

Newsletter

28 May 2016



Duty roster

28 May, Arthurs Creek

Tony Curulli (R), Rob Giles (TC), Matt White (TC), Shane Dwyer, Geoff Mackay, Rob Montgeath, Kelvin Stagg, Paula McGovern, David McIndoe, Phil Taylor

4 June, Casey Fields

David Hyde (R), Russell Wheelhouse, John Pritchard

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, tjtop2@optusnet.com.au

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



Last week we tested our legs on the kermesse circuit at Yarra Glen. Numbers were up, with big fields in B and C Grades in particular. Maybe it was the size of the bunches or maybe it was the crosswinds but, as the reports from C Grade indicate, the behaviour of certain riders left something to be desired.

As Editor, my view is that the newsletter exists to serve the club and its members. It's here to record events from club members' varied perspectives. It shouldn't court controversy, or enter into disputes other than generally to support the club's position. Sometimes, however, controversy comes knocking and won't be turned away. Read on, and if what you read gives you reason to reflect on how you race, and maybe even change it – well, so much the better!

And finally, the club is short a number of helmet covers – most colours, but white in particular. Please check your kit and see whether you might have taken one (or more!) home by accident. If you have, please return them to the 'Used' box the next time you race.



The view from the finish line at Yarra Glen. Our road courses are vital to us. We share public roads, and we shouldn't take for granted the right to race on them.

Photo: Mark Edwards



Graded scratch races, Yarra Glen, 21 May

Grade	1st	2nd	3rd	4th	5th
A Grade (9)	Richard Abel	Jean-Philippe Leclercq	David Moreland		
B Grade (25)	Ray Russo	Paul Firth	Perry Peters	Anthony Gullace	Paul Semmens
C Grade (25)	Christine Foster	Ken Saxton	Nick Skewes	Bob Lewis	Sam Bruzzese
D Grade (10)	Neil Cartledge	Ken Allan	Colin Mortley		
E Grade (7)	Barry Ellem	Zenon Gawronski	Max Michaelson		
F Grade (5)	Jim Swainston	Clive Wright	Ron Stranks		

C Grade

I don't have much to say about the race itself, except that it was won in a solo breakaway by Christine Foster, former member of the all-conquering Richmond Cyclery Team, and former winner of the Mt Baw Baw Classic. She went off the front on lap 1 and that's the last we saw of her. Pure class.

What I do want to comment on is the very ordinary behaviour of some of the C Grade participants. Not that long ago, C Grade was deservedly known as the grade with the worst safety record, with incidents happening with regularity. I can see it going back in the same direction if Saturday was any indication.

Nigel Kimber has put in an enormous amount of effort to codify a set of rules for our races, which are read out by the referee before every event. Some riders, however, don't think these rules apply to them.


In all road races, no rider is permitted to wilfully ride on the wrong side of the road. Seems pretty clear to me. But on Saturday I saw this happen three or four times, with the intention of gaining

an advantage on the others who were doing the right thing. (Note the word 'wilfully': if you need to go on the wrong side of the road to avoid an incident, that's unavoidable.) The rule exists for two reasons: safety and fairness. The safety implications of having a rider riding down the wrong side of the road where an oncoming car could appear at any time are bleeding obvious. Riding down the wrong side to gain an advantage on the others, and then expecting someone to let you back in the bunch, is obviously unfair.

There is a third reason why riding on the wrong side cannot be tolerated: if a local has to take evasive action to avoid a cyclist on the wrong side of the road (or if they are just looking for an excuse), they will complain to the police and the council and then we won't be racing there ever again. Not only that, we are obliged to follow all of the road rules, and riding on the wrong side of the road is an obvious transgression.

In all races, you are asked to hold your line within the bunch. Apparently, some riders don't know what that means. What it means is that you are expected to maintain your position relative to the other riders around you, unless you have





adequate room to change your line within the bunch, without impeding anyone else's progress. When there is a compact group with basically two lines of riders, as there was on Saturday, you can't just decide to change from one line to the other with no concern what effect this will have on the other riders, who you are obviously expecting to just get out of your way! One rider in particular did this the whole race, and every time he did it the riders around him had to swerve and/or brake to avoid him. The safety and fairness implications of this behaviour are, again, bleeding obvious.

On the finishing straight on the bell lap whoever was at the front of C Grade thought it was a good idea to force past A Grade, who had just passed us on the hill, and who were also on their bell lap! It was one of the most hair-brained examples of white line fever I've seen. The result was a huge bunch of C Grade sprinting on the left, and a smaller bunch of A Grade sprinting on the right. Dumb.

This may seem like a total rant, which I suppose it is. I have been involved in three serious, bone-breaking race crashes myself, and if you think there is anything good about that, you are sadly mistaken. We are involved in a sport which has risks of serious injury if something goes wrong. Please don't make it more risky than it needs to be.

...

After I submitted the foregoing report I learnt that Kym Petersen had also submitted a report from Saturday, in which she owns up to having ridden on the wrong side of the road during the race, and apologises for it. A very eloquent report from a seriously ethical and honest rider! I just wanted to say that the bulk of my rantings were not referring to Kym. I haven't named any names, but if I had, her name would have been right at the bottom of the list.

Stephen Barnard (Club Referee)

A note to C Grade from Kym

I knew it was coming. We were having a post-race banter and over walks El Presidente, Hylton.

I stepped aside at his request for a quiet word, tail

between my legs. Yes I had crossed the middle line when descending King Street. I knew it was the wrong thing to do.

Then why did I do it? I don't know. I guess because I had the momentum and clear visibility of the road ahead. Being a small person, maybe I had a moment of euphoria that I was physically able to roll faster than my counterparts. Possibly they had their brakes on?

Why was the whole grade blocked to the right side of the left lane, that's an interesting question too. Maybe it's the crosswinds, but maybe it's also because we don't want anyone to roll past and gain ground on a descent. Perhaps as a bunch we can all do better.

No different to the usual road rules – stay left unless overtaking. Maybe in my mind that is exactly what I was doing. In this instance I accept I did the wrong thing, I appreciate that Hylts needed to chat to me and I fully agree with him – no argument there!

I apologise to my fellow competitors in C Grade as I would never do anything intentionally unsafe, it was just a split-second wrong decision.

Aside from the above, I really enjoyed our race on Saturday. A testing circuit with the obligatory wind thrown in for good measure! A day we all got chicked by Christine Foster, hats off to her for a fantastic ride. She has always been a strong and very fierce competitor – I remember her from many years ago.

Kym Petersen

D Grade (I)

A smallish but talented bunch that would keep each other honest for the nine testing laps set off to do battle on the popular Yarra Glen kermesse circuit. Perfect weather for it, not hot or too much wind but cool enough to maintain a comfortable body temp when attacking up the rise. The first couple of laps were conducted at an easy pace up the climb in front of the Sticks winery, if not down King St and up to the finish line. This gave the slow starters a chance to get their bodies working. Juanita Cadd looked strong on the front and big Doug Page took a commanding position





there as well from time to time.

Colin Mortley would pick up the pace and was the wheel to get on when things started to liven up, invariably on the hill. Colin had the bunch stretched every time he put in an effort. Ken Allan and Nick Hainal along with Peter Gray would be on his wheel and Neil Cartledge visited the back of the bunch on several occasions using the pretext of checking on the welfare of the new riders.

Every time we went passed the lap board the number on the board seemed to be frozen, yet the legs said otherwise. Those people around the board looked bored with the proceedings so we had a bored board operating a board, all above board of course.

When finally the board said four to go, things started to get a little bit serious. The efforts up the climb intensified and the pace down King Street lifted to the low 60s. The flat section leading to the line was an echelle to get some protection from the cross breeze and some testers were thrown in on the little rise to the line just to see who was paying attention – and maybe who was paying Peter Mackie?

With three to go Neil led up the hill, trying to control the pace to his liking. Colin was having nothing of this so he attacked about halfway up and the bunch went with him, leaving Neil off the back. Neil would normally get on again down King Street but Big Doug put in a strong effort. This continued on the flat and over the line, not relenting until the turn towards Sticks and finally allowing Neil to make some ground to get back on for the climb.

With one to go Peter Gray led up the hill, not too quick but with authority, the remainder of the bunch on his wheel. A casual observer would have been trying to pick who would attack and where. From experiences at the Loop on Wednesday, one would pick Big Doug to go hard and to go a long way out, and this is what happened. Doug jumped after Sticks, Ken grabbed his wheel, followed closely by Colin, and then Neil a bit further back with Peter on his wheel. On the turn into King Street, Doug ran wide and was forced to brake, Ken closed on

Doug and did the same but harder, while Colin was even more concertinaed and locked his rear wheel. Neil, a length back, was able to pull up and around Colin, not losing any speed. Peter, further back, couldn't make up enough ground and had to be content with falling in behind Colin with a recovering heart rate. Down King Street was fast with little speed difference between the protagonists. Even the rise before the corner gave no advantage to anybody. Along the flat approaching the finish Big Doug powered on, with Ken, Neil and Colin making the 'fast train', each watching to see who would jump first.

Traditionally, a strong rider will wait until the road bends up before going, but today Ken pulled out and around Doug before gravity stamped its imprimatur on the occasion. Neil followed Ken around Doug, waited for Ken to get out of the saddle at the base of the climb and create a little gap, then accelerated into that gap while still getting some wind protection before swinging over Ken to the line. Ken took 2nd place and Colin 3rd. Colin while behind Doug had missed the tussle on the front, but came around Doug to get onto the podium.

Neil Cartledge

D Grade (II)

It was great to see 80 riders front up to arguably, one of the club's most testing circuits. It could have been 90 but I guess somebody's got to officiate.


B and C Grades were supporting higher than usual numbers on a fine afternoon, with B Grade consequently running out of green helmet covers. That's a good reason to return used covers to the desk after racing!

Ten at D Glen

A moderate northerly breeze (headwind into the Glenview Road climb) tended to pacify the usual breakaway antagonists, which kept the bunch of ten D Grade riders together over most of the kermesse course. Apparently, nobody wanted to blow themselves up (unfortunate phrase) by driving too hard into that climb.

New rider (to this circuit) Doug Page





demonstrated he was not afraid of a little work and speed, by periodically going to the front on both flat and descending sections.

This was my first appearance in D Grade for a kermesse, so I was a bit apprehensive about keeping up with the bunch, let alone trying to lead it. I think the handicapper must have recently observed me riding an extra three laps after finishing E Grade.

Juanita Cadd went to the front early and led the group into a crosswind along Yarraview Road. It would have been an excellent location to split the bunch and establish a gap. Several riders tried this tactic with a high pace off the King Street exit but none were able to maintain it long enough to produce casualties.

Three down and six to go

It was only a matter of time before Colin Mortley would try to break up the tight-knit group with a surge on the climb, but it didn't come early. I think Colin was studiously calculating the best window for that, by testing and observing for the appearance of cracks. He, Doug, Ken Allan, Neil Cartledge and Juanita were the major contributors. With all of them closely assembled at the head of the peloton at one time, an attack seemed imminent. But it didn't eventuate.

Six down and three to go

As we passed the start/finish line, I recall thinking, 'This is when I normally finish, isn't it?' Was I looking at the correct colour (yellow) on Neil's ingenious lap counter? After all, red had been my prompt for so many years! Just keep going until ya hear the bell – yeah, right.

Colin continued to instigate testing surges on the climb and one of those was nearly successful, creating a 20 m gap on the 'roller coaster' (summit of Glenview Road) for himself, Neil and Ken I think. Peter Gray soon responded, bridging the gap and bringing the remainder with him.

Penultimate lap

The pace rose again as Ken and Colin drove rapidly down the penultimate King Street decline, drawing Peter to the front for the first time as the train negotiated the right-hander, at a time when

most would prefer not to be. He took it slow for the next 2 km, the bunch receiving the bell and a query from an official as to whether we were racing or not. Thanks for that, Keith.

Last lap (yippee!)

Nick Hainal came to the rescue and took over the final drive up the climb. As our bunch approached Sticks winery, we were confronted with about 20 C Grade riders, meandering three abreast after completing their sprint, apparently oblivious to all around. With clear vision of the road ahead, Nick's experience told him to overtake and we safely did so.

Turn the corner, not the Page

After all that excitement, Doug launched a stealth attack on the 'roller coaster'. Most managed to jump on his wheel, except Nick, Pete and a couple of others, but the strike nearly turned to disaster as Doug misjudged the King Street corner entrance.

The power went back on after his recovery, with about 3 km remaining to the line, where Neil triumphed over Ken, with Colin in 3rd place. (Sorry for the lack of sprint finish detail.) Doug unfortunately ran out of diesel on the rise to the finish but should be congratulated for his work ethic and massive engine.

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At one point during the afternoon, I recall looking up after rounding the tight right-hander at the end of Yarraview Road. The road was a mass of cyclists. I think every grade must have been on the climb at the same time. It would have made a great photo. Did anyone else see that?

Peter Gray

F Grade

It looks like Yarra Glen has become our new 'home ground' with the wonderful roll-up on Saturday. Being a convenient distance for most members and a lovely environment helps! I have a feeling that the farmer who owns the paddock might be a businessman looking for a tax deduction with all that new fencing and cattle yards.





E and F both had viable numbers so the levels were well catered for. We five set off in the mild northerly and, as often happens, one member sailed straight on toward the wineries on the first lap. We got ourselves back together for the dead climb but spaces appeared toward the crest. Together again and worked evenly for a lap or two. We were a little puzzled with our 'phantom' lap 4 – where did it go? – but, not being a climber, I didn't miss it at all.

The action hotted up on the climb with 1.5 laps to go as Ronnie upped the pace and got clear by about 30 metres from Clive Wright, who chased

hard. I chased reasonably hard but it wasn't until Ronnie and Clive came together that I got back on. I was surprised to realise that Laurie Bohn was off the back, as was Rhonda Kennedy. The three of us worked turns to the finish, where Clive led out and Ronnie came up on my outside, but I was able to find enough to jump to the front.

It was great to see a few faces back who had been missing for a couple of weeks. It is encouraging especially for the officials!

Thanks again to all who contributed.

Jim Swainston

Wednesday criterium at the Loop, Kew, 25 May

Division	1st	2nd	3rd
Division 1 (12)	David Holt	Ian Clark (N)	Chris Munro (CV)
Division 2 (14)	Peter Morris	Roman Suran	James Black (GSC)
Division 3 (9)	Neil Cartledge	Steve Barnard	Doug Page
Division 4 (4)	John Eddy	Clive Wright	Frank Lees

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



Seminar

Strength & Conditioning for Cycling Performance

7:30–9:00 pm Monday 6 June 2016

Presented by Risehealth Group

Details below

\$20 inclusive of food and drink. Proceeds to Amy Gillett Foundation

If planning to attend, RSVP by Monday 30 May so catering can be arranged



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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
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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