

# Newsletter



## Duty roster

### 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 Birzniaks, Dave Moreland, Andy Burmas

### 28 November, Dunlop Road

Richard Dobson (R), Steve Short (TC), Adrian Dickinson (TC), (TC tbc), Justin Davis, Shane Dawson, Dave Worland, Andrew Gartside, Brian Gray, Geoff Youll, Michael Lillycrapp, Russell Newnham, Phil Cavaleri, David Chesney, Anthony Durrand

*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)*

Editor: Nick Tapp  
[nick.tapp@detail-ed.com.au](mailto:nick.tapp@detail-ed.com.au)



It must be summer! The cycling action is building on road and track. Among other news this week – in case you missed it – Tour de France champion Chris Froome announced he would contest the 2016 Jayco Herald Sun Tour. Plans are again afoot for an Eastern Vets presence on Mt Buninyong in January for the Road National Championships, and Dunlop Road is back at the top of our program. To go by this week's race reports, sprinters and breakaways ruled the roost on Saturday. Read on to find out more.

On another matter, we all have until Sunday – yes, that's this Sunday – to respond to the City of Melbourne Draft Bicycle Plan 2016–2020. If you ride into, or through, the City of Melbourne, go to [participate.melbourne.vic.gov.au](http://participate.melbourne.vic.gov.au) to give your two cents' worth.



*Cadel won't be there this year, but will you?*  
Photo: Nick Tapp

## Graded scratch races, Dunlop Road, 14 November

Grade	1st	2nd	3rd	4th	5th
A grade (21)	Sean Wilkeson	Jean-Philippe Leclercq	Ciaran Jones	Gerard Donnelly	
B grade (15)	Perry Peters	Colin Doherty	Dayle Goodall	Roman Suran	
C grade (19)	Ken Saxton	Russell Wheelhouse	Adam Dymond	David Thompson	Steve Short
D grade (26)	Greg Harvey	Peter Gray	Sam Bruzzese	Michael Allen	Adrian Dickinson
E grade (13)	Rob Devolle	Neil Wray	Harry Hibgame		
F grade (6)	Jeff Smith	Clive Wright	Laurie Bohn		

### A grade

I never did well at Dunlop Road, and last time in A grade, I got dropped. (Phil Cavaleri was dragging me – I guess Phil remembers well, we both got smashed on that day ...)

Did not matter what happened before and, with this circuit which never really worked for me, I was ready to do better and challenge myself – as simple as that. During the week – bad timing – I travelled again to Sydney for three days, but somehow managed to fit in some training in the hotel gym (not the same on those crap bikes, but still getting to spin the legs). Then Thursday and Friday, went with some easy rides to be just right for the day.

During the warm-up at Dunlop Road, I felt good, my legs were responsive and HR was a bit lower than usual, I was feeling fresh. Signs were good (but sometimes they are misleading ...)

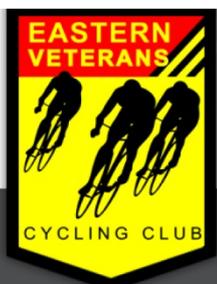
The race was on, with 21 strong riders – including me and my bike ;-) Neutral lap was neutral and you could hear a few riders talking about ... the weather?! I was towards the front, behind just four or five riders, including Ciaran Jones and Sean Wilkeson. I did not plan to be at the front, I just happened to be there during the neutral lap. Sean suddenly took off, right in front of me, I could not

help myself and chased him. It took me a good kilometre to get back on to Sean. We were three away: Sean (Giant), Cameron (Pinnacle Cycles) and me. After five minutes or so, Cameron dropped back to the bunch.

Sean and I carried on, pushing steadily and swapping evenly. Being only two guys, I thought our chances to survive were slim, but we kept on pushing – you never know. It was then becoming a mind game for me, swapping evenly with Sean, recovering as much possible when behind, having to manage the pain and with the constant fear that the bunch would come back to us.

After 30 minutes, I remember thinking, 'Just halfway, can I make it, another 30 minutes at least'. This is a tough one to process in the mind, when you are in full pain mode and do not know how long you can carry on this intensity for. We were getting gap time indications from the guys on the road, which was nice, but I was so much in pain that sometimes I could not hear, and sometimes the information was incorrect (e.g. we were told the gap was 1 minute, and one lap later were told 30 seconds).

It began to remind me of the Seymour TTT, when I went through some lows and highs in intensity. With pain, time becomes distorted, and this is when you need to focus on your riding, the





amount of energy (intensity) you are spending, your cadence, HR, rolling time, position on the bike and so on. Anyway, I somehow went through this constant pain. Perfect rolling/combo with Sean was a key factor to succeed on this break. In the last 500 metres, we both started to sprint, side by side, Sean easily got me for 1st place, my legs simply gave up and I was content with 2nd place.

Initially it was a smart and gutsy move from Sean to create the early breakaway. Well done to Sean – strong, smart racing.

*Jean-Philippe Leclercq*

## **B grade**

It was great to be back at the Dunlop Road circuit as this one lends itself to my cycling strengths. The ride to the circuit from Ringwood was somewhat windy. A southerly was blowing, with a certain amount of chill factor, but overall conditions were fine for crit racing.

A group of 15 starters in B grade, all with great cycling strengths, and I knew this was going to be like most B-grade races: 'reasonably tough'!

Off we set out, the first few laps quite gentle, and I think we were all anticipating that first attack. I believe Roman and Doug were the first flyers to give it a crack, and up went the ante. Webby was putting in some solid efforts, as were Dayle, Marcus, and Anthony with his flying attacks.

I knew it would be quite difficult for a breakaway in this race due to the quality of riders in the chase group, but heading towards the latter part of the race Perry, Anthony and Doug surged together. Feeling reasonably strong myself at this stage, I was able to grab a spot with them.

The wind and the strength of the other riders soon shut this down and we all joined together for what's best known at Dunlop as 'the mighty 400-metre sprint'.

The bell lap arrived, and riding in close vicinity to me were Paul James, Perry Peters, Dayle Goodall, Doug Reynolds, Peter Webb, Anthony

Gullace, Roman Suran – and actually most of B grade – all riders with sprinting strengths. I knew it was going to be a flying finish.

Hitting up the final turn on Geddes Street, I felt I was in quite a good position, third rider out, and then there was an almighty rush of blood and the next thing I knew it was like being in a can of sardines as we all condensed on each other around the final turn. Luckily enough, I managed to end up on the right side of the pack and jumped behind Dayle, Doug and Perry.

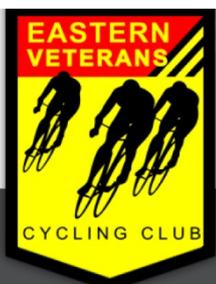
The sprint was on, and Perry and his massive sprint efforts took the win. I just managed to pip Dayle for 2nd and Roman came in 4th. Well done, guys, and sorry if I did not mention your name, but all contributed efforts to make a good clean race.

It was also great to have Neil Cartledge tag on with us and Pete Mackie helping Neil to stay with the group. A big thanks to all the race marshals and referees as I know setting up Dunlop Road is a big task.

*Colin Doherty*

Welcome back to Dunlop Road. The sprinters love this course; it's flat and if the wind blows it's only for a short time so you can hide behind the blokes up the front when it's in your face and have a bit of a rest when it's on your back. B grade was a pretty strong field, with 15 riders, reinforced by Matt White, who arrived at the last minute.

We rolled around on our neutral lap, with the pace not much faster on our next lap except for Grant Greenhalgh, who moved off the front but was brought in with little effort. Doug Reynolds decided to fly off the front on the next lap up Dunlop Road and so the race was on. Doug was soon brought back by the peloton, led by Marcus Herzog and Paul Firth. Anthony Gullace was in an itchy mood and was attacking at any opportunity but because of his reputation at this course he was being watched very closely and kept on a pretty tight leash. Doug tried again but he was soon shut down.





It was becoming evident that a breakaway was going to find it extremely hard to get away with the quality of the field that was willing to chase, but that didn't stop a few having a go. Roman Suran tried, then a few laps later Bruce Will took off, and that was a real threat as Bruce is known to just ride away if given a chance. It took about two laps to bring him back, and then Anthony immediately attacked again but was shut down soon after. Things quietened down and I went back to about 7th place, just behind Paul Firth, and indicated to him that I was going to attack on the back straight. We jumped hard and had a nice lead going down the main straight but they caught us at the top of the back straight and now it was time to recover, to try and have a presence in the sprint.

The bell rang and, as per usual, the speed increased on the back straight and was getting hotter across the top before the turn onto the finishing straight. Anthony got squeezed at the turn and lost any chance, the big sprinters came to the front and were winding up, manoeuvring to try and get a good wheel. I was on Colin Doherty's wheel and he was moving nicely through the pack. Paul James hit the front and was leading with about 70 to go, then the big boys gave it everything and the acceleration was stunning. Perry Peters and Colin hit the front, with Dayle Goodall and Roman doing a great job sitting on Perry's wheel. Perry got over Colin and Dayle, with Roman coming 4th.

Many thanks to all involved in making today's racing safe, with traffic control being very vigilant and doing a great job.

*Peter Webb*

## **C grade**

My first ever breakaway was in 2013, when Peter Webb and I broke away to take the chocolates at Yarra Glen. The little yellow envelope Ronnie gave out went straight to the pool room. Saturday was the second time. What made this a little more special was 30 seconds of glory when our breakaway group passed A grade.

Nineteen C-grade riders rolled out to do battle on the streets of Mulgrave – and with the wind. The first four or five laps were at a solid pace set by three at the front taking turns. We turned into Dunlop Road again and there was a moment of hesitation when the original leaders wanted a break and the next three or four riders were reluctant to have a turn, and hung back.

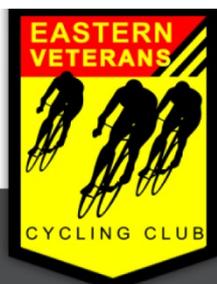
I knew 15 minutes into the race was not the smartest time to try for a break but I thought, why not, if I'm caught I will have enough time to recover and try again later. I attacked from midfield up Dunlop Road and pushed hard down the back of the circuit. The bunch must have thought an attack was far too early and wouldn't last, but they did not appear to respond. This gave me a good chance to establish a sizeable break, which slowly grew over four or five laps.

It was at about this time that I started to think to myself I had gone too early and maybe I should sit up because I wouldn't last, when there was gasping from behind: 'G'day mate, give me a minute to catch my breath.' Russell Wheelhouse had ridden across. That improved the odds so we set about pushing the pace, each of us taking strong turns and giving the other a chance to have a breather.

A couple of laps later, David Thompson joined us. With three we were starting to feel more confident. It seemed we were starting to extend our lead by a few seconds each lap.

Finally, Adam Dymond and Darren Smith joined us. With a group of five, the race was ours to lose. What was fantastic was the way we all talked and took strong turns. We were able to stretch our lead to about a minute and hold that to the end.

It was at about the 50-minute mark that A grade passed us and then sat up. We exchanged views and then decided we didn't want to lose time to the chasing bunch by sitting behind A grade, so we overtook them along the finish straight. The correct order was re-established shortly after, along Dunlop Road, and that was the last we saw of them. It was around this time that Darren slipped off the back and we were down to four.





Into the bell lap and David led us around for the final time. A close sprint saw Adam take 3rd, Russell 2nd, and I came over to take 1st.

Definitely a race for the pool room, and the lasting memory will be the effort that was shared amongst us.

*Ken Saxton*

Cooking is all about following a recipe and having the right ingredients. So, too, a breakaway in bike racing. Without the right people a break cannot be successful, also the perfect weather.

Rolling up to Dunlop Road the southerly is blowing and I am confident that the weather will suit. We start to roll out at a good pace for 10 minutes and then two guys decide to stretch the legs.

Russell Wheelhouse goes across to make it three away. As we approach turn two I decide it's looking too tempting so I head after them. On the way across, Steve Short decides it's too early and heads back to the bunch. My mind tells me to keep going and get on the back before the last turn as it's a headwind in the straight. Up a few more gears and a big push, and I've joined. Russell calls out to the original escapee, who turns out to be Ken Saxton, that we are three.

A quick recovery and onto the front to help drive the break, boy is it hurting! Looking at the clock, this is going to be a big effort to hold on for 50 minutes. We all work really well and are

committed to staying away – the right ingredients are making the perfect break.

Laps go by and no bunch. Are they close or waiting for us to tire? Spectators cheer us on and tell of two guys coming across. Adam Dymond is one and Darren Smith makes it five. If two have joined, how far is the bunch? Back on the front and riding hard, and still no catch.

Around we go, all working hard, and Darren drops off. Four of us still going strong. Along the back straight I finally look behind twice, and no bunch. Now I'm confident we will make it. Try to save some energy and maybe the climber can have a go at sprinting.

So onto the bell lap we go and I'm on the front. Not a good spot. No one wants to come through so I continue to drive on, hoping the boys are tired. Ken left it so late to start the sprint and cleared very quickly that I just rolled through, a quick check showed that I would get 4th.

The perfect dish had been served, and I am sure all of us in the break would agree.

*David Thompson*





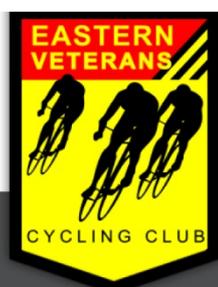
## Tuesday night racing at Metec, 17 November

Grade	1st	2nd	3rd
A grade	Peter Howard	Jean-Philippe Leclercq	Kevin King
B grade	Doug Reynolds	Ian Smith	David MacDonald
C grade	Darren Smith	Peter Ransome	Geoff Mackay
D grade	Greg Harvey	Sam Bruzzese	Wes Black
E grade	Phil Johns	Zenon Gawronski	Paula McGovern

## Wednesday criterium at the Loop, Kew, 18 November

Division	1st	2nd	3rd
Division 1 (14)	David Holt	Paul Firth	Phil Thompson
Division 2 (9)	Grant Farr	John Hasouras	Owen Anstey
Division 3 (9)	Neil Cartledge	Stephen Barnard	Andreas Weber
Division 4 (7)	Alan Sandford	Laurie Bohn	Barry Rodgers

Thanks to Keith Bowen and crew for setting up and running proceedings.





## News etc.

### Jayco Cycling Australia Awards 2015

Congratulations to Eastern members Gerard Donnelly and Anna Davis, and former member Craig Peacock, on being nominated for the Masters Cyclist of the Year award.

Special mention to Eastern's Elizabeth Randall, who was named Masters Road Cyclist of the Year Female.

Steve Fairless, a friend of many at Eastern, was named Masters Road Cyclist of the Year Male.

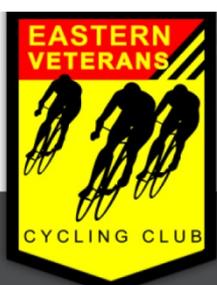
The overall winner was NSW track cyclist Geoff Stoker.



*Elizabeth Randall (second from left), Steve Fairless (far right).*

The main award of the night, the Sir Hubert Opperman Medal, was awarded to Rohan Dennis.

*David McCormack*





## Four rules for riding (Part II)

Rule no. 4, discussed last week, was: Do not open a door – and, when you do, don't slam it shut. This week, two (more or less equal) rule 2s.

### **2** *Do not look back*

Do not look back. It confuses the crap out of the rider behind you. It also causes you to drift off the line, across the road and across the line of others.

There is no reason to look back. You are following the wheel in front – if the wheel in front goes right, you go right; if the wheel in front goes left, you go left. If there's a parked car or another type of obstruction ahead, that obstruction exists for anybody behind you as well as for you. If you move to avoid the obstruction early enough and smoothly enough, anybody behind you will move to avoid you accordingly.

The only reason, and the only time, to look back is if you are going to step out of a line of riders to overtake, or if you are going to move across a lane of traffic to make a turn. At all other times, keep your eyes front and concentrate on the riders, road and traffic ahead.

The moral of this rule is to be mindful of your situation and considerate of those around you.

### **2** *Do not slow down*

Slowing down puts the rider behind you up your crapper. It is also momentum lost. You (and those behind you) are going to have to regain that momentum later, and that hurts.

It is easier to speed up from 30 km/h to 35, to slot into that 15 m gap between the two cars on your right and get around that parked car ahead, than it is to slow to 15 km/h and then wait for a 200 m gap between cars to get around that same parked car.

If you maintain your speed and move out early and smoothly enough, the traffic behind you will adjust to allow for you. Leaving it to the last second and swerving as you try to get from 15 km/h to 45 invites abuse.

Once again, the moral is to be mindful of your situation and considerate of those around you.

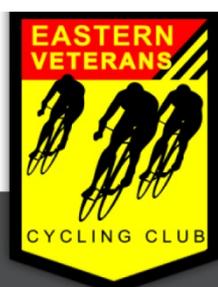
*Nigel Kimber*

## 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.

## Their ride

Nick Tapp, Quentin Frayne and a non-Eastern riding buddy have signed up for the 320 km Audax Alpine Classic Ultra on Australia Day Sunday. You may remember Nick's account of last summer's event (EVCC newsletter, 23 May). 'Why?!' you may ask. While not primarily a charity ride, the Alpine Classic raises funds for the Kids Cancer Project. If you feel inclined, you can support this worthy cause by making a donation at [alpineclassic2016.everydayhero.com/au/nick](http://alpineclassic2016.everydayhero.com/au/nick).



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://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.

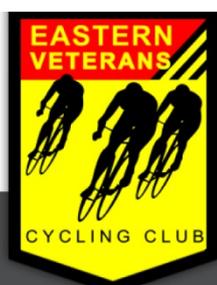
No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

### Northern Vets

For more details 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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