

Newsletter

26 November 2016



Duty Roster

26 November, Dunlop Road

Steve Barnard (R), Colin Mortley (TC), Dave Brown (TC), Rob Lackey (TC), Louise Wolfers, Grant Greenhalgh, Grant Farr, Alan Hicks, Paul Firth, David Chesney, David De Pedro, Chris Hughson, Steve Foster, John Clarkson

4 December, Dave Ryan Memorial Race, Northern Boulevard

Northern Cycling

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

Editor

nick.tapp@detail-ed.com.au



Last Saturday we enjoyed a beautiful afternoon's weather at Arthurs Creek for the last road race of 2016. This week it's our annual charity day at Dunlop Road. Race entry fees will be donated to the Leukaemia Foundation (www.leukaemia.org.au) and there will be a gold coin barbecue, a raffle and a collection tin. B, D and F Grades start at 1.30 pm (registrations close at 1.15), and A, C and E Grades start at 3.00 pm (registrations close at 1.45 pm). Tail lights are required.

There is no club race on Saturday 3 December. Instead, on Sunday 4 December at 9 am, we take on Northern Cycling at Northern Boulevard, Coolaroo, in the Dave Ryan Memorial Crits. Dave was an active member of both clubs.

Tuesday night racing fell foul of the weather this week but, weather permitting, it continues each week at METEC, Colchester Road, Kilsyth (see TeamApp for details), and there's a crit every Wednesday morning at 10.15 at the Loop (also known as the Teardrop), off Yarra Boulevard in Kew.

Need a holiday activity?

One or more volunteers are still sought to keep the newsletter ticking over between 19 December and 24 January, while the Editor takes a break. You could even share if there's more than one. Anyone interested, please speak to me (Nick Tapp) at racing or get in touch by email at nick.tapp@detail-ed.com.au.



F Grade in action at Arthurs Creek, with John Eddy setting the pace. All photos: Nigel Kimber

Graded scratch races, Arthurs Creek, 19 November

Grade	1st	2nd	3rd	4th
A Grade (5)	Jean-Philippe Leclercq	Phil Smith	Phil Cavaleri	
B Grade (12)	Gavin Read	Nick Tapp	Derek Rothsay	
C Grade (15)	Rob Suter	Rob Giles	Ken Allan	Peter Mackie
D Grade (12)	Nick Hainal	Mike Joss	Max Michelson	
E Grade (5)	Graham Haines	Craig Stannard	John C. Wilson	
F Grade (6)	Tony Sloan	Andrew Rutherford	John Eddy	



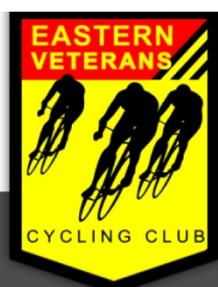
In A Grade, Phil Cavaleri (top, in front) and Glenn Newnham had an early dig before JP Leclercq (bottom) rode away from breakaway companion Phil Smith for a fine solo victory.

B Grade

Some odd things happened at Arthurs Creek last Saturday. Pretty odd, and pretty impressive, was the fact that a guy who a month earlier had been riding in D Grade won the race – but more on that later. And that wasn't even the oddest thing ...

There was nothing too unusual about the first lap. I spent some time on the front, as did bunch captain Dale Maizels, Gavin Read, Derek Rothsay and one or two others. At the hill just before lap's end, Gavin served notice to us all by riding away from everyone except the in-form David Chesney. It came back together by the turn, but as we set out over the hill again on the second lap David glanced over and remarked that Gavin had made the hill look easy. I had to agree.

I must have spent more time on the front on the way out to Strathewen – at least, I hope I did – since by the time we got there I was feeling slightly dizzy, a bit wrecked and in need of some time down the back. Gavin and David had made their way to the front, but fortunately they seemed content to keep up an even tempo on the return leg. Had either of them gone hard at that point, I think I would have been history, but as it was I went into recovery mode and gradually began to feel better.





David Chesney (L) and Gavin Read show B Grade a clean pair of back wheels on the first lap.

On lap three, Gavin and David established a lead the first time over the hill. Dale, Anthony Gullace and John Williams, among others, gradually brought them back. On the return leg, Anthony and I found ourselves at the back of the race while Gavin and David again tapped out a steady rhythm at the front. Which brings me to an even odder thing that happened: I found myself wishing Chris Ellenby was there to attack and liven things up! Missing Chris's attacks was strange enough, but it got even weirder. In Chris's absence, who was the next most likely to have a go and rescue the race from inevitability? Who else but Anthony!

Now, Gooch and I have a healthy rivalry that must go back a decade. In all that time I don't think we've once talked tactics, let alone hatched a plan together. But Saturday was one of those days. Before I could say anything, Gooch offered to go to the front and slow it down while I went up the road. I countered with the converse: why don't I go to the front and let *you* attack? There we were, ready to cooperate for the first time in recorded history, and neither of us really had the legs for it. But we both wanted to try *something*.

In the end, Gooch launched an attack, which was short-lived but positioned him up near the two leaders. Then I jumped away. That didn't last long, either, and when the bunch got back onto my wheel, Anthony attacked again and at last escaped to a gap. He made it to Nankervis Road with the plan (and the gap) intact, but now Gavin's legs proved just too good. Before the crest of the hill, he had swept past Anthony, with

David following, and me and some others just about managing to stay in contact. Anthony was going backwards. As we passed him, I was not sure whether we would see him again.

'That's it,' he called out. 'I'm cooked. Finished.'

But it's never over until it's over. The final lap was fairly sedate again – Gavin and David working away, and the rest of us now saving it all for a final effort. Except for Dale, who put us to shame by going to the front and lifting the pace on the way back. Nankervis Road came, and then the hill. Gavin now kicked away, hard enough to create a gap. David followed but without the conviction of his earlier efforts, and I was able to hold his wheel over the top with a bit in reserve. The rest of the field was spread out behind.

Going down, John Williams flashed by and, ever the optimist, drove on. Gavin rounded the cone with a gap to John, then another gap to David, with me tucked in on David's wheel and others not far behind. Into Greens Road, and I figured we would probably catch John, but not Gavin. The finish line came into view and it was Gooch, miraculously recovered, who came from behind and opened the sprint. Time to go! I came off David's wheel – no response there, the price you pay for too much work on the front – got past Anthony and held it to the line for 2nd place. Derek Rothsay took 3rd.

Chapeau, Gavin. Nice try, Gooch. And thanks to the day's marshals and volunteers.

Nick Tapp



Gavin heads to the line solo and the pack sprints for 2nd, while David (number 37) pays the price for his earlier efforts.





Rob Giles leads C Grade up the hill (top). Rob finished 2nd behind Rob Suter (bottom, in green).

D Grade

Every Nick has his day

Finally, we had a day which hopefully will be representative of the remainder of our summer racing calendar. Blue skies, warm temperature and a cool breeze. Yeah, sure! Dream on!

Does anyone know if cycle clothing has a UV rating? The index was headed toward 11 (extreme) well before racing commenced.

The afternoon began much the same as usual, although it soon became apparent that the vehicular traffic would be a concern. If a massive low loader with an excavator on its trailer wasn't imposing enough, an immature passenger in a black 4WD made things just a little comical if not dangerous.

Lap 1

It didn't take long for the first attack to occur once our group past the Nankervis Road start. Dean Niclasen, Robert Lackey and Rob Devolle formed an early and potentially critical breakaway group. Fortunately for the chasers, it didn't succeed, as they hauled themselves back over the next kilometre or so. Darren Woolhouse proceeded to launch solo attacks throughout the race, the bunch not allowing him to go far with memories of last outing at Arthurs Creek still fresh in the grey matter.

Max Michelson regularly drove the front on inclines and declines and was one rider to be paid much attention, as this venue appears to suit his strengths. We lost a couple of riders on this lap including Rob L, who became ill after drinking a new 'cocktail mix'. I was content just to follow the wheel in front and try not to be dropped on the first lap, as occurred last time. Respond to attacks and surges but be smart about when and how to do this. The absence of a roaring gale helped me to achieve this goal and I felt relieved to be still with the bunch at the Greens Road turnaround.

Lap 2

The pace on the second lap out seemed more constant than the first, with bunch surges rather than attacks. Unexpectedly, I found myself leading the bunch up a couple of the short nips – if only because everyone else had eased up on the pedal. Max had opened up a small gap just before the return climb, perhaps in order to negate the 'bunch turnaround' rule. Wary of this, we managed to close the gap on the descent and keep the group together.

Lap 3

Max continued to drive the pace much of the final lap out. He and Dean had established small consecutive gaps to the bunch at the outbound turnaround and were therefore permitted to consolidate their advantage. Dean chased Max for several kilometres before the two established a decisive breakaway with some 5 km to the finish. The chasing group started to splinter. I tried to hang on but increasingly found myself drifting back as the 'gas tank' began to empty.



Mike Joss provided me with some pacing assistance in the kilometre leading to Nankervis Road, otherwise I was 'cactus'. The short rest behind Mike rejuvenated the legs, providing me with a bit of a boost up the climb and a fast descent to the turnaround, where I caught up with Colin Mortley, who had just lost contact with the lead group due to a mechanical malfunction. Col led me along most of Greens Road, with the leaders tantalisingly close. However, a catch was not to be and I rolled over the finish in 5th place.

Meanwhile the leaders' run to the finish was hotting up, with four riders in contention for the money. Dean Niclasen kindly provided this account of the final kilometres.

Max made an attack about 3 km from the final turnaround and not long after I went to the front to up the pace and chase him, expecting everyone else to follow. When I looked around, I discovered I had put a gap in the rest of the bunch so I went around the turn and then kept working to my limit. It took me perhaps 2 km to catch Max, and then we worked turns until halfway up the last hill. Max pulled away from me a bit, and Nick Hainal caught me at the top. By the turn past Greens Road the three of us were together, and Mike Joss, who ultimately came 2nd, was only a few bike lengths behind. I mistakenly thought I would have them all covered in the sprint finish so backed off a bit down Greens Road while the other three sat on my wheel. Mike opened the sprint, but when I got out of the saddle to go too, both calf muscles cramped and that was pretty much the end of me. Nick ended up catching Mike, and Max just passed me on the line to get 3rd by a few centimetres.

Wrap-up

Congratulations to Nick, who was quiet as a mouse all day but excelled when it counted. I was satisfied with my performance. Another 'monkey off the back', so to speak! If I we had an award for most combative rider, I think it would be a tie between Max and Dean.

Finally, a faultless performance by our official crew – but Andrew, next time could you please have the tea and scones ready at the turnaround?

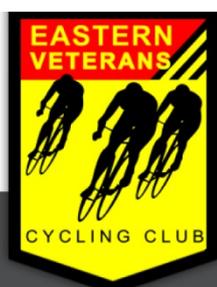
A little verse of wisdom

Every time you race,
Whether you win or place,
Stay calm if criticised.
Let it be metabolised.
For perfection we might aim,
Remember that racing is just a game.

Peter Gray



The day's winner in D Grade, Nick Hainal (top). The effort shows as D Grade crests the hill (middle). Craig Stannard and Graham Haines wind it up in E Grade (bottom).





F Grade

We set off with a good crew of six through the magnificent Arthurs Creek countryside. Up and over the first big hill – pretty uneventful, but then we settled into the grinding dead roads going out to Strathewen. John Eddy inflicted pain as he time-trialled out to the turn, losing me about 2 km before the turnaround.

As I trundled along on my own, I saw an Eastern shirt coming back to me and it turned out to be Laurie Bohn. It is always good to pick up a friendly body as good company helps make the trip enjoyable. We both stopped at the top of the

hill and that was pretty much our race. Laurie had a bulge in his front tyre; I didn't have an excuse.

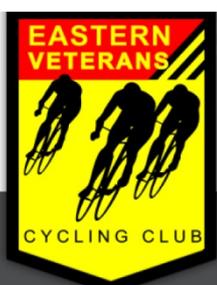
The only thing to do was roll down to the finish line and watch where the money was going. Tony Sloan scored that once-only event – his first win! He and Andrew Rutherford have put in a good effort over the past month, soaking up information. Andrew took 2nd and their guiding light, John Eddy, finished 3rd.

Frank Lees put up an excellent effort to stay with these youngsters.

Jim Swainston



Jim (L) and Laurie





Wednesday criterium at the Loop, Kew, 23 November

Division	1st	2nd	3rd
Division 1 (8)	Ian Clark (N)	Paul Firth	Phil Cavaleri
Division 2 (12)	Phil Thompson	Mark Edwards	Andreas Weber
Division 3 (6)	Doug Page	Tony Curulli	Shane Dwyer
Division 4 (2)	Barry Ellem	Laurie Bohn	

News etc.

Just a mo-mento

An email came from Rob
What smacked me in the gob.
I thought my eyes were seeing double
But in a flash I realised
It was this extra stubble.

The text requested cash
For him to grow moustache.
'Help stop men from dying young.'
Every day in every way, cancer finds its prey,
Don't matter how well you're hung.

A 'tash looks grand
While you're anchored to the land
But on two wheels it turns a little queer.
After 30 days it becomes a maze
Of bugs and slugs and beer.

So good luck to all you bro
Who plan to raise a mo.
Take time to carefully groom it.
Just be careful when you dash
That you can avoid the crash
Lest prostrate on the ground you find it.

Forever will I remember
Every year about Movember
To ask my Doc to check 'tes-tic-ular'
'Cause our sender grows a fender

To benefit his gender
And not his handlebar.

Now it's time to finish rhyme.
You can't afford to be slackey.
Stay in the pink, just press the link
And give support to Lackey.

<http://mobro.co/roblackey>

Peter Gray

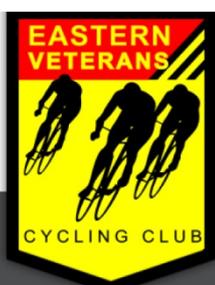
The last Wellington to Auckland

John Williams has signed up for the 2017 edition of the Wellington to Auckland Cycle Challenge, from Sunday 12 to Saturday 18 February 2017 – the last running of this popular event.

If you are interested in joining an Australian contingent, talk to John at racing or flick him an email at john.williams@jhw.com.au.

Cost of race entry (12 stages, 7 days, 800+ km fully supported), accommodation, baggage transit and evening meals is \$1,401. Budget \$700 for flights.

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





Future events

Road National Championships

Ballarat (Buninyong), Sunday 8 January 2017

Women's race at 8.00 am (102 km)

Men's race at 11.50 am (183.6 km)

EVCC BBQ on the Hill

Location is near the top of the Mt Buninyong climb (look for the EVCC tent).

The barbecue is fully catered for by EVCC volunteers. Drinks are available at club prices.

Parking is available near to our proposed site if you arrive early enough.

Further details to be advised later, when known (by email or on EVCC website).

All welcome. If you are interested in watching the racing and having a barbecue with your mates, please email Colin Mortley (cmadcab@bigpond.net.au) so that numbers are known for catering.

Ride to the Road Nats

Last year, a small group drove to Ballan Station and rode 30 km or so to join the BBQ on the Hill and enjoy the closing stages of the women's race and the entire men's race. At the end of the day we had a return ride. It solved a number of difficulties with attending the Nationals:

- Have to leave so-o-o early to get a park.
- Even then, difficult to park near the course.
- Miss out on my Sunday ride.

John Williams, David Brown, Mal Jones and Walter Savini are all intending to repeat the ride next year, meeting at Ballan railway station at 8.30 am on 8 January. Let John know (0419 713 087) if you want to join us (so we know who to wait for). Also please email Colin Mortley with BBQ numbers.

Eastern Vets

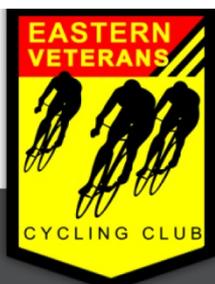
For other events, please refer to page 1 of this newsletter, or go to <http://eastervets.com/roster/>.

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 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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