

# Newsletter



## Duty Roster

### 29 October, Casey Fields

John Thomson (R), Allan Chiong, Clark Woodgate

### 5 November, Casey Fields

Nigel Kimber (R), Russell Church, Paul Semmens

*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, [tiptop2@optusnet.com.au](mailto:tiptop2@optusnet.com.au)*

Editor

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Last week's Royce Bennett Memorial Handicap at Eildon was epic in a number of ways. Registrations were low, it must be said, and a number of those who registered did not make it to the start line after two accidents on the Black Spur (neither involving Eastern members) closed the Maroondah Highway for several hours. The windy and chilly conditions turned to rain towards the end of the race, and some riders were still shivering when the sun reappeared to shine on the post-race presentation. But, as the old saying goes, when the going gets tough, the tough get going. Everyone who competed demonstrated more than the usual toughness. Well done to all who did so, and a particular thank you also to all those marshals and others who helped out on the day. Enjoy the race reports inside.

Racing at Casey Fields this week marks the start of the summer criterium season. Start time is 2.00 pm and the registration desk will close at 1.45 pm. Best of luck!

Tuesday night crit racing is under way again. This week's results are inside. Racing starts at 6 pm sharp at METEC, Colchester Road, Kilsyth. Watch TeamApp for details, updates, cancellations etc. If you don't have the app yet, download it from the App Store or Google Play, or go to [handicapper.teamapp.com](http://handicapper.teamapp.com) to view it online.



Congratulations to the placegetters in Saturday's Royce Bennett Memorial Handicap at Eildon: (L-R) Colin Doherty (3rd), Juanita Cadd (1st unplaced woman), Phil Smith (2nd, and fastest time) and Paul Webster (1st). Photo: David McCormack

## Royce Bennett Memorial Handicap, Eildon, 22 October

Placing	Rider	Advertised group
1st	Paul Webster	00:02*
2nd	Phil Smith	Scratch*
3rd	Colin Doherty	00:07
4th	Greg Harvey	00:12
5th	David Chesney	00:04:30*
6th	Ken Allan	00:12
7th	Harry Hibgame	00:15
8th	Colin Mortley	00:12
9th	Dean Niclasen	00:12
10th	Walter Savini	00:05
11th	Zenon Gawronski	00:20
Fastest time	Phil Smith (1 hour 11 minutes)	Scratch*
1st unplaced woman	Juanita Cadd	00:15



Photo: David McCormack

\* Note: The advertised Scratch, 00:02:00 and 00:04:30 groups were amalgamated and sent off as Scratch and 00:02:30

### Race reports

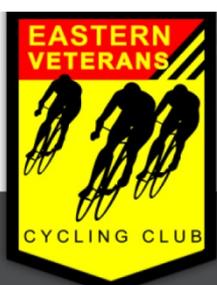
#### Scratch

Extremely cold conditions were forecast, and I thought that this might benefit a hardy Scratch bunch – if they showed up. News of an accident on the Black Spur meant that many riders did not make the start. Fortunately our handicapper took pity and tweaked the handicaps based on the numbers present.

At the start it was a sad sight, with very small, grim bunches departing into a strong headwind. I

thought Peter Webb's bunch looked good for the win, and the 33 minute group seemed to have more riders than most others. At the tail end, the 35/38/40 minute bunches only had one rider apiece. It was going to be a tough day for us!

As the sole Scratch rider, I departed last and had two minutes' gap to reel in. I may be crazy, but I was looking forward to this; it was just an all-out power ride – no tactics, no looking back, and expect no help from anyone. First target was to get fastest time by reeling in second Scratch. Second target was to reel in as many bunches as possible and let's see what happens.





It took me one lap to take two minutes back from second Scratch, but I was cursing the timing. I bridged just as we approached the headwind, and I realised the 2 minute guys would have an easy ride on my wheel. As expected, nobody was showing any love and I had to battle the second-lap headwind by myself. I was also playing the 'no mates' card and riding in the gutter to prevent my followers from getting too much shelter!

On lap two we were making significant gains on other bunches. Paul Webster was tenacious in following my wheel, and we passed the handicapper's bunch just before the turn back. It was fortuitous that we had passed this big bunch just prior to the lumpy section of the course. Paul and I upped the tempo on the hill to lose all the chasers, and we then set about mopping up the rest of the starters.

On the long straights, we finally got to see the lead car, and with about 10 km to go we took the overall lead and had 1st and 2nd in the bag – it was just a matter of deciding the order. I did my best to lose Paul in the last few kilometres but he was not giving in. My fears realised, with 3 km to go it came down to a sprint. Paul was sharper in the sprint and took a clear win, and I came in 2nd. It was pleasing to see that we had a large gap to 3rd place, but also a worry to realise that the handicap will surely punish us for this!

*Phil Smith*

#### **00:04:30 (I)**

Leaving home in the pouring rain, I knew we were in for a tough day, but I was praying that the weather over the range would be a little kinder. The trip was marred with a couple of accidents over the Black Spur, which would inevitably delay a few riders.

Only three riders out of the 11 in the top three groups made it to the start line on time. The conditions were very tough heading off into a strong headwind, with Dave Chesney and me rolling turns. We thought we were maintaining a good average speed, until on the back straight we saw Phil gaining on us already. Fortunately, it

took him till just after the bridge to catch us. We decided this was a good thing – someone to lead us back out into the headwind.

Then again, holding Phil's wheel is a challenge in itself. Battling the headwind might have been easier. We had only passed a few riders and it wasn't until just before Thornton that we caught a larger bunch and combined with them. As we crested the pinch out of Thornton, we caught another bunch, but the pace was a little too hot for most and a gap opened up behind Phil and me.

It wasn't until the back straight that the two of us caught Zenon and the lead car, but with a big group chasing we powered on. Turning onto the final straight into that headwind and driving rain, I was just able to find enough in the sprint to take the win over Phil. Colin Doherty won the sprint in the chasing group for 3rd.

Many thanks to all competitors and officials on the day.

*Paul Webster*

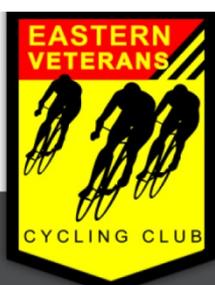
#### **00:04:30 (II)**

The plan was to relax all the way to Eildon with the luxury of a chauffeur in Pete Morris. It all went swimmingly until just out of Healesville, at the foot of the Black Spur, when we rounded a bend to find a couple of local workers in high-vis, just in the act of setting up a road block. Damn!

'Sorry, mate. Truck rolled. You'll have to find another way around.'

I texted the handicapper – not the only message he received at about that time, I'm sure. Plan B? Back to Don Road, a left towards Donna Buang and the Acheron Way – and then the first of the signs: Don Road to the top closed for winter. Winter? In late October? Double damn! Plan C? Down Don Road to Launching Place, left through Warburton, left again, up to Cement Creek and finally onto the Acheron Way.

With 1.15 pm registration looking less and less likely despite Brocky's best efforts, I texted the handicapper again. A short time later, his number





called: it was first aider Shelley, who told us our start time, 35 minutes after limit. Then Shelley called again, saying we should just roll up and ride as soon as we arrived.

We drove through Thornton and onwards, the official start time now past, looking out for limit riders coming the other way. Sure enough, after a while, there was the lead car with a small bunch behind. Then other bunches.

In retrospect, we probably should have pulled over and parked beside the road close to the start. As we crawled at 20 km/h back through the riverside reserve, David Chesney, from our group, and Phil Smith were the only riders still warming up. We parked and jumped out, unloaded bikes, donned shoes, gloves, helmets. Shelley pinned numbers on our backs as we scrambled to get ready. We rode to the start area, where Richard waved us straight on and said we were now four minutes behind Phil. Four minutes. Behind Phil.

'You realise, don't you, we might ride for 50 km and not see anybody', I said to Pete after a few turns each into the headwind. He nodded glumly. And that's how it went. For the first lap, we chased hard. After receiving the bell, we both had to ease back a bit or blow up, but headed out into the wind again. And when the wind started to bring spray off a wet road, and then spray off the road was joined by cold rain with about 15 km to go and still not a soul in sight up the road, we just slogged on, determined to finish.

So, after the race to get there, the race itself was a bit of a let-down, but at least we had a ride. And it was great to dry out and warm up afterwards! Thanks Pete (x 2), thanks Shelley, thanks to all officials, and well done to all finishers.

*Nick Tapp*

**00:09:30**

The weather was the main concern heading to Eildon, followed by my form, and how our bunch would work together. The forecast had deteriorated all week long, and two hailstorms outside the window by the time I'd eaten breakfast on Saturday morning was not a good

omen. The radar showed we might get some dry, but with the centre of the low over about Wilsons Prom, and a heavy burst of colour swirling over Hobart to swing over the east metro area in the arvo, how Eildon in the mid-afternoon would be was anyone's guess.

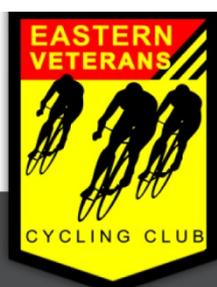
Fine as I left home, then wipers going as it rained steadily through the Black Spur to Buxton, but not much evidence of the wind that was forecast. Even more thankful to see it clear as I left Buxton, to arrive at Eildon in relative warmth, but a decent breeze into our faces on the trek out to Thornton.

Consoling myself that at least clothing had gotten better over the years: no more woollen knicks and jerseys (wool can absorb 10 times its weight in water), with leather chamois, mitts, shoes and toe-straps that refuse to dry. And, as I've gotten older, more layers get worn; so a thermal undershirt, boot covers and thick, thermal gloves, along with arm-warmers and a gilet, should deal with the cold while racing at handicap effort.

The biggest bunch of the day as it transpired, and apart from nearly missing the start (Neil did, so I attempted to tow him back on), we settled down and worked sensibly, doing track turns into the wind, working up to 35 km/h. When the wind was across us we didn't work across the road to shelter those behind as we could have; and we struggled to ramp the speed up on the tailwind leg to Eildon the first time.

Past the finish, still all five putting in and maintaining the speed we'd achieved on the first lap, things were looking up. Suddenly, the two guys chasing us went past, and I instinctively jumped in with them and began working: after all, it was now a fitness workout, having been caught so early. I was close to my limit, so when Phil Smith blew past us I was slow (and reluctant) in responding – too late to get back on with a kilometre to go to Thornton.

'Let's do a U-turn at Thornton' became the plan, until Juanita caught up to me and told me she was doing the 'first lady' ride. So we chatted side-by-side on the way back past Snobs Creek, but before long it began to spit, then to rain, then to





get really heavy – the marshals really deserve our thanks today, says me under my breath.

Down the ramp into Eildon and across the weir, and I went to the front, with water cascading off the helmet cover inside my shades, as I towed Juanita to the finish (despite her suggestion I could take the short cut back to the car), getting steadily slower. A quick turnaround and back to the car, to shelter under the rear door while changing into plenty of warm layers; the rain eased and cleared for the presentation, although I noted a few of the placegetters (me not being one of them) shivering away.

Back home with the wipers going on-and-off, via a stop to buy two trout for tea in Buxton (always a highlight of the day), and with a reasonable lactate cough for 40 minutes or so – meant I'd gotten the workout I needed, if not the boiled lollies I dared to hope for!

*Robert Suter*

## **00:12**

*Jane told me so*

I watched the 7 News weather report earlier in the week with reserved expectations, as Jane Bunn explained to us gullible viewers the probability that Saturday would be fine and Sunday even better. Initially I breathed a sigh of relief, but as the week progressed, it appeared more likely that it would rain for our annual Royce Bennett Handicap – and rain heavily. So it was no surprise that precipitation was persistent on the way up to Eildon. Thanks 'a-gain', Jane!

But enough of the weather already.

*Not a good omen*

Some of you may recall an Eildon adventure of a year or two ago, in which I reported spotting a rather unfortunate upturned wombat by the roadside on the Black Spur. Well, this time the beast was a little larger and if you didn't see it you must have had your eyes closed – though hopefully not while driving. I'm referring of course to the overturned truck on the Narbethong side of the Spur, and then two vehicles coming to blows

later the same morning, which led to several EVCC members being delayed. My point is, it wasn't a good omen for the race to come.

*Don't miss the start!*

I tried to be vigilant to ensure I arrived at the start on time, but still made a calculation error. Didn't read the fine print (in red) on the event flyer: 'First rider will possibly leave 10 minutes prior to 1.30 pm.'

I made the start with two minutes to spare, to the relief of my fellow 12 minute riders (the '12ers'). Out headed the five of us with, from my point of view, no specific plan to arrive at the finish 52 km away before any other starters. Colin Mortley, fortunately, had the awareness to get a clockwise rotation thing happening. This worked very well into the prevailing headwind on the first leg to Thornton, and for a while there it felt much like a team time trial. Everyone worked well together to attain an average speed of 32 km/h: Colin (who would finish 8th on handicap), Dean Niclasen (9th), Ken Allan (6th), Greg Harvey (4th) and me (some time later). Doesn't sound particularly fast on a flat 12 km, but I watched my heart rate closely, adjusting efforts at the front to ensure it (the ticker) remained below 90% of maximum.

*The catch*

So far, so good. We made it to the Thornton intersection just behind our predecessors, the '15ers', and prepared for the downwind return to Eildon – and 'that climb'. The 12ers overtook the 15ers just after the turn, but that's about where the fun ended. Ken led the group up the ascent but our TTT rhythm had been disrupted.

Unexpectedly, I was distanced on the downhill section, such was the apparent urgency to keep the pace up. Max Michelson tried to bridge the gap but it was going to be a tall order. Oh well, it was nice while it lasted, I thought, as I watched the combined group slowly increase the gap into grey skies ahead.

*Hang on! Help is on its way!*

Visions of heading solo into that wind again were enough to entertain the thought of pulling out. But





I saw a bunch of red helmet covers (9:30ers) approaching from behind in the Eildon back streets. The bunch went past and I jumped aboard. A catch occurred a couple more times during the second lap to Thornton when yellow (7ers) came by, then finally a white (Scratch) rider by the name of Phil Smith, leading the odd representative of the blue hats (4:30ers).

It felt good, for a few kilometres at least, to match those top riders for pace, albeit from about five back. I had hoped that at least I might claw back some ground to my starting group. The 'Scratchers' hit the Thornton corner at a fair pace and I hit the threshold of maximum everything. Good luck, all!

#### *Blue skies (not) smiling at me*

Once over 'that climb' for the final time, things were looking up until the rain increased and the temperature decreased. Everything started to freeze. Firstly the lips, then the fingers and eventually the body. The final 10 km were uncomfortable, so I focused on trying to catch a few stray riders until reaching a now rather soggy chequered flag.

#### *The wrap*

It was great to see four of the 12ers place in the top 10. Congratulations to Paul Webster on his 1st placing and Phil Smith on his fastest time of 1 hour 11 minutes. That's an average speed of 44 km/h. Truly remarkable! [*The last three groups were merged into two, with adjusted start times. This was a factor in Peter's calculations – Ed.*]

Thanks to everyone who officiated or helped pack up the equipment in miserable, wet conditions.

*Peter Gray*

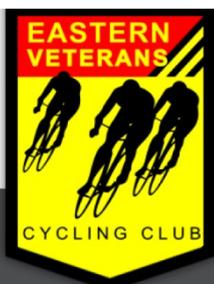
#### **00:15**

Weather! What a surprise to arrive at Eildon and the sun is shining – well, for half the race. On our journey to Eildon I had Zenon Gawronski with me, who rode with Royce Bennett and was informing me about Royce and how much of a great person he was at the club. I felt very honoured to be riding in this event. Very well done to all winners and I was glad Zen got a place. Thanks to all on duty and helping with this *great* day.

*Max Michelson*



*The sun reappeared for Saturday's post-race presentation, but several riders still looked cold. Photo: David McCormack*





## Tuesday night racing at METEC, 25 October

Grade	1st	2nd	3rd
A Grade (10)	Peter Howard	Dan Hulbert	Steve Ross
B Grade (16)	Matt White	Dave Pyne	Dayle Goodall
C Grade (6)	Gavin Read	Hayden Chapman	Adam Dymond
D Grade (9)	Peter Gray	Darren Woolhouse	Harry Hibgame

## Wednesday criterium at the Loop, Kew, 26 October

Division	1st	2nd	3rd
Division 1 (13)	Fraser Short (N)	N. Patsolaridis (W)	Agostino Giramondo (N)
Division 2 (9)	Phil Thompson	Roman Suran	Rob De Bernardi
Division 3 (8)	Neil Cartledge	Peter Gray	David Drew (N)
Division 4 (3)	Frank Lees	John Eddy	Michael Waterfield

Thanks to Keith Bowen and John Eddy for setting up and running proceedings.

## Future events

### Eastern Vets

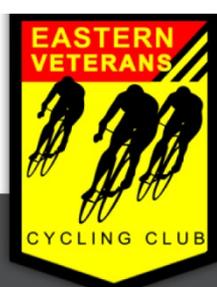
For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>.

*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

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

## News etc.

### Bike for sale

No, I haven't found another bike race for you to watch. I have decided to give up racing, it happens when you reach 83, consequently my race bike is for sale. Its details are:

#### *Azzurri Evo*

Full carbon frame, 54 cm

Compact cranks (105) 50/34

Rest of componentry full Dura Ace

Cluster 12-25

Wheels Dura Ace 7700

Pedals Shimano SPD

Flight Deck Computer

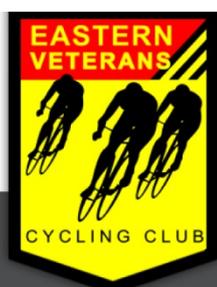
Excellent condition

\$650



If you are interested, give me a call on 0411 959 996.

*Keith Bowen*





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