

Newsletter

18 March 2017



Duty Roster

18 March, Dunlop Road

Richard Dobson (R), Mal Jones (TC), Steve Short (TC), David McCormack (TC), Rob Lewis, Peter Howard, Russell Newnham, David Pyne, Peter Ransome, Ron Chapman, Phil Cavaleri, Andre Weber, Troy Drinan, Stewart Jenkins

25 March, VVCC Open, Newham

Nigel Kimber (TC), Andrew Nielsen (TC), Ken Saxton (TC), Ray Russo (TC), Katrina Bolmat, Bernie Evans, Peter Bertelsen, Duncan Hansford, Dave Worland, Brad Jones, Adam Dymond, Geoff Youl

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



Last Saturday we raced at METEC on a shortened course. Results and race reports are inside. Thanks to those who submitted reports in the absence of the usual begging email.

Racing this week is at Dunlop Road, Mulgrave. Registrations close for B, D and F Grades at 1.15 pm and racing starts at 1.30 pm. A, C and E Grades: entries close at 1.45 pm and racing starts at 3 pm. Tail lights are required.

The following week, on 25 March, the Club hosts a VVCC Open at Newham. Enter by Tuesday 21 March through the VVCC at www.registernow.com.au/secure/Register.aspx?E=24760. If anyone is willing and able to assist on the day, could they please contact Andrew Buchanan at tiptop2@optusnet.com.au.

In the meantime, of course, racing continues every Tuesday evening at METEC and every Wednesday morning at the Loop, off Yarra Boulevard in Kew. Results are inside, as always, and in a break with tradition there's a report from the Loop this week. (Thanks, Peter, but midweek reports won't become a regular feature in the foreseeable future, or else the Editor will have to put on more staff!)



Coffee and conversation – the reward after racing at the Loop. Photo: Peter Morris



Graded scratch races at METEC, 11 February

Grade	1st	2nd	3rd
A Grade (15)	Richard Abel	Russell Newnham	Jean-Philippe Leclercq
B Grade (12)	Corey Turner	Peter Morris	Mark Edwards
C Grade (12)	Adam Dymond	Bob Lewis	Hylton Preece
D Grade (7)	Geoff Mackay	Rob Lackey	Ian Smith
E Grade (8)	Barry Rodgers	John Eddy	Ed Holmes
F Grade (5)	Susan Williams	Rod Goodes	Laurie Bohn

A Grade

The plan was formulated, implemented and executed. Sensei's teachings are slowly seeping through, like green tea slowly steeping as it brews; Grasshopper is progressing, he can now walk the rice-paper carpet, just not yet quick enough to snatch the pebbles.

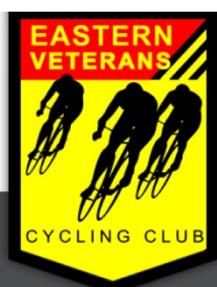
Fifteen starters, making A Grade the biggest for the day, a comparable quantity in B Grade and a shortened, slightly more technical, METEC circuit was going to make things interesting, very interesting indeed. And it wasn't long before they did, but first ...

The neutral lap was a good opportunity to be seen at the front, then rounding the sweeper onto the finish straight for the first time it was time to practice the fade away – running wide and soft-peddalling the bunch passed under. As things started to ramp up, I was nicely encamped at the back of the now strung-out line.

A couple of laps of some solid pace-setting by a limited few – the Skope twins, J-P and Phil Smith, Richard Abel and Rob Amos – and support by the remainder kept the speed nudging 40. The few attacks and breaks that were garnered by the aforementioned antagonists pushed the chasers onto their respective rivets on more than one

occasion as they were chased and closed. Around 10 minutes in and another small group has split – Richard, Phil and Rob – and with J-P and Phil Cav. in pursuit it was looking ominous, a potential five-away. Even with a strong backbone to the 10 in the chase group, it was a move that needed to be tamed and with the utmost priority.

And this is where the interest started, after a couple of laps of swapping turns and watching the rubber band twist us and them stretch and contract, watching the rubber band Phil Cav. was attached to snap and have him rejoin the mass of the chase – a small bonus – we rounded the sweeper again to be confronted by a wall of lycra: C Grade trying to pass E, B Grade trying to pass C and the A Grade break riding the face of the wave and disappearing through the chicane after the finish line that had been introduced by the change in circuit. More than half a lap later, as we've finally cleared the last of the green-hats, there was the break, closer than they'd been half a lap earlier, maybe the pressure of getting through the red, blue and green had pushed the speed to levels that saw the gap shrink. A look under the arm showed clear road to the leaders of the B Grade bunch, a quick head count of those ahead, add in those in the break and we were missing a few – the pace through the waves must have been high to have a few of ours dumped.





By lap's end the break was back but there was no letting up on the pace, the select eight making sure it remained a select eight and yours truly doing all he could to remain as close to the back of the eight as he could – not the easiest of tasks given ... Near halfway through proceedings and with the race down to just the eight, it was time to sort the wheat from the chaff, and if there was one able to achieve that, it was Richard. Every other lap, as if it were the bell lap, Richard was off past the judges and around the back of the course with an ever stretching line of riders in pursuit. If it wasn't Richard, it was Phil Smith, the chase taken up by all, even Russell and Guy were seen at the front, *mais pas moi* – not this week, I was walking the rice paper.

With each passing lap the finish was getting a couple of minutes closer, the intensity of the attacks a little less severe, and it looked like it was destined for a sprint of sorts. There were even lulls of pace where the two was seen ahead of the four rather than following it as people tried to unseat me from my position at the back, or at least to get someone else to set a pace. A noticeable thinning of traffic around the circuit hinted that the end was near, a near miss that had two of our number forced from the circuit confirmed the other grades were being finished, a small neutral stint to regain a bit of breath, and the two who had been detoured, before hostilities were rejoined. Some still had some kick but it stayed together till it was our turn for the bell, where Roy Clark bowed out – more sense than ego – and the remainder set to for the last 1000 metres/ I may have been in it to the end but my legs weren't as we three (me and both my legs) watched Richard deservedly take the win in a tight sprint over Russell and J-P, with Guy Green and Phil Smith keeping them honest all the way to the line, Rob Amos and I a little ways back.

Figures: 44.7 km in 1:06 at 40.7 km/h average

www.strava.com/activities/895326927/analysis

Nigel Kimber

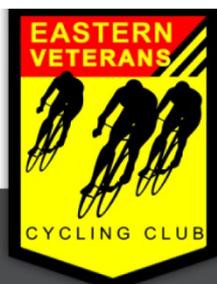
B Grade

As if riding every day this week wasn't enough, I decided to get the kids out of the Boss's hair, and took them for a bit of MTB action at Lysterfield this morning. It was their first time on single track so what could possibly go wrong? As it turned out they both did surprisingly well – no offs, breaks or tears, it seemed I had accomplished a minor miracle – that is until I attempted to dismount my steed in the carpark and got that now all too familiar stabbing pain up through the lower back. Aaah the wonders of living with a recurrent bulging disc issue. Anyway, I gingerly slid into the car and got us all home by late morning and fessed up to the 'Ministry of War' that I had 'done my back' again. A complete lack of sympathy was proffered and her response was even more vociferous when she learnt that I still intended to race at METEC.

A quick lunch was wolfed down, supplemented with a couple of Voltaren, the MTBs were exchanged for the road bike in the back of the ute and it was off to METEC. I hobbled down through car park and paid my dues, all too aware of the tightening of my back as several muscle sets heightened their spasms. I decided to ride the warm-up and if the back didn't settle, I would settle for a DNS. The weird thing with this Mediterranean Back (as Mr Edwards calls it) is that it feels pretty good while I'm riding. So, with this in mind, I should be right to race – just don't stop riding!

So a dozen of us rolled off for the neutral lap and not long after, there was the usual onslaught of attacks from all the usual suspects. I felt pretty strong considering. The day before, I changed out my complete drive train, and the result was a newfound silent and efficient stealth. I think I got in the mix for pretty well all the breaks, but admittedly I was a hesitant worker and probably didn't make too many friends amongst my fellow breakaways. This is a specialist skill set and is very admirable but requires an intestinal fortitude that, alas, I do not possess, especially if it is for the better portion of the race.

With about 15 minutes to go, Mr Ellenby made his presence known and launched strong but





predictable efforts off the front. He was watched and countered every time, but his efforts thinned our bunch down to six riders. One of which was newcomer Corey Turner. With about four laps to go, Corey noted the 'F' held up as we passed the finish line to let us know that F was on the bell. Unfortunately, Corey interpreted the 'F' to mean final lap and launch a blistering lap, with I think only myself just about on his wheel, and sure enough he opened the afterburners around the sweeper and sprinted clear up the straight. I caught up to him on the hill and let him know the error of his ways, but secretly hoped that he had nothing left for our real bell.

Finally a 'B' appeared on the finish line and the bell was tolled. Ian Smith and Mark Edwards were looking interested and close to the front, so was Corey, who I think led the whole bell lap. The pace didn't quicken until well into the final sweeper. Now I usually set and forget a gear, but on this occasion it became evident that I would need a higher gear. Do you reckon I could find one? After several fruitless swipes at the lever, nothing happened, so, with an expletive or two, I settled for the original gear and attempted to catch Corey, who had built an insurmountable gap. So, Corey finished 1st, myself 2nd and Mark Edwards snuck in for 3rd.

Welcome and well done, Corey. Thanks to all who helped and partook – a most enjoyable day. The modified shorter circuit was interesting, a little more technical, but had bunches passing each other more often, which apparently caused some elevated angst.

So now I am in rehab mode. A glass of medicinal red in hand, and immobilised on a relatively comfy couch. Methinks tomorrow is a rest day.

Peter Morris

C Grade

Twelve riders lined up for the start at METEC last Saturday. There wasn't much wind to speak of, and with the sun out, it was quite oppressive. We were to race a new shortened course, not the short/short course, but a medium/short course where we turned left just after the finish line, and

after a short straight turned left again about halfway up the 'hill'.

No sooner had we started than a shot rang out. Dean Niclasen had been hit. As far as I could tell, it came from the fence under the trees, just behind the grassy knoll. From the front and to the right. Yes, from the front and to the right. Wounded, Dean failed to make the left turn and went straight on.

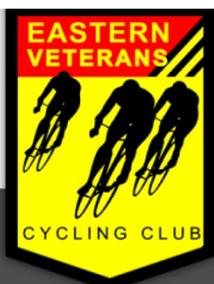
Actually, it turned out that the shot was Dean's tyre exploding, and he was soon seen on top of the grassy knoll, furiously pumping – to no avail, presumably, because he took no further part in the race.

Next, Adam Dymond and Rob Devolle established a break on the rest of us. They seemed to be working well together, and were pulling away from the field. I thought I should make a contribution to affairs, so I rode up to the front and brought them back to the fold, then skulked my way back to my normal position at the rear.

Things proceeded in a pretty orderly fashion after that, until at about 40 minutes gone, I thought I should go up to the front and do a turn. Probably do a couple of laps on the front, I thought. Well, I rode along at tempo for those couple of laps, but it became apparent that no-one had any interest whatsoever in relieving me of the pace-making. So I kept going around, and around, and around.

Someone, surely, is going to put in an attack, I thought, so just be ready. Well, no-one did. So I developed a plan. I knew Kym Petersen was on my wheel. So my plan was: if I'm still on the front when we get the bell, I'll ramp up the pace to dissuade anyone from a last-lap attack, and then deliver Kym to the finish straight. She can then come off my wheel with one of her withering, take-no-prisoners sprints. Perfect.

First part of the plan worked well. Pace increasing, Kym still there. Second part of the plan – not so good. On the left-hander leading onto the 'hill' I had a suspicion that my rear tyre wasn't at optimum pressure. On the infamous left-hander after the 'hill', suspicion confirmed, rear tyre has gone down. Maybe I've caught some of the bullet





fragments that took out poor Dean? No choice but to slow up and wave Kym through.

Kym put in a heroic effort to hold off the rest of the field all the way to the finish line, but three of the guys got past her, relegating her to a very creditable 4th place. For me, I walked back to the

shelter sheds to fix the puncture so I could ride home.

Stephen Barnard

Tuesday racing at METEC, 14 March

Grade	1st	2nd	3rd	4th
A Grade (13)	Richard Abel	Chris Hughson	Jean-Philippe Leclercq	Rob Amos
B Grade (8)	David Pyne	Dayle Goodall	Nathan White	Chris Ellenby
C Grade (13)	Darren Woolhouse	Adam Dymond	Haydn Chapman	Bob Lewis
D Grade (8)	Rob Lackey	Geoff Mackay	Craig Stannard	Colin Mortley
E Grade (2)	John C. Wilson			

Wednesday criterium at the Loop, Kew, 15 March

Division	1st	2nd	3rd
Division 1 (12)	Agostino Giramondo (N)	Chris Munro (CV)	Fraser Short (N)
Division 2 (13)	Tom McDonough	Nick Tapp	Chris Ellenby
Division 3 (10)	Kevin Mills	Dean Niclasen	Tony Curulli
Division 4 (4)	Michael Waterfield	Barry Ellem	Laurie Bohn

Division 3

Studley Park's closed circuit, the Loop (also known as the Teardrop), has long been regarded as an excellent training and racing venue and an opportunity to relax adjacent to the Yarra River and enjoy a coffee and chat afterwards. Approximately 950 metres in length, the circuit

introduces several demanding and repetitive challenges. The most obvious of these is the short 10-metre climb over 250 metres that also becomes the finishing sprint. While this average gradient of 4 per cent is not considered particularly steep, the acceleration and speed with which it is repeated over the 40-minute period is sufficient to fatigue most at race pace.





Competitors in Divisions 3 and 4 often receive a bit of respite after the summit, with a 100-metre plateau before a curved descent. Those in the higher Divisions 1 and 2 are at the mercy of aggressive protagonists for the entire race and rarely ease up on the power.

A 300-metre high-speed flat section before the hairpin turn also demands awareness of position in the bunch, as well as preparation for negotiating the turn's negative camber. The margin for error here is small. Once around the hairpin, it's usually 'out of the seat' and 'on the gas' straight away to repeat the Loop again.

The temperature was already at 26°C on a day forecast to reach 33°C, as the 10 or so Division 3 riders departed the start/finish assembly area. At least the wind was moderate (to begin with) and mostly assisting the counter-clockwise riding direction.

The pace was fairly sedate for the first couple of laps, a typical beginning for the Division 3 mob. I noticed Alison Skene and Davina Calhaem up near the front, suggesting perhaps that the fireworks might be let off early. Davina, in her third or fourth race here, is a keen competitor and certainly not shy about initiating tactics.

It wasn't long until the fuse was lit. Alison was the first to attack the bunch and established a 50-metre lead for a short while. Alison hasn't competed at the Loop this year, so she was given a little bit of rope.

I think Dean Niclasen was planning an early breakaway when he powered to the front on the climb, but everyone was quick to respond. I noticed that two riders whom I don't know well, Kevin Mills and David Drew, were always up near the front and prepared to lead or chase, as the contest demanded. The pace went up another

notch when Andreas Webber took control of the 'aircraft' and I found myself having to work very hard to make up ground on the climb. The descent was a very welcome recovery period for all of us, until the northerly wind blew up about halfway through, making the whole circuit tough going.

Alison and myself were distanced during this period. I managed to bridge to her and she pulled us both back onto the bunch. Tony Curulli and Paul James always come to the party when things start to get tough, with the remainder of us just praying to hear the 'little tinkle' of the bell from referee Steve Barnard. Finally he gives us the 'two laps to go' sign, welcomed by most except the lead rider.

The bunch consolidated until about 100 metres to the bell, when Alison took off. The leading riders responded quickly, but those of us languishing at the back were caught off guard and weren't in the hunt.

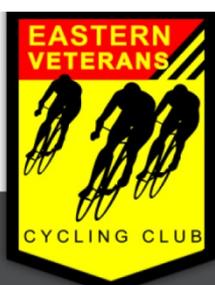
The all-important hairpin was reached by Kevin, Tony and Dean. Kevin wasn't challenged for 1st place. Dean managed not to puncture or break anything to overtake Tony for 2nd. Andreas and Alison followed Tony, somewhat spent from their lead-outs and chasing.

And I, totally exhausted, crawled over the line a short time later, to finish last of the remaining sprint chasers.

If you haven't raced at the Loop, mark it down on your 'to-do list' for this year. The table opens at 10 am Wednesday for a 10.15 start.

Special thanks to Keith Bowen, Steve, Laurie Bohn and Barry Rodgers for their weekly organisation of the morning.

Peter Gray





News etc.

Help needed

The Royce Bennett Handicap perpetual trophy displays the winner for each year except for the year 2011, and the committee would like to correct that omission. In that year the event was held as a graded scratch race at Steeles Creek. This means there was a winner in each grade. Unfortunately, the records for that particular event in October 2011 can't be found. We know it was not held on the first Saturday in October, but was definitely in October. Medallions were presented to the winners and probably the minor placings.

We need your help in finding those winners. So, if you have old copies of the newsletter for that period, or if you have a drawer full of medallions that you could search through, and find your name on one with the grade that you competed in, it would be very much appreciated.

Neil Cartledge

Nic Skewes to ride Indian Pacific Wheel Race

The Indian Pacific Wheel Race begins this Saturday as 70 riders dip their back wheels in the Indian Ocean at Fremantle, WA. It ends some days (or weeks) later when the last rider dips their front wheel in Sydney Harbour. As the event website says: 'The clock does not stop. There is no prize money. Nothing is at stake except honour.'

Eastern member Nic Skewes aims to be one of those to complete the 5500 kilometre route – which is sealed all the way and passes through Adelaide, Melbourne and Canberra. Go, Nic! You can follow his and the 69 other competitors' progress across the map on the website at www.indianpacificwheelrace.com. The site has lots of information about the race, and is well worth a look.

Future events

Eastern Vets

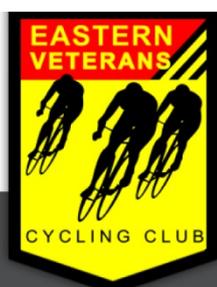
For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>.

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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