

Newsletter

8 April 2017



Duty Roster

8 April, METEC

Nigel Kimber (R), Mike Joss, Darren Smith

15 April, Yarra Glen

Tony Curulli (R), Ray Russo (TC), Rob Lackey (TC), Keith Wade, Alex Randall, Brett Morton, Daniel Ives, Max Michelson, Peter Morris, Darren Rutherford

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

Editor: Nick Tapp
nick.tapp@detail-ed.com.au



Last Saturday was another day of good racing at Casey Fields. There was a twist – in the shape of a BBQ to farewell ex-Pres. Hylton Preece from the role. Incoming Pres. Adam Dymond spoke of Hylton's years of service to the club, the last four of them as Club President. Thanks, Hylton, and good luck, Adam!

This week we are at METEC, next week at Yarra Glen, and the following week, on 22 April, it's the Club Criterium Championships at Casey Fields.

Two tales

Last week we reported on Anna Davis's successful tilt at the UCI Women Masters Best Hour Performance and on Nic Skewes' progress in the Indian Pacific Wheel Race. Anna's story, of course, has a happy ending. The same day the newsletter appeared, however, the IPWR was cancelled in very sad circumstances after UK rider Mike Hall, who was in 2nd place at the time, was hit by a car and killed near Canberra. Riders at Casey Fields on Saturday observed a minute's silence in his memory before the race. Inside this week, both Anna and Nic give us some insights into their prodigious efforts.



Wide Open Road
@WORCycleTour



Man, bike, adventure, smile, sun, beer. image of everything. gone instantly, forever remembered [#ripmikehall](#) [#ipwr](#)



Bright Brewery and 2 others

11:56 PM · Mar 31, 2017

Tributes to Mike Hall flowed on social media and elsewhere.



Graded scratch races, Casey Fields, 1 April

Grade	1st	2nd	3rd	4th
A Grade (10)	Jean-Philippe Leclercq	David Holt	Phil Cavaleri	
B Grade (18)	Ian McGeoch	Mark Edwards	Doug Reynolds	Chris Ellenby
C Grade (13)	Ken Saxton	Andrew Buchanan	Rob Giles	
D Grade (7)	Colin Mortley	Max Michelson	Ian Smith	
E Grade (5)	John Eddy	Tony Lateo	Jim Swainston	

A Grade

Back to Casey! Ten riders on the starting line, and here we go for the traditional neutral lap. I like this part of the race, and always find it interesting ...

Race was on, Phil (Smith and Cavaleri), David Holt, Steve Ross and Rob Amos (as always ...) were already towards the front and showing to everyone their presence. I stayed at the back, watching how things were unfolding and trying to find out who was on form today. From there, attacks kept on going from all riders but the 10 of us stayed together, until minute 40 I think, when we went down to six riders.

Was left, Steve, Phil (S. and C.), Rob, David and myself. The main attacks were coming from Phil S. and Rob, but no success. We were approaching the 60-minute mark and I was concerned this would finish in a sprint. With David, Phil S. and Steve as the strongest sprinters, I thought my best chance was for 3rd or 4th place. On the last lap, I attempted to repeat what I did a few weeks ago (taking off halfway), but I was well marked. I tried, and looked at the other riders as if to say, 'OK guys, I surprised you once, but obviously not twice!'

At this moment, I thought, 'Ouch, I may have done myself here, and this is going to finish in a sprint with slim chance to place'. On the back straight, I saw Phil S. going for it, I jumped on his wheel, and then I took over before the last bend. I went as hard as I could on the last bend, with the most efficient

curve I could, and from there simply tried to hold it until the finishing line. In the last 20 metres, David and Phil C. were strongly coming back on to me but I somehow managed to hold it for 1st, not by much. David finished 2nd and Phil C. for 3rd. Unusual for me to beat David, Phil C. and Steve in a sprint. I am not a sprinter, but – well, I take it!

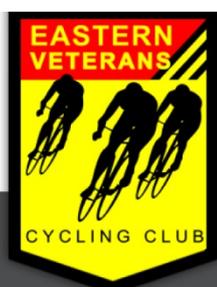
Jean-Philippe Leclercq

B Grade

With the trailing edge of Cyclone Debbie serving Casey Fields a sou-wester I thought a few might be scared off. About 17 others were thinking the same as we trucked on down to Cranny for a pleasant Saturday ride.

A big field was released by the starter (something about helmets, passing, lights ...). Off to a cruisy warm-up lap and then into it. It's pretty hard sorting 17 riders when no-one wants to be on the front. The tough blokes soon enough manned up, with John Thompson grinding away early. The turny nature of the course meant constant wind shifts, ugly echelons trailing into the grass and plenty of turns, short Rudd Gillard Rudd turns.

A few decided it was all a bit boring and launched some half-legged attacks. Upwind was too hard, downwind was too easy and nothing stuck early. Ian McGeoch in red launched a few testers and looked comfortable. I jumped across once way too





early 'til we drifted back amongst friends. The new President was being very presidential. No-one could locate Chris Ellenby until he turned up unexpected near the front and did a turn. Pistol Pete was Morris dancing on the pedals, alert but not alarmed, while Geoff O. was again looking dazed and confused.

There was Doug Reynolds soft-peddalling like a man in form, so quietly confident he is self-sponsored. I took some [video at Yarra Glen](#) a few weeks back. Not very good quality, sorry, but if you have 10 minutes to waste, try to find yourself. The fields broke up that day and DR just pedalled away, nearly lapped 'em, so I thought, hmmm. It's not easy to track everyone, but there are always a few worth watching in a field where anyone could win on any given day. Doug is one of plenty.

With about too long to go, Rob Harris (thanks Webby for knowing who and when) eased off the front, at first it was like all the other lone attempts bound to fail, until it wasn't, and everyone was thinking 'Oooh, I really hope someone chases that one down', but while we were thinking this Rob was riding further away. PW tells me Rob has had a long sabbatical but is now back looking to resume his rightful place in A Grade. It won't be long.

With not very long to go it looked like a bunch sprint, too big, too windy to be fun, and anyway I was always gonna be skinned by the quicks so it was looking to be the pain game again, break or bust. Ellenby and I made eye contact, a little head nod, sucked it in and jumped hard on the back straight, a perfectly choreographed and executed textbook move – except a few others had the same idea at the same time and the chickens got very nervous and scattery. I blame O'Loghlen, a classic spoiler if ever I saw one, but he had a few dodgy mates in with him. With a few now away up the finishing straight and we stalled a bit, we fired up and went again, full tilt, put in a tiny gap and settled in to try to keep the gap and grind our way across to Rob, if we could.

We were feeling awfully pleased with ourselves, away at last again, wind in our hair and everywhere else, fancy free, thinking how good is this? We were Jefferson Starship. When we looked back to

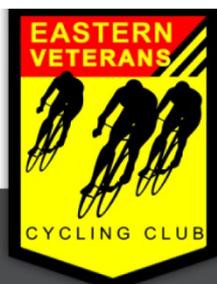
see if they were going to chase us OMG Ian Mac and Doug R. were right there from nowhere, full frame scary movie style. Four now! Weeeee! We trained up and rolled very short turns, inching the gap until we finally got across, all the time just holding the bunch off but quietly confident. Having been back there often enough, knowing that they probably aren't going to work together and more likely to keep jumping and surging against themselves. Anyway, we had the boy racer Pistol Pete acting as wingman for us.

Somehow the caught Rob got dropped, maybe he slowed for a fallen rider. We rolled on taking mini pulls into the wind, elbows flapping away, until our Wednesday Loop mate Steve took a close look at the fresh-looking chasers and took pity on us enough to ring the Liberty Bell early. We trudged out the last lap, it didn't seem like anyone was super keen, not many aces left in the pack. In the end Ian (Northern, always Northern, Wednesday, Saturday, National Boulevard – they must grade those blokes easier than a desert coal railway!) changed up 15 gears, stomped and disappeared into the Gippsland hills while Doug, Chris and I were still thinking about when to go. I think I saw Macca checking his messages or perhaps taking a selfie as he eased down to the flag.

Now I know how the NSW Blues (those damned Maroons!), the Romans (those damned Goths and Huns!), the Celts (those damned Vikings, Angles, Jutes, Saxons!), the Confederates (those damn Yankees!) etc. all feel about those Northerners as they take our envelopes back across the Yarra. They grow up tough on those windy, dusty, treeless plains, eating nails and old tyres, then come and beat up on us Eastern softies, raised on pre-soaked weetbix in watered gardens and green lawns.

The bunch sprint looked pretty keen with Nick Tapp rolling over Pete, I think. I was breathing too hard to see straight but I think that's what happened. It was fun, though, wasn't it! Can't wait until next week. METEC, even more laps to shake and bake. Thanks to all for putting it on again and again.

PS I set my calendar, my sights, my hopes and dreams and my holidays on and around the Club Championships, set down for 8 April. Bottom age





65 plus, no Ken Mayberry-sized night terrors in the lead-up as he's back with the kids still. And no bloody Northerners to meddle in the medals, either! A big block of training, some gym, a cut back on the JWB, Blue and Green, all for a full tilt. Yes, my life is that sad ...

Now they have been moved to 22 April and I will be in Vietnam, clothes shopping. I sidled up to my beloved and hinted we should find out about changing flights, bookings, plans, itineraries and family connections. Yep, we'll be in Vietnam! Now I've put my money on Webby. Enjoy the ride.

Mark Edwards

C Grade

The last time I enjoyed some success at Casey Fields, the conditions were sublime. On 1 April, the wind was back, which always makes racing that little more challenging. On Saturday, the wind was on the right shoulder down the back straight and then on the left shoulder up the finish straight. That meant there would be some high speeds along these sections of track.

Fourteen started the race and we enjoyed a good hard race, with nearly everyone contributing at some point.

The first half of the race was at a good pace with leads provided by several different riders, including Andrew Buchanan, Bernie Evans, Kym Petersen, John Pritchard, Hylton Preece, Gary Chamberlain and myself. John is recovering from a fall from his mountain bike and would test himself with short stints on the front. He would then back off and wait for the pack to pass, but there were a few times when the pack would slow with him and this presented the perfect time to attack. I had a couple of goes to get away along the back straight. In one instance I did manage to establish a gap, which I held for a couple of laps before common sense kicked in and I sat up, realising it was too early in the race to sustain a breakaway on my own in the wind.

Gary Chamberlain put in a couple of strong accelerations which stretched the bunch. I jumped onto his wheel during one attack and we worked

well together to hold the bunch off for a couple of laps. The last three or four laps were steady, which allowed the sprinters in the group to rest in readiness for the final lap.

On the bell lap Bernie led us around. Andrew Buchanan surprised everyone with an early attack along the back straight and quickly established a sizeable lead. It was a case of déjà vu. The last time we raced here, Paul James attacked in the same position, so I knew I had to respond immediately if Andrew was going to be pulled in. Out of the saddle and after him. I caught Andrew halfway up the finish straight. A quick check behind and we seemed to be well clear of the chasing bunch. Rob Giles led the main bunch across the finish line to take 3rd place.

Ken Saxton

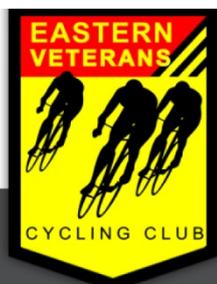
E Grade

As I drove out along the Monash on Saturday and looked across towards Cranbourne I thought it might be a waste of time as the sky was really black. The three top grades were not deterred as their numbers were solid but the lower grades were a bit light on. There was enough wind to make the conditions testing but it remained mostly sunny. We only had four in E grade but our numbers were boosted by the 'evergreen' Rod Goodes as he had no-one to race in F. Rod still pedals along smoothly and locks on to the wheels.

It was a nice even pace and the time went quite quickly and, may I say, pleasantly. I was doing the turn when the bell was produced and there weren't any takers to come through when I swung up, so I stayed at the front and gradually lifted the tempo. Still there around the last corner, but John Eddy jumped well and took the lead, pursued by Tony Lateo. I hung on for 3rd but I could see a bit of blue coming out the corner of my eye and realised Clive Wright was showing an interest.

Hope to get a few Es and Fs back next week. Best wishes to Darren Woolhouse. Thanks to all for an enjoyable day.

Jim Swainston





Wednesday criterium at the Loop, Kew, 5 April

Division	1st	2nd	3rd
Division 1 (9)	David Holt	Agostino Giramondo (N)	Phi Cavaleri
Division 2 (14)	Peter Morris	Doug Reynolds (GC)	Chris Ellenby
Division 3 (9)	Dean Niclasen	Russell Wheelhouse	Peter Gray
Division 4 (7)	Frank Lees	Barry Rodgers	John Eddy

Letter from the President

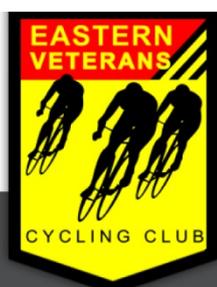
Greetings to all members,

I feel compelled to write something on the tragic incident that occurred last Friday in Canberra, in which Indy Pac rider Mike Hall lost his life in an accident with a car. Indy Pac is a solo unsupported bike race across Australia. Mike was coming 2nd in the final 500 kilometres of his two-week, 5500 km Indy Pac odyssey. I don't want to comment on what happened or how; I more wanted to reflect on the why. Mike made mention in several of his twitter posts, and I've also seen a Facebook video where he commented on the fact, that he was having difficulty seeing at night. The glare of road and vehicle lights was affecting his vision. Be that as it may, he chose to push on and ultimately he's no longer with us. This is one of the saddest events I can recall in cycling here in Australia and has affected many people. There were several tribute rides for Mike last Sunday morning and we held a minute's silence in honour of Mike before we rolled out at Casey Fields last Saturday.

How does this relate to EVCC? Well, in my first week as Club President, we've had two falls with head trauma involved and helmets being badly damaged. Now, I know that accidents in our races are inevitable, and I'm not about to say we have any answers on how to stop them. I do ask all members to be more aware of their surrounds when in a race, trust your instincts, listen to your body and take care if you're struggling. In particular late in a race, when you're fatigued, it can only take a split second of crossing a wheel and you're on the tarmac. I know we're all competitive beasts, otherwise we'd be just riding socially up Beach Road on Sundays. I just implore you all to take more care, listen to the pre-race briefing instead of chatting to your mates. Speak more in your bunch, let fellow riders know you're there and let them know politely if you think they've done the wrong thing.

Finally, we are working on putting more rigour into how we assess riders after a fall – in particular, if you hit your head. After a fall the adrenalin kicks in and the typical Aussie response is, 'All good, I'm fine'. Well, with head trauma, sometime the symptoms can kick in hours afterwards. On Saturday, the rider who fell at Casey was planning to ride home to Frankston. We intervened and found him a lift home with thanks to another member who lives in the area. If you have a fall and there's any doubt about your wellbeing, we will be insisting that you don't drive/ride home. This is why Peter Mackie is asking for you to enter your ICE details in the TeamApp.

Please take some time out to reflect on this and make every effort to prevent a fall in the first place. If you're





unfortunate enough to be in a fall, rest assured, you will be in great hand with our First Aid people – and take heed of what they and the race marshal say. Ride safe, guys.

Regards,
AD

News etc.

Anna's hour

My love of time trialling found a new dimension recently in taking on the challenge of the one hour record. With a five month lead-in encompassing 2½ months each of base preparation and then specific intensity training, it was an interesting experience.

The early training focused on lifting my cadence from 86 to 100 rpm and 'fail' time from 30 to 60 minutes. Most of this was done on the ergo. During this period I had to learn how to ride on a track, purchase a track bike, convert it to an aerodynamic pursuit machine and organise officials and helpers for the day.

During the process my biggest fear was injury, particularly one that would interrupt training or prevent the record attempt going ahead. Amazingly, during the five month process I completed every session as planned, and at worst I suffered increased muscle cramping.

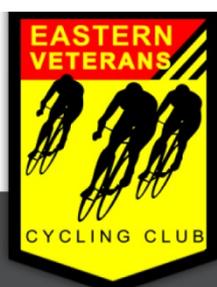
My ambitions originally were to break the age group world record and leave a legacy that would be hard to beat for those to follow. The standing record had been set in 2011 by a 51-year-old Italian woman at 39.402 kilometres. I was pretty sure that this would be possible and, looking at all age group records, I figured an effort at or above 43.7 km would set a very high bar.

Training on the velodrome indicated that a result close to 44 km might be possible but the climatic conditions would have to be favourable. Low pressure at 1010 mbar combined with higher humidity and temperature produced training times up to 1 km/h faster than the converse of cooler, dryer 1030 mbar high-pressure conditions.

The expertise of Dr Stephen Lane was the greatest asset of my attempt. He set up a very fast bike, a successful graded training program and his commitment to all my training sessions on the velodrome was outstanding. He also gradually weaned me from being reliant on information from the Garmin (during an attempt you ride 'blind' from all feedback except lap times).

The afternoon of the attempt was potentially fast with a relatively low (1016 mbar) air pressure, high humidity and 24 degree temperature. My legs felt good and warm-up lap times were relatively fast. A conservative 10-minute period was adopted to start the hour, from which I would then reduce lap times by 0.1 seconds at 10, then again at the 45-minute mark if I was going well. Training efforts showed this should have been achievable.

An easy 10-minute start averaging 44.2 km/h continued unchanged at 20, then reduced to 43.8 km/h by 30 minutes. It was becoming evident the biggest challenge and limiting factor for the day was overcoming the oppressive 50–68% humidity. At 25 minutes I ran into a performance wall and time began to drag. I felt there was a danger of not being able to complete the hour as dizziness and nausea set in. My vision was reduced, I felt it was possible I might black out, and the feeling of heat was almost overwhelming. The many sauna sessions hadn't prepared me for this. My speed continued to decline until I was averaging in the 42 km/h region towards the final minutes. I fell over the line and had to be caught, lifted off the bike and plonked into a chair.





The following moments weren't pretty (as captured by Shane Miller's Lama Live video!) but recovery was swift. My legs hadn't worked particularly hard but my heart rate had been through the roof. Three days later I rode 5 minutes close to a PB but the nausea persisted all week.

My final result was 43.2 kilometres, which was a new world best performance mark, and it will be interesting to see other women chase it down in years ahead.

It was always going to be tough but certainly the crowd made all the difference in my dying moments (almost literally!) in such challenging conditions. I'd like to take this opportunity to thank those from the club who attended to support and cheer me on. It was really appreciated.

Anna Davis

Indian Pacific Wheel Race

Nic Skewes sent this email to Keith Bowen and was happy for it to be shared in the newsletter. We hope to read a more detailed account in due course.

Hi Keith,

Being the keen follower of cycling you are, I'm sure you know what happened in the IPWR. I was in Apollo Bay when I heard of Mike Hall's tragic death. I waited for two other racers (Vasiliki and Chris Bennett). We decided to stop racing and get a lift back to Melbourne.

The end of the race was met with mixed emotions. I'd suffered to the point of trying to retire due to saddle sores (burns). I unsuccessfully tried to hitchhike out of Cocklebidy and having only Optus phone meant I had no signal and therefore no way to make my retirement official. Chris Bennett had some tape (Fixomull) which gave me a glimmer of hope and he convinced me to continue. I struggled from town (roadhouse) to town. Finally getting to Eucla where a nurse treated me and gave me more tape. In Ceduna I bought two rolls of the tape. Gradually I was beginning to enjoy the riding again.

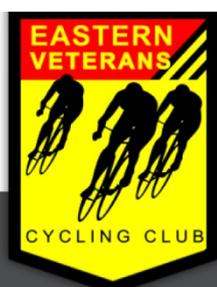
The Otways was a test of my climbing and I felt strong, with *confidence* I would continue on to Sydney. The tragic death of Mike was horrible for all concerned but at the same time meant I could finally rest. Once home, I realised how run down and injured I was. I can barely walk four days later, let alone throw my leg over the saddle.

One of my highlights was coming into Adelaide. I had four or five cyclists greet me and ride with me through Adelaide. One continued through the city and encouraged me up the Greenhill Road climb. After chatting and asking his name again I discovered he was an old Eastern Vets rider, Ian Jolly. He was a great support and we shared many stories about old Eastern riders. We both agreed that people like you are the heroes and backbone of great clubs like Eastern Vets.

I now get to watch the pros go at it in races like Flanders and Paris–Roubaix. While I love watching Tom Boonen et al., I hold in awe the likes of Kristof Allegaert, Mike Hall and Sarah Hammond in their capacity to ride such long distances in the face of fatigue. Human endurance at its limits.

Thanks for your support.

Kind regards,
Nic





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 to the handicapper via email or TeamApp or on any race day prior to the event.

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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