

Newsletter



Duty Roster

1 October, Casey Fields

Andrew Buchanan (R), Gavin Read, Kerry Ryan

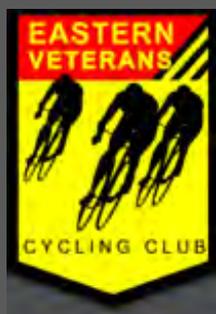
8 October, Yarra Glen, EVCC Road Championship

Steve Barnard (R), Mark Granland (TC), Matt White (TC), Peter Sherman, Ross Tinkler, Clive Wright, Rhonda Kennedy, Wes Black, Rob Castellani, Greg Harvey

If rostered for duty, you must be at there at least 1 hour prior to 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@detail-ed.com.au



Team Time Trial

The second annual Eastern Veterans Team Time Trial took place last Saturday at Avenel, near Seymour. The reports that follow speak for the high regard this event has earned in very short time. Thanks once again to the organisers and sponsors, including major sponsor Pinnacle Cycles,.

If you rode the TTT on Saturday, there is an excellent chance you were captured on photo. John Williams is pretty sure he got all riders. A number of his photos appear here. Feel free to browse and download from the rest at: <https://www.dropbox.com/sh/ueddg3231k0yqq6/AADXhRtiXz8Isqk5IUM6GKkCa?dl=0>.



'Chapeau to Phil and Kevin ...' and well done also to J-P. Winners on handicap, Skope, along with Handicapper Peter Mackie, accept the accolades after the Team Time Trial last Saturday. Read reports from Skope and several other teams inside.

Pinnacle Cycles Team Time Trial, Seymour–Avenel, 24 September

Place	Team	Members	Ride time	Corrected time
1st	Skope	Phil Smith, Phil Cavaleri, Kevin King, Jean-Philippe Leclercq	1:23:00	1:12:00
2nd	EVCC 1	David McCormack, Bernie Evans, Hylton Preece, Gavin Read	1:37:31	1:13:52
3rd	BikeGearNow	Doug Reynolds, Rob Amos, Ken Mayberry, Steve Ross	1:27:29	1:13:59
4th	Weet-bix	John Clarkson, Andrew Baker, Mathew Bowman, Peter Howard	1:21:01	1:14:02
5th	The A Team	Nick Tapp, Craig Everard, Steven Foster, Ed Smith	1:32:02	1:14:03
Fastest time	TriVelo Coaching	Gerard Donnelley, Trevor Coulter, Troy Drinan, Nich Grainger	1:19:00	

Team No. 3, Skope (Phil Smith, Phil Cavaleri, Kevin King, Jean-Philippe Leclercq)

Our strategy was to let the strongest TT guys, Phil Smith and Kevin, drive the Skope train, and the weakest, Cav and myself, to 'fit in' with the turns. We were at the starting line ready to go, but without 'our Cav'. 1.33 pm, Cav was still not there (he got lost in bush while warming up) so we went. I remember thinking, only three guys at the start, ouch, this is going to be hard for me.

The first 15 km felt fine. However, on the way back, I started to struggle after the first hill (had to yell at Phil and Kevin as I was getting dropped). We regrouped, and from that moment I stayed at the back, letting Phil and Kevin drive the train. I tried to help and go to the front but the pace was too high for me. So we carried on like this for the next 40 km or so.

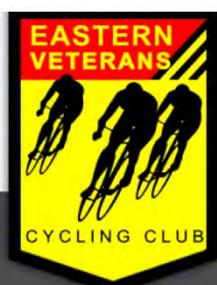
Back at the pub, we realised we had won. Quite amazing when you think we started with only three guys and Phil and Kevin did all the work for the last 40 km. Chapeau to Phil and Kevin, true TT specialists.

For the record, 'our Cav' found his way back from the bush with a front tyre puncture but is safe.

Jean-Philippe Leclercq



The winning team in action. Jean-Philippe Leclercq is on the wheel of time trial specialist Kevin King, while Phil Smith lurks out of sight. Photo: John Williams





Team No. 8, The A Team (Nick Tapp, Craig Everard, Steven Foster, Ed Smith)

The A Team returned for a second crack at the TTT with the same line-up as last year – if not in quite the same condition. Craig Everard and Steve Foster were not as fit this time, I felt about the same, and Ed Smith was not sure of his form but is awesome in TT mode.

Last year Ed rode faster turns. This year he rode longer ones, and as a result we did really well for three-quarters of the race. We overhauled our minute markers on the way out, and the next team just after halfway. On the last leg, however, we dropped Craig on the hill out of Avenel. For about another 2 km, Steve struggled, but then he

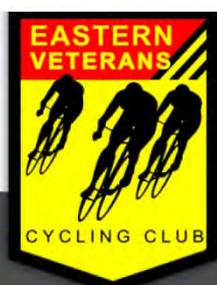
blew up completely and Ed and I all but stopped to ensure we had the three riders we needed at the finish.

At this point, with the hill behind him, Craig reappeared with recovered strength and determination. We made the snap decision to leave Steve behind, and Ed, Craig and I finished it off. In the last 6 km I did one turn on the front and Ed drove the rest of the way. Like I said, awesome! We had to survive a protest to the effect that Craig had sat on another team to get back up to us. But the race referee took Craig's word that he had been careful to keep several meters back, and we picked up 5th place.

Nick Tapp



Ed Smith was again the driving force for the A Team. Photo: John Williams





Team No. 11, EVCC 1 (David McCormack, Bernie Evans, Hylton Preece, Gavin Read)

My first team time trial, or how I came 2nd without finishing the race.

I was keen to do the time trial as I had never done one before. I didn't have anyone to ride with but Peter Mackie came to the rescue and teamed me up with Dave McCormack and Hylton Preece, both of whom I had raced against before in C Grade, and Gavin Read. I didn't know Gavin, but I was told that he had won D Grade at Yarra Glen the previous week pretty much anyway he liked, so that gave me confidence.

Upon entering, I saw that last year's winners were off nine minutes and we were off eleven. This worried me. I worried further when upon arriving at the start/finish line there were teams warming

up on trainers with specialised time trial bikes and even aero helmets!

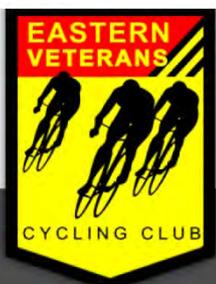
Dave was elected captain as he was the only one who had done a team time trial before. He told us that we would do 30 second track turns, change from left to right going out and right to left coming back. Fortunately he patiently explained this to me as I had no idea, and then Gavin showed up and off we went.

The pace was a cracker from the off and I very quickly learnt how to do track turns with us all doing strong turns on the front. Soon another team appeared in front of us and we swept past, only to have them re-pass us and then we passed them again.

There was less wind on the return leg and we were working together well and picking up a few



The strain is showing as Dave, Bernie, Hylton and Gavin (obscured) round the halfway cone on their way to 2nd place on handicap.
Photo: John Williams





stragglers. The second lap was harder, especially the long rises, but Gavin seemed to be able to ride up these at the same pace that I could ride down them!

We were still together and working well with only about 3 km to the finish when disaster struck. My rear wheel went TWANG wobble, wobble, wobble. I had broken a spoke. I quickly backed off the rear brake, which was rubbing, and took off after my team, only to hear a loud bang. The nipple from the broken spoke had come through the rim tape and the tube had exploded. I was out of the race. Fortunately the first aid driver took pity on me and took me and my broken bike back to my car.

I sat in the beer garden at the back of the hotel feeling pretty disconsolate as I knew I had let the team down by not being able to finish the race. Still, we did get three over the line so I was hopeful that we might have got a place. Imagine my joy at learning that we had come 2nd, beating some pretty fancy teams and only being pipped by the professionally coached scratchmen!

I offered my prize money to the other three but to their credit they refused it to a man, saying that I had done my share and only had the mechanical three ks from the finish.

Many thanks to Dave, Gavin and Hylton. Great riding, guys. Thanks also to the organisers and sponsors.

Bernie Evans

Team No. 12, Norbray (Chris Norbury, Peter Mackie, Kym Petersen, Peter Ransome)

Our motto was 'No one gets left behind, except for a mechanical'.

We headed off working our way up the road anticlockwise to protect us from the wind. Kym led off. The handicapper went to the front to set up our pace so it was smooth turns till the small hill. We decide to roll up the hill single file to protect the handicapper, who has been carrying an injury. (knee pain). Once over the top it was back into smooth turns again. I felt we were making good time on the group in front.

We made the turnaround end of first leg and got back into our routine. A bit of advice from Kym had us moving back to the finish line for the second leg. Riding back up the hill, Chris decided to get to the top at his own tempo while the rest of us rode up as a group. At the top we regrouped and were off racing again. A short distance from the bell the three riders behind us called out and passed us. All on profile bars, setting a good pace (Peter Gray, Ron Chapman and Rob Lackey). Well done to them.

We turned and headed out again. Our pace dropped off a bit to ensure we all stayed together. There were quite a few groups who had lost riders. A couple of them in twos. Over the hill again and on our way to the final turnaround. Once around, team captain Chris decided single file behind him. Unfortunately for us, his four weeks in Cairns was starting to show and a few calls to wait saw him back with us. It was suggested to the handicapper that he eat his banana as he was getting grumpier than the guy on the snickers ad. Advice he finally took. It was a fairly good tempo over the final ks with everyone putting in solid efforts. We managed to finish together, which was our aim.

Last year we lost the handicapper early with a puncture and we saw Kym on the side of the road vomiting her heart out. None of that this time. Well done, Kym, on a solid ride. We hope you will join us next year. A solid effort by the handicapper, who was carrying an injury which inhibited him on the climbs. An excellent ride by team captain Chris, showing four weeks in Cairns was worth it.

Many thanks to all the officials and first aiders to run a great day.

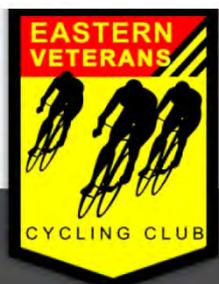
Pete Ransome

Team No. 13, Rocket 88s (Peter Gray, Ron Chapman, Rob Lackey, Alison Skene)

Rocket 88s

Definition: one of the earliest rock and roll songs; classic car; Stones-related UK band; legendary Aussie blues band. (Ref: A. Skene)

On paper, the line-up seemed a bit of a mish-





mash of youth, (under 40), experience, (nice way of saying over 60), endurance and combative riders. Rob Lackey presenting as perhaps the strongest of our team, with a good performance in last month's Rob Graham Time Trial. Ron Chapman is known to be a bit explosive and unpredictable in GSRs and the like, but he too performed well in the TT. Alison Skene, still recovering from a devastating collision and subsequent rehab, has shown she was returning to form with a convincing win recently at Gruyere. Last, and arguably the weakest link in the engine, was 'Rocket Man', Peter Gray. Despite a couple of recent wins, he is untested at race pace over this distance.

The second annual TTT was a long time coming. Last year I had missed the inaugural event due to a back injury and so was a little apprehensive about my performance in this year's event. It was also the first TTT for all of us.

Preparation

Rocket 88s were able to schedule one training session on the Hawthorn velodrome, the Sunday prior to the event. This consisted of about 30 km of formation and communication rehearsal. Pre-race, 20 minutes on the trainer.

'Ring, ring'

As our starting time drew closer, we became concerned that Alison had not arrived. I heard Rob's phone ring and thought the worst. Alison's travel had been disrupted by a road closure and she would be unable to make the start. No time to modify race plans, just get on with it.

'Start me up'

(If you start me up I'll never stop!)

Referee John Thomson gave the countdown to the trio, 'Two, one, go!' Once clipped into pedals, acceleration was smooth and up to cruising speed by the freeway overpass.

'Against the wind'

The first 5 km into a moderate headwind found us below our nominated schedule of 36 km/h. Alas, approaching the first climb, my heart rate had already entered the 90% zone and I was forced to start missing front turns. The team almost fell apart on this climb, as Peter struggled to stay

within earshot of Ron, who appeared not to have tethered his thrusters. Rob, unsure of who to remain with, rode up to Ron to ask him to switch off.

'Let's stick together'

Recovery was swift once over the summit, but the effort required Peter to shelter behind until after the first turnaround. Assisted by a tailwind, the first return leg looked full of promise. Ron and Rob doing the lion's share of the work and Peter limiting his turns to 30 seconds or so. Our average return speed 'rocketed' to 35 km/h, during which we were able to overtake team Norbray just before the start/finish turnaround.

One down and one to go

(i.e. can't think of a song title)

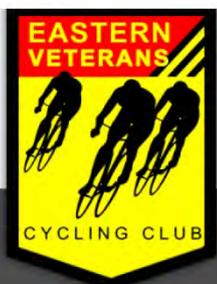
Our time schedule was well and truly out the window, so the emphasis on the second outward leg would be one of consolidation (keeping Peter attached to the command module). Although our speed was significantly reduced prior to the climb, the regular contribution by all resulted in only a one minute deficit over the previous outbound leg. Long turns on the front were starting to take a toll on Ron and to a lesser extent Rob. It was good that we were in a position to compensate.

'Homeward bound'

Unlike the Individual TT, the final leg ticked over fairly quickly and for the first time ever (that I can remember) I glanced over my shoulder to see if we had gapped any teams. To my relief, there was no one in sight. Was that the overpass ahead in the distance or was it a delirious mirage? Ron had just completed his last exhausting rotation, so it was up to Rob and Pete to power the ship home at an impressive 36.3 km/h for the final 2.4 km.

'Respect'

Despite being a 'booster' short, Rocket 88s combined well to post a respectable time, and were awarded 7th place on handicap. I've discovered it ain't as simple as it might look and requires a fair degree of competitive practice to master. The event format is good and the enthusiasm infectious. I hope the event continues to grow.





Statistics

Distance 57.6 km
Time 1:44:29
Speed (ave.) 33.0 km/h
Speed (max.) 49.7 km/h

Peter Gray

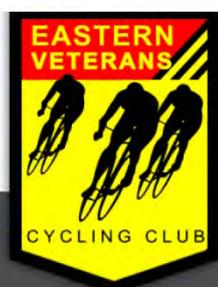
Team No. 15, EVCC 3 (J.C. Wilson, Zenon Gawronski, Max Michelson, Ray Watts)

What a great day! I would like to thank our club for putting this event on, enjoyed by all. We couldn't manage to get three across the line but a lot of fun along the way. Congratulations to the winners. Looking forward to the next TTT.

Max Michelson



The three rockets approach the halfway mark. Photo: John Williams





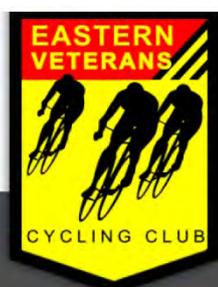
From left to right, Troy Drinan, Nich Granger, Gerard Donnelly and Trevor Coulter, aka TriVelo Coaching, regroup after the halfway turn on their way to recording the day's fastest time of 1:19:00. Photos: John Williams



Weet-bix finished 4th. Peter Howard leads them out for lap two.



What the Firth picked up 10th. Phil, Russ and Geoff chase Paul.





Wednesday criterium at the Loop, Kew, 28 September

Division	1st	2nd	3rd
Division 1 (13)	Rob Lewis	Paul Firth	Tom McDonough (N)
Division 2 (8)	Owen Anstey	Peter Webb	Rob Giles
Division 3 (11)	Neil Cartledge	Peter Gray	Steve Barnard
Division 4 (6)	Barry Rodgers	John Eddy	Frank Lees

Thanks to Keith Bowen, Laurie Bohn and Barry Rodgers for setting up and running proceedings.

Future events

Eastern Vets

For other events, please refer to page 1 of this newsletter, or go to <http://eastervets.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.

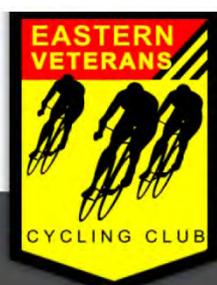
No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

Northern Vets

For more details go to <http://www.northerncycling.com/>.

Training rides

Day/Time/Place	Route	Style
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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