

Newsletter



Duty Roster

6 May, Casey Fields

Stephen Barnard (R), David Casey, Tony Kimpton

13 May, Seymour

Nigel Kimber (R), Frank Nyhuis (TC), Daniel Couzens, Gerard Donnelly, Mark Edwards, Paula McGovern, Tony Lateo, Anthony Coxon, Greg Harvey

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, tjptop2@optusnet.com.au

Editor: Nick Tapp

nick.tapp@detail-ed.com.au



Last Saturday's racing at Dunlop Road brought out the crowds, including many who 'rolled around' for a second ride. There are race reports and some photos inside as well as results and assorted other goodies, including a good cause.

This week we're at Casey Fields. Racing starts at 2 pm with Elimination Races, and registrations close at 1.45 pm. Tail lights are required.

The following week, on Saturday 13 May, starting at 1.30 pm, it's the Athletic Soft Tissue Handicap at Seymour. Sign up on TeamApp for this signature race on the club's calendar, sponsored each year by David McCormack. Entries close at 5 pm on Wednesday 5 May.

Dean Niclasen (pictured below) dropped in for a chat at Dunlop Road on Saturday after finishing 3rd in the 2017 Para-Cycling Road National Championships (Men C5 road race) the previous day. Congratulations, Dean!





Graded scratch races at Dunlop Road, 29 April

Grade	1st	2nd	3rd	4th	5th
A Grade	Jean-Philippe Leclercq	David Holt	Russell Newnham	Phil Cavaleri	Rob Amos
B Grade	David Pyne	Phil Taylor	Nick Tapp	Ian Smith	Boyd Williams
C Grade	Stephen Barnard	Neil Cartledge	Rob Lackey	Greg Harvey	
D Grade	Neville Williamson	Ken Allan	Graham Cadd		
E Grade	Harry Hibgame	Andrew Rutherford	John Eddy		
F Grade	Frank Lees	Rod Goodes	Brian Farrell		

A Grade

Had my usual warm-up, rode around the Dunlop streets and tested the legs, was feeling fine. We were 20 riders on the starting line and, as usual for Dunlop, there were some very strong guys. Due to good numbers, it was announced that the top five would be rewarded. Looking at the riders' profile and my form/confidence on the day, I was aiming for top five, at best, if lucky.

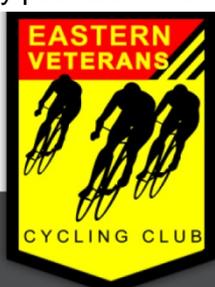
Neutral lap as usual, I stayed at the back, watching. For the first few laps, I remained towards the back, did not really participate in the breaks or chasing, I was not feeling confident enough at this stage. After 20 minutes, my legs were starting to feel better so I became a bit more active but not that much. The main attacks were from both Phils, David Holt, Rob Amos, Alex Randall, and other guys like Steve Ross, Peter Morris, Paul Firth and Ray Russo were attacking/chasing. The race was quite animated, lots of actions, and was good competitive racing.

In the last 20 minutes or so, there was a solo breakaway, Phil Cavaleri ('the Sun'). He rapidly established a good 200 metre gap to the bunch and was looking very strong. He went on his own for about 15 minutes, until the bunch started to slowly bring him back. I was watching this development, and thinking that if the bunch would bring back Phil, my plan was to attack straight away.



David Holt leads A Grade into the straight during Saturday's race. Photo: Nick Tapp

The bunch brought back Phil. As per my plan, I immediately took off, and fortunately, the bunch let me go. There was another three laps and a bit to go. I went as hard as I could, thinking that if there was any chance to survive, this would be tight at the end. I quickly got a 50 metre gap, but after a lap or so the bunch was progressively coming back on to me. Last lap was a torture session, I was at my maximum effort and did not know how close was the bunch (they were 20 or 30 metres behind, getting closer). Would they catch me? I looked back





a few times but I was so tired I could not see clearly ...

When I crossed the finish line, what a relief, the bunch did not catch me, I made it. The bunch finished 30 metres or so behind me, in a sprint finish with David 2nd, Russell Newnham 3rd, Phil (Sun) 4th and Rob 5th.

Looking back, I had to take my chance in the last 5 minutes, was the only way for me to place on this day. Did not feel I had the 'frog legs' to compete with the sprinters present in the bunch and pretty sure I would not have made it into the top five.

Jean-Philippe Leclercq

B Grade

I am still a learner when it comes to crits, and I've only raced a handful of times at Dunlop Road. But my son, who is a different kind of learner, needs hours on his L-plates, and I've been doing the right thing and racing more often on Saturdays so he can spend time behind the wheel. Ah, the sacrifices we make!

Where better to learn how to ride crits than Dunlop Road in a good, strong B Grade bunch? I've been lucky enough to race quite regularly at the Loop over the last couple of years, but at least a lap of the Loop involves one short, sharp hill. Dunlop Road is something else again. Hills? You're dreaming. My tactics haven't progressed far beyond buckle up and hang on, and apart from a couple of slowish turns on the front, that's pretty much all I did. Hang on when Anthony Gullace and Grant Greenhalgh upped the pace. Or Franc Tomsic. Or Phil Taylor. Or Boyd Williams. Hang on when Rob Harris wound it up. And again, and again. Hang onto Gooch's wheel when it looked as though he might have another try. Hang on when Rob Suter took off on his own towards the end and the bunch slowly but surely wound him in.

So the bell rang, and this time Ian Smith attacked out of the second corner, got a gap, but we kept him in sight. I was towards the front and knew I needed to stay there. Through the final corner in fourth or fifth wheel, and there was Smithy, hanging on, just out of reach – or was he? Dave Pyne didn't

seem to think so, nor did Phil Taylor. Buckle up, click up, let's see what's left in the tank. Just metres before the line, Dave surged past Ian, but then it was anyone's guess. Phil looked to have a wheel ahead of mine, but Ian was on the other side of the road and hidden from view. I guessed he had hung on for 3rd but, as the judges saw it, it was Dave 1st, Phil 2nd, me 3rd, Ian 4th and Boyd 5th.

All upright and in one piece. Thanks to the day's officials. Here endeth the lesson.

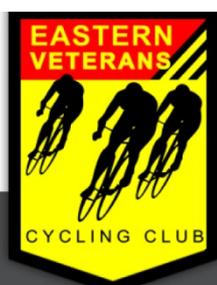
Nick Tapp



A happy B Grade podium: Nick, Phil and Dave.



Neil Cartledge leads C Grade through the first corner.





Club Criterium Championship at Casey Fields, 22 April

Apologies to the 60–64 age group, and especially to John Williams, whose report from the Club Championships went AWOL in the Editor's Inbox last week. Here it is, better late than never.

Men 60–64

In a field of 10 riders, there were some obvious standouts for the medals – Ken Mayberry, Ian McGeoch and the evergreen Chris Ellenby – while Phil Thompson is always one to watch even though he has been a little down on form recently.

Having finished 4th more times than I can count, usually being dropped as soon as the fast guys decide to break it up, I decided that my best chance was to initiate rather than react, which meant taking the race on early.

As expected, the pace was slow for the early laps, with Hylton Preece and J.C. Wilson often on the front, and the big guns giving them a chop out but not lifting the pace. An easy 30 minutes followed by a 10 minute sprint was going to suit the fast guys in the field, but not me. I needed a harder pace for longer and then let's see who's strongest at the finish.

So after 15 minutes I took off to see who would come with me, and for around two laps the answer was nobody. Then all of a sudden there were riders with me, Ken and Ian came past, and Chris and Phil were also there. Then it was daylight to the field. They backed off a touch as they came past, which gave me the chance to hook on. For once I was away with the break instead of chasing it. That's one step closer to a medal than most years, but there was a lot more cycling to be done before these medals would be decided.

From what I could see, Hylton, Colin Mortley, and Nick Hainal were working strongly together in the next group. If any of us were dropped, they would soon be picked up by these three.

Ken was putting in regular surges. Ian also had a few dips, and Chris was doing what Chris does, so there was plenty of chasing to be done. Phil was

following wheels, as was I, although I felt that if I took a turn or two they might be more inclined to have me around, so when the pace dropped I occasionally took on pace duties. That was the flaw in my strategy. Five into three medals don't go, so they wanted to drop two riders, regardless of whether they took a turn at the front. And when they attack while you're on the front, it's much harder to catch a wheel. So it was that my tilt for medals ended at around 35 minutes into the race. Once gapped, I sustained the best pace I could. Who knows, it only needed two of them to puncture and I was back in the medals?

Nobody punctured, although another sustained surge by Ken and Ian saw Phil off the back, and Chris hanging on for dear life. Chris got back on. Phil called it a day, which stuffed my hope of catching and working together with him.

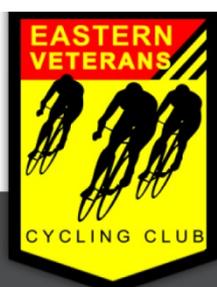
As the bell rang for me, the three leaders were approaching the finishing area from the other side of the track, about 500 metres ahead and with three-quarters of a lap to go. Chris looked to have a small gap on the other two, but it didn't look enough. Next I saw them heading towards the final bend into the finishing straight while I was still outbound, and again Chris was leading, but Ian and Ken looked menacing.

Apparently Ken overwhelmed Ian in the finishing sprint, with Chris 3rd. Congratulations to the medal winners, clearly the three best riders in our age group and well deserved!

And me? I'm pleased to have added yet another way of finishing 4th to my repertoire.

Thanks to all officials and helpers which resulted in a safe and enjoyable Championships.

John Williams





John Williams, 4th again, but in a new way. Photos: Stephen Barnard



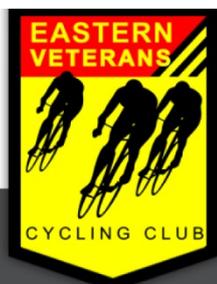
Paul James finished strongly to win in the 65–69 group.



Paula McGovern in 'the breakaway'.



Steve Ross (right) and Peter Morris (in red) finished 1st and 3rd, respectively, in the 50–54 group.





Wednesday criterium at the Loop, Kew, 3 May

Division	1st	2nd	3rd
Division 1 (8)	Iain Clark (N)	Fraser Short (N)	Phil Cavaleri
Division 2 (14)	T. Perry (N)	Gavin Wright (N)	Chris Ellenby
Division 3 (11)	Kevin Mills	Stephen Barnard	Alison Skene
Division 4 (4)	Michael Waterfield	John Eddy	Frank Lees

From the archive

Macclesfield race report, 10 September 2011

'Heavy rain and hail predicted for Saturday and Sunday. Event might be cancelled!'

Maccles went ahead despite the inclement weather. Rode in E Grade with Ronnie (Stranks), Les (Maclean), Alan (?) and Geoff (?).

Les punctured about halfway on the first lap return and I was dropped shortly after by Alan and Ronnie on the hilly section. They remained within sight for a couple of kilometres and at one point I thought I might bridge the gap.

Ron and Alan had just reached the start/finish turnaround as I approached the incline prior to it. A catch looked imminent except I had underestimated the slow slog up to the turn. With lots of encouragement from the traffic controllers, I picked up the pace, but so too did the leaders and

I didn't sight them again until the outbound turnaround.

'Bugger!' The gap looked about the same. I was flying as they were climbing, however I was about to discover my Achilles heel – climbing! The best that could be achieved was to see how far the overtaking by A Grade could be delayed.

Geoff! What happened to Geoff? He was also distanced on the first return climb but managed to hold the same gap to me as I held aft of the leaders.

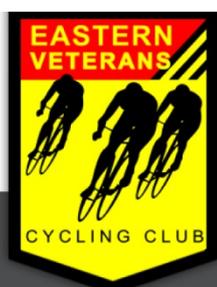
Peter Gray

PS Next day training ride.
Crashed in the wet conditions, coming off the pedestrian bridge near the Bayswater oval.
Bruised butt and ego.

News etc.

Don't leave anything unattended at Casey!

On a recent Saturday I was sitting in our car during the after-race presentation when I noticed a person concealing himself in the trees at the far end of the car park. He may or not have had any intention of doing so, but I suspect he was going to steal a bike left leaning against a car, especially when he further concealed





himself from two people going past on roller blades. At this stage, not knowing what to do and becoming more than a little nervous, I opened the car door, loudly closed it and locked myself in. When he realised he was being watched, he made a quick exit to a car parked on the road with the boot lid open. Unfortunately, one never knows who is hanging about at any time, so please do not leave any equipment unattended. I hope I may have saved someone from losing their dearest possession. Ride safe.

Lesley Bohn

Rally for a good cause

Shitbox Rally is not a race, rather a challenge to achieve the unthinkable: to drive cars worth less than \$1000 across Australia via some of its most arduous roads, all in the name of charity.

We will drive approximately 3800 kilometres across Australia in 7 days, taking in some of the country's most remote and picturesque locations.

Each team needs to raise a minimum of \$4000 for Cancer Council before we depart on the 7 day journey.

Every year the route of the rally changes and in 2017 we will travel from Adelaide to Cairns via the Oodnadatta Track and the Plenty Highway. During the 7 days on the road we will experience the remote Australian outback and true Aussie hospitality with more than a few laughs along the way.

Shitbox Rally is the largest independently run fundraiser for Cancer Council nationally, having raised more than \$7.8 million since its inception 7 years ago.

Visit the website www.shitboxrally.com.au for more information.

Anyone wishing to donate to my team can do so here: <https://shitboxrallyau-2017.everydayhero.com/au/LemonAid>.

Or anyone who wishes to be an advertised sponsor, where your business sticker is placed on the bonnet of the car, can contact me on 0419 882 386 for details.

David Holt

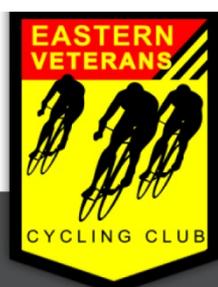
Help to investigate the causes of cancer



**Australian
Breakthrough
Cancer Study**

If you're an Australian resident, 40 to 74 years of age, and you have never been diagnosed with cancer, other than non-melanoma skin cancer, you can take part in the Cancer Council's Australian Breakthrough Cancer (ABC) Study, which will work with over 50,000 people to investigate the causes of cancer and other diseases.

Using the latest genetic technologies, the study will investigate the role that genes, lifestyle and environment play in the development of disease. It consists mostly of online questionnaires, plus you'll be sent a tape measure to measure your waist and hips, and asked to provide a saliva sample. A small number of participants may also be asked to provide a blood sample at a local pathology service. If you think you might be interested, take a look at the participant information sheet [online](#) or [download here](#).





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 before 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

Sponsors



BikeGearNow

