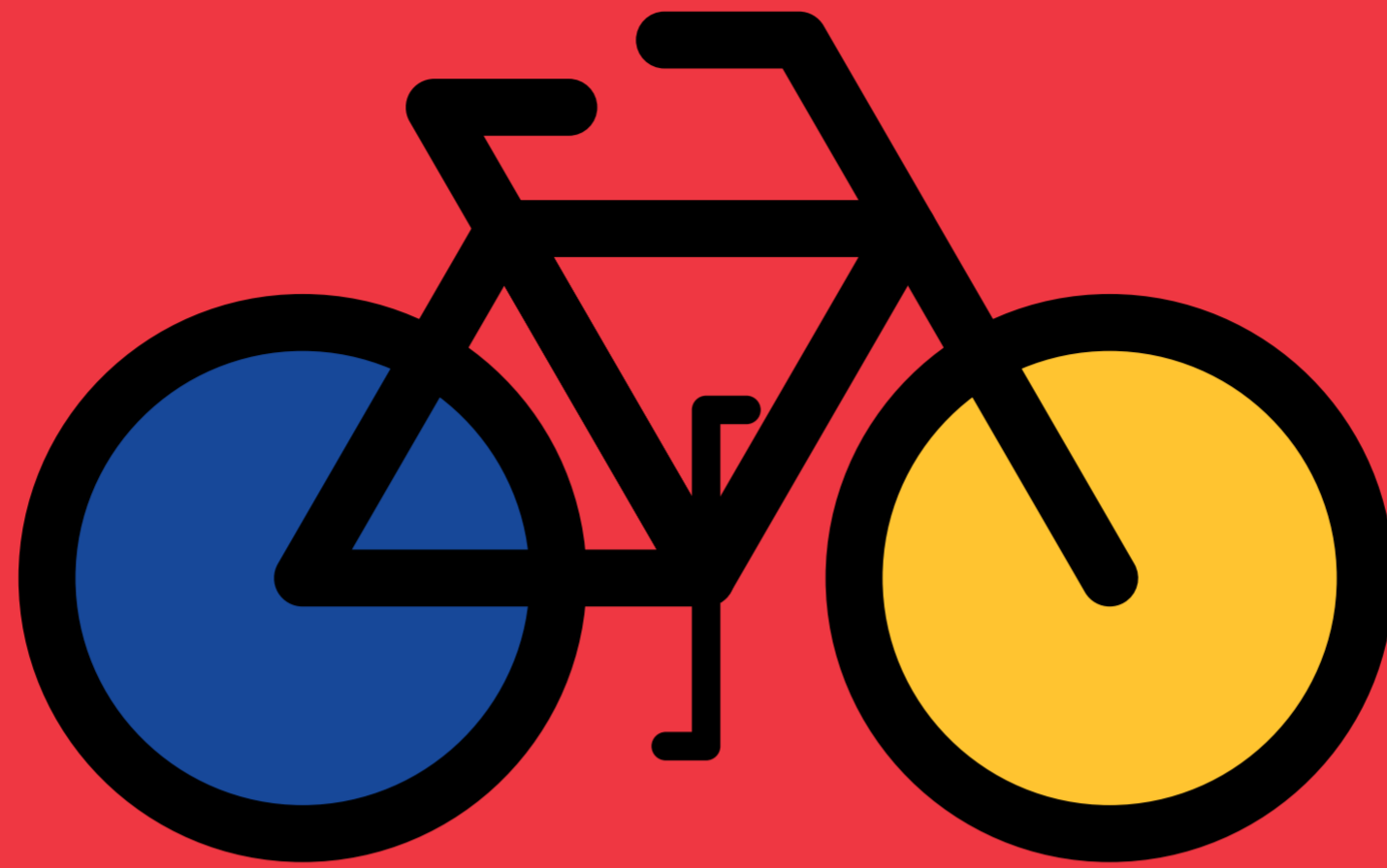
*Peter Gray*

#### **My ride**

A friend of a friend of Ian Milner's is organising a ride for kids with cancer. See the flyer on the next page.



Join celebrities such as former Tour de France Green jersey winner Robbie McEwen and Sam 'The Bachelor' Wood for a social ride for a good cause



# MY RIDE

RIDING FOR KIDS  
WITH CHILDHOOD CANCER

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ALBERT PARK, SATURDAY NOVEMBER 28, 2015

Register online now: [mycause.com.au/events/myride](http://mycause.com.au/events/myride)

Distances include: 50km, 33km and a 5.4km family option.

Food, drinks and family entertainment available all morning at Middle Park Bowls Club.

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**my room**

CHILDREN'S CANCER CENTRE  
The Royal Children's Hospital

A corporate and community initiative in  
conjunction with the Children's Cancer Centre  
at The Royal Children's Hospital.

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## Future events

### Eastern Vets

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 go to <http://www.northerncycling.com/>

## Training rides

Day/Time/Place	Route	Style	Contact
<b>Tuesdays</b> 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	







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