

Newsletter

1 April 2017



Duty Roster

1 April, Casey Fields

Steve Barnard (R), Kym Petersen, Richard Abel

8 April, METEC

Nigel Kimber (R), Mike Joss, Darren Smith

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

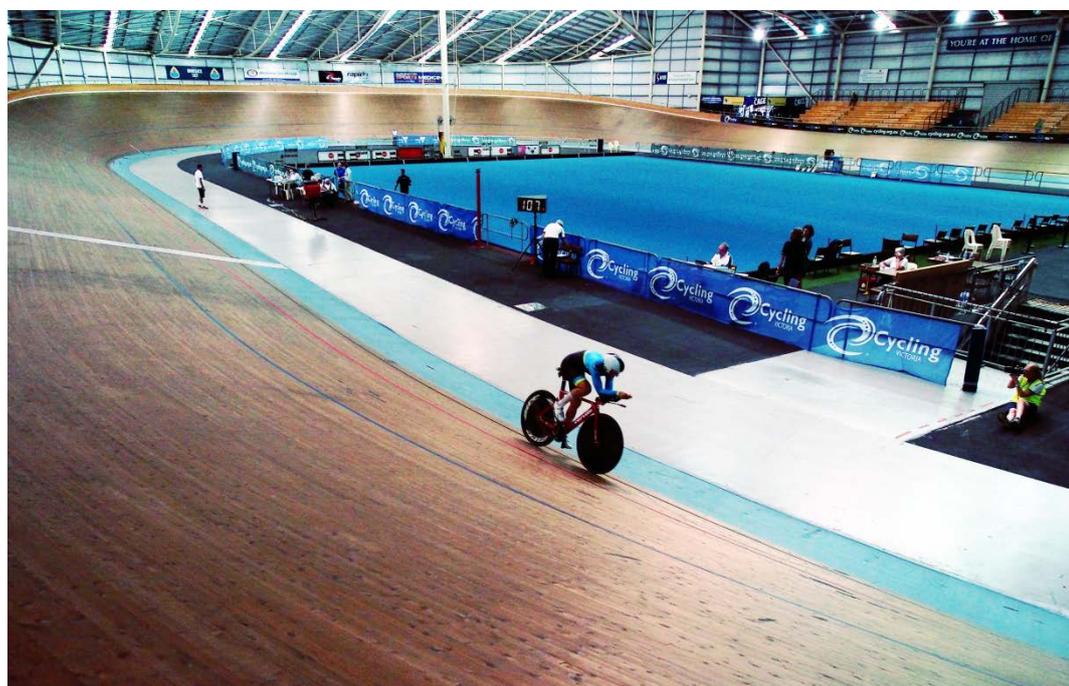


Last Saturday's VVCC Open at Newham enjoyed great conditions. The top 10 was dominated by strong groups off 6 minutes and 4:30, including handicap winner Richard Abel. Well done to all those club members who worked hard to make it a successful event. Results and reports, including one from Richard, are inside. This Saturday we're at Casey Fields, and next Saturday at METEC. Note that the Club Criterium Championships will be held at Casey Fields on Saturday 22 April.

In other news, Tuesday night racing at METEC has wrapped up for the summer and Nic Skewes is Melbourne-bound in the Indian Pacific Wheel Race. More on both inside, as well as a letter from new Club President, Adam Dymond.

New world mark

Huge congratulations to Anna Davis, who set a new UCI Women Masters Best Hour Performance (50–54 years) in front of a vocal crowd at DISC last Sunday afternoon. Anna passed the old mark of 39.402 kilometres with more than five minutes to spare and eventually covered 43.206 kilometres, or just shy of 174 laps, before the gun went off. More on this inside as well.



Anna Davis, 107 laps into her record-breaking ride of 43.206 kilometres in an hour at DISC on Sunday. Photo: Nick Tapp



Letter from the President

Greetings to all members,

Let me start by saying I'm grateful for the honour of becoming President of EVCC. I've been a member for 9 years and have enjoyed the wonderful camaraderie and social aspects of the club. I've made some great friends over the journey, even when we're trying to smash each other out on the road or track.

For those members I don't know, I'm married to Sharon and have two daughters, Carly (25) and Tegan (22), and they all think I'm stone cold crazy for being so enamoured of our beautiful sport. My background is corporate (Telco/Telstra), I had my own business (Telstra Dealership) for 7 years, and currently I'm the Victorian Business Sales Manager for TPG Telecom. I served on the Board of Waverley Private Golf Club as Director of Marketing for 3 years (2004–06) and was secretary of Rowville Little Aths for 2 years. I decided last year after a chat with Hylton that it was time for me to step up and give a bit back to EVCC.

On behalf of all members, I'd like to say thanks to Hylton for his exceptional service to the club over the last 4 years. He's been a huge asset, in particular in getting us access to, and gaining permits for, the regional road races, drawing up Vic Roads plans etc. We're having a BBQ out at Casey Fields this Saturday 1 April after the race to honour Hylton – please try to get there if you can.

At the AGM on Monday night, I wasn't the only new appointee to the committee. Emma Smith (Paul Anderson's partner) stepped into the Vice President's role. I met Emma at the Soul Rider training camp at Eildon a few years ago and she is a very keen cyclist who's just getting back into racing this year. I think it's great for gender diversity to have another female on the committee, so welcome, Emma.

That leads nicely onto another matter to come from the AGM on Monday. Our wonderful Treasurer of the last 9 years, Juanita Stumbles, was nominated and unanimously voted to become a Life Member of EVCC. I've known Juanita and Graham since I joined the club. Juanita has been, and still is, a wonderful club person and I look forward to working closely with her over the next 2 years. Congratulations, Juanita, on your achievement. We will formally acknowledge your Life Membership in the appropriate manner later this year.

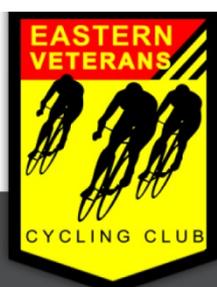
I also want to acknowledge Nigel Kimber's role as Club Secretary. I'm only now becoming exposed to the amount of work Nigel actually does, not just internally but also externally – with VVCC, AVCC etc. I have no doubt that Nigel is the glue that holds EVCC together. Thanks for all your efforts, too, Nigel, and I look forward to also working closely with you moving forward.

Also on Monday, Jim Swainston put his hand up to become Club Captain. Dean Niclasen will join Emma and myself as VVCC delegates to support Nigel in attending the VVCC bi-monthly meetings (in Geelong, so I won't be going to too many of these).

Peter Mackie and Ron Stranks are remaining as Handicapper and Safety Officer, respectively. Andrew Buchanan is also continuing in the all-important role of duty roster manager. Please make life as easy as possible for Andrew, and either attend your allocated duty or go and find your own replacement.

Col Mortley is heading up the race committee with Neil Cartledge, and Hylton just can't keep away and will be supporting with road drawings etc.

It was also decided at the AGM to create a new position on the committee – 'Marketing'. Under this portfolio the key focus will be the recruitment of new members. Back in 2011–14, we had around 300 members. This year, we're down to 200. We set a goal on Monday night to be back up to 250 by the end of 2017. There will be a responsibility not just for the generic marketing/branding of the club, but also to reinvigorate our Facebook page as a vehicle to enable us to celebrate our members' success, plan training rides, car-pool for





regional races and have a vibrant social media presence to showcase the club and attract new members. Finally, this role will also have accountability for sponsorship, not only to make sure our current sponsors are getting 'bang for their bucks', but also to attract new sponsors.

If any member has any experience/expertise in this area and can spare a few hours a month, please come and have a chat to me on race day or send me an email to adam.dymond@outlook.com. This is a very important role for the development of the club and I will work very closely with this person.

Finally, I just want to reflect on the club races held over the last week.

Firstly, to our Open Handicap event, held at Newham last Saturday. Well done to all concerned and massive thanks to all members involved in the running of such an event. In particular to Peter Gray, Col Mortley, Andrew Buchanan for setting up etc. Also thanks to Ken Bone for arranging the hall, food etc. The event was well patronised with 90+ riders and we had sensational conditions.

Congratulations to Richard Abel on taking out the event and also to J-P for his 5th place. Well done to all Eastern members who raced. It's a fun but tough format, the handicap, and no place for the faint of heart or those who like to 'miss a turn'. Thanks also to Doug Reynolds for his sponsorship with his wonderful veloEx wheels.

The Tuesday twilight crit series wound up this week. I can't praise Peter Mackie enough for the way he runs this event. Thanks for all your efforts, big fella, it just wouldn't happen without you. Peter is very ably supported by Chris (Warby Trail) Norbury and also Ray Russo. Also thanks again to Peter Gray for bringing all the gear every week.

Massive kudos to Mick, Nick and all the team at Croydon Cycleworks for their sponsorship of the series. There was a bike shop full of prizes on the table on Tuesday night, and Mick has been a long-term supporter of this event. Please make sure you support Croydon Cycleworks in return. Look them up for your next bike service or any other gear you need – they have it all.

Richard Abel topped off a huge summer by taking out the series and another 'Chicken Dinner'. Well done again, Richard, you're always off the front every time you go past us in C Grade and were clearly the strongest rider across the series.

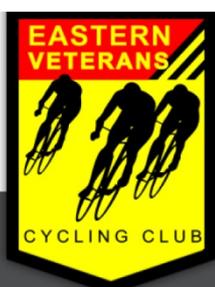
Also congratulations to Rob Lackey, who took out 2nd place. Rob, you've come up through the ranks very quickly and I look forward to seeing you in B Grade very soon, no doubt.

The series podium was rounded out by my nemesis, Darren 'I'm attacking again' Woolhouse. Clearly the strongest C Grade rider since Christmas, Darren was on a mission to win on Tuesday, and if Richard didn't win A Grade, Darren would take the series out. However, in an incident I witnessed at first hand (as I was glued onto Darren's wheel), just coming into the final bend on the bell lap Darren went to get up out of the pegs and dropped such a huge 'watt bomb' that he somehow forced his chain to come off his front chainring and down he went. (How I got around him, I'll never know.) Anyway, apart from a bit of bark off and some mercurochrome from Shelly, Darren was OK. Unfortunately, his helmet was smashed at the back and no longer usable. The cycling gods intervened, however, and the Croydon Cycleworks 3rd prize for the series was – you guessed it – a magnificent SH Plus Shabli Evo Helmet. Well done, Darren, and I look forward to going around with you in B Grade from now on!

That's enough for now. We're working on other things such as a 'mission statement' and will share developments with you as they come to hand.

Regards,

Adam Dymond



VVCC Open handicap, Newham, 25 March

Place	Rider	Handicap
1	Richard Abel (Eastern)	4:30
2	Brent Gibson (Central)	6:00
3	Anthony Zanella (Northern)	4:30
4	Kevin Laffa (Goulburn)	4:30
5	Jean-Philippe Leclercq (Eastern)	4:30
6	Tony Mirabella (Eureka)	4:30
7	Mathew Grealy (Central)	6:00
8	Nick Brown (Geelong & Surf Coast)	8:00
9	Greg Ley (Eureka)	6:00
10	Trevor Coulter (Northern)	4:30
Fastest time	Darren Roberts (Northern)	Scratch

4:30

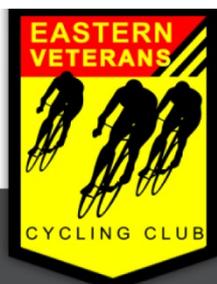
Was running a tad late, I'd have to say, pulling out of Commercial Road, Prahran, onto Punt Road at 12.10 pm. All going well, the satnav said, I'd be there at 1.05 pm – plenty of time. It soon became evident that the good weather had also brought out a crowd for the F1 and, yep, Punt Road was running slow with the extra traffic. Let's just thank the grey Jeep I follow up the Calder for upping the speed so I arrive at 1.15 pm (on the knocker for picking up my number and transponder).

I was soon to find out that I was off second scratch, 4 minutes 30 seconds in front of a small but strong scratch group. My group consisted of 12, including Trevor Coulter, J-P, Tony Mirabella and other strong riders. I looked at the 6-minute group and saw that the ever strong Rob Amos and counterpart Phil Smith were named among a group of ten. I got my kit together and started my warm-up, in which I like to go over the first few hills to wake the legs up and get the blood running. The warm-up was short, as expected.

Got to the briefing, looked at the other blokes, all looking fit, and we were into it. As you'd expect, the group quickly got sorted and everyone was taking their turn, the pace continued and to be honest we were really pushing. The first long uphill drag was the first time our group stopped doing turns and sat on Trevor Coulter, with Mirabella coming up to push the pace.

I was pretty confident that we'd pick up the 6-minute group by the halfway mark, and by halfway we were only a few seconds down on them, with the majority of our group still rolling turns. As we started our second lap we turned left and went over the first steep pinch. Lo and behold! It was like Bourke Street, riders everywhere. J-P was on the front now and seemed eager to push the pace nice and high so as to put in doubt riders' chances of jumping on the back of our group and getting a free ride. By the time we got to the long uphill drag we had finally caught Phil Smith and Rob Amos, we had a big group sitting on us, and halfway up I thought I'd stretch my legs so that we could drop a few and keep the group to a minimum. Not sure how many we dropped but Rob, Phil, J-P and Trevor were ever present at the front and the pace continued at a good level, though not at the breakneck speed we'd sat on during the first lap.

With about 5 kilometres to go I caught sight of the flashing light of the lead vehicle, and for the first time began to think of putting myself in the best position to win. Trevor Coulter was looking strong





with the Northern boys also ever present at the front. The pace slowed as I reckon everyone else was thinking about conserving energy for what was about to happen. To my relief Phil Smith got to the front and kept the pace high enough to keep our momentum, and with minimal help he brought us up to the front-runners and into the lead.

I kept an eye out for Trevor, J-P and the Northern BMC guy, who had been looking good going up every hill, as I knew the pace would lift when we got to the final left-hand turn. I positioned myself behind Trevor, third wheel, and wasn't at all surprised to see Phil dart off the front as soon as we turned left. Trevor and I were straight onto the wheel but I kept my composure and sat. BMC (Northern guy) then went, straight after we positioned ourselves onto Phil, and once again I followed Trevor onto the wheel, only to see the 'Energizer Bunny' Phil go again. This time, with a huge effort, I swung straight onto Phil's wheel and for the first time looked who was present and was not surprised to see J-P and four others right there as we were nearing the top of the hill. Speed was high, effort was getting up there, but I didn't want to go, not yet. I waited for J-P but off to the left our BMC-sponsored Northern colleague put in a big dig, and I put in a big effort to swing over to his wheel. We were now over the top of the hill. I snuck a quick look back and could see the majority of heads down, pushing hard, but not pulling us in. It was now or never, I thought, I had good speed, I could roll over Mr BMC and go for it – and that's what I did. I put everything into the move, making sure I pushed to the right-hand side of the road and then back to the left to make it as hard as possible for J-P and the others to get my wheel. I went about 300 metres out and, to be honest, the last 50 metres felt like slow motion. I was able to keep my speed and didn't look behind until well after the finish line. What a race, what a relief!

Richard Abel

6:00

A quick look at the start sheet, the handicapper had moved me from second to third scratch. We had 1.5 minutes to a strong second scratch group and 6 minutes to a six-man scratch group. There were

a couple of strong riders in Phil Bramich and Phil Smith, but I was unfamiliar with the rest.

The start was a mess until the first hill was climbed, after which the rotations started. Arriving at Lancefield averaging 44.6 km/h, it was looking good, but soon after that riders were missing turns or soft-peddalling through, with Phil Smith and me filling the gaps and trying to keep the pace going.

We then found ourselves off the front and starting a two-man TT, bridging across to the 12-minute group. As we hit the hill into Newham, Phil's pace and the previous effort saw me blow up and Phil carried on alone.

Second scratch (4:30) caught me on the road to Lancefield, by which time I had recovered enough to start working with them. As we went through Lancefield, we were told that we were 5 minutes down, so the group went into road race mode, knowing that they were racing for the placings.

The last group to be picked up seemed to be the 14-minute group, who managed to jump on the back and hold on, which has always amazed me.

Thirty-odd riders turned onto the hill to Newham. I thought I was going OK until a rider in front let a wheel go, and I was not strong enough to jump across the gap. Well done to Richard Abel, who took out the win from second scratch. A disappointing turnout by Eastern members, considering it's our home handicap.

Rob Amos

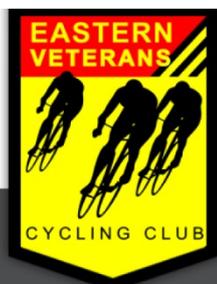
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I was off limit, with 42 minutes – my goal, to stay with the other riders up the first hill, but that didn't happen and I lost contact at halfway.

I chased and almost got them but the second hill got in my way, so then it was just a ride to the finish line, hopping on each bunch as they passed me. I made the finish just as scratch passed, so that was the end of my ride.

Only been riding four weeks and still have some meds in me but getting better each day.

Brian Farrell





Tuesday racing at METEC, 28 March

Grade	1st	2nd	3rd	4th
A Grade (14)	Richard Abel	Peter Howard	Dave Moreland	Daniel Hulbert
B Grade (10)	Dayle Goodall	David Pyne	Colin Doherty	John Thomson
C Grade (11)	Haydn Chapman	Darren Smith	Adam Dymond	Paul James
D Grade (9)	Rob Lackey	Geoff Mackay	Colin Mortley	Max Michelson
E Grade (2)	Mark Granland			

Season wrap-up

Ready and Abel

After last week's racing was cancelled due to rain, it seemed the podium order for the Croydon Cycleworks Tuesday series aggregate would be a mere formality, with Richard Abel only having to turn up in order to secure top position. Coming off a creditable 1st place in last Saturday's VVCC Open handicap at Newham, Richard showed he was in top form by backing it with another victory in A Grade at METEC.

Lackey lunges for second

Rob Lackey has pretty much dominated the D Grade bunch over the season's second half and notched up several Saturday podium finishes, including a recent 2nd in C Grade at Dunlop Road. It was no surprise that he should win on the final race, after bolting off 'the hump' during the D Grade bell lap.

Woolhouse chained up

Like Richard and Rob, Darren Woolhouse has had an extraordinary season, returning to form from a devastating crash last year. His relentless attacking tactics have come to the fore since his rise to C Grade. A win or even 3rd place would have seen him narrowly finish the season in second position. However, approaching the bend leading into the sprint straight, Darren's chain

dropped as he rose out of the saddle. This caused him to crash, almost taking out a couple of following riders. Fortunately, Darren was not seriously injured, but the incident left him and Rob tied on points, with Rob ahead on countback.

So there you have it. Another season over and only 26 weeks 'til the next one starts, eh, Norbury! I'm certain everyone would be keen to thank Mick and Nick from Croydon Cycleworks for their faithful and ongoing sponsorship over the years.

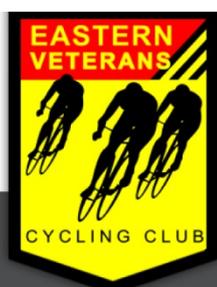
Peter Gray

D Grade

As the final laps were apparent, a sense of sadness came over me, which is something that I can honestly say that I have never experienced on the bike before. The fact was, I will deeply miss the sun, warmth and camaraderie on those long Tuesday evenings.

Of course, D Grade were 'left out there' somewhat longer than the original planned '40 or so minutes', so we had to keep on keeping on. There was discussion that A Grade would end up getting the bell before us – thankfully not.

The Tuesday night season has been a weekly highlight of mine. On my third attempt, I had aimed for a top 10 finish. To end up in second spot was a true surprise – well, sort of. The fellas in mighty D Grade were supportive of my endeavours to end





up in the top 10 and helped make it a fun journey along the way. A great sense of team was exhibited all season, which made the series even more enjoyable.

The effort that went into making the races happen was fantastic. A big thankyou to Peter Mackie, who pulls this together so well.

Special mention to his aides, Ray Russo and Chris Norbury. Chris was a great help, putting on a number when D Grade was a little light on for numbers. He also shared a rear wheel when it was discovered that my mechanical skills still need work.

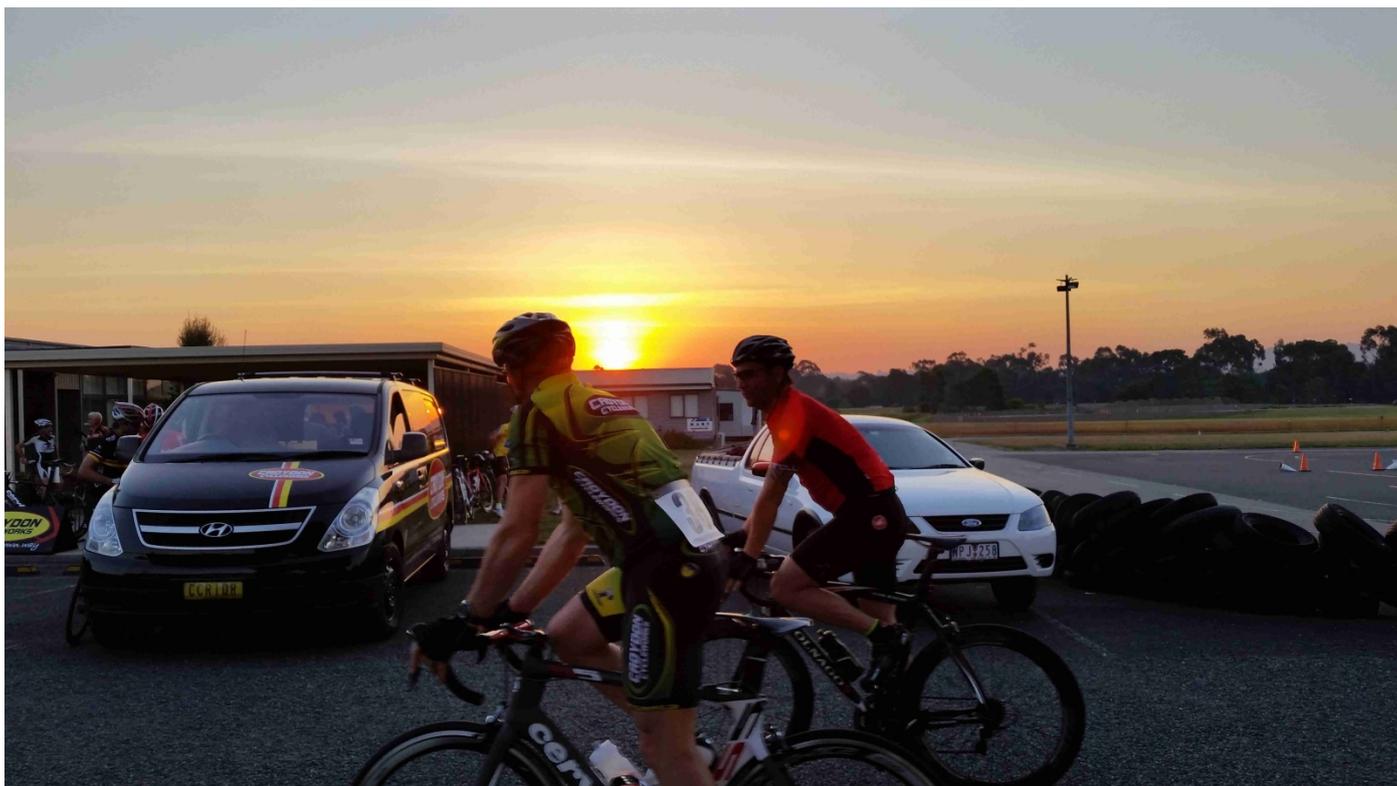
Further shout-outs to Shelly Timson, who thankfully had a very quiet season on first aid, and Peter Gray with the gear.

A big 'well done' to our sponsors, too, as without their support the competition would have been somewhat different, I'm sure.

Finally, as Richard put it at Tuesday's presentation, a big thanks to my family for their support over the past six months. I know it has an impact on the house and I'm thankful for the chance to be able to race so regularly.

It has become a very important part of my life now. Until next time – stay upright.

Rob Lackey

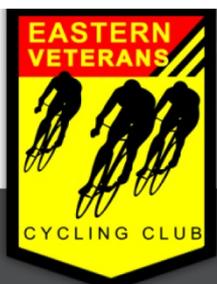


The sun goes down on Tuesday nights at METEC for another year. Photo: Peter Gray





Clockwise from top, aggregate winner Richard Abel sits at second wheel during Tuesday's A Grade season finale at METEC; the series 'podium' – (from left) Darren Woolhouse (3rd), Richard Abel (1st), Rob Lackey (2nd); and Richard's support crew.
Photos: Peter Gray





Wednesday criterium at the Loop, Kew, 29 March

Division	1st	2nd	3rd
Division 1 (10)	Fraser Short (N)	Trevor Coulter (N)	David Holt
Division 2 (15)	Glen Wright (N)	Ross Clark (N)	Mark Edwards
Division 3 (11)	Andre Weber	Dean Niclasen	Peter Gray
Division 4 (4)	Barry Ellem	John Eddy	Clive Wright

News etc.

A smashing effort

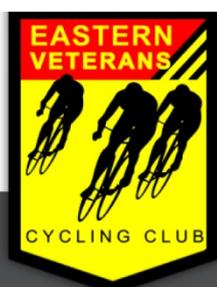
A select crowd, including a handful of EVCC members, were on hand at DISC on Sunday afternoon to witness history being made by our very own Anna Davis, who grabbed the previous world hour record (for women aged 50–54 years) of 39.402 kilometres, chewed it up and spat out a new one of 43.206 kilometres. The result was never in doubt, as Anna consistently laid down sub 22-second laps in a display of calm and ruthless efficiency, adding another 15 laps to the previous record. Well done, Anna, truly inspiring.

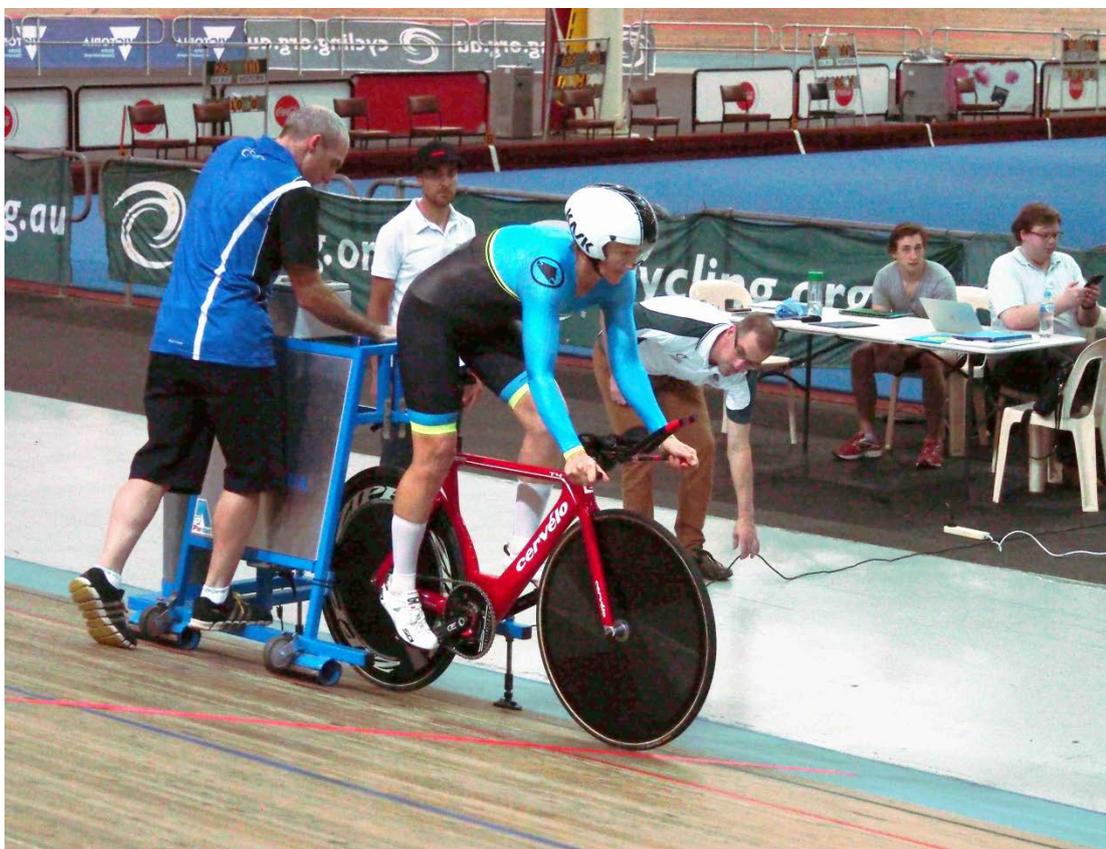
Read more about the process at annashour.com.

Alison Skene

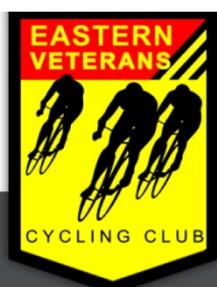


*Anna's speed barely changed for the entire hour from the 43.3 km/h she established in the first laps.
Photo: Alison Skene*





Anna Davis powers out of the starting gate with an hour to go (left). The efficient position she maintained for the next 43 kilometres (below left). Acknowledging the crowd with a new Best Hour Performance safely on the board (below right). Anna's many supporters included coach Stephen Lane (in cap) and Liz Randall (front), Eastern member and holder of the hour record for women aged 65-69. Photos: Nick Tapp



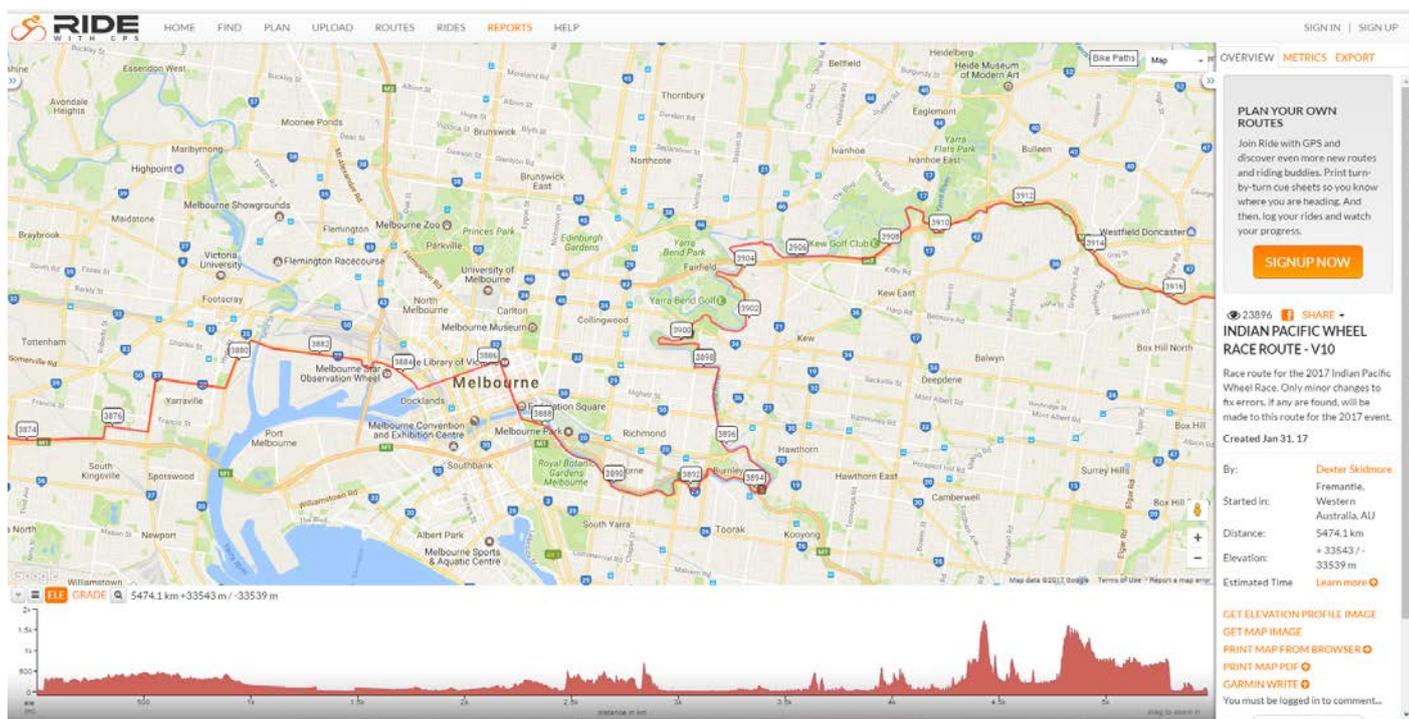


Indian Pacific Wheel Race

The Indian Pacific Wheel Race began two weeks ago, on Saturday 18 March, in Fremantle, WA. Since then, competitors have been riding unsupported over a 5500-kilometre route – which is sealed all the way and passes through Adelaide, Melbourne and Canberra – towards the finish in Sydney.

As this newsletter was being prepared, Eastern member Nic Skewes was approaching Warrnambool, having covered nearly 3500 kilometres since the race began. A handful of riders had already crossed the high point of the route, at Falls Creek, and race leader Kristof Allegaert, from Belgium, was heading for Goulburn.

You can follow Nic's and all the other competitors' progress across an interactive map on the event website at <https://indianpacificwheelrace.mapprogress.com>. The route through Melbourne (below) visits territory familiar to many of us, including Yarra Boulevard in Kew and east along the bike path. If you're free when Nic passes through sometime in the coming days, he might appreciate some support.



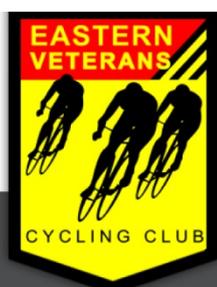
Future events

Eastern Vets

For other events, please refer to page 1 of this newsletter, or go to <http://eastervets.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 to the handicapper via email or TeamApp or on any race day prior to the event.





Northern Cycling

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



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