

Newsletter



Duty Roster

4 March, Casey Fields

David Hyde (R), Dale Maizels, Jenni Collins

11 March, METEC

John Thomson (R), John Williams, Tom Leaper

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



Yarra Glen, and a return to the hills, made not just for a change of scenery, but for a different style of racing and, in some grades, a changing of the guard at the front. The occasion clearly inspired some of us because, for the first time in a long time, we have a full house in this issue – there is at least one race report from every grade inside.

Which seems like a good excuse to say thank you to the many club members who submit race reports and other news for this newsletter. Some do it once in a blue moon – perhaps to celebrate a win or a podium place – while others put pen to paper (or fingers to keyboard) almost every week. Please keep it up; your fellow club members appreciate it.

This week we're back at Casey Fields. Registrations close at 1.45 pm and racing starts at 2. There is no pre-entry through TeamApp this week. Tail lights are required.



Chip 'n' Dale?. Good rides earned Kym Petersen and Dale Maizels an envelope each on Saturday. Photo supplied by Kym



Graded scratch races at Yarra Glen, 25 February

Grade	1st	2nd	3rd	4th
A Grade (14)	Phil Smith	Jean-Philippe Leclercq	David Holt	
B Grade (16)	Doug Reynolds	David Pyne	Dayle Goodall	Dale Maizels
C Grade (18)	Tim Crowe	Kym Petersen	Sam Bruzzone	Rob Giles
D Grade (12)	David Brown	Craig Stannard	Keith Wade	
E Grade (3)	Barry Ellem	Ron Stranks	J.C. Wilson	
F Grade (4)	Barry Beachley	John Eddy	Jim Swainston	

A Grade (I)

It had been a while since Eastern Vets ventured onto a real road race and it was going to be interesting to see how the riders performed in a road race with an undulating circuit.

There was a good turn-up of strong riders in A Grade. Skope riders (always gentlemen) Jean-Philippe Leclercq, David Holt, Phil Cavaleri and I elected to ride 'no team tactics' and every man for himself.

Not long after the start Jean-Philippe and Peter Howard broke away from the field. It didn't take too long before they pulled away a decent gap of 300 metres and it was looking ominous that the bunch left behind might soon be racing for 3rd.

I attacked on the back straight but this was chased and the bunch came back together. Another lap and I attacked again, a strong group of two others joined and this trio looked likely to bridge the gap to J-P and Peter. At this stage a few other riders had woken from their slumber: Nigel Kimber, Rob Amos, Dave Moreland, Guy Green and a few others joined the lead bunch.

J-P and Peter were soon caught and there was now a big bunch of about 12 riders contesting the race. I didn't like the odds, and elected to attack

again. Many in the bunch had just bridged and were not interested in chasing, it was only Jean-Philippe who saw the danger and he rode hard to join me. We soon got a good gap and worked on consolidating this position. The pace was high and A Grade was passing other grades at a rapid rate. This seemed like a hindrance for the lead riders – but was probably also affecting the chasers!

J-P and I made our break at lap seven of 12, so there was a long way to go, but the time trial specialists were not to be denied, increasing the gap to 500 metres before the finish.

I won narrowly from Jean-Philippe. David Holt, always the showman, put on a sprint for the spectators and pipped Peter Howard for 3rd place. Skope team 1, 2 and 3 – a great result!

Phil Smith

A Grade (II)

Weather was fine, blue sky, just over 20 degrees and light tailwind for the hill. These were great conditions for racing with EVVC at Yarra Glen.

Was a good bunch of 14 strong riders. The neutral lap went fine, I stayed at the back (with Guy Green, his secret strategic position! Going up towards the hill, I saw Peter Howard drifting towards the front. I smelt something interesting, so





I went towards him. This was it, Peter was taking off on the first lap/hill, and without thinking too much (frog instinct), a few seconds later I went after him. We had a small break. Up the hill we started to roll, and I remember thinking, 'Twelve more laps to go, we must be crazy!'

Peter and I went together for about 20 km, until the bunch came back onto us. I understand the bunch was mainly driven by a few guys such as Phil Smith, Nigel Kimber and Rob Amos (and probably some others). When the bunch came back onto us, it felt we were back to square one. I could see Phil was trying to recover from pulling the other riders, and I was watching him closely as I knew it would not take him more than a lap before he would attack again.

Bang, I knew it, one lap after we rejoined, on the hill (of course), Phil broke away. Not long after, I chased him and managed to get on his wheel. This was a tough move for me on the hill as the HR would have gone through the roof. Pace was high and when I saw five laps to go, I was not sure if I would hold on for too long. On the first lap with Phil (seventh lap of the race), I contributed and rolled, but after that, I stayed on Phil's wheel. I was literally in surviving mode while Phil was hammering uphill, on the flat and downhill. On the last hill, I was almost dropped, but my mind kept me in. Then came the finishing line, and Phil passed me and won by few metres. Happy with 2nd place, but what a tough race this was. Dave Holt finished 3rd with a strong sprint, and a great result for team Skope: 1-2-3.

Phil, you are a machine on two wheels!

Jean-Philippe Leclercq

A Grade (III)

No dreams this week, just the reality of 60 km, including 12 passes up Glenview Road.

Demarcating the GUR by the finish, the prevailing wind eased the intimidation of the climb but heightened the fear of Yarraview. I'd rather a headwind up the hill, where you are slightly protected by the hill and it has less of an effect, than along the open finish stretch, where if you

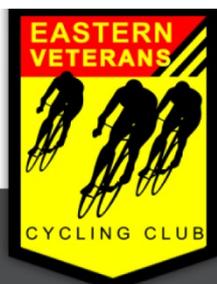
lose the wheel you're on a hiding to very little. Back at the registration desk and numbers were disappearing from the A Grade pile at a rate that promised some protection from the wind – it was just those taking the numbers that were a worry: J-P, Phil Smith, Peter Howard, David Holt and basically the rest of them.

Fourteen for the briefing and a sociable neutral to the start that doubled as warm-up, but I still needed a lap or two to be race ready. Rounding the bottom corner for the first time, towards the back of the bunch, the rise stretching out ahead and the peloton stretched to the limits of the rubber band. Ready or not, it was out of the saddle and hope the leaders didn't push the first ascent. As the concertina compressed and I breathed (heaved) a sigh of relief. One ascent, one descent and one lap completed, the board showed '11' – 8 per cent of the race completed, 92 per cent to go.

Glenview, take two, and this time there's motion at the front, a Croydon Cycleworks jersey puts the pressure on and there's a gap. Just the one away. No, make that two as a Skope jersey bridges. A quick inventory check reveals it's Peter Howard and J-P – spit! Eleven laps, 55 km, 90 per cent of the race to go, two riders, headwind along Yarraview, 12 in the chase group – the math was not in their favour regardless of their pedigree. Then again, 12 in the group didn't mean 12 chasing – there was work to be done.

The lap-counter came down, down, and the status quo was maintained despite the odd effort of one or more of the Skope quartet endeavouring to bridge to *leur homme a la tête de la course*. But it was only a matter of time before something broke, and lap five it happened: *en masse*, Skope upped the ante on the climb and split away, taking the other Croydon jersey with them. Response was required and in response there's the lone me in no-man's-land, followed by the rest of the race in their own little no-man's-lands.

Oxygen deficit begins to kick in, but across the undulations at the top of Glenview the gap between the four chasers and the two leaders was diminishing, and I had to be there for the reunion or I'd be heading back to the car early. Missed it.





Juncture occurred at the top of King and I was still 50+ metres in arrears. Maybe, just maybe they'd ease up and I'd manage to close the gap on the descent – I'm dreamin'. I know I'm quicker up the little kick before Yarraview – something to do with gravity, mass and momentum – maybe I can use that to catch the last wheel. Nup, still dreaming.

There was no fanfare, but onto Yarraview the cavalry was there in the form of Rob Amos, Guy Green and one other, and between the three of them the race was now in two parts, us and the rest, as we embarked on the second half of the afternoon's activity. The next ascent showed that there were few friends in the group as things stretched again to breaking point. Another effort to close things down and the small gap remaining as the leaders rounded onto King was manageable. We were still together next time round. Alas, the next ascent was one too far for Rob and me as we bade the rest a *bon-course* and settled down to own private pain.

The remainder of my race was spent in the company of Rob, albeit having to dig deep on more than one occasion to stay with him. And with the race still visible up the road we swapped turns as there was always the possibility of maybe perhaps getting back with the in-crowd. But that would require effort (that we didn't have) on our side and some serious cat and mouse stuff on theirs – and neither was forthcoming, the gap growing noticeably in the last two laps. As we continued our solitary (duolitary) ride, my visual representation of low-GI energy reserves turning red before Rob's meant I trailed him across the line for the final time.

From J-P's Strava it appears as though he and Phil parted company from the leaders about the same time Rob and I did, but from the other end, and rode to contest the finish between them. The results also suggest a bunch sprint among the remainder for 3rd, a sprint that David Holt won.

For me: 61 km (includes warm-down) @ 35.1 km/h (includes warm-down)

For J-P: 57 km @ 37.7 km/h

Nigel Kimber

B Grade

Despite finding the return to form slow after six weeks with no riding, I decided it was time to bite the bullet and get back to Saturday racing. Besides, 18-year-old Oliver needs to get his hours up on L-plates. So off to Yarra Glen it was.

Conditions could hardly have been better, but the strength of the field was ominous. I don't remember that much, but I do remember counting it as a small victory every time past the finish while still in the bunch. With a few laps under our belts, the tailwind up the hill let me think I might survive, but of course it encouraged those with more steel in their legs as well.

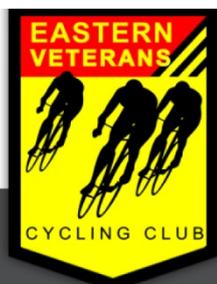
Doug Reynolds was one of those, and before too many laps had passed he was away with a small handful of others – David Pyne and Peter Knights, perhaps more. It was on the hill, of course, that Doug led this particular charge, and the same hill saw Andrew Nielsen and me gapped by the chasing bunch. Down King Street into the wind is not the ideal scenario for a lightweight like me, so it was great to have Andrew for company as we tried to close the gap. We swapped turns for a solid lap until an easing of the pace in front let us hook back up and take a different wheel for a while.

The easing of the pace, I think, was probably a sign that Doug was now gone, while his erstwhile breakaway companions were back or soon would be. Even so, as the race went on, there was some action at the front of the group, which necessitated chasing, and solid pace-making from Gary Wishart, John Thomson, David Pyne and others.

By the bell, Doug was miles up the road, and the chasers numbered eight, which meant we had lost seven of the original starters. In the sprint, David Pyne and Dayle Goodall, who both had been on or near the front all race, led out and held on for 2nd and 3rd. I was still there, albeit at the back, so I gave it a go and had 4th in my sights until Dale Maizels kicked strongly on the rise and stamped her name on 4th instead.

Well done, all, and thanks to the day's officials.

Nick Tapp





C Grade

The usual scramble to get to Saturday arvo racing and this one was no different. What a morning!

Had a mobile bike fit done at the house at 8 am, new bike and all and it needed some tweaking. The body could've probably benefited from the same, my regime of two races most weeks has seen a fine balance of energy vs fatigue. Little Aths then followed for the kids, two cars needed this week so that I could duck away when I needed to, and duck away I did, at the conclusion of the kids' events!

Onto the racing and we had a good healthy turnout of 18 for C Grade on what was a really pleasant afternoon. Beautifully sunny with clear skies and a south to south-easterly wind, which meant a headwind on the descent of King Street, but more importantly a cross-tailly up Glenview Road climb. Yes!

The 18 combatants pinned a number on, yours truly was the bunch captain, and off we rolled. Now, as most would agree, you never test any new equipment in a race environment. Not me. I had a new saddle fitted in the morning, against the advice of the expert. I reasoned that I'd been trialling a different one on and off for months, so race or not, today was no different. Plus, there was a healthy climb in there that would surely call for out-of-new-saddle efforts, so some relief would be provided. Not so. Unfortunately this saddle had me wriggling and fidgeting, the heat of the day replicated in areas you don't want it to be, but thankfully, after the neutral lap, my focus shifted to the race itself and away from my equipment.

My race plan going into today was to stay towards the front, be ready for any attacks and try to go with them. Change of plan and second lap in, while I was at the front, it was me who launched the first attack up Glenview Road. Once we crested the first part of the climb, I felt some movement to my right and it was Tim Crowe, who counterattacked with Rob Giles, Sam Bruzzese and Darren Woolhouse hot on his heels, so I jumped on! Looking to my right as we cornered into King Street, we had established a nice little

gap on the main bunch and worked hard into the wind, to maintain this. Possibly Adam Dymond was with us initially – I'm sorry Ad, I should've written this straight away!

The group worked really well together. We rolled turns, handicap-style. I do recall it was Tim who did the lion's share of work up the climb – and what a cracking pace he set. Figuring he could probably do it just as easily on his own, he attacked, with Rob on his wheel, and the two of them set to establish their own 'break from the break'. A lap or two later, Rob drifted back to our bunch of four, or perhaps our turn of speed reeled him in – I'd like to think the latter – and off we rolled again.

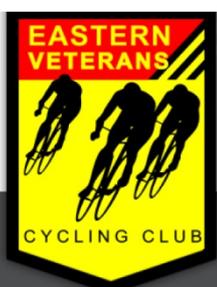
Tim had basically ridden off into the distance so we were racing for 2nd place onwards. The placings were down to 4th today, so it was really unfortunate that one in our group had to miss out.

Onto the bell lap and I foxed for a good position down the back. Particularly down King Street, where I can very easily be dropped and I'm usually seen spinning like a hamster to stay on the wheel of those actively recovering! As we rounded the final bend onto the home straight, Darren kindly offered me his wheel, saving himself for Tuesday night and all. Sam was to my left and must've thought Daz was telling *him* to get on his wheel, which he later said was impossible 'cause I was firmly glued to it! Not letting go, either, just quietly.

At a good few hundred metres out, Rob and Daz were on the front and the pace lifting and I knew the sprint was on. Off I went to the right of Daz and launched myself up that hill, coming across the line first in our bunch. I have no idea who or how close those behind me were, but figured a good, hard sprint with a great lead-out would do it, and today it did pay off. Big thanks to Daz, who encouraged me up the climbs; that little spur on can be the difference between being there at the end with the contenders, or rolling in later on your own. I really appreciate it, buddy.

Well done to our fellow breakaways Rob and Sam also, a good, hard race by all. Cheers.

Kym Petersen





D Grade

A great day for a road race at Yarra Glen, mild to warm, dry, and a wonderful tailwind up the hill for a change, so I was looking forward to this outing.

The neutral ride out to the start was rather shambolic as most of us dawdled along like Brown's cows so that when we neared the start line, Geoff Youl had to wait for the rest of us to catch up. Anyway, soon after we got together, good old Dean Niclasen took off, and when we reached the hill for the first time he was a good 100 metres up the road. Now, I know that Dean is the best descender around, so I decided halfway up the hill to chase him down, get him to drag me down the hill and see what happens then.

Well, that is exactly what happened, and when we were going up the home straight for the first time I thought it was my turn to do a bit and had to really struggle to get over him. So we started the hill for the second time with a handy lead. I led the way and halfway up I looked back to make sure Dean was still there, which he was, but by the time I got to the top he was off. But I also noticed there was another rider bridging over, who caught me at the top of King Street – it was Craig Stannard. Well, he dragged me down at a good pace also, and then towards the end of that lap, David Brown also joined us.

The three of us just worked together beautifully from then on. We individually always knew what we had to do and just kept the pressure on. It was about this stage that the chasing pack disappeared from view, but we still kept the pace on. Nevertheless, the laps gradually got slower and slower, but still no one came in sight behind us. Probably a great blessing that we finished one lap early because I was feeling knackered.

The last lap was genteel, each of us leaving it to a sprint. Coming up the last time towards the finish, it was Craig out in front, followed by David, with me in the box seat at the back. It was David I think who moved first, about 250 metres out, and I went to follow him, but alas, my legs wouldn't cooperate. David and Craig battled it out neck and neck right to the finish line, with David taking the

honours by less than half a wheel I think – bit hard to tell because I was a long way back. Max Michelson managed to break away from the following pack and came 4th by a clear margin.

Thanks, everyone, that was fun.

Keith Wade

E & F Grades

Six faithful starters lined up for our journey around the Yarra Glen Kermesse circuit. J.C. Wilson's initials appeared on the entry sheet but there wasn't a body to accompany them. There was some debate as we rolled into our neutral lap as to whether we rode together or separately. It all sorted itself out anyhow.

Barry Ellem (E) opened up a small gap as we commenced our race with six laps to go and rode well to hold that break for three laps. Barry Beachley kept us entertained with his attempt to turn the corner to go up the hill. The first time Barry rode the course, he went merrily straight on towards the winery but, being good sports, that time we waited for him! I'm not sure what we did on Saturday but, at least, Barry realised he should have turned.

I had set myself the target of keeping Rod Goodes company but at five to go Rod told me to go on. Not being a great ITT man, however, I couldn't pick up the peloton. The state of play was Barry Ellem away, followed by Ronnie (E) and John Eddy and Barry Beachley (F), with myself and Rod each riding alone. My spies tell me that Barry B. did a good job of keeping the pace on. As the race got to money time, Barry Ellem got clear to take E from Ronnie, and Barry Beachley took a deserved win in F from John Eddy. I will admit some of this is from informed sources.

It's ironic that, of our two dominant A Graders, one is a former rugby player from France and the other a marathon runner from across the Tasman! Both are great assets to our club.

Thanks again to all the officials and volunteers for another trouble-free day.

Jim Swainston





Tuesday racing at METEC, 28 February

Grade	1st	2nd	3rd	4th
A Grade (10)	Richard Abel	Peter Howard	Rob Amos	Guy Green
B Grade (8)	Perry Peters	David Pyne	Dayle Goodall	Grant Greenhalgh
C Grade (16)	Darren Woolhouse	Darren Smith	Haydn Chapman	Andrew Wedderburn
D Grade (10)	Rob Lackey	Geoff Mackay	John Cochrane	Colin Mortley
E Grade (4)	John C. Wilson	Mark Granland	Andrew Rutherford	

Wednesday criterium at the Loop, Kew, 1 March

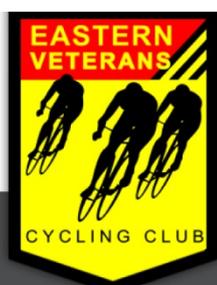
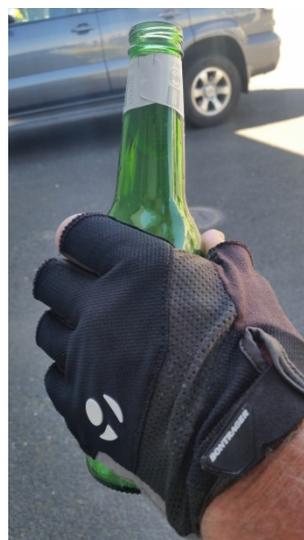
Division	1st	2nd	3rd
Division 1 (13)	Fraser Short (N)	David Holt	Phil Cavaleri
Division 2 (14)	Chris Ellenby	Rob Giles	Peter Morris
Division 3 (13)	Andreas Weber	Peter Gray	Russell Wheelhouse
Division 4 (6)	John Eddy	Clive Wright	Barry Ellem

News etc.

Lost and found

If you drink, don't drive!

Found fingerless in the used helmet cover box at Yarra Glen on Saturday: XL left hand Bontrager glove. Apparently it just wanted to get ahead in cycling but needs a helping hand to get a grip on things. Soberly waiting in club trailer for owner's return. No charge for washing.



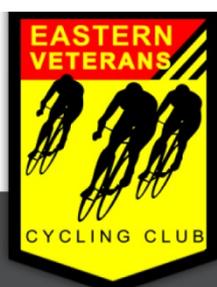


Wheels for sale

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

Sponsors

