

# Newsletter

2 July 2016



## Duty roster

### 2 July, Casey Fields

Stephen Barnard (R), Jenni Collins, John Court

### 10 July, National Boulevard

Northern Cycling

*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)*

Editor: Nick Tapp

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



More fine winter racing at another picturesque course on Saturday, but enjoyed by relatively few. Only 34 riders made the trip to Eildon, but what they lacked in numbers, they made up for in report output.

Racing this week is at Casey Fields. The following week is the first of four fixtures to decide bragging rights between Eastern Vets and Northern Cycling. Watch your Inbox for more. Also coming up, the Tour de France Night – more inside.

In response to the low numbers on Saturday, Neil Cartledge writes:

It is strange that the entries are low at Eildon. Those that race there really enjoy the course. It suits the sprinters, yet the three laps create opportunities for the strong to escape and force the bunch to chase. It has enough undulations to allow the climbers to kick up the rises and even get away, while those that sit in and bide their time can find opportunities to hurt the bunch when recovering from the other efforts and, in so doing, cause some concern or at least some panic in the bunch. We have raced here quite a few times and the weather has been cold but otherwise magnificent. We train under much worse conditions and think nothing of it, and the road traffic is almost non-existent. Why don't we get good attendances for such a great club race event?



*The escape. Glen O'Rourke and Rob Amos worked hard to stay away from A Grade on Saturday. All photos: Nigel Kimber*



## Graded scratch races, Eildon, 25 June

| Grade         | 1st               | 2nd          | 3rd             |
|---------------|-------------------|--------------|-----------------|
| A Grade (7)   | Glen O'Rourke (N) | Rob Amos     | Phil Smith      |
| B Grade (6)   | Paul Webster      | Peter Morris | Stewart Bendall |
| C Grade (13)  | Hylton Preece     | Peter Webb   | Neil Cartledge  |
| D/E Grade (8) | Colin Mortley     | Doug Page    | Nick Hainal     |

### A Grade

Only 7 degrees at the start, but at least it was dry. All the grades were started in a mass start until the different speeds sorted the bunches out. The first 25 km lap was ridden at a steady tempo with Steve Ross, Phil Smith and Rob Amos doing most of the pace setting.

Anthony Gullace was the first rider to get a gap, towards the end of lap 1. Rob then rode off the front for a couple of km. As he was caught, Phil Smith put in a counterattack with the bunch quick to react. The second time up the bump, J-P attacked, followed by a series of counterattacks as the race intensified.

Glen O'Rourke (Northern) then attacked, closely marked by Rob, who quickly started working when the gap appeared. J-P tried to respond but the gap had grown too big. Glen and Rob rode flat out at over 40 km/h for the next 30 km, slowly increasing their lead despite some strong turns in the bunch from Phil and J-P. In the finish Glen was too strong for Rob, easily winning the sprint. Phil soloed in for 3rd and J-P did the same for 4th.

*Rob Amos*

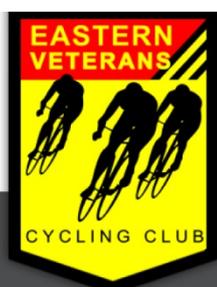


*Northener Glen O'Rourke leads A Grade before the split.*

### B Grade

Driving up over the Black Spur, there was light rain, a bit of low cloud and wet roads. I was in two minds whether to turn around or press on. Press on I did and, once over the Black Spur, the weather cleared a bit and the roads got dryer. Arriving at Eildon it was overcast and dry but very cold, a day for warm gear. Our preparation was interrupted by a very angry local who thought some of us were speeding past his house; once he left, it was back to getting ready and a quick warm-up.

Nigel sent us off all together and, once we had all sorted ourselves out into our different grades, there were just six hardy riders in B Grade. We soon settled down and got into a rhythm,



everybody rolling turns. The race continued in this manner until on the last lap, after the hill, Chris Ellenby tried to launch himself from the back of the bunch on a number of occasions. But no one was letting him go so it was going to come down to a bunch sprint. As we entered the finishing straight there was an oncoming vehicle so we all had to hold back before the sprint which saw the fast-finishing Paul Webster 1st, Peter Morris 2nd and Stewart Bendall 3rd.

Thank you to all the officials for standing in the cold all afternoon

*John Thomson*



*John in fourth wheel in Saturday's compact B Grade bunch. Paul Webster rides on the front and Chris Ellenby contemplates his next attack.*

## **C Grade**

The air was clear but quite cold, around 5 degrees I suspect. Leg warmers and long-fingered gloves were the majority choice and the slow dawdle from the car park to the start line was welcomed to get the blood flowing. Peter Webb took the front to form a windbreak for the rest of us. He will need to put on some body mass before he can properly fulfil that role. David McCormack did the same for some time. His was a warmer wheel to sit on, you can be assured. The pace was not quick but sufficient to warm the legs. The first half lap to Thornton was calm and the front was shared by quite a few.

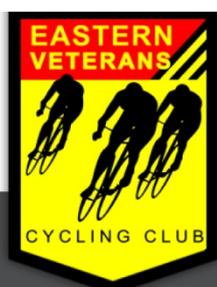
From the turn to the short sharp pinch, the speed

picked up as riders took position on the front. It is this little rise where riders have been known to get away, but not usually on the first of three laps. It did cause the bunch to stretch out but Neil Cartledge was the only rider to tail off. The couple of succeeding undulations and no hard attacks let him get on again, but it was a warning to him he would have to be more vigilant on the next laps.

The bunch continued on, with several riders taking the front, some with more energy than others – David Worland had a good go. You have to admire Darren Woolhouse! He was up there too and showing he is getting stronger every time he races, even though he is still in some discomfort. Webby, Dave Mac and Kenny Saxton kept everybody on their toes. Any one of them could just attack and decimate the field given half a chance. When passing the pub there was a temptation to turn into the bar and its open fire, but nobody wavered. All true, hardy souls. The little drop to the bridge over the river was the first easing of the lap before the series of roundabouts and the start of lap two.

The second lap was much the same as the first but the faces at the front did change. Kym Petersen had to be levered off several times. Dave Mac wanted it to himself while Bernie Evans, Greg Harvey and Greg Foster (N) didn't mind chilling their faces too. The hill the second time had everybody out of the saddle and all together over the top. Apart from the unexpected, we would all finish lap two together.

Now, we all know that the last lap is when things can happen. If you are on the front, you are watching for somebody doing a flyer. If you're sitting in, you are ready to go with him or her. It makes for a long lap. But nothing much happened. The hill was traversed as a group. Greg Harvey controlled the pace until Dave W had a dig but was quickly covered. Hylton pushed up on the left verge and was clearly in form. The pace quickened around the Snobs Creek turn-off and remained quick until Eildon. Going through the town was when Ken jumped away and nobody was prepared to chase him, instead opting to just increase the effort and wait for him to tire. This became apparent on the stretch before the long finish straight where he came





*'David Worland had a good go ... Hylton pushed up on the left verge and was clearly in form.'*

back into the fold. The cadence rose, the gears clicked as the finish line came into view. With a long way still to go, Dave Mac started to sprint, only to find that it was one traffic sign too early. He is not the first to make that mistake.

The sprint was on. Hylton got away fairly early with Webby on his wheel, leaving a small break to the rest, who were bunched tightly. Anyone wanting to come through would have to sprint out wide. Bernie did so with Neil on his wheel. Greg Harvey went up the white line. The rest were just a blur. Neil came out from behind Bernie and got across that little gap while Hylton claimed the line with nothing left in the tank and Webby a close 2nd. A good race – thanks, all. Ave. 32.5 km/h

*Neil Cartledge*

## **D Grade (I)**

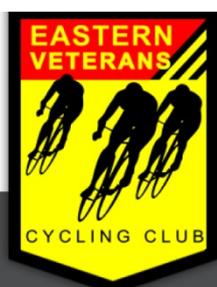
A nice leisurely drive up the highway to Eildon. No snow on the side of the road through the Black Spur this time but the weather was predicted to be cold. Nearing Thornton, a light rain started to fall. Having seen the stage production of *Singing in the Rain* the night before, I started to warm up my vocal chords. If we were going to race in the rain, then I could entertain my fellow cyclists and, hopefully, put them off their game plans. Unfortunately (or fortunately for them) the rain stopped when I arrived at the car park. Time to think of another unsettling tactic.

Having previously been warned to wear a light coloured jersey and to have a bright tail light, I donned my red jersey and my brightest tail light, hoping to attract the attention of any following vehicles. It also just so happens it shines into the eyes of any following cyclists. Hopefully, no one would want to sit on my wheel and would prefer to ride in front.

With a combined D and E Grade bunch of eight riders plus Andrew Buchanan (injured) the race started as predicted, with big Doug doing most of the work on the front and Andrew coming through at regular intervals to rest him and to maintain a nice tempo at 30 to 31 km/h so as not to stress anyone. Being considerate for the health and wellbeing of my fellow cyclists (who all looked cold) I decided to come through to the front and up the pace so that everyone got a chance to warm up with a bit of light exercise. At that point I would pull over and allow Doug and Andrew to take control again. At this stage Nick must have felt that we were too soft and attacked hard, but the two big men hauled him back in.

We arrived at the bottom of the small climb for the first time and we just took our time. Zen at this stage wanted to show everyone how you should ride a hill (attack it hard). Over the top he went with a big lead, followed by Colin and the rest of the bunch. Except for Ken, who unfortunately dropped his chain and jammed his rear derailleur. His race was over before he had a chance to stamp his authority on the finish line.

The race continued with Doug then Andrew doing all the work, followed by Colin and Nick to give them an occasional rest. Second time past Snobs Creek, Doug put in a hard effort and created a break. He was chased down by Colin and the pair started to roll turns to increase the lead but, alas, the break did not last and we were caught. Nearing Eildon, I pushed a bit harder on a small climb. My tail light finally achieved its desired effect and I was allowed to go off the front. I had achieved a small lead of 50 m, so it was then just a case of pushing hard and hopefully staying away until the finish. However, just before the first roundabout Ray Watts caught up to me and then told me to keep going as he was spent. By the third roundabout Doug had caught up to me so





again we started to roll turns. Looking back, I could see the bunch approximately 200–300 m behind, so I informed Doug to encourage him to keep pushing hard. At about 50 m from the line Doug got up out of the saddle, put in a couple of strokes to sprint, then sat down again until he summoned up the strength to go again. I happily just sat on his wheel keeping an eye on the trailing bunch until it was time to show Doug my tail light again.

Doug deserved 1st for all his hard work but it was not to be today. Nick Hainal came across the line for a good 3rd. Average speed was 32.2 km/h for 50-odd km at an air temperature of 6 degrees and no rain.

Thank you to all the marshals and traffic controllers who had to stand out in the cold so that we could race.

Standing in the car park afterwards with a coffee from Neil, we just looked over the pondage and valley to see a rainbow. We both found the pot of gold today. It is a pity that not more people choose to go the Eildon to race (only 34 today) as it is a great circuit, closer than Seymour and with picturesque scenery as well.

*Colin Mortley*



*Here comes Colin, with 'big Doug' (in green) and the rest of the bunch staying out of the wind behind.*

## **D Grade (II)**

### *Groundhog Day at Eildon*

'Okay, campers, rise and shine and don't forget your booties 'cause it's coooold out there today. Groundhog Day!' ^

Last Saturday began at 6 am as usually determined by my smartphone alarm. Eventually I managed to turn it off after the third snooze attempt, to the relief of Maya my 30-month-old Labradoodle. Was today the day that I'd get it 'all right', or was I doomed to repeat race day over and over for eternity?

Everything was ready for the drive to Eildon. Trailer – tick; bike, booties and gear – tick; food and drink – tick. All I had to do was shower, dress, breakfast and get to Pilates by 8 am.

It's raining, it's pour – snowing?! The weather wasn't too crash hot, though. It was cold, and raining hard enough to keep the windscreen wipers on continuously. An email from Nigel warned of the possibility of ice on the Black Spur. At least the event had not been cancelled – yet.

I had visions of being snowed in or caught in a traffic jam due to a crash or something similar. Refuel the truck (lowest petrol price I've paid in a few weeks) and away we go. Still raining up to Healesville but everything went 'tickety boo'\* to Eildon. A road-kill wombat was the closest thing to the animal depicted in the movie title that I would encounter on this journey. Would my day end this badly?

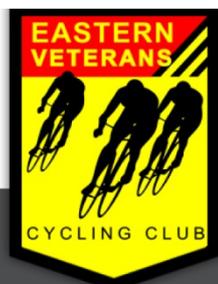
Open up the trailer, get the bike and myself race ready and, most importantly, go get a coffee from the local cafe.

### *Stuff-up #1*

No probs so far until someone queried one of the road sign speed limits. It didn't match the TMP. (Traffic Management Plan). OHSBIT (Occupational Health and Safety Humble Intermedial Transcription) was my response. Nigel managed to resolve the issue with a logical solution.

### *Stuff-ups #2 and #3*

With all the chaos created by a local male resident, attempting to vocally chastise a club





member for allegedly speeding, I found myself caught short just minutes before the race start. D Grade had left before I could make it back from the toilet and, to compound the delay, both shoe cleats had filled with gravel and soil, making it near impossible to engage the pedal.

#### *The race*

I took off like a trout trying to swim upstream in order to spawn. I envisaged having to ride the entire race solo, as I had little chance of catching the eight-rider combined D and E Grade bunch. Fortunately, they set the cruise control to idle, with Andrew Buchanan, who would normally compete in C, thoughtfully returning to pace me back on.

With my heart rate already at 144, I settled quietly mid-pack in order to recover and focus on the race. It was the first time in eight years that I had utilised all of the measuring components of my Polar monitor, so it became a bit of a novelty to observe speed, cadence and HR. But very aware not to glance at the screen too often or too long.

Analysing the data the following day pretty much told the story of my performance for the two 25 km loops of Eildon.

#### *Lap 1 (0–12 km)*

Predictably, most of the front work was performed by Doug Page and Colin Mortley, with Nick Hainal pressing the accelerator from time to time and Andrew (like a purring V8 engine) effortlessly overtaking the bunch despite recovering from a hamstring injury. The run to Thornton was fairly easy with my effort at around 75 per cent.

As we approached the first climb, Zen Gawronski instigated an attack, gaining a 30 m gap before anyone responded. It took the subsequent descent to close him down. Although my HR peaked near maximum, I felt relieved that I hadn't been dropped.

#### *Lap 1 (13–25 km)*

Once over the bump, things returned to status quo. As Colin rotated to the back he queried Ken Allan's whereabouts. He's disappeared! Ken apparently had a mechanical malfunction and decided to take the 'trail car' back. The work rate

remained fairly constant on the way back to Eildon township, with a slight rise for several kilometres prior to passing the start/finish.

#### *Lap 2 (26–37 km)*

Once on the bell, the pace rose significantly. Did you say 'bell'? I didn't hear any bell. No need, I guess. Like me, Ray Watts wasn't going to blow his chances of finishing with the bunch by doing too much up front, and the increased speed certainly spelt the end of that aspiration despite encouragement from Colin. Ray and Zen seemed to be handling the conditions quite well. Ray was a good wheel for me to follow, though it took some time to work out when he was accelerating, as his body movement doesn't vary. Zen spent a great deal of time riding exposed to the wind but it didn't seem to bother him.

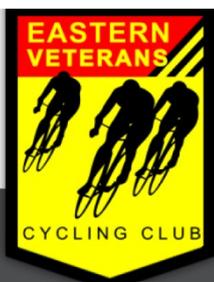
Past Thornton and approaching the climb for the second time. I thought Doug or Colin would surely attack on this one but maybe the pace was high enough to discourage even them.

#### *Lap 2 (38–50 km)*

Was anyone else waiting for the groundhog to emerge from his den and decide whether to bolt or return, or was I the only crazy who might think this way? The bunch drive was still being provided by Doug, Colin, Andrew and Nick and although my HR indicated an effort of 90 per cent, I felt quite comfortable due to the constant pace. Colin had other ideas of course and upped the ante from the front, to establish a 30 m gap just prior to the descent into Eildon. Ray awoke from his hibernation and rolled nicely up to Colin, with the rest of us content to see what might develop over the final kilometres. It seemed Doug wasn't prepared to wait and took off after the roundabout, to join the two leaders. I urged Nick to jump onto Doug's wheel but it was advice too late. With Ray running out of watts, the breakaway had a decisive run to the flag. Colin, followed by Doug, Nick and Ray over a severely cramping me in a sprint finish.

#### *Wrap up*

Congratulations to everyone who braved the weather, especially marshals and officials. Thanks to Nigel Kimber, who was Referee and





Handicapper, I think. It made fabulous racing despite the low attendance.

*Post script*

Groundhog Day was first publicly observed in Punxsutawney, PA, on 2 February 1886.

^ The movie *Groundhog Day*, starring Bill Murray, is one I enjoy watching from time to time, if only to remind myself that it don't matter how much you strive for perfection, you're gonna have to just keep on doin' it 'til you get it right.

\* A term from the TV series *Rake*.

See you again next Saturday! Ha! Ha!

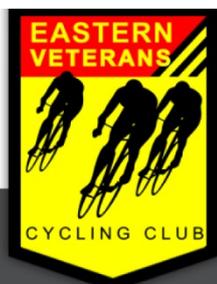
*Peter Gray*



*And there they go. Is that Peter on Ray's wheel?*



*John Williams on the road to Eildon. John may have been on corner duty, but he wasn't going to miss out on a ride.*





## Wednesday criterium at the Loop, Kew, 29 June

| Division        | 1st             | 2nd          | 3rd           |
|-----------------|-----------------|--------------|---------------|
| Division 1 (11) | Ian Clark (N)   | Rob Lewis    | Rob Amos      |
| Division 2 (12) | Peter Bertelsen | Roman Suran  | Phil Thompson |
| Division 3 (10) | Neil Cartledge  | Shane Dwyer  | Doug Page     |
| Division 4 (3)  | John Eddy       | Clive Wright | Barry Rodgers |

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

## Future events

### Eastern Vets

See over for details of the forthcoming Tour de France Night.

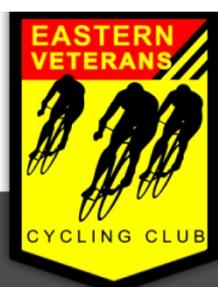
For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>

*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/>



# *Eastern Vets*

## Le de TOUR FRANCE *Night*

**Saturday 23rd July 2016**

**7:00 pm for 7:30 pm start**

**The Kilsyth Club**

**Corner Canterbury & Colchester Rds. Bayswater Nth.**

### **Guest Speaker – Noel Sens**

**Paralympian**

**16 times Australian Cycling Champion**

**Gold Medallist European Cycling Championships**

**Level 2 Cycling Coach and Race Commentator**

**VVCC Member**

**Tickets \$65 (no tickets sold on the night)**

**3 Course Meal, drinks at bar prices**

**Tickets available from David McCormack on Race Day or**

**davemacq@bigpond.com**

**Mark in your Diary, Not to be Missed!**



## Training rides

| Day/Time/Place   | Route  | Style   | Contact                         |
|--|--|---|---------------------------------|
| <p><b>Tuesdays</b> 9:30 am<br/>(9:00 am during DST)</p> <p>Main Yarra Trail (meet under Burke Road overpass)</p>                             | <p>Under Burke Road on Main Yarra Trail to Southbank via Yarra Boulevard and bike paths along the river and return</p> | <p>Social, bike paths and roads, coffee @ Southbank</p> | <p>Keithb33@optusnet.com.au</p> |
| <p>Sunday mornings</p> <p>Beach Road Ride. Leave 8.00 am sharp. Meet at Peanut Farm Reserve, cnr Blessington &amp; Chaucer Sts, St Kilda</p> | <p>Ride along Beach Rd to Frankston. 10 min stop. Then ride back to St Kilda (approx. 65 km)</p>                       | <p>Social ride, coffee back at St Kilda</p>             |                                 |
| <p>Saturday mornings (7.30 am) and Sundays/public holidays (8.00 am)</p> <p>Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood</p>       | <p>Maroondah Hwy to Carlton for coffee, then return</p>  | <p>Fast social</p>                                      |                                 |

## Sponsors

