

Newsletter

17 September 2016



Duty roster

17 September, Yarra Glen

Dave Hyde (R), Steve Short (TC), Kevin King (TC), Cameron Price, Liz Randall, Cameron Senese, Alison Skene, Jim Swainston, Mark Wallace, Ray Watts

24 September, Seymour (TTT)

John Thomson (R), Rob Giles (TC), Rob Devolle, Nathan Dewar, Chris Ellenby, David Holt, Chris Sheers

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

Editor

nick.tapp@detail-ed.com.au



Well done to those club members who rode last Sunday in Amy's Gran Fondo – aah, the Great Ocean Road ...! Numbers at Gruyere on Saturday were low, perhaps because of competition from the Gran Fondo and maybe also thanks to the weather. (It couldn't be *the hill*, could it?!) But the showers passed and an afternoon of good, competitive racing followed.

There's a report from every grade this week and, if brevity is the soul of wit, then you've probably never read a wittier one than Max Michelson's from E Grade. Our contributors are a mix of repeat offenders and newer faces. Thanks to them all!

This week we return to Yarra Glen for a rematch with that other hill, then it's off up the Hume to Seymour on 24 September for the Team Time Trial. Entries close at 5 pm on Wednesday 21 September so, if you haven't got your team organised yet, get cracking and get in touch with Peter Mackie. More details are inside, on the club's website or via Team App.

Further to the mention last week of the UCI Gran Fondo World Championships in Perth, congratulations to Anna Davis, who won the Women's 50–54 time trial and placed in the top 10 in the road race. Dale Maizels, Tom Leaper and Gerard Donnelly also appeared well up in the results. Full details can be found at <http://timedresult.com/events>.



Looks so easy from this angle, doesn't it? D Grade crests the hill on Killara Road at Gruyere. Photo: Barry Ellem



Graded scratch races, Gruyere, 10 September

Grade	1st	2nd	3rd
A Grade (5)	John Clarkson	Jean-Philippe Leclercq	Ken Mayberry
B Grade (6)	Paul Semmens	Glenn Newnham	Doug Reynolds
C Grade (7)	John Williams	Richard Dobson	David McIndoe
D Grade (8)	Peter Gray	Ken Allan	Colin Mortley
E Grade (3)	Max Michelson	Zenon Gawronski	Leon Bishop

A Grade

A tiny field of J-P, Ken Mayberry, Steve Ross, Paul Firth (up from B Grade after a string of success here) and me (John Clarkson) rolled up for the A Grade race. The weather looked terrible at first, but we managed to get a good window of sunshine for the race.

We rolled out chatting for a while, Steve Ross and myself on the front. Steve set the pace up the first climb, and the race was very gentlemanly with us all rolling turns for a fair while. On about lap four, I pushed over the short climb to see who had what in the tank. At the top everyone was a bit spread out, which I did not expect at all, but we all came back together as a group on the descent, and after a while we started to roll turns again.

After the finish straight I managed to get off the front to the back of the field before rolling turns again. No one really looked like attacking so early, so I thought I'd have a little dig at some stage. After J-P pulled a turn and flicked his elbow to me, which I took as the sign from him to attack, I found myself off the front going down the back hill with about 150–200 metres gap.

I pushed over the climb, thinking to myself, 'What have I done? There's still 50 km and eight laps left!' Luckily Neil Cartledge was amazing and gave me time splits on every lap: 30 seconds, then 1 minute and so on. With about four laps to go, I was starting to think to myself, 'OK, you'd better finish what you started'.

Finally after eight solo laps I get the bell and cross the finish line. J-P took 2nd and Ken came in 3rd.

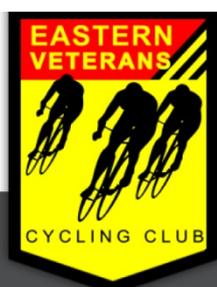
John Clarkson

B Grade

I do like the course at Gruyere! It is one of the toughest races that we do and to crank up that lump 12 times is a test of one's fitness and mental resolve. Only six riders in B Grade came to play on Saturday, which wasn't great but given that Amy's Gran Fondo was on it was to be expected.

The most watched rider in our group was Nick Tapp and given his reputation as a very good climber it was warranted. Nick was forced to go to the lead more times than he wanted but considering the windy conditions and, as previously mentioned, his history it was deemed to be fair. Being such a small group, we all had a crack at the front, and there were only a few flurries on the lump which caused some pain. A special mention goes to John Thomson because on every lap after about lap five he would get gapped on the hill and then fight back on the downhill to return to the fold on the finishing straight – truly exceptional.

The number of laps kept coming down, and every time we went up the hill (now the size of Mt Buller) it hurt, but thankfully Nick wasn't inflicting too much pain. Doug Reynolds tried a couple of times to break things up and we all responded.





Towards the back half of the race Glenn Newnham started to show what he was capable of and so did Paul Semmens.

Finally the bell rang and we started out on a pretty slow lap until we reached the hill (now the size of Mt Everest). Up went the pace, out the back went John, and the remaining five crested the hill all together. So now it was a drag race to the finish. As we turned the corner onto the finishing straight, bugger me, who comes up on my wheel? None other than JT, and then he starts the sprint with 500 metres to go, causing a flurry of accelerations. I tried to get on Glenn's wheel, always my preferred option, but an oncoming car caused me to yell out about the impending danger and, given that I would have to go on the wrong side of the road to improve my position, I stopped racing and so did Nick. Doug went wide and managed to miss the car. He came 3rd behind Glenn, and first over the line was the very fast and tactically smart Paul.

Again, as usual, thanks to all the officials and volunteers. Special mention to Dean Niclasen for organising the drinks – you're a lifesaver.

Peter Webb

C Grade

The fields are getting smaller. The Gran Fondo on Sunday no doubt kept a number away. The Gruyere hill multiple times is too much for some, and the weather looked iffy – storms overnight and overcast all morning. We even got showers during the warm-up. But only seven riders in C Grade. Just 31 for all grades.

Rob De Bernardi led out the rest of us at a reasonable and steady clip. Nobody was keen to do more than necessary. Going up the hill third time, Rob was still leading, and B Grade were visible not far ahead. In the meantime, David McIndoe and Sam Bruzzese had taken short cameos on the front, but essentially Rob had done all the work. No surges, no attacks.

I accidentally took a turn going up the hill that lasted an entire lap before Rob restored the status quo. The group held together until lap six, when Hylton dropped out, feeling unwell.

By the eighth time up Killara Road hill, Mark Charlton had taken a turn on the front and we were all going pretty easy. So much so that, unlike other laps, I stayed in the high chain ring. That gave me an idea. With over a third of the climb to go, I stood up in the pedals and cranked away as hard as I could, and maintained the effort over the hill. Around the corner at the bottom of the descent I glaced back – nobody to be seen. I set myself for a 6 km solo break, and just hoped I could hold on.

The final ascent of Killara Road I was riding scared – not fast enough, tiring legs, 'surely they'll catch me' – but over the top and powering down the hill I suddenly felt sure I could make it to the line. The tailwind along the finishing straight aided my delusion of invincibility, but I made it home well clear of the non-chasing pack. It seems that once I got the break, no one was inclined to be the first to chase. Towards the top of the last climb, Richard Dobson attacked and gave himself sufficient gap to get him to the line for 2nd, with David hard on his heels in 3rd.

After being dropped in the first three laps on my last few outings in C Grade, this was a satisfying signal that I may be recovering some form. But I am not delusional. It was a depleted field and I got lucky with the break. Much as I strive to recapture my B Grade status, I have no illusions that I am ready yet. I trust the handicapper is also not delusional.

Many thanks to the helpers, marshals and officials who ensured a safe and enjoyable event.

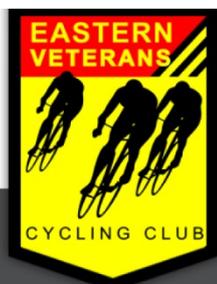
John Williams

D Grade

Monkey off the back

Saturday's racing at Gruyere represented a watershed moment in my racing endeavours. Although I've always 'enjoyed' racing there, even finishing with the main bunch has been elusive until last Saturday afternoon. A bit of luck, combined with a bit of grunt, provided the opportunity to shed that monkey.

To race or not to race





For a while, it seemed unlikely that the day's racing would proceed, as rain flowed freely off the registration gazebo. Sheltered underneath were several officials and riders, contemplating cancellation. One competitor even returned his number and helmet cover, declaring: 'DNS!' Does that stand for 'Dry Not Soaked'? But the rain stopped, the sun shone and the racing started.

Off the radar

Nine D Grade riders (the largest group of the day) set off for their nine rounds of fun, not really knowing what to expect from Mother Nature or each other. After all, that last shower hadn't even shown up on the BOM radar.

Our ranks were graced with several C Graders, who for various reasons had chosen to try the gentleman's bunch. Those riders naturally gravitated to the front. We were also joined by Peter Mackie, who cited a 'dicky knee' as his excuse for not riding his usual B Grade.

Many long periods were sustained on the front by Greg Harvey, with several shorter turns shared between Nick Hainal, Keith Wade and Ken Allan. Even Peter Gray (me) came briefly to the fore on a couple of the short climbs, perhaps giving the appearance of an attack but predictably returning to the flock.

All together now

The pace and juxtaposition continued for much of the remaining laps, with nobody prepared to initiate a breakaway. I think everyone had the same objective: to be at the finish at full strength. This of course would favour the sprinters.

The laps ticked over quickly enough and, unlike last race at Gruyere, we were given the full complement of allocated laps. Despite reduced velocity on the corners for safety reasons, the average speed for the race was 28.6 km/h. That's not bad, considering the accumulated vertical ascent is approximately 700 metres.

Bell lap

As the compact bunch entered the last lap, there was still no indication that an attack might eventuate. Colin Mortley and Darren Woolhouse

patiently held back, perhaps suggesting that the fireworks would be lit on the last climb to Gruyere Road.

To my relief there was no 'big bang' on the hill, just a slightly higher pace than before. I say 'relief' because I had severely cramped getting out of the saddle on the previous climb.

The race really began with about 200 m to the final summit. Ken and Keith, or maybe Geoff Youl (sorry guys, I'm not sure), stretched the bunch out approaching the summit, which provided a handy gap for the two leaders. Greg and Peter were last over and this is where some luck followed the grunt. By the time we hit the last corner, the gap had increased to 50 m and I was resigned to finishing last, but Greg powered past so I followed.

Round the corner, then Greg really put the hammer down. Past one, two, three, four riders with me in tow. It was an awesome leadout. In the meantime, Ken had distanced Keith (or Geoff) and seemed destined for victory.

Greg was tiring as we overtook the second leader and were approaching the 'bump'. It was now, or continue carrying that monkey around.

I chose now.

The gap to Ken was rapidly closing but so was the finish line. Due to the cramping I was unable to stand but derived some extra strength from somewhere (at 55 km/h) to just get over Ken by a slender margin. Ken finished 2nd, followed by Colin, with the remainder finishing within 50 metres or so.

It was a very exciting finish and an enjoyable race, as reiterated later by several competitors.

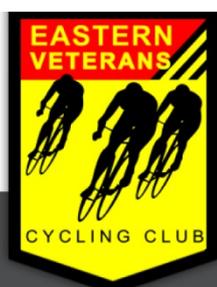
Thanks as always to TCs and marshals, who outnumbered even the largest competing group. PS I was soaked, but not by the rain.

Peter Gray

E Grade

Only three riders in E Grade bit sad but we all got a place.

Max Michelson





Wednesday criterium at the Loop, Kew, 14 September

There was no racing at the Loop this week. Four riders braved the weather and went collecting tacks on the Boulevard instead.

News etc.

The last Wellington to Auckland

Dynamo Events New Zealand has announced that the 2017 edition of the Wellington to Auckland Cycle Challenge, from Sunday 12 to Saturday 18 February 2017, will be the last.

John Williams reports considerable enthusiasm for a serious challenge from this side of the ditch, with interest so far from John Williams, Geoff O'Loghlen, Greg Foster, Steve Foster, Dave McCormack, Chris Ellenby and John Clarkson.

Cost of race entry (12 stages, 7 days, 800+ km fully supported), accommodation, baggage transit and meals will be around \$1,600. Budget \$700 for flights.

If you are interested, flick John an email (john.williams@jhw.com.au) and he will add you to the list.

There's plenty of time – entries won't close until much later in the year – but best start thinking about it now, and blocking out the dates in your diary.

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

Future events

Team Time Trial

Entries close for the TTT – a handicap event for teams of four riders, run over two laps from Seymour to Avenel and back – at 5 pm on Wednesday 21 September. The race will be run on Saturday 24 September. 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.

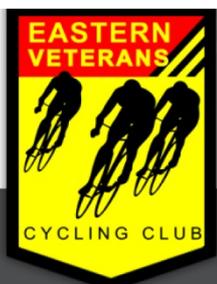
Eastern Vets

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/.





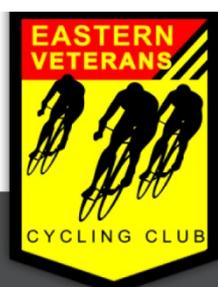
Training rides

Day/Time/Place	Route	Style
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



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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 ****