

Newsletter



Duty roster

6 August, Casey Fields

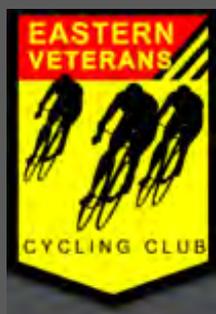
Stephen Barnard (R), Mark Hudson, Ron Chapman

13 August, Gruyere

Tony Curulli (R), David Brown (TC), Frank Nyhuis (TC), Zenon Gawronski (TC), John Marx, Geoff Youl, Duncan Hansford, Brett Morton, Adam Dymond, Brad Jones, Gerard Donnelly, Bernie Evans

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



The Tour de Metro four-race series ended with a kermesse at Yarra Glen on Saturday. Northern took the points on the day by a narrow margin, and won the series by a somewhat wider one, but the racing was competitive all month. There were plenty of voices arguing that the series between the two clubs should become a more regular event.

Wednesday racing at the Loop was washed out again this week. A 'dirty dozen' who turned up in spite of the weather rode some laps together (and got even dirtier) before the rain returned and coffee called them.

This week it's back to Casey Fields for an afternoon of graded scratch races. Best of luck to all those racing.



*Cold and windy it may have been, but the Yarra Valley was pretty as a picture again last Saturday.
Photo: Nigel Kimber*

Graded scratch races, Yarra Glen, 30 July

Tour de Metro, race 4

Grade	1st	2nd	3rd	4th	5th
A Grade (15)	Tom Leaper	Darren Roberts (N)	Michael Borowski (N)	Jean-Philippe Leclercq	Richard Abel
B Grade (21)	Tony Quick (N)	David Anderson (N)	Kevin Russell (N)	Glenn Newnham	Paul Firth
C Grade (23)	Tim Crowe	David Watts (N)	Peter Webb	George Goodrope (N)	Ron Peel (N)
D Grade (14)	Terry Hollibone (N)	Gerard McConville (N)	Ian Ravenscroft (N)	Nick Nomikos (N)	Mark Charlton
E Grade (4)	Rob Devolle	Ian Buckingham (N)	Paula McGovern		
F Grade (5)	Jo Read (N)	Ron Stranks	Jim Swainston	Tony Sloan	Andrew Rutherford

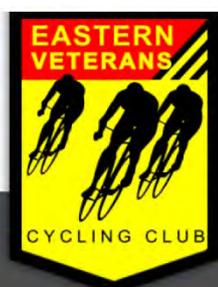


A strong trio broke away in A Grade, but it all came back together before the end. All photos: Nigel Kimber

B Grade

I've had a long winter of recurrent colds and not much motivation to ride. I always reckon though that the best remedy for feeling like crap is to get out and smash yourself on the bike. It seemed to work for me for my first ride back at Arthurs Creek a week ago and I was hoping I'd feel even better after some more punishment at Yarra Glen. I really liked the Eastern vs Northern rivalry element, too, with a few more riders in the group and some friendly banter going on.

Yarra Glen has been good to me in the past. I'm not a great hill climber and the fast, slightly uphill sprint to the line seems to suit me. It means though that I have to just hang on for the little hill up the back. We had 21 starters in B Grade for Saturday's race and each time up the hill it seemed like someone was jumping off the front. Tony Quick must have gone as early as lap one or two and made a good gap. Rob Monteath headed out after him and looked like he was going to bridge the gap, but just fell short and eventually drifted back to the group.





Rob Monteath nearly bridged across to early escapee Tony Quick (N), but that was as close as anyone got.

I guess we all thought, surely Tony couldn't go the 12-lap distance all on his own. That hill into a pretty stiff headwind was knocking any speed out of the group, and Tony was having to do it all by himself each time. But with each lap the gap got larger and larger. On the hill the attacks continued but nobody else was given any chance to escape.



With Tony Quick (N) long gone, the chase continued.

By the final lap Tony was well out of sight of the group. Chris Ellenby stretched the group out with a long leadout. He had a couple of Northerners on his tail. I was pinned in on the left but a gap opened up with about 500 m to go and I figured it was now or never. By about 200 m to go, my legs were starting to call it quits and David Anderson from Northern came past. At about 50 m out,

Kevin Russell relegated me again. I managed to hold off the rest for 4th and the first Eastern Bloc rider. Paul Firth finished 5th. Everyone I spoke to agreed it was a good hard race, but full credit to Tony Quick for his amazing solo win.

Many thanks to all who assisted on the day and to the Northern riders for making to trip east.

Glenn Newnham

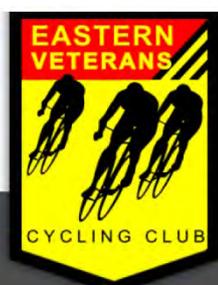
C Grade

Wonderful Yarra Glen: nine laps of serious pain, especially with a strong north wind blowing, which makes going up the hill into the headwind a very tactical race. Pre race I had a chat to a few of the contestants from both sides just to see how they were feeling, being mindful that most bike riders tell fibs. Tim Crowe told me he would chase anything that moved but wouldn't contest the sprint, and Walter Savini was felling pretty good. From Northern, Ron Peel had a cold, Dave Watts was feeling good (damn) and George Goodrope looked fit as usual.

The first lap was pretty easy but on the second lap, as we went up the hill, George moved off the front and Tim went to cover his move. As Tim went past, he said to me, 'Don't chase', so I sat up and slowed the bunch down to let them get a bit of a gap. Walter came past me and took off in pursuit and because he didn't hear Tim's request, I had to call him back as he was taking a few riders with him. The gap to George and Tim was steadily increasing. We were letting the Northern



Tim Crowe and George Goodrope (N) made the escape of the day in C Grade.





riders do most of the work with the thought that, if they caught the two ahead, we would be there in numbers to start a new attack.

Dave McCormack did a sterling job on lap four with a solid attack down the hill and into the finishing straight, which caused a lot of pain further back in the field. The laps kept ticking over and it was evident that Dave Watts was feeling good because every time we went up the hill he would go to the front and brave the wind. Sam Bruzese was always near the front and Walter was also looking strong and chasing any of the people who went fast down the hill and into the main straight – this usually being done by Greg Forster of Northern.

On lap eight a lot of riders were getting tired and starting to flag on the hill. Dave Watts tempoed up the hill with me on his wheel and Ron Peel behind me. Walter saw the gap develop and slowed the bunch down and that let us get away a bit. Ron and Dave decided to work me over a bit but I managed to hang on and as a consequence we established a good gap. As we went down the straight towards the bell, George and Tim were just in front of us and we caught them just before the bell rang. We set off on our last lap and with George and Tim in tow, Dave and I swapped turns going up the hill with the hope that we could stay away and get a share of the points. We stayed together down the hill and turned into the finishing straight. I drifted to the back behind George, Tim was on Dave's wheel and that was the way it stayed until the last 50 metres. Tim managed to roll Dave just on the line and I finished ahead of George and Ron.

Thanks to all the volunteers and all the Northern riders for making it a great set of competitive races. I have now made a few more cycling friends from the other side of town.

Peter Webb

D Grade

After being comprehensively beaten by Northern D Graders at Arthurs Creek, it was clear that we needed to bring a more competitive approach, and hopefully more Eastern riders, to Yarra Glen.

Of the 15 D Graders who paid up, only six represented the home side. All the stronger Northern riders from the previous week were there. Early in the race, I could only recognise about three other team-mates. Our first failing, I guess – we didn't communicate as a group beforehand, hence no plan/strategy.

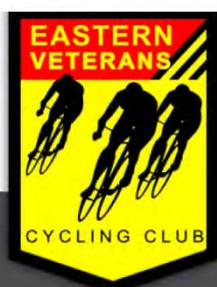
Things went fairly uneventfully for the first four laps or so, with Northern's 'domestiques' keeping things moving near the front, and one or two of us exchanging turns.

Northern's heavier hitters, Terry Hollibone and Gerard McConville, took closer order in lap five. I lost concentration, and allowed myself to be pocketed behind the leader climbing the hill in lap five or six. When the pace slowed, I sensed something was about to happen.

Terry H, who was on the front, gave the nod to Gerard Mc to 'go', which he did. By the time I had pushed my way out to give chase, the escapee was nicely up the road. I cut it to about 30 m at the right turn down the hill, when my lack of fitness kicked in. A second wave charged past on the downhill, and that was my race about done! I could only hope that we had one or two Eastern riders still in the chase.

Well done Mark Charlton (101) on grabbing 5th, and my apologies, I did not recognise you in the run. We were simply outnumbered and out-raced. Northern had a plan, and the numbers to make it happen. Well done and good luck to them.

Andrew Buchanan





E Grade and F Grade head off from the start.



Jo Read (N) took the honours as most successful female rider of the series.



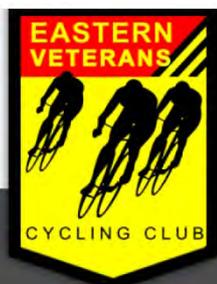
Referee John Thomson briefs B Grade.



Rob Devolle puts E Grade to the test.



Men at work. Thanks to all the day's marshals.





News etc.

Tour de France Night organiser David McCormack sent these pictures from the night, featuring guest speaker, Paralympian Noel Sens, who presented awards from the club's 2016 Criterium Championships.



Guest speaker Noel Sens (R) with MC Doug Reynolds.



Noel addresses the gathering with his life story of bad luck, perseverance and achievement. His take-home message: don't feel sorry for yourself, just get out there and do it!



Brad Jones receives his award.



Chris Ellenby



Dan Ives



Harry Hibgame



Jenni Collins



John Clarkson



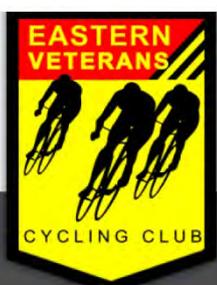
John Pritchard



Ken Mayberry



Mark Edwards





Martin Peeters



Paula McGovern



Ray Russo



Rob Amos



Rod Goodes



Steve Ross

Future events

Eastern Vets

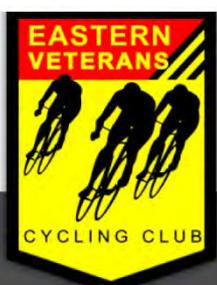
Please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>

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

Thanks to Peter Gray for this story of a recent training ride.

Glorious ride, 17 July 2016

It's very rare for me to cut short a ride destination due to fatigue, but on this day I was contemplating doing just that.

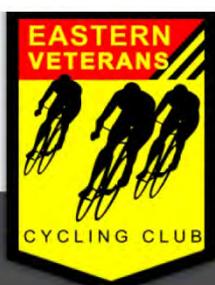
I've visited and ridden Brisbane city a few times over the years, usually on holidays with a hand-me-over bike, and always near the river. On this visit I was able to pack my training bike in order to undertake some serious inland day tours. How does that advertising go? 'Queensland, beautiful one day, perfectly darn cold the next!' You bet! Raining, to be precise. The penny should have dropped when I accessed Google Maps to check out some places to ride. Thirty-four kilometres to Mt Glorious in 3 hours 24 minutes. They always overestimate their riding times, don't they? Well, it seems not. I was soon to discover why it would take longer to ride this distance than it takes me to ride the 90-odd km from home to Sorrento.

Early departure

It becomes relatively light in Queensland at 6.30 am at this time of year, even with overcast skies. So off I pedal on my trusty old 9 kg Cannondale, fitted with a lowest gear ratio of 39/26 and armed with an unreliable navigation system (brain).

Go west

The terrain of Brisbane's west is definitely not the same as Melbourne's east. Although the altitude of Mt Glorious is about the same as that of Mt Dandenong, getting there via State Route 31 requires about four times the vertical climbing due to the unrelenting ups and downs. My progress was slow, which made it challenging psychologically as well as to my fatiguing muscles. Mt Nebo came and went but the climbing didn't. It just became tougher as my cadence dropped to 30 crpm. Perseverance paid off with an hour spent at the Mount Glorious Cafe (spot my Cannondale in the pic), which hosts a range of motor memorabilia including a Harley Davidson 'Superglide'. Coffee and muffin in front of a wood heater and I was refuelled and refreshed for the return journey.





Samford Valley, State Route 22

The thought of returning over the same terrain led me to ask a couple of regular local riders about alternative routes. They commented, 'You climb down from this mountain'. Yes, perfect. The Samford Valley is a parallel route but with a very steep initial descent (see pic). With a damp road surface, it was my hands that started to cramp on the brake levers but I did not dare ease off the pressure. Disc brakes would certainly have been welcome. The terrain became easier once into the valley, with longer undulations, similar to our Yarra Valley.



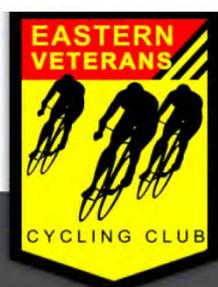
Brain fading

My navigation system was desperately searching for the easiest route home and another kind local, Danny of Paddington, volunteered to assist. His short cut from the Gap around the back of Mt Coot-tha wasn't easy, though. There were several short 10% climbs and one my fading brain estimated at 18%. Rolled in at 6.5 hours, satisfied but relieved to be back at home base.

Newfound respect

While I love and benefit from my rides in the Dandenongs, riding over here is one of Brisbane's best kept secrets and must be considered great training. If coming up this way, bring your bike; just make sure it's fitted with a compact crankset and maybe a 'dinner plate' on the rear. You'll need it.

Peter Gray





Day/Time/Place	Route	Style	Contact
<p>Tuesdays 9:30 am (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 & 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

