

Newsletter



Duty Roster

4 December, Dave Ryan Memorial Race, Northern Boulevard
Northern Cycling

10 December, Dunlop Road
John Thomson (R), John Macleod (TC), Frank Nyhuis (TC), Nick Hainal (TC), Michael Day, Anthony Gullace, Rob DeBernardi, Darren Woolhouse, Colin Doherty, Susan O'Keeffe, Laurie Gates, Geoff Darroch, Ian Gillies, Andrew Wedderburn

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's annual charity day at Dunlop Road raised funds for the Leukaemia Foundation (www.leukaemia.org.au). There is a full account of the day (and the all-important total) inside, after Peter Gray's race report from D Grade. You'll also find there this week's required reading: an explanation of the role of the bunch captain.

This weekend, there is no club racing on Saturday. 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. Make sure your helmet is ASA approved and bears the relevant sticker, and don't forget your licence and a fully charged tail light.

Tuesday night racing 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 – weather permitting in both cases!

And good legs to those club members competing in the Tour of Bright this weekend. (To enter, riders must hold an Open or Masters licence from Cycling Australia in addition to their AVCC licence.)

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.



Graded scratch races, Dunlop Road, 26 November

Grade	1st	2nd	3rd	4th	5th
A Grade (15)	Peter Howard	Phil Cavaleri	Jean-Philippe Leclercq		
B Grade (22)	David Pyne	Perry Peters	Paul Semmens	Colin Doherty	Boyd Williams
C Grade (12)	Paul James	Ken Saxton	Rob Giles		
D Grade (15)	Peter Gray	Darren Woolhouse	Rob Devolle		
E Grade (7)	John C. Wilson	Craig Stannard	Barry Rodgers		
F Grade (6)	no result				

D Grade

It ain't gettin' easier

We're getting to the business end of the year and I've discovered that it ain't gettin' any easier.

Average speed for the D Grade race this afternoon (a Paul Sherwinism) was around 35 km/h, and that included a 1.5 lap neutralised period due to an F Grade crash and about a 30 second stoppage due to a semitrailer reversing into a driveway. Just as well it wasn't the Orica Greenedge bus! That's the fastest pace the Ds have put on since round 1 of the Northern vs Eastern crit at Campbellfield earlier in the year. At least we didn't have to contend with the shoe sale visitors and a strong and confused wind.

The pace was on shortly after the neutral lap, with – surprise, surprise! – Darren Woolhouse and Rob Devolle attacking the bunch rather than each other. It might have resulted in the kind of early breakaway that we witnessed in an A Grade race at Dunlop Road a couple of weeks ago, where JP Leclercq and Rob Amos tore the peloton apart and eventually lapped most of their counterparts. I thought, 'I've got to jump on this quickly'. The gap was bridged but the power wasn't there to help out much and the chasing bunch pulled us back up soon after.

The attacks didn't stop there. Ron Chapman (that

surfer looking dude) stepped on the gas a number of times for an extended period, making all our lives a misery. Don't know about everyone else, but my heart rate was often in the red zone (greater than 90%). For the first time that I can remember, McDonalds Road was totally clear of parked cars, which would have made it the perfect finish for a bunch sprint.

Darren attacked again, then Rob, then Ron. That's the way it should be. Round and round and round we went, 'til our legs were almost spent. The bunch had just resumed its pace after the F Grade crash when a red flag was signalled at the Geddes–McDonalds bend. A semi with a long container load was totally blocking the road. I think it was gift from Santa, a mighty big gift! For the first time since the neutral lap, my HR plummeted to less than 70%. Once the blockage was cleared, we politely thanked the nice driver and continued on our way. Did anyone remember to slip the driver a six pack? Otherwise he might not return in a couple of weeks. Ha! Ha!

A few laps later we were given the two finger prompt from referee Steve Barnard, signifying two laps to go and one to the bell. About 100 m from the bell, I heard a familiar wooshing sound. It was Doug Page (alias Mark Renshaw) beginning his attack. Now, I was well expecting this from Doug, as he had been hibernating in the bunch for most of the afternoon. What I didn't allow for was the





ferocity of his attack. On catching a glimpse of his large frame starting to overtake the bunch (bike frame, that is) I managed to accelerate sufficiently to pick up his wheel as the bell sounded for the final lap.

Now, even for a powerful bloke like Doug, 1200 metres is a long leadout. I don't know anyone else in our grade who is able to maintain 41 km/h over this distance. A side benefit of Doug's pace was that it spread the bunch out, making the sprint a bit safer in the Geddes Road traffic congestion. I wasn't sure who was behind us or how far as we entered the sprint straight. Doug was just starting to slow, giving the prompt for me to go to the front and run for the line. Past the truck parked on the left. A cone on the same side came into view and still no challenge. The legs

were starting to tire so, contrary to norm, I clicked up a gear into the headwind. It was enough to keep my speed up against a closing Darren. The finish line came just in time for me, with Darren just a wheel off in 2nd place.

A very happy day but boy, was it tough. A drink, a great 'sausage sizzle' by Ronnie and ultimately the raffle draw resulting in a tidy sum for the Leukaemia Foundation. Congratulations to all D Grade riders for a safe and competitive day. Sorry if I didn't recall all the prominent riders or occurrences. Those efforts often get overlooked but are not unappreciated.

PS I hope Frank Lees pulls up OK after his crash in F Grade.

Peter Gray

Tuesday racing at METEC, 29 November

Grade	1st	2nd	3rd	4th
A Grade (12)	Richard Abel	Rob Amos	Daniel Hulbert	
B Grade (14)	Dan Couzens	Ross Tinkler	Perry Peters	John Thomson
C Grade (11)	Adam Dymond	Haydn Chapman	Darren Smith	Hylton Preece
D Grade (10)	Ron Chapman	Darren Woolhouse	Nick Hainal	David Casey
E Grade (3)	Andrew Rutherford	John Eddy	Mark Granland	

Wednesday criterium at the Loop, Kew, 30 November

Division	1st	2nd	3rd
Division 1 (15)	Ian Clark (N)	Agostino Giramondo (N)	Phil Cavaleri
Division 2 (13)	Andreas Weber	G. Wright (N)	J. Black (GSC)
Division 3 (7)	Peter Gray	Dean Niclasen	Doug Page
Division 4 (6)	Barry Rodgers	John Eddy	P. Griffith (N)





From the Committee

Charity day

On Saturday we held our annual charity day at Dunlop Road. This year we decided to raise funds for the Leukaemia Foundation in recognition of those members and their families affected in some way by a form of leukaemia or other blood disorders.

The Leukaemia Foundation is Australia's peak body for blood cancer, funding research and providing free services to support people with leukaemia, lymphoma, myeloma and related blood disorders, and their families. They have a focus on reducing the impact of blood cancer and related blood disorders by providing free practical and emotional support, and funding research to improve treatments and find cures. Their work also includes raising awareness of the impact within the community, advocacy, and contributing to the international blood cancer sector to improve quality of life for the person and their family. They receive no ongoing government funding and rely on the generous support of the community.

We would like to thank everyone who attended on Saturday and contributed towards making the day a great success. We would especially like to thank all those members who contributed prizes towards the raffle held on the day – we thought we would only have five or six prizes and ended up with much more. With race entries, the raffle and the BBQ we managed to raise \$1,775.

Well done, Eastern Vets!

Bunch captains

At least one competitor in each grade group will be appointed bunch captain where required.

The role of the bunch captain is to ensure that racing is conducted safely and fairly and that all rules and regulations are followed. The bunch captain is to warn any rider who they consider to be riding dangerously, or in an unsafe manner, of their behaviour. The bunch captain is to warn any

rider who breaks the racing rules of their infringement and is to notify the race referee of the infringement at the earliest possible time. The bunch captain has the authority to call a neutral period at any time if they consider it dangerous to continue racing or they can stop the race if they consider it too dangerous to continue. The bunch captain does not have the authority to disqualify or penalise a rider; only referees have that authority. The bunch captain is to report breaches of racing rules, or dangerous riding practices, to the race referee at the earliest possible time.

In the case of being called upon to exercise their authority, a bunch captain is to complete an incident report after the race detailing the circumstances giving rise to their action, the reasons for their actions and the consequences of their actions.

E.g. 'Rider X was passing other riders on the inside of a corner, this is dangerous and contravenes club rules. The rider was warned that he was in breach of club rules, that he was riding in a dangerous manner and was told a repeat performance would result in his being reported to the race referee for disciplinary action. Two laps later the rider made another passing manoeuvre on the inside and was told that he would be reported to the referee for disciplinary action.'

The bunch captain is to complete an incident report if an accident occurs in their race. Information for the report should be obtained from affected individuals and any witnesses.

The bunch captain is to complete an incident report if there are any incidents involving other vehicles or road users. The report should include vehicle description(s), registration numbers (if possible), date, time and location as well as statements from any witnesses.

Riders disobeying instruction may be punished by disqualification, fine, suspension or any combination of the three, as deemed appropriate by the race referee.





News etc.

Legends' Night Dinner tickets

There are two places available at a table of 10 Victorian veteran age cycling enthusiasts (so eight places already taken) at the Tour Down Under Legends' Night Dinner, to be held on Saturday 21 January – after the Willunga Hill stage, and before the final criterium stage in Adelaide.

The cost is \$220 per head if you take up this offer; \$250 if you order as individuals.

If interested, contact John Bodey (Sale) on 0427 539 611.

Lost and found

Q. What do a Virgin Blue, a Pura light start, a pair of black gloves and sunglasses and a stainless steel flask have in common?

A. They're all looking for someone who used to love them.

Owners may recover their belongings from the club trailer or contact petergray.ebserve@gmail.com.

PS Nice jerseys!

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://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

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