



Graded scratch races, Casey Fields, 6 August

Grade	1st	2nd	3rd	4th
A Grade (7)	Jean-Philippe Leclercq	Rob Amos	Michael Day	
B Grade (18)	Phil Taylor	Colin Doherty	David Pyne	Phil Thompson
C Grade (7)	John Pritchard	Adam Dymond	Kym Petersen	
D Grade (8)	Ken Allan	Tom Gray (N)	Peter Gray	
E Grade (7)	John C. Wilson	Rob Devolle	Paula McGovern	
F Grade (8)	John Eddy	Clive Wright	Rhonda Kennedy	

B Grade

A most unusual August day was developing at Casey Fields. Firstly, there was virtually no wind and there were some prolonged spells of sunshine. It was becoming clear that it was going to be very hard to establish a breakaway and the sprinters were going to have a pretty easy day.

The first to attack was Walter Savini. We gave him a bit of rope but after about a lap he was brought back. Then Geoff O'Loghlen decided to stretch his legs, but nobody was going to let him too far off the leash. Wes Hurrey tried to marshal his team to launch an escape but that was also closed down, and so the pattern continued, with notable tries from John Thomson, Ian Smith and Walter trying multiple times.

The final lap was pretty slow and only really picked up pace just before the last turn. As a consequence we were spread all across the road, and if you were in the second row then you were blocked out of the sprint. Phil Taylor, in his first race in B Grade, showed that he was really fast over the last 100 metres, crossing the line ahead of Colin Doherty, David Pyne and Phil Thompson. Great ride, Phil Taylor, welcome to B Grade, but you will now be a watched man.

Some stats:

Average speed	37.7 km/h
Max. speed	52.3 km/h
Max. heart rate	183 bpm
Max. temperature	17 degrees

Peter Webb

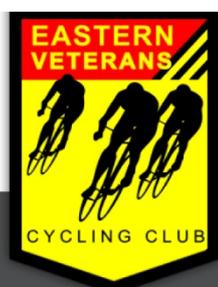
D Grade

One in a hundred

If you didn't attend racing at Casey Fields last Saturday, you missed the 1 in 100 (my estimate) opportunity to compete without the infamous Casey wind in your face. It was totally still, probably due to a triple high-pressure system extending from northern Victoria to below Tassie. That didn't make the racing much easier, though, just a little faster than usual. Numbers were down, with only B Grade presenting above double digits.

I was keen to perform well on one of my favourite circuits and so spent a fair time in pre-race warm-up. It seems to take longer these days to get this body up to operating temperature.

It was a pleasant surprise to see Chris Norbury uncharacteristically (big word for him) attend during the winter period. Michael Paull, as always, prepared to periodically turn up out of the blue and have a go.





So off we go into what is currently looking like a construction zone of excavations and fences, as work on the new BMX course (or whatever that mountain of soil is in the centre) progresses.

The pace was rapidly up to 35 km/h after the neutral lap, the front position and speed dictated by Colin Mortley, Ken Allan and Northerner Tom Gray (no relation). I recalled seeing Tom at the recent Northern vs Eastern series. He performed well and was going to be one to watch out for.

Tumble Dryer Syndrome

The afternoon's criterium evolved as one of consistent speed, punctuated with micro attacks by the stronger performers. A little bit like assorted clothing in a tumble dryer, everyone basically circulating at the same rate, with the occasional surge by a 'heavyweight', but all eventually returning to the fold.

Nick Hainal put up the first big attempt to break away but, given the relatively small group, no one was prepared to allow him to get away. Tom answered with a 30 m roll-off but, given his recent form, wasn't given too much rope, either. Ken was always up near the front and prepared to alternate the lead with Colin, who invariably drives the front if things become a bit sluggish.

A bridge too far

Before you knew it, we were on the bell for the final lap. I mistakenly figured the bunch would remain tight-knit until the last five or six hundred metres, but Tom had other ideas and put down

the accelerator at the clubhouse. Initially no one responded, but Ken saw the risk of letting him go (or the advantage in pairing up) and jumped to rapidly close the gap. Unfortunately for the rest of us, the horses had bolted and, despite a prolonged attempt by Peter Gray to bridge the gap, the two leaders held their advantage to the line.

Ken was able to overtake Tom in the finishing straight for 1st place. Harry Hibgame and Nick caught a tiring Peter on the back straight, adding to the second group's sprinting power. Nick provided a solid lead-out in an attempt to catch the lead pair, with Pete just able to recover from the earlier chase to secure 3rd placing.

Day over

Congrats to Ken for reacting early to Tom's tactical attack and reaping the reward with a victory. Average speed for the last 3 km was just under 38 km/h. Average race speed was 34.7 km/h. A big thank you to race referee Steve Barnard and marshals on the day. Also handicapper Peter Mackie and assistant Chris Norbury.

Seeing double

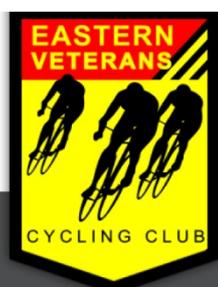
Was that Michael Paul's double walking casually across the track before the finish? I thought he (Mick) was still racing with us!

Peter Gray

Wednesday criterium at the Loop, Kew, 10 August

Division	1st	2nd	3rd
Division 1 (9)	Fraser Short (N)	Ross Clark (N)	Tom McDonough (N)
Division 2 (7)	Rob De Bernardi	Peter Morris	Geoff O'Loghlen
Division 3 (9)	Dean Niclasen	Neil Cartledge	Alison Skene
Division 4 (3)	John Eddy	Barry Rodgers	Laurie Bohn

continued





The sun finally shone on the Wednesday crew at the Loop after a couple of weeks of wet tracks. Fraser Short from Northern, a regular protagonist here, lapped the field in Division 1 – a solid effort in the windy conditions. Thanks to Steve Barnard and helpers for setting up and ringing the bell.

News etc.

The last Wellington to Auckland

Dynamo Events New Zealand has announced that the 2017 edition of the Wellington to Auckland Cycle Challenge will be the last.

If you have this iconic event on your bucket list, you now only have one chance to tick it off!



Come and join us as we cycle through the heartland of New Zealand in the 9th (and last) BDO Wellington to Auckland Cycle Challenge, Sunday 12 to Saturday 18 February 2017.

For more information and entry details, Ctrl+Click the following link: <http://dynamoevents.co.nz/event/bdo-wellington-to-auckland-cycle-challenge-2017/>.

Future events

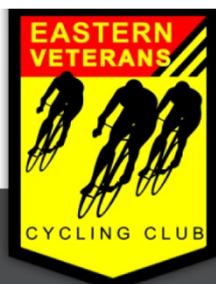
Eastern Vets

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/>



Eastern Vets Cycling Club

Proudly Presents

'THE ROB GRAHAM MEMORIAL'

30km Time Trial Sealed Handicap

Over \$1,000 in prizes plus trophies



** Qualification requirement is 3 club races*

Paying to 10th Place plus Fastest and 1st non place Lady

Saturday 20th August 2016

Avenel Road, Seymour

**** Start Time 1:30pm ****

(Registration desk closes @ 1.15pm, The Royal Hotel, Manners St, Seymour)

Entries close 17/08/2016 - [TeamApp](#) or peter.mackie@parmalat.com.au

***** Tail lights required *****



Training rides

Thanks again to Peter Gray for the following story of another recent training ride.

Pierre's Gran Can-do

My recent holiday in Brisbane has certainly thrown up some challenging terrain and rides. As if Mt Glorious, Mt Coot-Tha and Lake Wivenhoe weren't difficult enough, this final Queensland adventure was going to simultaneously test spirit, mind and matter.

Piccolo, Medio or Grande

Several weeks ago I mentioned to Keith Bowen that I was planning to do some riding up here and asked him if he could recommend something. Keith suggested a route adopted for Robbie McEwen's Gran Fondo, which is being held in September. The schedule didn't correspond to my holidays but the circuit sounded challenging. I read the details and prepared my own map and directions based on Robbie's route, with the initial intent of doing the 'Piccolo' course (62 km/1300 m vertical climbing).

The bar quickly rose higher to the 'Medio' (106 km/2400 m) with an option to undertake the big one, the 'Grande' (147 km/3100 m), if I was feeling good at the halfway point. On paper, the gradients looked reasonable, at least on the inclines, but I couldn't be too optimistic based on my recent experience of Brisbane and surrounds.

Partenza/Arrivo

The ride starts and finishes at the velodrome in Nerang but any point on the course would make a suitable beginning. Mudgeeraba, for example, has good access to the motorway and is a delightfully compact town. Most of the route(s) can be shortened if one gets fatigued or into difficulty.

All of the climbs are similar in gradient and terrain to the Dandenong Ranges in Victoria, except the backside descents are short and acute. If you were a masochist, you might do the course in the opposite direction, but be prepared to suffer, baby!

KOM 1

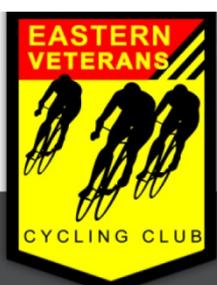
The first climb begins after Neranwood and weaves its way gently up the side of the range at an average gradient of 3.3% for approximately 10 km. The first test comes unexpectedly on the 17% Pine Creek Road descent. Brakes on most of the way! Once into the valley you see glimpses of Lake Advancetown. It's a bit like our Lake Eildon.

KOM 2

A left turn at SR97 heads you toward Beechmont and panoramic views of the Gold Coast, although today the air pollution appeared very high. This climb is longer but gentler at 2.5% and allowed clicking up a couple of gears without too much effort.

Before the summit there is a village general store, aptly named Lower Beechmont. Due to my relatively late start, I decided it was a good time to stop for a coffee and homemade macadamia slice. You need to carefully plan your stops here because the cafes are few and far between. On reaching the summit you're presented with a near 360° view as the road winds around a ridge overlooking the Numinbah Valley.

The next descent is nearly as steep as the first but you can relax off the brakes a little, though it's still very fast.





The view from Mt Tamborine, KOM 3. Photo: Peter Gray

KOM 3

The final climb is preceded by a relatively long flat stage through Canungra and Tamborine townships. Only time for a toilet stop here, as my late start meant I'd be pushing to make it back before dusk. A 12 km climb at 5% to North Tamborine and Mt Tamborine proper is similar to Montrose to Olinda, with the roadside surrounded in giant palm and eucalypt trees.

Back to base

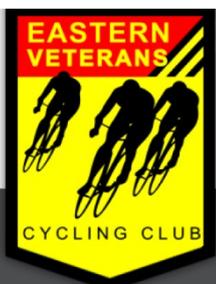
It's getting on to 4 pm, cars are starting to have their headlights on and there's still about 30 km to go! The final leg looks complicated but provided I stayed on SR90 it should be easy, yes?!

Fatigue was starting to set in and it was rapidly becoming colder and darker, as my mental state went from one of exuberance to 'Why the hell did I do this last bit!'

The last descent was massive and I'm positive I could smell the brake pad friction. An easy roll home it was not, due to the typical Queensland undulations. I was about to change the batteries in the tail light at the last pinch, when a sign indicated 4 km to Nerang. The street lighting was adequate to get me back to base.

Tick it off the bucket list

This is an awesome route for the experienced cyclist but probably best undertaken in a small group and with an early morning start. My start-to-finish duration was 8 hours including about an hour of stops, though a couple of additional hours would have been useful, to allow more time spent visiting features – and cafes of course. Highly recommended as a midyear adventure.





A word of caution!

Given the steep descents, ensure you fit new, high-quality brake blocks, particularly if you're a heavy rider. Better still, use a disc brake configuration. I'm not sure how carbon wheels would perform here. I'm not about to try them on blocks.

Peter Gray

Regular 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

Sponsors

