

Newsletter



Duty roster

30 July, Yarra Glen

John Thomson (R), Andrew Nielsen (TC), Ray Russo (TC), Keith Wade, Stewart Jenkins, Russell Newnham, Peter Ransome, David Worland, Erich Fangmeyer, Peter Howard

6 August, Casey Fields

Stephen Barnard (R), Mark Hudson, Ron Chapman

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

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The weather looked ominous, but the Tour de Metro series between Eastern Vets and Northern Cycling continued at Arthurs Creek on Saturday. Results and race reports are inside.

The series concludes this Saturday with a kermesse at Yarra Glen, starting at 2 pm. Be there before 1.45 to register and salvage some club pride.



Rob Devolle corners with care on his way to 2nd place in E Grade at Arthurs Creek.
Photo: Nigel Kimber



Graded scratch races, Arthurs Creek, 23 July

Grade	1st	2nd	3rd	4th	5th
A Grade (15)	Brad Wright (N)	Michael Borowski (N)	Darren Roberts (N)	Richard Abel (N)	Jean-Philippe Leclercq (N)
B Grade (14)	Chris Ellenby	Nick Tapp	Paul Webster	Stewart Bendall	Craig Harvey (N)
C Grade (22)	David Jukes (N)	Tim Crowe	Julian Browne (N)	Peter Webb	George Goodrope (N)
D Grade (16)	Terry Hollibone (N)	Gerard McConville (N)	Ian Ravenscroft (N)	Nick Nomikos (N)	Alison Skene
E Grade (4)	Jan Williamson (N)	Rob Devolle	John Wilson		
F Grade (4)	Ian Buckingham (N)	Jo Read (N)	Ron Stranks		

A Grade (I)

During the race, almost all attacks were from Eastern. On the flat sections, Northern would get one of their guys to bridge back; and on the hill, they would bridge back on the downhill or not long after. I saw this pattern during the first lap, and knew it was going to be like this for the rest of the race. But never mind, Eastern was still working together to find a gap in the Northern strategy. On the last lap, attacks came from everywhere but no one really led out on top of the hill. In the last 2 km, Richard and I had a small gap (quick turn after the cones), but not for long – only until the Northern sprinters passed us in the last 300 metres.

I guess the rain on the road did not help Eastern guys to attack harder on the hill. It's a shame, but that's racing. Let's see next week in Yarra Glen, I am quite confident Eastern will do better in A Grade. (Eastern did quite well in other grades – come on, A Grade, get your act together!)

Note: Chapeau to David Holt (Hulk, the man who turns green) who managed to stay with the bunch until the end, after no training for two months and in the wrong blue jersey colour ...

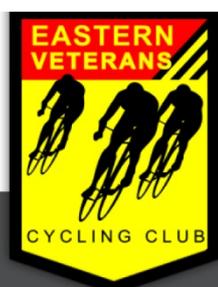
Jean-Philippe Leclercq

A Grade (II)

There were 15 starters in A Grade, eight from Northern, seven Eastern. The first lap was fairly easy as everybody sussed out the course and each other, but at the turn for lap 2 all hell broke loose. No neutral zone took place and the bunch split in two, with only J-P and Richard Abel in the front group. A hard chase saw Phil Smith, Rob Amos and Glen O'Rourke (N) back on a few kilometres later, with the Gate Opening team piling on the pressure. David Holt and Phil Bramich also chased hard and bridged on after



*A Grade on the descent early in the race, before the rain.
Photo: Nigel Kimber*





the next turn as the bunch eased up, leaving Frank and Steve on a lonely chase. Phil and Richard put in a lot of attacks but were always closely marked. Trevor Coulter got the biggest gap of the day, but with the strong team of gate openers it was like attacking Team Sky.

At the bell it was attacks on both sides of the hill, the second climb gapping a few of the non-climbers. Rob was confident of catching back on on the descent until he was baulked by Dave Holt, who had gone straight on the bend and was coming back on the road. It then took another half lap of chasing to close the gap, with help from Phil Bramich. Last time at the hill, it was flat out, but at the cone it was still all together except for Dave and Phil Bramich, who went off on the return leg after two big chases. J-P and Richard led into Greens Road, with everyone still strung out from the single file around the cone, but the Northern chain closed the gap at the downhill sprint point, taking the first three places from Richard and J-P.

Rob Amos



*B Grade leaning into the left-hander.
Photos: Nigel Kimber*

B Grade

It felt like a hard day. Cold (about 8°C), hilly (of course), a bit of rain on lap 2 just to lubricate the asphalt, and an Eastern vs Northern race for good measure. I wasn't expecting much from the legs, but they felt good so, coming back on lap 1,

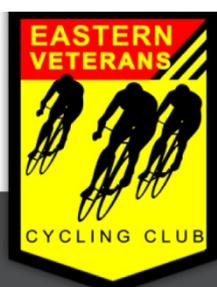
I decided to go long and kicked away up a rise – '50 km to go' long, in fact. Normally this would have been a doomed move from the start – the kind Phil Smith might pull off, but not me – but in an interclub race maybe my mates would slow down the pursuit, and in any case it might force the few Northern riders onto the front to chase. In the event, I stayed away for nearly a lap until Paul Firth drew up alongside with the bunch in tow.

Soon after this, some rain began to fall, and as we started out on lap 3 the road was nicely wet. On the tight left-hander at the bottom of the hill, Paul Firth lost his front wheel and went for a slide, and Kevin King did an alarming cartwheel over the top of him. Ouch. We all stopped while they got off the road – Paul Webster keeping an eye out for traffic coming down the hill – then continued without them. Fortunately, I think there was no worse damage than bruises and some skin off, but it swung the numbers from 12–3 in Eastern's favour to more like evens (since some had already been dropped and gone home, and I think David Chesney had punctured).

Chris Ellenby hung around the back for a while longer until he had notified First Aid of the riders down, then started his 'attack from the back' routine, forcing Northern onto the front to chase. One time he went, then came back to the bunch, promptly went again, and again came back. On his third attempt, on the homeward leg on lap 3, I jumped from second wheel, got across the gap to Chris and announced myself, and we were away.

My legs were hurting but fortunately Chris was strong enough to do some long turns. I would go to the front and pace us up the hills, and Chris would then resume the pacemaking down the other side. Several times we looked back, watching with some satisfaction as the lead grew. On the bell lap, we had enough of a buffer to be doubly cautious on the slippery descent. By the last turnaround at Strathewen the gap was bigger again, and at the foot of the last hill there was no one in sight. We enjoyed the unusual luxury of taking the final climb at a reasonable tempo.

On lap 3 Chris had wanted to turn at the second last cone for some reason. This time he continued straight past the last cone in search of another! It





didn't seem like the moment to take advantage, so I sat up until he finally turned and drew level, and we headed into Greens Road together. Through the bends, Chris settled onto my wheel. He had earned a leadout, and in the straight he came off my wheel and won by a length.

Paul Webster and Stewart Bendall collected 3rd and 4th for an Eastern clean sweep of the envelopes, and Craig Harvey put Northern on the scoreboard with 5th place.

Thanks, Chris, for sharing an escape that stuck, thanks to all the organisers and officials on such a chilly day, and thanks, Wardrobe Master Webb, for those spare arm warmers!

Nick Tapp



And here comes C Grade.

C Grade

My day started with a look at the weather forecast, and it wasn't good: showers, possible hail, strong winds and a top temperature of 10 degrees. But when we turned up at Arthurs Creek it was bright sunshine and 9 degrees. We started out on our ride, which remains neutral until we get past the first sharp turn. I thought the lead group was going a bit hard so Darren Woolhouse and myself went to the front to slow things down a bit and give everyone a chance to hang on up the first climb. As soon as the race was declared the Northern riders went straight to the front and so the pattern of the day was openly revealed from the get-go. This was going to be a hard day, and

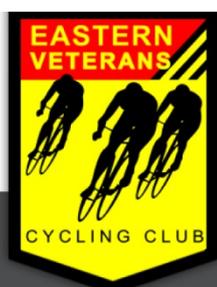
so it was. They always had four riders that were prepared to accelerate and create mayhem for those following. It was all we could do to try and cover their attacks, but cover we did.

On the end of lap 2, David Jukes (N) broke away and managed to get to the turnaround with what he considered to be enough of a gap to not wait for the peloton, and as a consequence he gained a sizeable advantage. We plugged on, the acceleration up the hill causing Hylton Preece and Darren Woolhouse to get dropped. Racing was very interesting from a tactical point of view because David, who was out in front, was unknown to some Northern riders and they started to chase him down (me thinks, 'You beauty!') but he was so strong none of us could catch him. When we turned at the Strathewen end he had a good 500 metres lead and we still had to turn and remain neutral (big advantage).

The ride back to the finish was going to be hard with a strong headwind and bloody cold rain stinging the face. Dave Worland went to the front and sacrificed his race in an attempt to shed a few hangers-on, and Walter Savini did the same. When we got to the bottom of the last climb, the die was set and all the climbers had come to the front. Sam Bruzzese was looking good but Tim Crowe was really looking the goods. I got slightly boxed in by a faltering Sam but, once I got out, I was able to make good ground on Tim and George Goodrope. Poor George again missed the turnaround and went straight on, this left Tim to ride solo to the finish, well behind David, who had broken away. As for us mere humans, I came around the turn in 3rd place with Greg Foster behind me and Julian Browne on my wheel. I backed off because we were catching Tim and I didn't want the club to lose 2nd place. We then played a bit of funny buggers and I got pipped on the line for 3rd place by Julian, with George managing to finish 5th (what a man!)

A very special thanks to all the people who did duty today under trying conditions, and a double thanks to Ken Saxton for doing my duty and allowing me to race. Sorry, Ken, I didn't win (but I did try).

Peter Webb





D Grade (I)

First road race after my crash last October, and the fitness is still on the way back. Cautiously optimistic, my favourite terrain. My not-so-favourite weather conditions, gusty, cold and strong potential for a drenching. Enthusiasm not dampened among the 16 starters in D Grade, evenly split between the two clubs. You could tell the Northerners by the tight huddle behind the fire shed, discussing how they would work us over.

First lap out was conducted at a leisurely pace but following the turn some decided they were plenty warm and picked up the pace, producing a few small splits. The nasty hill coincided with the heavens opening and possibly another grade in the vicinity, and chaos ensued. Well, a decisive split anyway, such that by the time we ventured back over the hill on the second lap out, the bunch had strung out and I figured there were a handful ahead of me. I knew I needed company or it was all over, and found a willing accomplice in Andrew Buchanan. Together over a few kilometres we reeled in Nick Nomikos (N) and this trio worked well together over the lumpy course. At each turn we could see a string of mostly solo riders behind, and I was hopeful they would forget to cooperate and not catch us. Nearing the end of lap 2 it was clear the front two Northerners (Terry Hollibone and Gerard McConville) were uncatchable but Ian Ravenscroft (N), despite a decent lead, made a good impression of a rabbit and instilled some hope in me. Somehow we lost Andrew shortly after the start of this final lap – hopefully not to a spill, as we took the hairpins very conservatively. Nick and I pushed as hard as we could muster but Ian was never sighted. A strong ride. When Nick decided he wanted to explore Hurstbridge and overshot the final turn, out of pity (not to mention race rules), I sat up and of course he had no trouble finishing me off at the line. Thanks to all the volunteers for keeping it safe and all the Northerners for helping make it a great competitive day's racing.

Alison Skene



*Alison leads the bunch down the hill.
Photo: Nigel Kimber*

D Grade (II)

A big well done to those who turned up to brave the conditions at Arthurs Creek on Saturday. The word 'cold' is not adequate to describe what was one of the most challenging races I have ever participated in. Cold is an understatement for what we experienced on the day.

On the return of lap 1, I thought, surely they will call this off. The headwind and rain made things just plain tough. I soon realised that this race wasn't going to be called off and I had to ingest a cup full of the grey powder often found in aisle 32 at your local Bunnings, i.e. concrete.

Nearing the end of lap 1, I shot past a couple of riders having issues with their drive train – Ken Allan and Ian Ravenscroft, I think. The crunching and grinding noise was one of horror.

In a close 4th at the cone, I realised that I had no-one with me to complete the climb back up the hill, let alone the rest of the race. In slowing to wait for Colin, Ken and I think Alison, I lost momentum (naturally) and therefore contact! I thought, no worries, I'll catch them on the descent. Nope – the moisture content on the rims/road and tyres didn't allow for that at all. For some reason the theme tune for *Skippy* kept running through my mind, so I backed off.

Moving along for lap 2 and targeting to catch Ken, Nick Hainal and Keith Wade caught up and gave the customary 'Jump on!' In the absence of the





'Whisky, Tango, Foxtrot' episode of the last two weeks (C and D grades had an identity crisis and decided to race together – on both occasions it looked like a giant egg moving along National Boulevard), people were able to find their rhythm and set a steady pace.

On the return on lap 2, I lost contact which was OK because the legs felt fine, I just didn't have the speed to get up the hills. Finishing would be an achievement for me today!

The remainder of the race seemed to go well. On the return on lap 3, I did start to pick people off. With the *Skippy* tune out of my mind, I could concentrate on positioning, power and cadence – well, sort of. The rain had beaded on my Garmin and I couldn't see anything, so I had to guess.

The finish came too soon in the end, as I had finally warmed up!

On a final note, I had ridden over quite a few gel packets – not something I have typically seen at a club race before. I don't think it is too hard to stuff them back into your jersey once the content has been consumed. Please don't leave rubbish behind at these events. Respect the local community, respect the environment and, above all else, respect your club and club mates!

As always, a big thank you to the marshals and race ref on the day. The work that goes into these races is huge and without those standing in the wind and rain, we couldn't race, so thank you.

Rob Lackey

News etc.

Tour de France Night

David McCormack's photos from the Tour de France night have been held over until next week.

Future events

Eastern Vets

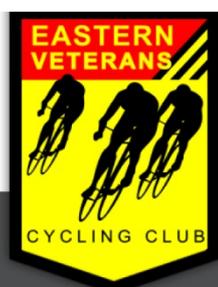
For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>

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
Tuesdays 9:00 am 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
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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