

Newsletter

11 June 2016



Duty roster

14 June, Seymour

Andrew Buchanan (R), Mark Granland (TC), Ken Mayberry, Barry Rodgers, Dale Maizels, Rob Suter, Jeff Smith, Glenn Newnham

18 June, Yarra Glen

Richard Dobson (R), Ken Saxton (TC), David McCormack (TC), Graham Haines, Perry Peters, Phil Thompson, John Williams, Owen Anstey, Jim Swainston

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, tjptop2@optusnet.com.au

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nick.tapp@detail-ed.com.au



It was wet and getting wetter at Casey Fields last week. Many had found somewhere else (dry) to spend the afternoon, and rider numbers were deemed too low to run an official club race. But those who'd made the trip were keen to ride, so the handicapper improvised and the rostered officials took their posts. A big, wet thank you to Nigel Kimber, Russell Wheelhouse, John Pritchard and first-aider Shelly Timson. In the circumstances, you might not expect much in the way of race reports – but you'd be surprised. The entire C Grade podium sent contributions and, with two reports from D Grade as well, the proportion of riders who picked up a pen (five out of 21, or nearly a quarter) must be something of a record. All reported safe and enjoyable racing.

Royce Bennett Handicap cancellation

Unfortunately, the Royce Bennett Memorial Handicap, scheduled for this Saturday, has been cancelled due to predicted bad weather and the low number of entrants.



*No, it's not the prize money from last Saturday (there was none); it's the piece of glass that brought Peter Gray's race to an end.
Photo: Peter Gray*



Graded scratch races, Casey Fields, 4 June

Grade	1st	2nd	3rd
C Grade (13)	Ken Saxton	Kym Petersen	Dean Niclasen
D Grade (6)	Rob Lackey	Colin Mortley	Harry Hibgame
E Grade (2)	John Eddy	Ron Stranks	

C Grade (I)

I want to start by saying thank you to all the officials. Just 21 riders turned up on Saturday, which led to official club racing being cancelled. It would have been very easy for the officials to walk away, back to a dry, warm home, maybe to watch the footy with a beer. But they didn't leave. They offered to stand in the cold and rain just so the few of us could have some fun. A fantastic effort that deserves a special thank you.

So three groups, C, D and E Grades, were cobbled together and we set off for a 45-minute ride. It wasn't raining when we started but it did deteriorate during the ride.

There were four B Graders in the 12 that made up the C Grade group so there was never going to be an opportunity for a breakaway.

We tested the track for the first couple of laps, and if you stayed off the ribbons of tar used to repair cracks in the track, there was good traction. I felt much more confident than last week at Arthurs Creek, where the roads were wet and slippery and after losing traction several times on my back wheel I pulled out of the race after the first lap.

A couple of small rivers across the track meant your face would receive a refreshing spray of water each time you crossed them. But the real prize of the day was very little wind. It did pick up a little through the race but it was never the gale you normally experience at Casey Fields.

No prize money and a small assorted group meant we had an opportunity to have some fun.

I know I played around with several squirts out the front to test the legs and push the pace. It seemed like a number of others shared a similar view as there were surges from Walter, Adam, Hylton and others. The ride played out like this for most of the 45 minutes until we approached the final sprint.

It was started 100 metres from the final corner by Adam Dymond, with Kym Petersen on his wheel. I jumped onto Kym's wheel, came around Adam halfway up the finishing straight and got Kym just before the line. Not sure of the details but Dean Niclasen must have come over Adam in the final metres to the line to take 3rd place.

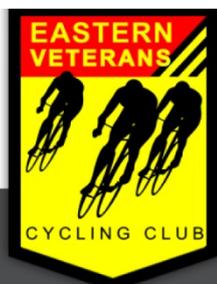
It was wet and cold but a lot of fun. Thanks again to everyone that allowed us to ride

Ken Saxton

C Grade (II)

Saturday racing was always going to be dicey for me. For many reasons – not least of which was the foul weather we faced.

The morning started out like most in our household. The rush to get kids organised and to Auskick on time is always a challenge, the ensuing chaos has become a regular fixture on the Saturday morning roster. Only this time, for the second occasion this week, we had an outbreak of head lice – this time on no. 2 child. Great, just how you want to start the day. Lucky for me, no. 2 child was about to visit the in-laws, and so I just packed one extra item for the occasion: some nit treatment. Go you good thing!





This had been my week thus far, extracting crawling critters and eggs from no. 1 child's head, numerous loads of washing to exterminate the buggers from my house, and finally the never-ending piles of laundry to put away. Oh, the glamorous side to being a parent! I'm sure most of us have tackled it at one point or another. *Scratching as we speak.*

On to the headline act for the day, the racing. Rushing down to Casey with my wipers on constantly, it was at the forefront of my mind that there was no way we would be racing. I phoned my brother, who happens to live in Clyde North, and he mentioned that it had rained overnight, however nothing in the morning. There was still hope.

As I pull into the very soggy carpark there is a small (but quality) huddle of riders outside the pavilion. Given the amount of moisture on the track and the dark, foreboding clouds, I thought for sure it would be cancelled. But a thumbs up to me suggested otherwise. We were good to go!

Arm warmers, leg warmers and vest on for a quick and spirited warm-up, lose the leg warmers and vest and off we go! Given the small (but quality) turnout, there were naturally fewer in each grade, and in fact no A or B Grade race at all – soft! We did manage to score a couple of B Graders in among our small (but quality) field in C Grade.

Our race started out predictably and reasonably cautious, most likely we were testing the capability of our trusty steeds in the wet and allowing ourselves to acclimatise to the conditions. I'd put my glasses on the table at the pavilion, thinking it would be a smart move, but as the race wore on, I questioned that decision. Little needles of rain slamming you in the eyeballs is not entirely pleasant. Add to that some road grit, and it wasn't my finest decision in recent times.

I found myself towards the back having a chat to Pete Mackie, who graced us with his presence in C on this fine day. Thinking that this was very social and probably not tactically very smart, I made moves to inch my way towards the top third of our group of lucky thirteen. It was this position that I worked hard to maintain for the entire race.

Ken Saxton and Walter Savini were very active at the pointy end of the group and I made it my job to stay near the front. Hylton had a little flurry off the front and then took a breather, so the gaps were not being maintained. Initially I did cover a couple of attacks but, realistically, for me to do this constantly would not be a smart move. With two to go, my position fell to the back part of the group and just this one lapse in focus saw me lose some good wheels! I worked hard to get back to where I needed to be, and found myself on Adam Dymond's wheel.

That was exactly where I was going to stay, thanks very much. As we came into Stinky Poo back straight, Ad made his move around the outside of the group and I naturally went with him. Around the last left-hander he took off with a blast and I stayed on his wheel till it was time to 'pop out' and at that point went as hard as I could up the finishing straight. I could feel everyone breathing down my neck and someone to my left and right and it was pretty much that way right to the finish line. Ken, on my left, just pipped me on the line for 1st place, with Dean, on my right, coming across in 3rd.

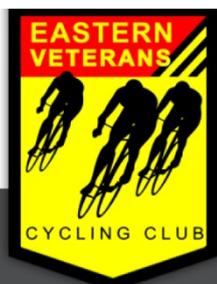
It was a very close finish – well done, guys. Thanks for a very safe race, all. There was constant rain and lots of water on the track, however there were no hairy moments at all, everyone rode a very controlled race and, lo and behold, I actually really enjoyed it in such miserable conditions! Thanks again to the volunteers for conducting proceedings and to our marshals for the day.

Kym Petersen

C Grade (III)

A super day out

The weather on Saturday morning didn't really inspire much enthusiasm for riding out at Casey, however, as Peter Parker's Uncle Ben said in the Spiderman movie, 'With great power comes great responsibility'. Actually, bringing the drinks most weeks doesn't exactly bring with it a lot of empowerment, but there is a sense of responsibility, so I packed the eskies, put the bike on the car, and off to Casey Fields I went.





Upon arrival it was clear that most people had indeed lacked inspiration, and there was only a small number of would-be riders milling around, waiting for a decision on whether we would have a race or not. Eventually it was put to a vote, and when the crowd was asked who wanted to race, about five people said yes. Sensing the moment, I spoke up and said we were there anyway so we might as well ride, and asked everyone again to put their hand up if they wanted to ride. Finally we had some enthusiasm, with enough riders to run races for C, D and E Grades.

A quick change, Superman style, in the phone booth (sorry – toilet) and it was time for a couple of warm-up laps before the race. The track was damp but only had a couple of puddles, and with very light winds (were we really at Casey Fields?) and the temperature being chilly, a bit of drizzle meant we still had two out of three on the weather count, which is a pass mark. After the usual racing brief, 12 riders set off in a bunch, with Chris Ellenby electing to start half a lap behind to increase the challenge in the absence of an A or B Grade. The other B Grade riders decided to challenge themselves by starting the race at the rear of the bunch and electing to keep an eye on things for most of the remainder of the race.

The race itself proved to be at a good pace, with numerous riders including Ken Saxton, Hylton Preece and Adam Dymond taking turns to attack. With little wind it is a tough ask to make a successful break at Casey, and that is the way it turned out. The first 30–35 minutes weren't too bad on the weather front, however some extra drizzle made the track a bit wetter and the last 10–15 minutes of the race were a wet affair as the water spraying up from the other bikes in the bunch made it feel like it was raining steadily. An Aquaman impersonation might have been beneficial, but by that stage I was all out of superhero ideas.

When the bell lap finally came, Adam Dymond attacked early but couldn't create any gap. The bunch headed down the back straight before the speed was increased. Into the final straight I took the wide line up the outside and had six or seven riders in front of me to catch. I did my best Flash impersonation, and approaching the line there

were only two left, with Ken Saxton the winner just in front of Wonder Woman (Kym Petersen) and myself in 3rd place.

Despite the weather, it was a good race and everyone I asked afterwards agreed it was both challenging and enjoyable

Dean Niclasen

D Grade (I)

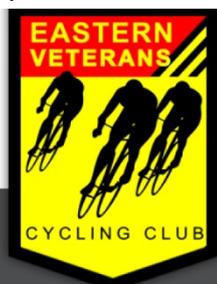
Will we or won't we?

It was looking ominous. The rain had not stopped out our way, and as lunchtime rolled nearer a decision had to be made. Would we race? Should I bother going down to Casey? The BOM website indicated that it was clear down at Cranbourne. Several phone calls later and, what the heck! I will head on down. Worst case, it will be cancelled and we can have a social cuppa and head home.

A hearty bunch of diehards were waiting at the sign-in. Even then, we were not sure if we were racing. A vote was taken and yep, we were! C, D and E Grades were having a crack on the 'damp' track. A very quick warm-up and our group of 6 (the hard men and women of D Grade) took off. Now I am a relative newbie to D Grade and have found the pace a little challenging at times, but today I was determined to stay with the bunch.

The usual suspects were there: Nick Hainal, Harry Hibgame, Colin Mortley, Peter Gray, Rob Lackey and myself (Paula). It was a little more than damp out there and we were getting a good shower from following the wheel. Rob was looking strong all race and Colin was testing our legs throughout with some tough surges, Pete and Harry were biding their time – I knew I had to watch them for the sprint – and Nick did a heap of work out the front. I made a cameo and was quickly picked up by the group.

There were several attacks but none stuck so it was down to the sprint. We were jockeying for position and I heard something about a puncture (Peter) and Nick was leading us out, then Harry came through earlier than I expected with Colin on his wheel! Uh-oh, this was not good. Rob then put the power down and I just scrambled to hold the wheel. Rob (1st) and Colin (2nd) pulled away





and Harry was just behind. I tried to pip Harry on the line but he had the speed for 3rd.

Well done to the group on a good fun, wet and safe race. Also a big thank you to the marshals and first aiders for allowing us to race. I was glad we did. Now, which aisle at the supermarket do I find the marshmallows in? ☺

Paula McGovern

D Grade (II)

Like a duck to water

You know the old saying: 'If it walks like a duck, talks like a duck ... it's probably a mature Eastern yellow-crested *Psycho-cyclo sapiens* at Casey Fields', right?

Well, not exactly, but 20-something registered species (about the same as the number of resident ducks) flew into Casey to squish their way around the wetlands. Now, perhaps the similarities between the webbed and wheeled versions aren't as close as I'm suggesting. If you didn't mind constant drizzle and an occasional spray of water from the bird ahead, you might take to it like a duck to water. At least the infamous Casey wind was gentle on the aquatic revellers.

Endangered list or natural selection

With insufficient competitors to conduct an official race, handicapper Mackie decided to rationalise and combine several grades into C, D and E.

A gaggle of D Grade quacks set off to see who could perform best in the wet conditions. Colin Mortley went to the helm early, putting in the occasional surge but by no means diving in as hard as his previous outing here. Robert Lackey actively sought the front position on several occasions, while Paula McGovern seemed lost without her all-weather accomplice (Thelma, or was it Louise) to egg her on. Peter Gray paid a heavy price of being aft of the bunch, with a couple of drenchings every lap or so, from the

'rooster tails' produced as they ploughed through accumulated surface water.

Species conflict

Here's where things became chaotic. The webbers decided it would be amusing to try competing with the wheelers on the track. First Aid Kevin saw a conflict and averted a potential melee by ushering the strays to safety. In future we may require a supervised crossing DC (Duck Controller) and MMS (Multi Muddle Sign) Ha! Ha!

Enough rope

About 30 minutes into the race, Nick Hainal instigated his second attack and this time opened up a 100 m lead. For a moment, it looked like he might increase the gap, but wisely Robert decided to close it down. Paula tried something similar but wasn't given too much rope either.

Harry Hibgame hovered hungrily on the 'bill' lap at the heel of the herd, preparing to take off at the slightest hint of an attack, however Peter wasn't giving him any wingspan to manoeuvre. Just as the tight-knit group were about to enter the penultimate straight, Trailer-man punctured, spelling the end of any aspirations he had for a meal.

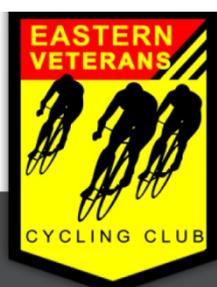
And so it was that Robert overpowered the remaining fowl to take 1st place, with Harry just a beak ahead of Paula, Colin and Nick. Peter had to waddle back home with some welcome assistance from Kevin.

Toughen up!

So there we have it. A good afternoon despite the wet. Many riders inspired by the conditions but disappointed that more members did not attend. They missed a free drink, courtesy of Dean, and a good opportunity to 'toughen up' approaching winter.

Congratulations to everyone who raced or officiated.

Peter Gray



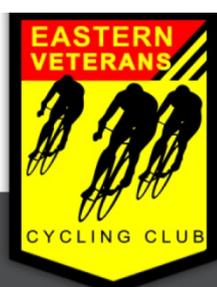


Wednesday criterium at the Loop, Kew, 8 June

Division	1st	2nd	3rd
Division 1 (8)	Fraser Short (N)	Paul Firth	Nick Tapp
Division 2 (7)	Mark Edwards	Peter Webb	Rob Giles
Division 3 (6)	Doug Page	Alison Skene	Peter Gray
Division 4 (5)	John Eddy	Barry Rodgers	Clive Wright

Thanks to Keith Bowen, Steve Barnard, Laurie Bohn and Barry Rodgers for setting up and running proceedings – especially to Keith for standing around in the cold.

Sponsors





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	

