

Newsletter

25 March 2017



Duty Roster

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

1 April, Casey Fields

Steve Barnard (R), Kym Petersen, Richard Abel

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, tjtop2@optusnet.com.au

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Racing at Dunlop Road on Saturday was epic if the reports inside, from A Grade and E Grade, are any indication. Numbers were high, with big bunches in A and B in particular, and double figures down to E Grade.

This Saturday the Club hosts a VVCC Open at Newham. Entries have closed. Note that racing starts at 1.30 pm, and see Nigel Kimber's email of earlier this week regarding planned road closures on the Calder and Tullamarine freeways that may affect your trip up there. Good luck to all, whether racing or helping to run the event.

If you're free on Sunday afternoon, consider popping along to DISC on Darebin Road, Thornbury, to support Anna Davis as she attempts the UCI Masters hour record. The current mark for women aged 50–54 (Anna's age category) is 39.402 kilometres. I reckon she'll smash it. The action gets under way at 3 pm.



Saturday's breakaway in A Grade: (from left) Phil Smith, Nigel Kimber, and Jean-Philippe Leclercq on the front in the 2016 Club Aggregate winner's jersey. Photo: Brian Farrell



Graded scratch races at Dunlop Road, 18 March

Grade	1st	2nd	3rd	4th	5th
A Grade (21)	Jean-Philippe Leclercq	Phil Smith	Nigel Kimber	Phil Cavaleri	Iain Clark (N)
B Grade (26)	Colin Doherty	Franc Tomsic	Haydn Chapman	Dale Maizels	Andrew Neilsen
C Grade (16)	Dean Niclasen	Rob Lackey	Hylton Preece	Bob Lewis	
D Grade (11)	Craig Stannard	Neville Williamson	Geoff Mackay		
E Grade (10)	Jim Swainston	John Eddy	Ron Stranks		
F Grade (4)	Michael Waterfield	Laurie Bohn	Michael Lynch		

A Grade (I)

A frog story

Dunlop Road with blue sky and little wind, well, perfect recipe for a big group and a fast and furious racing!

Arriving to the registration, I paid for my entry and for Steve (who was in late). Showed to Nigel my new EVCC Aggregate jersey, and yes, great idea from the club, looks great. Now, pressure was on me, I had to show this EVCC Aggregate jersey what a frog could do on two wheels. We were 20 riders registered, and a lot of guns. I thought, ouch, will be tough to place today, lots of riders/guns and with this little wind, this may finish in bunch sprint (and remember, I am not a sprinter...). During warm-up, I was talking with Phil Smith and he was not in good form. He was all this week in NZ (cooking ...) with no training, and flew in just this morning. Phil Cav was not sounding confident and me neither. So for Skope team, it was Phil S., Phil C. and me, and things was not looking bright. So, strategy for the day was, 'Let's see how we go' (my favourite strategy when no idea at all!).


The traditional neutral lap was on, I was at the back but could already see familiar faces towards the front. As soon as the neutral time was over, I

went towards the front, I could feel an early break was in preparation. I could see Iain Clarke, Phil S., Alex and other guys getting agitated towards the front. On the third lap, Phil S. started to drift away, and for some reason, nobody reacted, until Nigel Kimber followed his path. After four laps, Phil and Nigel were at the front, with a 50-metre gap. I was watching this move and also for who else would join. I saw Iain Clark getting agitated too and making his move from mid to front bunch. I noticed this and followed him, spot on, he took off so I went, too. Iain has this kind of explosive power, so I stayed on his wheel until we could join Phil and Nigel.

The pace was high, and as soon as we bridged, I immediately took over (the bunch was not far behind, we had to carry on, or all over) and pushed on a bit further for the four of us. We organised ourselves and rolled over. The race had been started for only 15 minutes, and this was going to be a long break if we would survive. In between the four of us, I would say Nigel was looking the strongest, a diesel machine making big/long turns.

Then, after 30 minutes of racing, some of us were showing fatigue signs and starting to miss turns, which was a worry for our survival chance. It was tough, I was watching our average speed at





42.3 km/h, slowly creeping up (and HR too ...). I could see each of us going through ups (going too fast for the other three and creating gaps) and downs (missing turns). I kept changing position on the bike and gear ratio, using different muscles can help with breathing/HR/energy. After 45 minutes of racing, Iain dropped (I thought he was playing games in the 10 minutes prior, but no, he really dropped). Average speed was now around 42.7 km/h, no wonder we were all getting tired.

Without Iain, we were down to three – me, Nigel, Phil. We did not talk (too tired...) but we all understood we had to roll as efficiently as we could and keep our speed up. We were getting information that the bunch was only 16 seconds behind us, and this was not good news. For about two laps, we went harder and increased the gap from 16 seconds to 20 seconds. The three of us were smashed in the last 10 minutes (body language could tell...), I remember Nigel saying, 'I am F#@\$ED'. I was, too, but so tired myself I could not respond to Nigel but simply kept on pedalling, which is what the three of us kept on doing for almost 45 minutes. It was literally a 'never give up' session in the last 10 minutes as the bunch was coming back on to us.

The bell rang for the last lap and we had still 20 seconds gap on to the bunch, which was a safe distance. We still went hard in the last lap, like robots. In the last straight, Nigel backed off and it was in between Phil and myself for the sprint, we were side by side and I somehow got it, but not by much.

The bunch was not far behind us – a sprint finish, with Phil Cav taking 4th and Iain 5th.

The 'Let's see how we go' strategy worked perfectly on the day. Sometimes, much better to have a crap/boring/crazy/unrealistic/impossible strategy than no strategy at all ...

Jean-Philippe Leclercq

A Grade (II)

Today's plan – hang back, chase out of the corners. The idea, make me work, get some race fitness.

Despite being first off the line it didn't take too much to find my way toward the back – all going to plan. Well, almost, but far enough back that, come racing, effort was required to keep the rubber band from breaking. Position and a few surges from Iain Clark and Phil Smith added to the effort – and this was all in the first couple of laps.


Halfway through the third racing lap and I'm in the wind – not because I'm on the front, not because I'm off the back, but because somebody pinched my wheel and I'm two-wide and exposed. I wanted a bit of a workout, but ... A gap a few wheels up looked inviting so off I went. Then Iain rolled by, Phil rolled by and I'm forgetting the plan and thinking something's going on here. Sure enough, Iain ramps it up, Phil follows and I'm there for the party. Not a serious party and as the bunch races into McDonalds Lane Iain eased up, Phil forced to the front and yours truly not even slightly interested.

With Iain on the left, me on the right and Phil front and centre, looking over his shoulder, his expression of bewilderment revealing his intent to do nothing and wait for somebody to actually put pressure on a pedal and pick him up. Nobody was obliging.

Nobody was obliging so I figured, sometimes, you just have to say, 'What the feck'. No intent, but as I've closed on Phil's wheel there was no one on mine so a call of 'Let's go!', the die was cast and rolled. It didn't take long to gain a significant gap as the others looked at each other, wondering who was going to do what.

After three laps of sharing the suffering with no shadows on the road behind, it was a bit of a surprise when I swung out and let Phil through to find J-P on his wheel and Iain, too. Iain having decided that something needed to be done and J-P, having sensed Iain's intent to bridge, hitched a ride. Four against the world (well, 19). For the next 20 minutes or so the four shared the wind, not as smooth as a well-oiled TTT troupe but enough to keep the chasers at bay. I was the first to miss a turn – trying to get off Phil's wheel and onto Iain's (bigger blocker) – then it was Iain





missing a turn. A push down McDonalds a lap or so later saw him shelled and it was down to three, with Iain going back to the chase.

Back in the chase there was no real organisation, just a handful doing the bulk of the work, some suffering from the effort and eventually going off the back, others just suffering and also finding themselves with a gap between them and the rest. Encouragement from the sidelines was welcome, although Shortee's calls of 'SIXTEEE!' causing more confusion than clarity, was that 'sixteen' or 'sixty', even the Frenchman requested that he speak the Queen's English. But at the 50-minute mark we did hear 'They're closing', which brought out another effort that apparently took the gap back out to where it had been – 16 seconds, just the length of the straights, never quite out of sight.

On the hour, not a minute too late, the bell. Still unsure of the gap – the eyesight not up to seeing much more than 50 metres behind through the sweat – there was no mucking about and the last of the glucose was called on and put to use. Running out before the final corner, but with enough effect that tapping out 40+ for the last 200 metres kept me ahead of the sprinters but out of touch with J-P and Phil, who sprinted (rather slowly) to finish in that order. Phil Cav was the fastest of the rest with a recuperated Iain Clark hard on his wheel.

43.4 km in 1:02 for an average of 41.6 km/h

www.strava.com/activities/904448918/analysis

Nigel Kimber

E Grade

Great to have a record number of names to write about this week! Ten riders makes the day a lot more interesting. Good to see Ray Watts back as his cheerful disposition has been missed. Ideal conditions at Dunlop Road, which seems to have become our 'home away from home'.

Barry Ellem got us away, as usual, at a good clip for the first few laps. The other Barry Brother was always keen to lift the tempo with some long, searching turns which had some of us stretching, while John Eddy threw one in from time to time. Susan Williams has adjusted well to E Grade pace, as has the irrepressible Barry Beachley. The rest of us seemed pretty comfortable, with the exception of Ray, who had a lonely task. We were doing our utmost not to get run over by A and C and mostly succeeded.

The bell was inevitably produced as Tony Lateo threw all his efforts into a daring attack, which opened a gap. Barry Rodgers was keen to unleash some horsepower and was no doubt helped by John Eddy saying 'Harder, Barry, harder!'. Barry went through the bunch so hard that I was the only one to get onto John's wheel.

The climactic moment came on the last corner when Tony's brave effort came to an end, Barry's effort slowed and John was left in front a hell of a long way from that line.

I managed to get over John narrowly and Ronnie picked up 3rd.

Thanks to the small army of helpers.

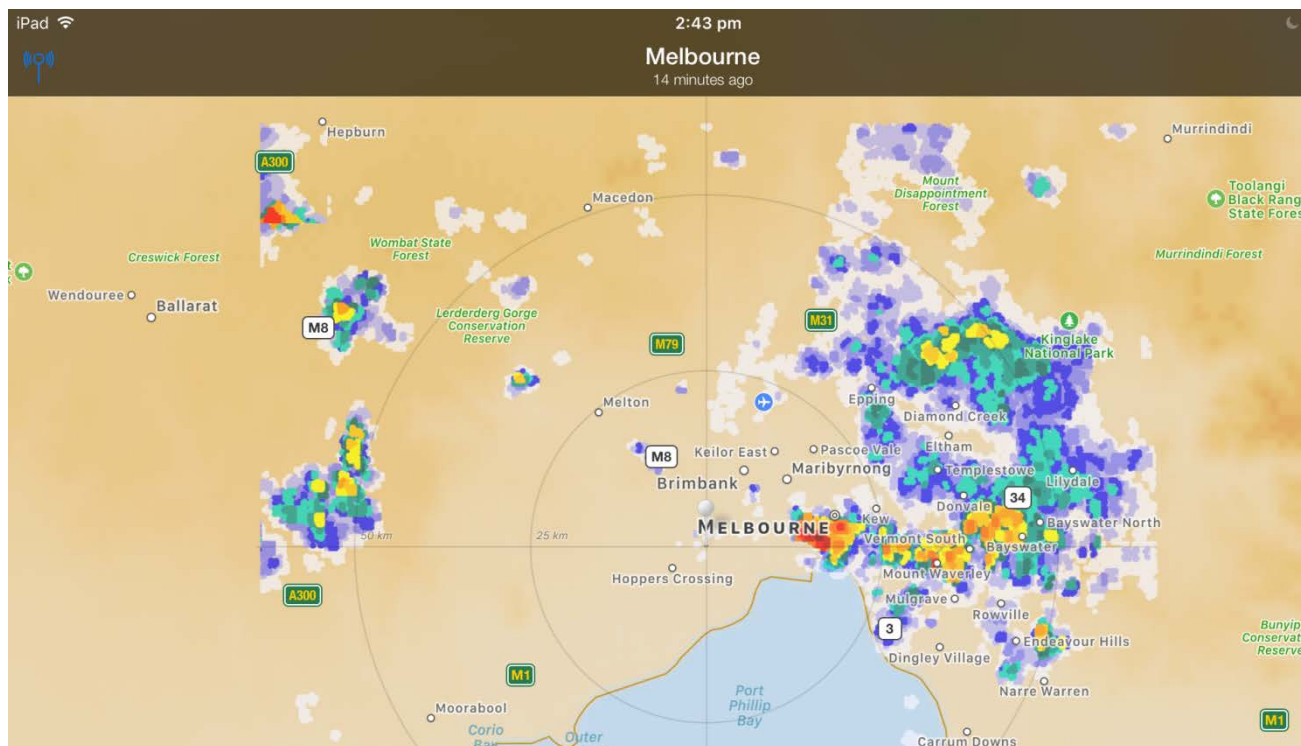
Jim Swainston





Tuesday racing at METEC, 21 March

Tuesday racing at METEC was cancelled this week. Can't think why ...



Wednesday criterium at the Loop, Kew, 22 March

Ditto Tuesday at METEC, only it wasn't the current weather that was the problem; the tight turn at the bottom of the 'teardrop' was liberally covered in silt and leaf litter washed off the central reservation by Tuesday's deluge.





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

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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