

Newsletter



Duty Roster

18 February, Dunlop Road

Andrew Buchanan (R), Ian Milner (TC), Rob Giles (TC), Ian M. Smith (TC), Russell Wheelhouse, Gary Leroy, Haydn Chapman, Ken Mayberry, Glenn Newnham, Graham Haines, Rob Suter, Barry Rodgers, Ken Allan, Owen Anstey

25 February, Yarra Glen

Richard Dobson (R), Walter Savini (TC), Peter Webb (TC), Geoff Mackay, Geoff O'Lughlen, Perry Peters, David Thompson, Phil Thompson, Richard Vernon, Franc Tomsic

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
nick.tapp@detail-ed.com.au



Mercifully, conditions were milder at Casey Fields last Saturday. To judge by the reports inside, the novel 'short course' inspired some bold racing.

Also inside is a must-read article from Dean Niclasen (pictured in action below) from last weekend's Victorian Para-cycling State Championships. What Dean doesn't say in his article is that he took 1st place in the C5 road race and individual time trial. Congratulations, Dean!

And towards the back you'll find a nice pair of wheels that Alison Skene wishes to sell. News from John Williams at the Wellington to Auckland Cycle Challenge in New Zealand has been held over, but John reports that we have no idea what we are missing.

This week we race at Dunlop Road. Start time for B, D and F Grades is 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.



Dean Niclasen (in the vintage Eastern jersey) at the Loop last year. Photo: Judith Coles



Graded scratch races at Casey Fields, 11 February

Grade	1st	2nd	3rd
A Grade (6)	Phil Smith	Jean-Philippe Leclercq	David Mann
B Grade (12)	Peter Morris	Ross Clark (N)	Paul Semmens
C Grade (16)	Franc Tomsic	Andreas Weber	Darren Woolhouse
D Grade (12)	Rob Lackey	David Brown	Mike Joss
E Grade (5)	Allan Hicks	John C. Wilson	Ron Stranks
F Grade (4)	Clive Wright	Rod Goodes	Laurie Bohn

A Grade (I)

A much cooler day at Casey, no excuses, but there was still a poor showing of A Graders. Many of my Skope team mates were also absent, with 'Kinglake Cav' and 'Hotham Holty' electing to do a morning hill ride, rather than race.

As usual, J-P and I agreed that we would not use team tactics in a small bunch; the only thing we agreed on was not giving anyone in the bunch a free ride!

The race started at a fairly relaxed pace. I put in a couple of early attacks to test the legs, but was shut down easily by 'Mr Vic Markets', Ray Russo. It wasn't long before J-P started showing signs of aggression and put in a few attacks, eventually getting a good gap on the rest of the field. The bunch worked together to slowly reel in J-P and bring it all back together. A new face in the bunch was Dave Mann, he was looking pretty attentive and was riding strongly in counterattacks and chasing down gaps. After about 40 minutes of racing J-P put in another attack and again easily gapped the bunch. The bunch reluctantly started chasing again to reel in J-P, who was looking more confident and riding strongly.

The bunch eventually caught J-P, but bridging had caused some pain, legs were hurting and gaps were starting to open up. This was the

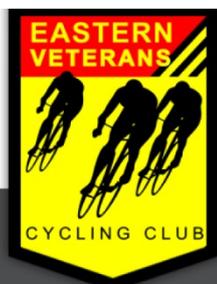
opportunity to counterattack. I made a move on the back straight and managed to gap everyone – except for Ray! The bunch had strong chasers – J-P, Steve Ross and Roy Clark – and I had to keep working hard to ensure that I got a good buffer on the field. I had to forget about Ray on my wheel and just work hard to try and eliminate other competitors.

Before too long Ray signalled he was done and dropped back, and the chasing bunch started to break up, with J-P and Dave Mann in full pursuit of me but everyone else dropping back. J-P and Dave put in a great effort in pursuit and I was concerned when I saw the gap closing. I was suffering by myself but my chasers were also doing it hard! With about 15 minutes to go I was relieved to see J-P and Dave lose a bit of speed. My gap was growing again, and this gap I was able to maintain till the end of the race. I took the win and J-P 2nd. Dave Mann finished 3rd (warning A Grade: watch out for him in future races).

Phil Smith

A Grade (II)

Attacks started straight after the neutral lap, again mainly from Phil Smith. Was a tricky group of six tough riders and you could tell it would be hard to break it down. Early in the race, I managed to





Casey 11/02/2017
Phil Smith 1st A grade
Colleen Smith - Best dressed!

break away on my own, for 10 minutes or so. I was not strong enough to gap the group further than 50 metres or less, and after 10 minutes or so I could see the gap was staying at about 20 metres. I realised they were controlling the gap and slowly wearing me down. So after 15 minutes of torturing myself for nothing, I came back to where I was coming from, the group of six.

Recovered a bit and then I went again for an attempted breakaway (not sure what I was thinking!). This time, I think I lasted two laps or so, as I knew this was getting nowhere and with legs getting tired. But when our group came back together, Phil wisely counterattacked with Ray on his wheel. I was watching Phil and Ray increasing

rapidly their gap while the four of us watched each other, as who is chasing. I found an opportunity to surprise the other three riders and went really hard. Ray, who was dropping back from Phil's solo break, almost managed to get on my wheel, (which would have brought the five of us back together) so, even being 'on my very limit', I went harder to 'break the elastic'. It worked.

I had a tiny gap (10 metres or so) but then had to consolidate. After almost two laps, I was starting to struggle, but luckily David Mann (new to EVCC) joined me. This was very welcome and we started immediately to work together, with the aim of increasing our gap to the chasing group and reaching Phil. Phil had a good gap of about 100 metres. David and I managed to get closer to Phil, by about 20 metres, and it was looking good, but we got stuck to this gap for too long until the gap increased again. Towards the end of the race, Phil had a made a comfortable 300 metre gap to David and me. Phil (machine man) won, then myself 2nd and David 3rd.

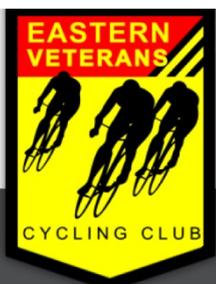
Was a good tactical race, enjoyed it.

Jean-Philippe Leclercq

B Grade (I)

Better conditions greeted the dozen B Graders who rode this week. A return to the normal anticlockwise direction was somewhat disrupted by the setting of a shorter course incorporating a much sharper bend, thus halving the length of the back straight, and with orders at the briefing not to pedal through it.

The race started with the usual culprits doing some good turns but all serious attempts to split the field were neutralised quickly. That is until about the 20 minute mark, when Northern rider Ross Clark broke and built a decent gap in a ridiculously short amount of time. As usual, I attempted to bridge over to Ross; however, as usual, I blew up trying and slunk back into the pack. The consensus was that 1st place was now assured as Ross rode into the ever-increasing distance. The bunch seemed to behave with this knowledge until all of a sudden Ross must have got lonely, or bored, or stopped for an extended





toilet break, or something, because the 'Man in Green' was back in the bunch!

Inspired by the pseudo catch, Chris Ellenby immediately took it as a cue to begin the first of many attacks. The pace was up and down with horrific regularity, with most of us getting dropped by what seemed like relentless attacks from Chris and others. Some of the laggards never made it back on. I too was dropped on one of these attacks, but somehow managed to ride back on when, thankfully, the pace dropped. A change of strategy was needed if I was to survive. I decided not to let anyone ride clear unless I was glued on their wheel. This seemed to work for me, and I even colluded with the initiator of the break on one or two occasions to see if we could keep clear, but it wasn't to be.

Eventually the bell rang, I settled onto Paul Semmens at about fourth wheel. Paul had ridden a good and smart race and looked to still have the goods for a sprint. Ross Clark was up the pointy end and was no doubt going to be hard to get around. We all coasted around the sharp U-turn in single file. The pace started winding up in the shortened straight prior to the final turn and a full-on sprint was had for the entire length of the finishing straight. I managed a really good drive out of the bend, keeping it tight with clear air all the way up the left-hand side. A hard way to sprint, but it seemed to work for me on this occasion with my first Casey win since I was pushed out of C Grade. Ross got a very well deserved 2nd with Paul 3rd.

Another great ride at Casey. We all love to hate this place for many a reason, but it's a little harder to hate for me today.

Peter Morris

B Grade (II)

So here we are back at Casey again but, to make it interesting, the boys have implemented the short course option. I personally like this course because it's a bit more punchy instead of the hard grind that the long course can be. The weather was very kind, with a light south-westerly blowing and a more than agreeable temperature.

Our first couple of laps were reasonably timid until Ross Clark of Northern showed what he could do and put us into the hurt locker for the first time. After we brought him back, it was just a matter of surviving attacks from various riders, most notably Geoff O'Loghlen, Mark Edwards and Ross. Peter Morris chased everything, including me (damn!). About every second attack we shed another rider, so with a depleted peloton things were getting interesting. Ross attacked again and no one could respond as we watched him ride away. We grouped up and started the chase in earnest with Phil Thompson and Paul Semmens doing plenty of work. When we finally dragged him in, who attacked straight away? Chris Ellenby (another damn!). This one really hurt, but we reeled him back in, only to have him attack again (double damn!). I think at one stage all of us were having a bad moment and really struggling to keep in touch with the main group, but with true grit and a bit of madness, somehow you find this inner strength that gets you back on.

Things quietened down a bit as we got to the bell and it was never going to get serious before we turned hard left onto the back straight. After the turn, things ramped up. I moved to the left, hoping to get a good wheel to follow up to the finishing straight. I tacked onto Peter Morris and we entered the straight on the left (the non-preferred side) in 4th and 5th, respectively. Pete hit the afterburner and sprinted to the front with his rear wheel sliding all over the place from the power, and held on to win from Ross Clark, with Paul Semmens coming 3rd.

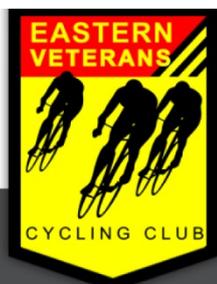
Thanks to all of the officials and volunteers for looking after us and making possible another great day of racing.

Peter Webb

C Grade

Somethin' out of nothin'

It was encouraging to witness greater attendance (if only an additional seven) at Casey Fields this week. With milder weather forecast than the previous Saturday, one could be excused for lickin' one's chops an hour before start time, due to the gentle westerly breeze blowing across the





circuit. Alas, the Casey wind proved as predictable as WA's Fremantle Doctor and seemed to increase noticeably with each warm-up lap.

Missing Page

A bundle of 16 of the usual C Grade candidates began the race with one notable absence. Doug Page, who had decimated the field during 'Barbecue Saturday', had a work commitment to attend in Lancemore. Doug asked me to put in an attack for him but I politely declined his request and set my focus instead on staying with the bunch. But there was definitely no shortage of contenders to fill his shoes, as Rob Giles started the ball rolling off the front, shortly following the neutral lap.

Casey bypass?

Not content with the suffering he inflicted on the peloton last week, race referee Nigel Kimber had conceived a dastardly plan for this afternoon's event. In true Scottish spirit, he foreshortened the circuit by about 400 metres, bypassing the far loop. However, as if to compensate for that generosity, Nigel increased the race time by 15 minutes. Nice touch!

Rob's early attack was looking dangerous for a while, as he had established a big gap and no one seemed interested in chasing him down. Rob gradually returned to the clan but the race tempo had increased significantly.

Banana splits

(Don't let facts get in the way of a good story)

It was a bit difficult for me to keep a mental record of the proactive riders, as if concentrating on my own position, tempo and effort wasn't enough. Franc Tomsic surged on top of an already high pace, which caused some consternation among the bunch. Rob Devolle managed to bridge over to Franc and sit on for a couple of laps but found Franc's TT pace just a little too exuberant and reluctantly decided to drop back to the chasing group. Meanwhile Darren Woolhouse had initiated a chase of sorts, dragging Andreas Weber, Hylton Preece and Adam Dymond among

others to pull the leader back. The bunch split as a result, producing many casualties.

Tactics succeed

The wind direction shifted to the south-west within a short space of time, which made it difficult for me to find the best drafting advantage, losing contact after several more attacks and subsequent surges. It appears evident that this prolonged tactic depleted the lead group numbers down to five, with another two able to hitch back on. The lead group had now been established and included the likes of Franc, Hylton, Darren, Rob D, Paul, Andreas and Adam.

Déjà vu

Those feelings of 'I've been in this situation before' arose from my subconscious, but at least this time I was in good company. Many had fallen off as the train hurtled toward its destination. I managed to overtake a number of these off-casts and then couple up with Tony Curulli. Although Tony hadn't ridden Casey for 12 months, he did an awesome job of maintaining our position relative to the leaders and, for a few laps at least, we were able to regain some time on them. I ran out of legs with a couple of laps to go but David McIndoe continued on with Tony.

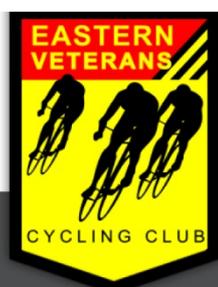
Please! Ring bell!

Darren made a move on the bell lap opposite to the finish line, I assume to weaken the resolve of any would-be contender, but the speed was slow as the bunch approached the final bend. Paul made a jump just prior to the turn but couldn't continue due to cramping in both calf muscles.

'C' change in the making

Although I was too far away to witness the sprint, Franc seemed destined to add another win to his tally of podium finishes for 2017. With two 1st and two 2nd places thus far, I'm certain he will have flagged the Handicapper's attention. So, dare I say, 'Put him up to B Grade!'

Well done Andreas and Darren in placing 2nd and 3rd, respectively. I hope someone can provide a better description of the lead group's interaction and sprint.





Wrap-up

Well, this afternoon wasn't such a 'frying' after all, more like a gentle simmering. I look forward to Dunlop Road next week. Congratulations to David Brown on his return to racing with a D Grade 2nd placing. A warm welcome to David Mann, who appears set to liven things up in A Grade with a 3rd place, in I think his first outing with us.

Peter Gray

D Grade (I)

Somewhat cooler and less windy than the last time @Col-du-Casey, as I was told in the pre-race catch-up with my fellow riders. According to our drinks man, Dean Niclasen, there was no wind at all in the morning – dead still, he told me. Wow, that would be a Casey Fields to see, and ride in!

But why was Dean there in the morning, had his alarm gone off extra early? Had he snuck in an early training run? Nope. He competed in the Victorian Para-cycling Championships – 1st place in the C5 category for the criterium and the road race (which was on the following day) – well, that's what Twitter told me, anyway. Well done, Dean, and good luck for the Comm Games next year on the Gold Coast. You qualified, right?

The D Grade race itself was a mixed bag. The first 20 minutes was fun, with some bursts on the front by yours truly after the welcome return of Andrew Buchanan to the D Grade fold.

The shortened circuit was a master stroke by the club officials – another way to mix things up! I thoroughly enjoyed the tight turn and break from the gentle breeze that came midway through the left-hander.

Max Michelson and Zen Gawronski tried a few time to ramp things up and blast away, however the group was large enough (first for a while in D Grade) to hang on and cycle enough people through to have a go on the front.

Craig Stannard took over from Nick Hainal's attempt to zip past. Craig seemed to stay on the front for a while and it looked like he might power off, but the group were keen for a sprint finish, apparently.

As we were looking for the bell there seemed to be some committed dialogue between C Grade and the race ref. Too tight to 'bell' us, we had to wait. Eventually C Grade seemed to have performed some sort of rolling protest and waved us through in what was a momentous occasion. I hope their protest was noticed by someone!

The final left-hander brought me to the front: pin the ears back and go. Not wanting to look back (safety first, people), I can't comment on what happened for the other places. Though I did check with Colin Mortley. Immediately after the race he thought that he might have squeezed 3rd out with an impressive 'throw'. Not impressive enough, hey, Col? Next time, mate.

A great race with a decent turn-out. Thanks again to whoever sorted out the shorter track and those who made it all happen on the day – officials, equipment, drinks and fellow competitors.

Rob Lackey

D Grade (II)

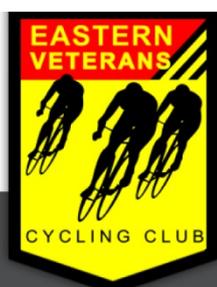
Fabulous day for racing, cooler than the previous week at Casey. What a surprise having a reduced track, nice tight left-hander to get around. And the pace was on from the beginning with the lead changing all throughout the race. We had this old bloke wearing number 94 laying down some serious rubber, made for a great fun day of racing, enjoyed by all. Congratulations to Rob Lackey, Dave Brown and Mike Joss.

Max Michelson

E Grade

A good run out the Monash saw us get to Casey without being frazzled. E Grade was mainly the usual suspects, with JC on demotion from D and the addition of Allan Hicks, the much-travelled lad from Kerang. It would be interesting to see how the latest circuit variation would pan out, but all went smoothly. Some of the larger grades felt it as the leaders jumped out of the corner.

Our first few laps were uneventful but then JC jumped hard up the finishing straight and stretched things out. Allan Hicks seemed to have



the answers and Ronnie hung about as he normally does. My view of the race reminded me of the Bette Midler song 'From a Distance' as I was blown away for the second time in two weeks. E Grade took their lap on me and I propped on the back until another surge saw me looking for 'F Troop'.

Allan Hicks proved he is no slouch by knocking off JC, with the consistent Ronnie 3rd and Barry Ellem close up.

Thanks to our helpers.

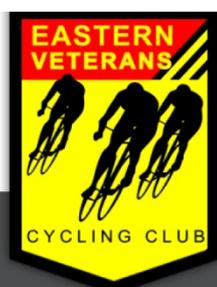
Jim Swainston

Tuesday racing at METEC, 14 February

Grade	1st	2nd	3rd	4th
A Grade (9)	Chris Hughson	Peter Howard	Richard Abel	Daniel Hulbert
B Grade (8)	David Pyne	Glenn Newnham	Dayle Goodall	Grant Greenhalgh
C Grade (13)	Haydn Chapman	Darren Woolhouse	Adam Dymond	Andrew Wedderburn
D Grade (8)	Geoff Mackay	Rob Lackey	Leon Bishop	Colin Mortley
E Grade (3)	Barry Beachley	John C. Wilson		

Wednesday criterium at the Loop, Kew, 15 February

Division	1st	2nd	3rd
Division 1 (17)	Trevor Coulter (N)	Chris Munro (CV)	Agostino Giramondo (N)
Division 2 (16)	G. Wright (N)	Mark Edwards	John Hasouras (N)
Division 3 (4)	Peter Gray	Davina Calhaem	Shane Dwyer
Division 4 (6)	Barry Rodgers	Barry Ellem	Richard Maggs





News etc.

Victorian Para-cycling State Championships ITT & Road Race

Most members have probably heard of para-cycling but, odds are, don't know much about it. Some will also know that I underwent an assessment last year as a result of the neurological condition that affects my feet, ankles and hands, and was graded as a C5 para-cyclist. So what does this mean?

Para-cyclists are assessed based on their loss of function rather than the actual condition that they have, regardless of whether the condition is hereditary, or acquired (for example, having a limb amputated due to injury). The basic categories are:

- C1–C5 – athletes who can still ride a bicycle. Category C1 is most impaired and C5 least impaired. C1 would include things such as bilateral through knee amputation or loss of function on one side of the body. At the other end of the scale, C5 would include loss of function of feet/ankles or some loss of function in one arm.
- H1–H5 – hand cycling. Similar to the cycling (C) category, H1 is most impaired with, for example, paraplegia and severe upper limb impairment. H5 is for athletes who can kneel on a hand cycle and includes paraplegics and amputees, however the kneeling position means the core can also be used in addition to the arms and shoulders.
- T1–T2 – refers to athletes who require tricycles due to an impairment that affects balance.
- B – refers to blind athletes, who compete on a tandem with a sighted 'pilot'. The UCI sets the rules for all para-cycling and for blind athletes there are restrictions on the sighted pilot to try and prevent the pilot from being an advantage to the blind athlete. Basically, the pilot cannot have competed in any UCI-sanctioned championship or have been selected in a national team.

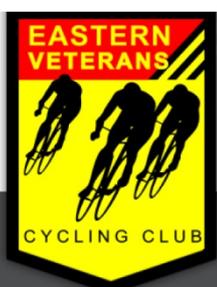
Club members who have raced with Southern Masters this year may have come across a hand cyclist, Michael Taylor, who has competed in their C and D Grade criteriums at Casey Fields. Michael is ranked inside the top 20 internationally in the H3 class and despite being paralysed from the chest down and propelling himself only with his arms is able to compete and place against able-bodied cyclists doing an average race speed in excess of 36 km/h.

For the State Championships, there were 14 competitors for the ITT at Casey Fields, which was held over 6–8 laps (depending on category) for a total distance of up to 17.6 km. Riders were started at 1-minute intervals, but with significant differences in speed there were plenty of riders overtaking slower riders. The fastest time was by H5 competitor Stuart Tripp, who completed the 17.6 km course with an average speed of 38.3 km/h. This is a speed many of our able-bodied members wouldn't be able to match on their race bikes, let alone kneeling on a hand cycle.

On Sunday the road race was held at Cora-Lynn, on the same circuit that Southern Masters were racing on later in the morning. Competitors were required to complete either one or two laps of the 26 km course in cool, wet and windy conditions. Riders were grouped into 'similar' speed groups based on the time trial. The first group included the three fastest hand cyclists from the day before, as well as Womens C4 cyclist Hannah MacDougall. This group completed the 52 km circuit with an average speed between 35 and 36 km/h. I was paired with the tandem of blind cyclist Paul Patteson and his sighted pilot Peter Body. Unfortunately for me, they took off at 40 km/h and after about 3 km I was unable to hold their wheel, which resulted in the majority of my ride being a solo ride around what is thankfully a very flat circuit.

I was absolutely amazed at how talented and dedicated the competitors were despite the significant physical handicaps that many of them have to live with every day. It was an honour to meet and race with them and a true inspiration to try and achieve more.

Dean Niclasen





Wheels for sale

Fulcrum Racing Speed 35 mm carbon tubulars including new Schwalbe One tyres – near new

\$1100 neg.

Beautifully light, versatile full carbon wheel set. Used a few times racing – pristine condition. Rear tyre never ridden, front used a couple of times. Glued by Josh at Cecil Walker Cycles. Includes brake shoes with near new SwissStop BR-BO500 pads for carbon rims, Fulcrum skewers, wheel bags. Campagnolo 11-speed freehub body. Pick up Clifton Hill or can bring to a race. Alison 0427542100.



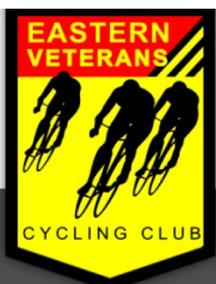
Future events

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 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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