

Newsletter



Duty roster

20 August, Avenel– Seymour, Rob Graham Individual Time Trial

Nigel Kimber (R), Dayle Goodall (TC), Max Michelson, Colin Mortley, Kym Petersen, Darren Rutherford, Darren Smith

27 August, Casey Fields, State Criterium Championships

VVCC, Nigel Kimber, Gerald Mclver Snr, Colin McCoull

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

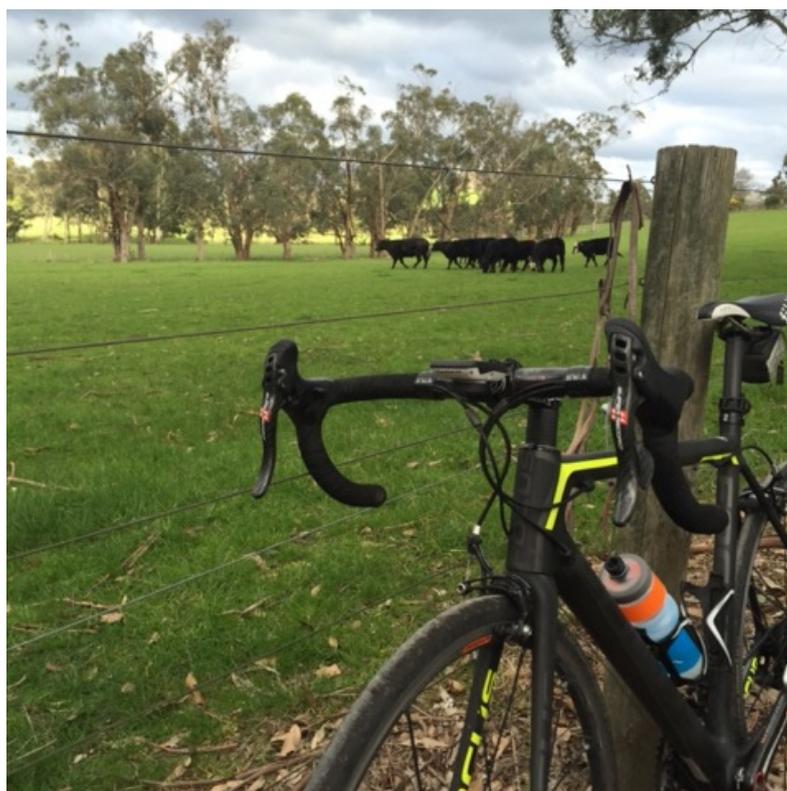
Editor: Nick Tapp
nick.tapp@detail-ed.com.au



Last Saturday's racing delivered all the pain and drama we have come to expect from the testing kermesse course at Gruyere. There are plenty of race reports inside – plus one from the recent archive.

This week we head to Seymour for the Rob Graham Individual Time Trial, a sealed handicap event also incorporating the age-based club TT championships. Please note: entries have closed. If you're riding, remember the 1.30 pm start time and don't forget your tail light. Leave time, too, to get to the start from the registration area in town.

The Rob Graham also serves as a precursor to the Team Time Trial, coming up on Saturday 24 September. See inside for details.



*The welcoming committee at Gruyere.
Photo: Alison Skene*



Graded scratch races, Gruyere, 13 August

But first ...

Apologies to Jim Swainston and the men and women of F Grade. This report from Yarra Glen on 30 July was inexplicably buried and never saw the light of day. Better late than never.

F Grade

Tour de Metro, Round 4

In truth this is the only round I turned up for as I had got interested in watching our grandkids playing various sports over the past few weeks! I was amazed at how many faces I didn't know when I rolled, which probably meant a good roll up from Northern.

I was happy to get F Grade from Bruce even though I was a bit rusty. I had a healthy respect for Jo Read as she had the score on the board from previous rounds and had a good performance in the Soft Tissue Handicap. We had two virtual unknowns in Tony Sloan and Andrew Rutherford with us to keep us guessing.

I mentioned to Jo in the neutral bit that she might feel some discrimination as she was the only female and only Northerner but this didn't deter her one bit. First time up the hard bit was uneventful but this lulled us into a false sense of security as the second time saw us split. Ronnie surged, Jo answered and the rest of us didn't!

From this point on I was alone and I think Tony and Andrew were a bit the same. The chance of 3rd place kept me going and some great support from the duty people, particularly Ray Russo, was a big help to all us dropped riders.

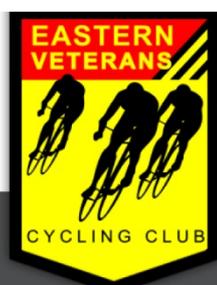
I am told that Jo dropped Ronnie on the final lap to round off her series while Tony and Andrew showed plenty of guts to finish. I am sure they will do better when they find a way to fit in some training!

The day was raced in good spirit and I feel it is well worth continuing with the Tour de Metro. Thanks to all who made it possible.

Jim Swainston



*Jo Read (Northern) leads Ron Stranks at Yarra Glen while Jim keeps an eye on proceedings from the back.
Photo: Nigel Kimber*





Gruyere, 13 August

Grade	1st	2nd	3rd	4th
A Grade (7)	Phil Smith	Jean-Philippe Leclercq	Michael Day	
B Grade (18)	Paul Firth	David Chesney	Peter Bertelsen	Paul Semmens
C Grade (12)	Craig Blowfield	Tim Crowe	Rob De Bernardi	
D Grade (8)	Alison Skene	Mark Charlton	Ken Allan	
E Grade (6)	Rob Devolle	Paula McGovern	John C. Wilson	

A Grade (I)

Despite having a clear sunny day, the A Grade numbers were down again. A small strong field of seven started. The smaller numbers meant less chasers and good opportunities for breakaways. B Grade had a large and strong field and I think that if a few put up their hands for an A Grade race, it would have been a more interesting race for all!

Good to see Mick Day back in A Grade, A few will not know Mick's credentials, but in the past he has won two Tours of Bright (Masters) – it is always challenging racing against Mick. Guy Green and J-P are also very strong at Gruyere, so it was going to be a tough race!

I was pretty anxious to get going and picked up the pace from the start line, in the process making the neutral zone fairly fast. However, once we were under way the first lap was fairly pedestrian, with everyone feeling out the competition and no one wanting to make the first move.

It wasn't until lap two that I decided to test everyone's legs and lifted the tempo on the big hill. After my attack some gaps appeared but closed again on the downhill. J-P decided to again push the pace on the flat, to inflict more pain on us all. A small chase brought everyone back together, and I noticed a hesitation from the bunch, creating an opportunity for me to attack. I got a good gap just past the start/finish and worked on holding this to the big hill, where I was hoping the chase would falter.

Looking back, I could see Mick and J-P chasing hard. As I expected, J-P was not racing Teams. Despite wearing the same Skope kit as myself, he was determined to chase all the breaks so as to make the race fair for all.

J-P and Mick came very close to bridging to me, but eventually they eased up and were rejoined by the rest of the bunch. After lap three the pursuit seemed to give up. I rode at a steady tempo to hold off the rest of the field to the end. No thanks to supportive spectator Roy Clark for his comment that 'They are gaining on you'!

I was sorry to miss the action back in the bunch on the last lap when J-P created fireworks and annihilated the rest of the field on the final climb. Mick finished strongly in 3rd, a very good effort after an extended break from racing!

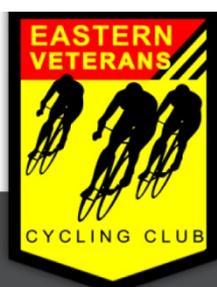
I look forward to a good turnout for the Rob Graham TT. Age has slowed me in this event and I'm hopeful for a good handicap!

Phil Smith

A Grade (II)

The Gruyere race is usually a good training run for me, first some hill repeats followed by a lone TT. A small field in A Grade, but a large one in B, the handicapper feeling generous.

As usual, Phil Smith was setting the pace from the start; an early attack came to nothing. First time up the hill was very calm as Phil waited for the next lap. After J-P had tried an attack, Phil





countered with no response from the bunch. J-P was first to try and bridge across going up the hill before he was joined by Michael Day, but a disagreement over working together saw the rest get back on, with Phil disappearing into the sunset to easily take the race win with another impressive ride.

The bunch stayed together till the last climb. Brett Morton went early at the bottom of the climb, then J-P attached halfway up, quickly passing Brett. Michael tried chasing, as I did, but we all ended up cresting the hill with equal time gaps between us, which we all maintained to the finish.

Rob Amos

B Grade

Gruyere is always hard. Going up that little climb 12 times tests the legs and the resolve of everyone who decides to race. It is my belief that this is the most testing course that we race at, and a headwind down the finishing straight makes it harder than usual. B Grade was 18 in number and the biggest group that contested the racing on Saturday, and as each person signed on my prospects diminished. Nick Tapp, Peter Bertelsen, Paul Firth, David Chesney, Ray Russo, Perry Peters – all renowned climbers or strong performers.

John Thomson led the way on the first lap and the pace was high, and it's fair to say it stayed that way on every lap. On lap seven Paul accelerated on the hill and I thought that was the last we would see of him, but somehow he dropped his chain. As we rode past him, Nick asked the group not to attack and we complied. Once Paul got back on he thanked everyone and we got on with the race. Every time we went up the hill, it just seemed to get harder and the best climbers were making it look easy. It was so hard to keep in touch because the accelerations would begin as soon as we turned onto Killara Road and continued all the way up the hill.

Thankfully that bloody bell rang and I was still in the group of eight, still in with a chance (ha!) as we went up. Paul hit the accelerator and with a stunning show of power just rode away, which left people stunned and unable to respond. I was now

flagging but I was doing better than Ray, who was dying and going backwards. The five ahead gapped me by 30 metres and I knew my race was done. Subsequently I missed witnessing the finish but I believe Paul was a good distance ahead of David Chesney and Peter Bertelsen, and Paul Semmens outsprinted Nick to take 4th place.

In hindsight, maybe we should have left Paul Firth and his dropped chain and made him chase; maybe that would have taken some of the power out of his legs (only joking). Thanks to everyone who contributed to making the ride safe and doing the organisation.

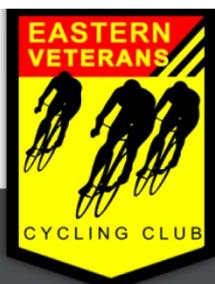
Peter Webb

C Grade

Gruyere is not a course to be trifled with if you are less than fully fit. Having had colds/man flu for almost 11 of the previous 14 weeks, and barely having raced in three months, my only hope was that the handicapper would allow some compassionate relief and let me drop a grade to moderate the embarrassment.

No deal! I got the usual 'Everyone says that' response and was handed a green helmet cover. After considerable sooking and whingeing, alternated with questioning the propriety of said handicapper's mother, I was summoned back to the desk and granted a blue helmet cover by our respected – nay, admired and well-loved – handicapper. Whether his compassion got the better of him or my trustworthiness and integrity swayed him, or possibly because of the well-publicised shortage of green helmet covers, we may never know. It came with strings attached. I was not to break away from C Grade and smash the pack apart. Oh, if only ...!

Rob De Bernardi took the first lap pace duties, and I drew alongside him halfway up the Killara Road hill. When Hylton passed me, I wondered whether I had charged the batteries in my little motor? He was followed by Craig Blowfield, Sammy Bruzzese and Ken Saxton, and they gapped the field by a couple of bike lengths by the top of the hill. The gap was bridged without too much damage, but it was ominous signs for a number of us.





Second time up the hill the decisive damage was done. Craig and Tim Crowe first got the break, with Rob and Sam chasing. Bob Lewis pulled me over the top with Ken on my tail, but we lacked the push on the downside and watched the four leaders ride away to a reasonable break. Behind us there was more carnage. Neil had dropped off on lap one, while Dave McCormack, Rob Giles, Hylton and Wes Black were a way off our pace.

Ken took some big turns to chase down the leaders, while Bob and I gave more muted efforts for nearly two laps without making much impression. Having decided I couldn't (or maybe didn't want to) make it across, I elected to dig deep for a long and hard pull to try to give Ken a launch to get on. It worked, and on the next hill Bob and I saw Ken make contact with the leaders, while we gently slipped backwards.

I enjoyed working turns with Bob for a few laps, with no pressure to get back on (that bus was well and truly gone) and little perceived threat from behind. Until lap seven, up the hill, when all of a sudden I sensed riders that had caught but not passed us, concluding therefore they must be from our grade. Correct. Hylton and Neil Cartledge had chased us down and for the next lap and a bit I could only hang on as Neil did his diesel impression and towed Hylton and me at an increased tempo. Bob unfortunately dropped off.

By lap nine I was sufficiently shamed to try to take a turn or two and give Neil a chop out, and heading up the hill for the last time I took another turn. Up ahead near the crest of the hill I spied the lone, forlorn figure of Ken lumbering to the crest and set my sights on the impossible chase for 5th position. By the time I crested, his lead had doubled as he swept down the other side, but I stuck at it and as his legs gave up I was able to fly past with maybe 100 metres to the line.

Up front, the two pairs of Craig/Tim and Rob/Sam had come together before Ken caught them. Later Sam and Ken were dropped. Rob lost touch on the eighth hill and despite a concerted chase didn't get back on. Sam also dropped Ken to give a Craig, Tim, Rob, Sam 1-2-3-4. Congratulations, and may you each enjoy B Grade racing – just as soon as some green helmet covers are found!

Great day for riding, and a very enjoyable ride. My esteem for the handicapper cannot be overstated. Many thanks to the helpers and marshals who made it all possible.

John Williams

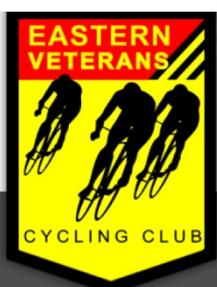
D Grade (I)

Gruyere this week. I love this circuit. I think. Except that time I was dropped on the second lap. Can I race twice in one week and get away with it? Recovery is just as important, right? Can I win my weight in cheese? A magpie attacks three times on my warm-up lap – is this an omen? I look around the start line. Some guys with large thighs. Better drop them.

First lap around, I feel a little reckless, and charge off up the hill as hard as I can to see what happens – whoa, all strung out behind. Don't feel much like a 40 km TT so wait and let them regroup. I know some are already suffering. Excellent. Next time up the hill I let others set the pace (they must have been asleep the first lap) and by the time we're back on the flat past the finish there are about six of us. Maggie must have got tired too, and has gone to ground.

Third time up and around and it's three of us, including Mark Charlton and Ken Allan, with a couple more 50 m back. They look vulnerable, not dangerous, I'm feeling ruthless. One more hard move on the climb and we'll drop them, I say to Mark. Done, and dropped Ken too, so it's down to us two to finish it off. Keep up the pace so no one gets any crazy notions and thinks they can get back on. We are picking up dropped blue hats all over the place, must have been carnage in C Grade.

Each subsequent lap Mark looks a little more comfortable on the climb and he ends up doing about two-thirds of the work. He knows he's got me on the climb but doesn't seem to have a killer instinct or he'd just take off. Confusion reigns at the finish line and we are given the bell after only seven laps. Maybe they got bored. Crest the final time only two bike lengths back, hard chase down and around the bend and I'm back on. There is a flat run in with a tiny bump 100 m before the line, just so you have to get your gears right. Just





before this Mark stands and looks like he is about to sprint so I wind it up, go around and get clear air to the line. Nice! Thanks to all the marshals for keeping us safe and my fellow riders for making it a great day out.

Alison Skene

D Grade (II)

Short changed

On the evening following the race, I was contemplating how easy nine laps of the Gruyere circuit had been, only to discover upon review of my bike data that we had in fact ridden only 8 laps.

Boy! What a let-down! An email to Colin Mortley confirmed my suspicion. He had recorded the same numbers. I think the mix-up occurred with three laps to go. Anyhow, it made little difference to the results.

Alison Skene came 1st over Mark Charlton in an apparently exciting sprint finish. I say apparently because I wasn't anywhere near the two-rider

breakaway, which had established about halfway into our 'shortened' race. Alison dictated the race pretty much from start to finish, which I think will give her a much-needed confidence boost as she resumes her rightful C Grade level after that devastating collision last year with a motor vehicle.

My day wasn't totally ruined, though. After being dropped on the second climb up to Gruyere Road, I finally learnt how to do that infamous ascent properly, thanks in part to having a 'carrot' to chase in Dean Niclasen. It was on the penultimate lap that I finally caught Dean and was able to recover before our final lap. According to Dean, his battery went flat. No, not that one! The one for his electronic gear change.

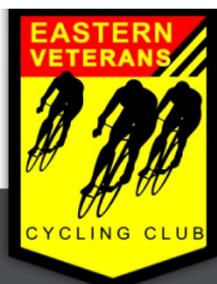
PS I hope David McCormack is not expecting to be provided with a two-seater couch every time he races at Gruyere!

Peter Gray

Wednesday criterium at the Loop, Kew, 17 August

Division	1st	2nd	3rd
Division 1 (4)	Nick Tapp	Grant Farr	Daryl Beovich
Division 2 (4)	Rob De Bernardi	Owen Anstey	Geoff O'Loughlen
Division 3 (6)	Andreas Weber	Neil Cartledge	Alan Cunneen

The showers were back this Wednesday – enough to dampen the track and the resolve of all but a few. With the bottom corner officially neutralised, a reduced field competed for bragging rights and enjoyed a solid hit-out ahead of Saturday's time trial. Thanks to Steve Barnard, Laurie Bohn and Barry Rodgers 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/>.

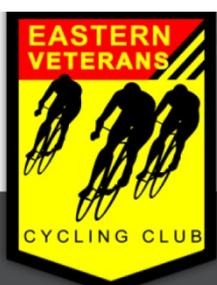
Future events

Team Time Trial

The TTT is a handicap event for teams of four riders, run over two laps from Seymour to Avenel and back, making a distance of around 58 km in total – double the distance of the Rob Graham Individual Time Trial. The handicap is based on the average of the times of the three strongest riders in each team taken from the Rob Graham Time Trial. If you have not posted a 'Rob Graham' time, then the handicapper will estimate your time. The clock is stopped when the third rider in each team crosses the line so you must ensure that your team has at least three riders at the end.

Last year was the first time this event had been on the EVCC program and it was enjoyed by all those who participated, so get together with your mates and form a team. The prizes include medallions for places and fastest time, along with cash and vouchers from our generous sponsors. EVCC encourages all-female teams to enter.

We thank Pinnacle Cycles, Peter Gray and Chris Norbury, the sponsors, for their generous contributions to this event. See the end of this newsletter for more.





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 www.northerncycling.com/.

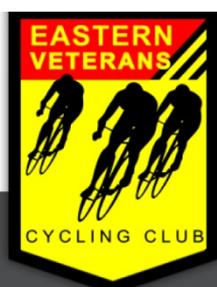
Training rides

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

Sponsors



BikeGearNow



Eastern Vets Cycling Club

Proudly Presents

Team Time Trial Handicap

Teams of 4 Riders

\$2000+ in Trophies & Prizes

Sponsored by



Saturday 24th September 2016

Avenel Road, Seymour

\$20 Entry per Rider, Close 21st Sept

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