

Newsletter

28 November 2015



Duty roster

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

5 December, Casey Fields

Keith Bowen (R), Shane Dwyer, Richard Hensey

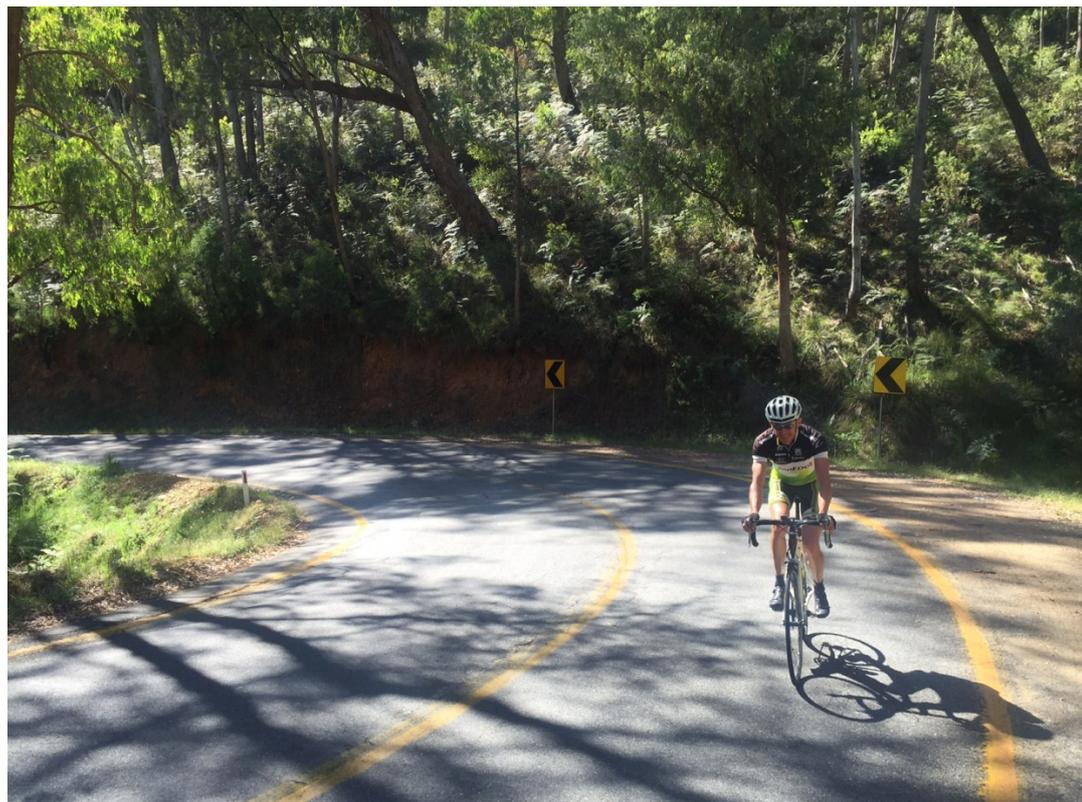
If rostered for duty, you must be at there at least 1 hour prior to start time. It's your responsibility to find a replacement if unable to do your duty, then advise Andrew Buchanan, tiptop2@optusnet.com.au

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



The testing course between Arthurs Creek and Strathewen was the setting for our weekly travails on Saturday. That last hill usually produces a result – but first you have to get there. Some got there; some didn't. Read on to find out more.

A riding friend and I took some leave this week and spent three days based in Bright. On our way up Mount Hotham on Tuesday, we were passed (with a friendly wave) by Simon Gerrans, Matthew Hayman, Jack Haig and a handful of other riders from Orica GreenEdge, with their team car in close attendance. Kiwi Sam Bewley slowed for a chat as he went by. As we headed out towards Mount Buffalo the next morning, a small group of women from the Orica AIS team were heading back. I couldn't help thinking: beautiful scenery, superb weather, pro riders out there too – it made for fantastic riding, right here in our own state.



*The editor on the lower slopes of Mount Hotham earlier this week.
Photo: Tim Fitzgerald*

Graded scratch races, Arthurs Creek, 21 November

Grade	1st	2nd	3rd	4th
A grade (17)	Ciaran Jones	Sean Wilkeson	Gerard Donnelly	Jean-Philippe Leclercq
B grade (11)	S. Van Der Paal	Ray Russo	Anthony Gullace	
C grade (13)	Rob Suter	Bob Lewis	Adam Dymond	
D grade (11)	Sam Bruzzese	Michael Allen	Neil Cartledge	
E grade (4)	Dean Niclasen	Ron Stranks	Rob Lackey	
F grade (4)	Jim Swainston	Laurie Bohn	John Eddy	

A grade

There was half an offer from the handicapper to drop back down to B grade on Saturday. Maybe I should have taken it, but Ross Tinkler arrived and whipped that B-grade number away, and the die was cast. A grade it was.

It was always going to be a tough race for a B-grader on loan such as me. Sure enough, by the first turnaround at Strathewen a gap of 30 m had forced its way open, and I was on the wrong side of it. With the likes of Roy Clark, Phil Smith and Tony Chandler also on the wrong side of the gap, just staying with the chase was going to be tough. I hung on for a while, but before lap's end they were gone and I was again on the wrong side of a widening gap.

I still had a bit in the legs – just not quite enough in the circumstances – and the afternoon was still young. It was too soon to call it a day. As I headed around the cone and past Greens Road, here came Steve Foster and Kevin King down the hill, so I took it easily back up to the crest and joined with them, when they came past, to see what we could make of the situation. Kevin soon announced that he was having 'a shocker', but Steve was going strongly as usual, so he and I swapped turns while Kevin tried to find some form on the back.

We were obviously not going to catch the group in front of us, let alone the leading bunch of Jean-Philippe, Trevor Coulter and three Giant riders, but along the way we collected Ross Clarke and another rider, both also shelled out by the speed of the chase. The five of us worked together (Kevin's shocker notwithstanding) to ensure a good, solid day in the saddle and a decent return on the drive out and the entry fee.

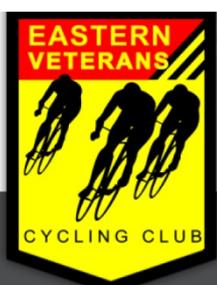
Worth noting was the effort of a rider off the front of B grade, who passed and rode away from us as if out for a Sunday recovery ride. We also got to see the breakaway of five eventually reduced to four, with Trevor left behind and the chasers threatening to swallow him up.

Last time up the bump, Steve could not resist the temptation, and attacked. The fifth member of our group went with him to make a race of it, while Ross, Kevin and I opted to maintain a steady pace across the finish line. A tough day indeed! Chapeau to Ciaran, Sean, Gerard and J-P, and thanks to the day's officials.

Nick Tapp

B grade

Strathewen is one of my least favourite courses, only because I always go through at least one





really bad sector where I can hardly hold on or I get dropped. This usually happens on the climb out of Arthurs Creek or through the pine trees on the way back. Saturday was to be no different but at least this time I was able to hold on and finish.

About 11 riders started on what was an overcast and reasonably windy day. As soon as the neutral zone was completed, Anthony Gullace and someone I will call Mystery Man took off. (My sincere apologies to 'Mystery Man' – I was unable to discover your true identity.) We hesitated for a while but, once it was obvious that they were going to keep going, Steve Ross decided to try and bridge the gap but didn't make it. Then Gavin Plummer also gave it a shot and was stuck in no man's land. We started to work together, although not very well, in an attempt to bring them back. When we turned at Strathewen, we hurried a bit too early and as a result Peter Mackie got left behind, then Colin Doherty had a problem with his gears and was also left behind. We got to Gavin not long after the turn at Strathewen, and then caught Anthony around the orchard area, but Mystery Man was nowhere to be seen.

We tried to get a bit of a chase happening again but, as we started the descent into the turn at Arthurs Creek, there was Mystery Man tapping up the hill and looking mighty comfortable. Again we tried to chase on the second lap. I went through a bit of a bad patch and without the urging of Ray Russo I would have given up (thanks, Ray). We saw our man had increased his lead at the Strathewen turn and the feeling in the bunch was 'Now let's ride for the minor placings'. Steve Ross tried to urge us on to chase, but from my perspective I was just trying to hang on.

On lap 3 Mystery Man had opened up more of a lead and was now ahead of some of the A-graders. Steve Ross called it quits on the ride up the hill and the field was getting smaller, with no one really trying to get away until we got to the steep pinch before the descent into Arthurs Creek. John Williams took off and got about 70 m ahead at the turn, but it wasn't enough and he was called back to be neutralised at the turn.

And so the last lap started with a reasonable

speed up the hill and, to be honest, a pretty slow ride out to Strathewen. After the turn, Bruce Will was left on the front for quite a while and soon tired of it.

Anthony put on a spurt, then Ray did the same and it was becoming more like a criterium. Gavin was cramping, Ross was slowing and I was stuffed. Up the steep pinch Steve Van Der Paal took off and got a good gap. Ray and myself dug deep to be the next over the hill and that's the way we turned at Greens Road. John mucked up his gears at the turn and that baulked Bruce and Anthony. These three went past me in pursuit of Ray and Steve but they were too far away. Mystery Man had crossed ages before, Steve got 2nd with a good gap and Ray was home easily. Bruce, Anthony and John battled for 4th place, with Anthony prevailing.

It was decided to not give 1st place to Mystery Man because he registered late and was supposed to be racing in A grade (obviously) but had grabbed a B grade number (just bad luck). This meant Steve Van Der Paal came 1st, Ray 2nd and Anthony 3rd. Thanks to all the volunteers and officials for making the day safe and well organised.

Peter Webb

C grade

Thanks, Russ, for the searing attack on the bump with 2 km to go that broke the race open: I'd never have won if it wasn't for that move! Both of your surges made me work to close them down!

For the last two races it has seemed as if I had this big sign on my back in bold, flashing, green and gold colours that read: 'CHASE HIM!' I must have tried to get off the front eight or nine times at Arthurs on Saturday, only to have the field do as the sign said eight or nine times; just the last time, they ran out of road to run me down!

C grade at Arthurs has a recent history of being won by 'smokeys' from other clubs who ride off the front halfway through the race, never to be caught; so I was wary of the new riders to the





bunch. Unfortunately (for him) the guy in black who looked strong on the first lap didn't last the distance with us, and the guy in blue who went with Russ on his other surge, midway through the race, sacrificed his chances by towing the field into the wind all the way to the bump, and the real action, on the last lap. It was his mate in the Pinnacle colours who looked as though he might cause an upset as he moved up in the field on the way home the last time, but, no, it wasn't to be.

John, on his return to racing after the TTT three weeks ago, and Adam threatened to steal a march on the field going out on the first lap, and the surges to get me across to them, or bring them back, did for Dave's race. Thereafter nothing much of note happened, and the field slowed to a crawl approaching the last turn at Strathewen. Fortunately, Dave found a few to keep him company for the next two laps.

So it came to pass that Russ surged off the front on the bump just as the remainder passed the last of a trio of recreational cyclists, the one who tried his form against a racing bunch. I found clear air and chased hard, to be 10 m behind when Russ reached the top. That was 40 m when I crested the hill, a gap which took me until we were braking for the turn at the bottom to close. I shifted into the small ring and turned behind Russ, so he again had 40 m as we turned into the finishing road with 700 m to go, but a decent gap on the bunch, still organising themselves after the turn.

I got to Russ as we both shouted at the two kids on mountain bikes playing 'scaredy kat'/'chicken' or whatever it's called this century. We were at 250 m to go, and the bunch were looming ominously.

'We've got to go, Russ!' I shouted, then around the turn and I surged past him in the saddle. With 70 m to go, I thought I'd better ensure I wasn't caught and sprinted for the line out of the saddle, to be passed by Rob and Adam 50 m past the line. Seems Russ had run out of legs – a pity,

given his move was the one that broke the chasers.

Rob Suter

F grade

I realise that for most people Saturday would have been pretty routine, with the biggest threat being a lucky hit by the batsmen in the local match hitting a car! However, it enabled me to achieve a rare feat. After a 15-year absence, I came back into cycling in November 1994 at VFL Park in D grade on a semi-racer bike. A graph of my 21-year Veterans career looks a bit like the peaks of a mountain range. To summarise, my win in F grade meant that, between Southern and Eastern clubs, I have won money in every grade from A to F. The last few years have definitely been heading into the valley!

Thanks to John Eddy, Brian Farrell, Laurie Bohn and the handicapper for making an F grade. Brian and Sandra had to come via Kilmore (well, almost!). On the outward leg the bike seems to need pushing all the time, the road is as dead as! John was in a bit of trouble as we neared the first turn but regained. On the way back the moment of truth is always the last 150 metres to the crest, and we split a little there with Laurie and myself getting an advantage. A bit of discussion and we settled down to work evenly to the finish on the second lap. Laurie was pushing things along as we neared the crest on each climb but showed patience for me to regain! Being conscious of the fact that we were both in the money meant that the sprint wasn't too vicious. John picked up 3rd and our race was complete.

A wonderful bit of countryside out there and the previous weekend was 'Open Gardens'. Thanks to all who turn up cheerfully to do duty and make it all possible.

PS I got an early Christmas present today, at the Alfred, as I got a real good report from my oncologist.

Jim Swainston





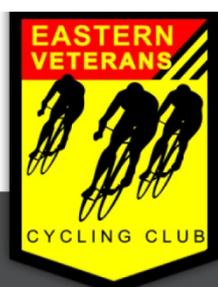
Tuesday night racing at Metec, 24 November

Grade	1st	2nd	3rd
A grade (10)	Tayfun Ugrasbul	Roy Clark	Ken Mayberry
B grade (18)	Ross Tinkler	Mark Edwards	David MacDonald
C grade (15)	Adam Dymond	Bob Lewis	Tony Curulli
D grade (14)	Greg Harvey	David Casey	Nathan Dewar
E grade (8)	Zenon Gawronski	Ken Allan	Phil Johns

Wednesday criterium at the Loop, Kew, 25 November

Division	1st	2nd	3rd
Division 1 (11)	David Holt	A. Giramondo (N)	Paul Firth
Division 2 (13)	Rob De Bernardi	Rob Giles	John Hasouras (N)
Division 3 (9)	Scott Lee	Andreas Weber	Dean Niclasen
Division 4 (5)	Michael Waterfield	John Eddy	Frank Lees

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



News etc.

An update on the efforts to stop the Boulevard tacks

Reproduced from St Kilda CC Newsletter



*No Boulie Tacks protest ride,
Yarra Boulevard, 8 November
2015*

This is an update from George Mihailides, the man leading the charge on the Boulie tacker; let's spread the good news. It would only be better if they found out who was doing this and put a stop to it altogether!

Hi all,

Following the 8 November protest ride and subsequent media attention, I met with the local member for Kew, Mr Tim Smith, and shadow Minister for Roads, Mr Ryan Smith.

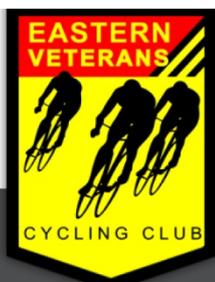
At that meeting, I reasserted our request for the re-instatement of daily sweeping of the Boulevard.

Earlier today, Tim Smith wrote to me to advise that the CEO of VicRoads, John Merritt, has directed that:

- (a) the Boulevard be swept six times a week, and
- (b) VicRoads update their sweeping equipment to improve the effectiveness of the sweeps.

This is an amazing outcome for us as a community.

I take this opportunity to thank Tim Smith, Ryan Smith, John Merritt and Aidan McGann for their leadership in this matter.





And if you have an opportunity, please reach out and thank Tim, who got the ball rolling at Spring Street by (a) formally mentioning the issue in Parliament and (b) following through with Ryan Smith, which ultimately resulted in today's announcement.

Finally, as I suggested earlier in the week, let's get rolling on the Boulevard ... while being respectful of the local community. I for one am going to start using the shoulder again wherever practical.

George Mihailides

Thanks to David McCormack for sending this update.

Four rules for riding (Part III)

The rules so far are: 4 Do not open a door – and, when you do, don't slam it shut.; 2 Do not look back; and 2 Do not slow down This week, rule no. 1.

1 Do not drink at the lights

The lights are red, you've come to a stop, you've grabbed your drink bottle and it's four-fifths of the way to your mouth when the lights change to green.

The riders in front move off and you're still trying to decide whether to take that drink or put the bottle back in its cage. The riders behind you are becoming increasingly pissed off at your lack of motion.

Do not drink at the lights.

While on the subject of the lights: taking off from the lights is not a 300 m sprint. If you are leading a group, start slowly, allow those behind to start rolling and click in, and build your speed smoothly to keep the group together.

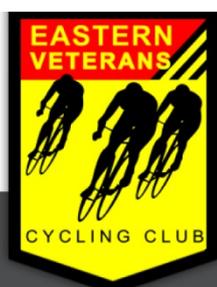
The moral of this rule is to be mindful of your situation and considerate of those around you.

You can see that there is a common theme throughout my rules. When I am out and about, I try to be mindful of my situation and considerate of those around me. I have four priorities (in order):

- 1 other road users
- 2 my passengers (includes peloton members)
- 3 the law
- 4 myself.

There's a saying that sums it up: 'Do unto others as you would have them do unto you.' I can't remember the author, but by God it's appropriate.

Nigel Kimber





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.

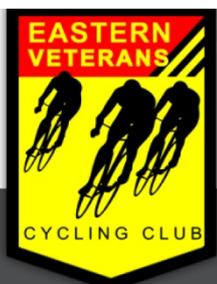
No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

Northern Vets

For more details go to <http://www.northerncycling.com/>

Training rides

Day/Time/Place	Route	Style	Contact
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	





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