

# Newsletter

7 May 2016



## Duty roster

### 7 May, Casey Fields

Steve Barnard (R), John Eddy,  
Dan Ives

### 14 May, Seymour

Nigel Kimber (R), Neil Cartledge  
(TC), Bob Lewis, JC Wilson,  
Gary Leroy, Owen Lewis, Tim  
Maffey, Martin Peeters

*If rostered for duty, you must be there at least 1 hour before 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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[nick.tapp@detail-ed.com.au](mailto:nick.tapp@detail-ed.com.au)



Last Saturday's graded scratch races at Casey Fields proceeded clockwise for a change, but the wind and the racing were just as hard as usual. Phil Smith rode to an impressive solo win in A grade, and there was plenty of action elsewhere on the track as well. Read on for race reports. Later in this issue, Doug Reynolds reports on a race that wasn't and has a message for the wise.

This week we race again at Casey, before heading up the Hume next week for the Athletic Soft Tissue Therapy handicap on Seymour–Avenel Road. See over the page for details, but note that start time is 1.30 pm, and remember to leave plenty of time to get to the start from the registration desk. Entries (via Team App) close at 5 pm on Wednesday 11 May.

Further afield, the grand tours are back to keep us up late at night (instead of out riding early in the morning). The Giro d'Italia begins on Friday in the Netherlands. Good luck simultaneously fighting the form slump and catching the action. It's a delicate balancing act!



*Whose turn will it be this year?*

# Eastern Vets Cycling Club

Proudly Presents



The  
Athletic  
Soft Tissue  
Therapy

Handicap (Sponsored by David McCormack)

**Saturday 14<sup>th</sup> May 2016**

Starting 1.30pm

Avenel Road Circuit - 60km

Tail Lights Required

**Registration at the Royal Hotel**

**26 Emily St. Seymour**

**(Vet licence required - AVCC)**

Race Start Location

Corner Seymour-Avenel & Avenel Rds

Seymour (5km from registration desk)

**Entries via Team App – EVCC Handicapper**

***Closing May 11<sup>th</sup> @ 5pm!!***



## Graded scratch races, Casey Fields, 30 April

Grade	1st	2nd	3rd
A grade (14)	Phil Smith	David Holt	Jean-Philippe Leclercq
B grade (13)	Perry Peters	Franc Tomsic	John Thomson
C grade (14)	Ken Saxton	Tony Curulli	Greg Harvey
D grade (8)	Colin Mortley	Geoff Cranstone	Nick Hainal
E grade (3)	Laurie Bohn	Jim Swainston	Barry Ellem
F grade (6)	Clive Wright	John Eddy	Rod Goodes

### A grade (I)

Strong wind. I thought, 'This race is for Mr Phil (Smith)'. Hmmm, I was right ...!

Ohhh, clockwise, interesting move, why not guys? New things usually bring good stuff from all of us. Warming up clockwise, despite the Coriolis effect I did not feel dizzy.

A grade was on, with 14 riders ready to go through Casey wind and clockwise. Neutral lap was civilised, a few discussions, then it goes quiet as the pace goes up. After the first two laps, the body language of a few riders was telling me we were ready to go to war. (Yes, Casey with wind is like cycling war.) After 10 minutes, Phil S. made his move, and Ray Russo went with him. We were looking at this move and thinking, this is going nowhere, too early. A lap later, Ray came back to join us, but Phil was still going on his own.

Around the 25-minute mark, we established a five-man breakaway. Phil had a good 300 m gap on us but I thought it was just a matter of time and we would get him. The five of us (Steve Ross, Rob Amos, David Holt, Roy Clark and I) were rolling evenly and aiming for Phil. Around 50 minutes in, we could not get back on to Phil and

attacks were starting in between us (prehistoric instinct?). David and Rob were the strongest (prehistoric guys, hahaha) and trying hard to split the group of five but this did not work (the other three modern guys worked it out, hehehe). We were now in the last lap, and aiming for 2nd and 3rd places. No more jokes. At this stage, I thought it would be hard for me to place considering the sprinters I was with:

- Hulk turning into a 'green thing' just before the sprint
- Steve the 'sprint machine' – once on, you can't stop him
- Rob 'smart machine', got me lately on sprint
- Roy 'strong sprinter/rider', with too much cycling knowledge for me.

Considering the calibre of the guys I was with, I needed to think here. On the last lap, I placed myself in 3rd position, but not for long as we kept swapping places. On the last straight (before the last corner to the finish line) we had a headwind. Rob was bravely leading the bunch and I was just behind him, which was perfect for me. But halfway along that straight before the last corner, Rob slowed down a bit, which gave an opportunity to David to take the lead (with Steve





and Roy following). This was bad news, so I quickly sped up and went in front of David (I thought I should lead on the last corner, otherwise no chance). Midway through the corner I started to sprint, hoping for the best. David passed me in the straight and I managed not to get caught by the other three guys.

Golden chapeau to Phil, who held on for 50 minutes on his own, against the strong wind and five riders chasing hard, to finally take a memorable win. I believe Phil should get a medal for this fantastic performance!

*Jean-Philippe Leclercq*

### **A grade (II)**

The largest field of the day in A grade, equal to C with 14 starters, in sunny and windy conditions and racing in the opposite direction to the norm. The first serious break of the day came from Cam White and Duncan Lewis and lasted a couple of laps before being chased down. Phil Smith – who only has one tactic: keep attacking – was next to go, along with Ray Russo. Phil responded to Ray's refusal to work by dropping him and going on alone, quickly opening up a good gap. A chase group formed out of the bunch with Dave Holt, J-P, Roy, Steve Ross, Rob Amos and Phil Cavaleri. The odds on Phil staying away in that wind, for 45 minutes, were about the same as on Leicester City winning the English Premier League. The pace Phil was setting was so high that the chase group lost Phil Cav early, and Roy with a few laps to go, and they lapped the A-grade bunch. They got close by the end with some big efforts by Dave, but Phil was strong enough to hold on to win. Dave took out the sprint for 2nd ahead of J-P, Steve and Rob.

*Rob Amos*

### **C grade**

It has been a while between drinks, both in terms of receiving a yellow envelope and writing a race report.

Casey Fields lived up to its reputation, with strong winds that made for a challenging day on the bike. Tony Curulli and I led a group of 14 riders

around the course for the neutral lap and we chatted about how hard it would be today with the wind. We concluded it would be difficult for anyone to hold a break. We led the first lap and were steadily increasing the pace into the second lap, when to our surprise Dean Niclasen shot past to establish a sizeable break. The pack responded in a measured way. The pace did increase but we took five or six laps before reeling him in.

It was John Pritchard who started to put the pack under pressure. He would accelerate past the start/finish line, crank the speed up down the side straight with the wind behind him and carry his speed along the back straight. He would also accelerate along the snaking section up to the lake. John repeated this lap after lap, and if you were not careful you could easily be spat out the back, which happened to a few. Greg Harvey, Tony Curulli, Sam Bruzzese, I and a few others took turns to keep the pace up while John slipped down the pack for a rest before surging again.

The big guy on the Braun bike (sorry, I don't know your name) made a very strong break with 10 minutes to go and it took the best part of a lap to catch him. This demonstrated there were still some strong legs in the pack.

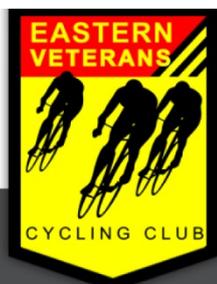
The three laps before the bell lap were steady. On the bell John was off again. He was caught along the back straight and people started to jostle for position. We were three or four abreast as we approached the final section into the wind. John took off into the wind and immediately split the pack. Five managed to hold his wheel before he sat up going into the final turn.

Tony had a good lead and was looking strong coming out of the turn into the finishing straight. Greg was holding 2nd and I came out of the bend in 3rd place on the inside.

The finishing straight was shorter than we were used to, which made the sprint short, sharp and very competitive. I managed to catch Greg but it was very close between 1st and 2nd.

Thanks to everyone for a good race in tough conditions.

*Ken Saxton*





## E grade

Well, we never know what is on the cards at Casey, last Saturday lots of rugby people and a burnt-out Beemer. What a shocking waste! Plenty of wind and a change of direction, but racing bikes is a simple caper – ‘Just follow the wheel’. (Except in that crit in New York, where the motorcycle escort broke down and riders crashed everywhere.)

A very select field in E, just Laurie, Barry and me. It would be fair to say that we have worked out each other’s peculiarities pretty well and are evenly matched turn for turn, with Laurie holding the edge at the end and Barry still working out this sprinting caper.

Casey is always quite brutal and the war of attrition makes fascinating watching so long as you aren’t part of it! Phil’s ride in A was great to watch – in fact, it reminded me of Phil of about eight years ago.

We kept working evenly right to the finish and I went to the front on the last corner, into the teeth of the gale. Laurie jumped well into the straight and I couldn’t peg him back. Barry took 3rd and has shown a good level of fitness all summer, probably deserving a few more placings.

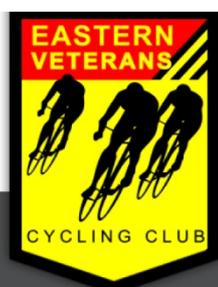
Thanks again to all our helpers.

*Jim Swainston*

## Wednesday criterium at the Loop, Kew, 4 May

Division	1st	2nd	3rd
Division 1 (14)	Chris Munro (CV)	Ian Clark (N)	Phil Cavaleri
Division 2 (11)	James Black (GSC)	Peter Morris	Geoff O’Loughlen
Division 3 (7)	Neil Cartledge	Dan Ives	Dean Niclasen
Division 4 (5)	Ian Buckingham (N)	Laurie Bohn	Barry Rodgers

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





## News etc.

### Expect the unexpected

To say last Sunday was looking a bit bleak is an understatement. Windy, with possible showers, some heavy, and maybe clearing later in the day. A perfect day to stay home, avoid an early start and get a few jobs done around home – or check out what racing is on, decide South Drouin is not too far away and plan to head out for a good solid workout with the opposition (Southern).

There's nothing like some tasty pizza the night before to load up on the carbs, so off I trotted to a favourite local restaurant, just reopened after relocating across the road. Nice atmosphere, nice red, but no damn pizza. That should have been the warning. No problem though as I found something suitable on the menu, enjoyed dinner and headed back home for a reasonably early night, keen to be at full force for Sunday's race.

At 6.40 am Sunday I logged on at home to register my entry for the South Drouin Scratch Race, 77 km. Should be a good workout. Heading off at about 7 am I noticed it was a bit windy, which I was hoping would work well for the race. It was cool but pleasant on the drive down, and I contemplated stopping for fuel, but decided to leave it until on the way home, giving me a bit more warm-up time. I almost regretted that decision.

As soon as I diverted off the freeway on the Drouin off-ramp, it became clear that the area had been hit with a severe storm hours earlier. The further towards Drouin South I drove, the more obvious the extent of the damage became. With SES volunteers out trying to clear some huge fallen trees, it was starting to look like the chances of a race were slim. Arriving at Drouin South Primary School for the race start, there were only a handful of cars about. Arriving vehicles were being turned around after advice

that the race had been cancelled. It was noted on the website apparently, about five minutes after I entered, but it was definitely the best decision.

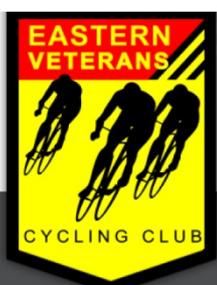
That just meant a return trip to Melbourne of another hour and a quarter, with refuelling needed along the way. And that's when things looked like they might go pear-shaped. The fuel gauge noted 35 km range in the tank, so as a servo loomed in the distance I contemplated a fill-up and a coffee before continuing on my way. But of course, a common occurrence in storms is a power outage, and that means no fuel – at the first servo, then the second, then the third. I started paying much more attention to the dwindling range showing on the fuel gauge, but was not overly concerned until it got to 15 km to go and still there was no fuel available. Finally, at Pakenham, I struck it lucky. With 9 km left in the tank, there was an open service station. Almost better than a race win!

One reason I chose to race was my warped thinking that if the weather is a bit crappy, half the field is already beaten, especially when the race is over two 38 km laps. Human nature makes it tempting to pull the pin after a lap. And it's far better than getting a drowning out training – though, ironically, the Ringwood Clock Tower group I normally ride with had a dry day. Maybe sometimes it is easier just to stay at home.

Then again, I suspect the next time the weather gods decide to take their revenge, throwing bolts of lightning at the tyres, or whatever it is they do, I will check out the racing, decide it is a great day to race, and go through the whole process again. Though maybe this time I will leave with a full tank of fuel.

Safe riding!

*Doug Reynolds*





## Tour the Japanese Alps with Rob Crowe

Good friend of Eastern Vets and former Olympian Rob Crowe, in conjunction with Connect Sport, will be hosting a cycling tour of the Japanese Alps.

**Japan Alps 2016**

ridewiser  
everybody wants to...

**CONNECT SPORT AUSTRALIA**

**Rob Crowe**  
Japan Alps Training Tour  
18-27th August 2016

Under \$4990 incl flights!  
A B C D and E Grade Riders

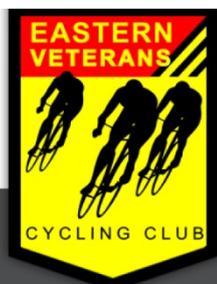
The Tour is designed to accommodate a range of riding abilities, 'A' to 'E' grade, and to introduce the beautiful Japanese culture.

### 10-day Tour, 18–27 August 2016

Cost: \$3499 plus airfares

Tour includes:

- All meals, excluding alcoholic beverages (breakfast, lunch and dinner)
- All transport from start to finish of the Tour
- Twin share accommodation
- Guided rides with at least two ride guides
- Support car
- Mechanical support.





Check out the itinerary and secure your spot today at: [connectsport.com.au/japan](https://connectsport.com.au/japan).

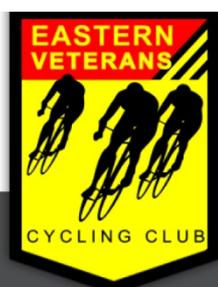
For enquires, speak with Rob Crowe at Ridewiser Pty Ltd, Phone 0422 297 805.

We will host small groups of 10-15 on a truly breathtaking cycling adventure in one of the most beautiful cycling countries in the world. People have been going to Japan for years to enjoy amazing snow skiing on some of the best mountains available. Where there's mountains and ski fields there are roads! What's even better is that Japan is only a short flight from Australia and is in the same time zone so you don't get any jetlag getting there or coming home. The perfect cycling get away!

The Japan Cycling Experiences will not only provide you with some of the best cycling you will ever experience but you will also be immersed in the beautiful Japanese culture.

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**EACH TOUR IS DIFFERENT.  
WE HAVE SOMETHING  
FOR EVERYONE SO DON'T  
MISS OUT.**





## 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.

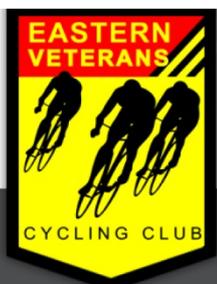
No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

### 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	





## Sponsors



***BikeGearNow***

