

Newsletter

20 May 2017



Duty Roster

20 May, Yarra Glen

John Thomson (R), Andrew Nielsen (TC), Neil Cartledge (TC), Emma Anderson, Chris Sheers, Wes Black, Mark McGillivray, Phil Taylor, Rob Devolle, Shane Crowhurst

27 May, Gruyere

Tony Curulli (R), Hylton Preece (TC), Dayle Goodall (TC), Mark Granland (TC), Clive Wright, Guy Green, Nic Skewes, Phil Smith, Pat Healy, Eric Fangmeyer, Ken Bone

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 Athletic Soft Tissue Therapy Handicap at Seymour was sponsored for the 12th year by David McCormack. Big thanks, David! The top 10 was completely dominated by riders from the groups 16 and 19 minutes ahead of scratch. Nick Nomikos from Northern – one of a number of visitors from other clubs – took the big prize, and scratch rider Phil Cavaleri edged out another Northerner, Iain Clark, to record fastest time.

This week's scratch races at Yarra Glen are the first round of the Toy Bricks Toughen Up Series, sponsored by Dean Niclasen. Four fixtures – two at Yarra Glen and two at Gruyere – will count towards series results for men and women. So toughen up and get out to Yarra Glen! Registration (opposite the cemetery) closes at 1.45 pm, and racing starts at 2.00. Tail lights are required.

Also in your diary should be the Tour de France Night – Saturday 22 July at the Kilsyth Club – with guest speaker Steve Fairless.



Scratch riders Phil Cavaleri (second from left) and Iain Clark (in checks) from Northern battle it out for fastest time in Saturday's Athletic Soft Tissue Therapy Handicap at Seymour. Paul Webster (left) from the second scratch group lends some encouragement. Phil took the honours this time. Photo: Brian Farrell

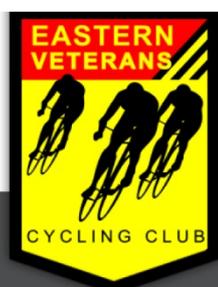


Athletic Soft Tissue Therapy Handicap, Seymour, 13 May

Place	Rider	H/c	Place	Rider	H/c
1st	Nick Nomikos (N)	16:00	6th	Craig Stannard	16:00
2nd	Dean Niclasen	19:00	7th	Kym Petersen	16:00
3rd	Neil Cartledge	16:00	8th	Hylton Preece	16:00
4th	Paul James	19:00	9th	Rob Birch	16:00
5th	Bernie Evans	16:00	10th	Kevin Mills	19:00
Fastest time	Phil Cavaleri (1:24:38)	Scratch	1st unplaced woman	Emma Smith	22:00



Nick Nomikos (Northern) takes the win on handicap in front of Dean Niclasen and Neil Cartledge. Photo: Brian Farrell





22:00/15:00

Mumma always said, 'Life is like a box of chocolates: you never know what you're gonna get.'

Last Saturday's Athletic Soft Tissue Therapy race at Seymour demonstrated the irony of that line from the movie *Forrest Gump* (played by actor Tom Hanks). Does this line apply to handicaps as well? Could an ordinary Dairy Milk chocolate from a box of Cadbury Roses turn into a Gooseberry Parfait*? Sit back and enjoy this fine selection as you watch the final days of the 2017 Giro (not on SBS!).

Out of the box

The conditions at Seymour/Avenel were one out of the box, too. Clear skies and hardly enough wind to 'Truffle' Paul James's feathers – I mean shorts – at the registration table. But would it remain that way? Handicapper Mackie seemed confident he had got the mix correct.

22 minute group

With as little as 22 minutes advantage on scratch, six green riders (Coffee Escape) departed the start line with no preconceptions of completing the course before the zeros. Let's call them Chocolate Supreme.

Like many groups, the Coffee Escapes started a little raggedy. In the absence of a plan, I took on the role of leader, but it seemed more like a chocoholic leading the chocolatiers. The rotation of choice for the outbound leg was two-line rolling turns, but in hindsight track turns may have been more practical and efficient. This configuration took several kilometres to become proficient but, once achieved, everyone talked and co-operated well. Newcomer to handicaps (I think) Emma Smith performed admirably, as did experienced Juanita Stumbles, regularly giving us feedback on her perceived exertion. Our outbound speed was respectable and I tried to maintain conservative targets in order to keep the group (and myself) together.

As we approached the first outbound climb, a target speed of 26 km/h was established, however it became a little too great for Harold Hibgame, who drifted quietly off the back.

One-quarter of the box consumed

Negotiate the turnaround, hydrate and resume turns. At this point I noticed the 19 minute blue bunch (Regular Caramels) weren't far behind. The best we could hope for was to stick together until the return summit. Juanita decided to catch the next train, then I started to lose steam behind Graham Cadd and Max Michelson. Emma and I watched helplessly as Graham and Max caught the blue train up the climb, only to disappear slowly into the blue yonder.

Alone again!

For me at least, the following 4 kilometres were a well familiar scenario. Years of solo participation in handicap races had instilled a kind of early resignation of defeat.

'Oh well, let's see what treats we can unwrap this time.'

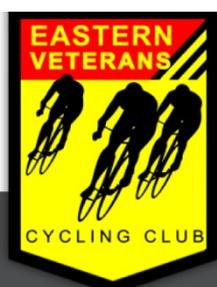
A glance over the shoulder had revealed the approaching 16 minute yellow bunch (Golden Barrels). I sat up early in anticipation of their arrival. Maybe I could latch onto this variety. Lo and behold if it wasn't Juanita on the back of this overtaking group. I jumped on, as did Emma shortly after.

Half full or half empty

With the start/finish turnaround behind us, the pace quickly hotted up as the 13 minute red bunch, (Strawberry Dreams) were only a couple of minutes behind. I'm thinking, 'Well, it was nice while it lasted but I'll probably be dumped on the outbound climb.' We picked up Graham and Max on this second outbound lap, with Max immediately contributing to the bunch effort. At approximately 22 minutes, this pace to Avenel was the fastest I've experienced.

Three-quarters of the box consumed

The climb came and went, as did the final turnaround. Strawberry Dreams were closing the gap to Golden Barrels and assorted Coffee Escapes. Were there enough chocolates left in the box or would we need to open another one? The remnants of the Regular Caramels, Dean Niclasen and Paul Jones, were about to be captured but not discarded.





The previously fluent Golden Barrels started to become disorganised. With about 5 km to go, Kym Petersen called for cooperation but the rolling turns didn't last long. Maybe everyone was Strawberry Dreaming – if not, the 10 minute purple haze (Hazelnut in Caramel) couldn't be that far off.

Heaps of empty wrappers

A rider attacked with 3 km to go but nobody immediately responded. A 100 m gap was established before Neil Cartledge attempted to bridge. I jumped on Neil's wheel as the gap slowly reduced. By now the freeway overpass was in clear sight and still no idea of the numbers congregating for that last Tangy Orange Creme.

I couldn't hold back any longer! Just before the overpass I made a jump for the lead, knowing full well there would be nothing left in the tank in another 800 metres. And you guessed right. Nothing! I was swamped by a mass of irrevocable Brazilian Darks.

The wrap-up

Congratulations to first across the line, Nick Nomikos from the Golden Barrels, the nine other place-getters and everyone who participated. Special thanks to Forrest Gump and Nigel Kimber for their inspiration – and of course our event sponsor, David McCormack from ASTT.

A commendable 'fastest time' result by Phil Cavaleri of Chocolate Supremes @ 1:24:38. That's an average speed of 41 km/h.

'What happened to the Turkish Delight?' I hear you ask. Well, they were unable to start due to depleted numbers, apparently because of Mother's Day demand.

A very enjoyable day for me, despite thinking that I'd locked my key inside the car, only to find it on the ground *after* breaking in. What a Country Fudge!

Peter Gray

* Names derived from the (probably trademarked) 'Roses' collection

10:00/27:00

There was no shortage of experience in our starting group – over 200 years from Bruce Will, Martin Peeters and myself alone. We were looking for the youthful grunt and big engines of Paul Anderson and Doug Page, and the welcome contribution of visitors John Hasouras (Northern) and Peter McClelland (Goulburn Valley). Unfortunately, the biggest engine (Dougie Page) failed to start, so the six of us hit the road 27 minutes after limit and 10 minutes ahead of scratch.

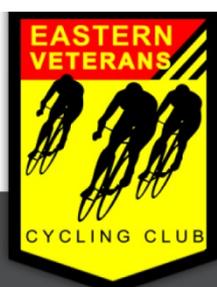
We agreed to go hard, but to also protect the group – there was no hope for two or three strong riders trying to go alone.

On the first outward bound leg we quickly established a smooth rhythm of turns and a high pace. By my calculations, at the turnaround we were on track to catch the yellow hats (Kym's group) and ahead of the pace to catch the red hats (President's group) and blue hats (Dean's group). After the turn we also got a gauge on the green hats behind us (Ellenby/Tapp), who looked a little ragged and had made no time on us, although scratch were looking ominous.

The hills on the return leg put our resolve to the test as Bruce struggled. We forgave him a few turns and he clung on like a limpet. We were well repaid once we hit flatter road as Bruce resumed his turns, helping us to keep the tempo high.

At the end of lap one, we lost another big engine when Paul Anderson punctured. If you're gonna puncture, that's where to do it, but it left our group down on horsepower. By the time we hit the hills again, we were down to three driving the pace – Peter McClelland, Johnny Hasouras and myself – with Bruce and Martin hanging on. The pace still felt good, but by the final turn it was clear that our early gains on the groups ahead, particularly Kym's big group of yellows, had not been sustained.

Once we were past the hills, we resumed rolling turns, but suddenly scratch were passing and it was every man for themselves to hook on. Incredibly, all five of us were able to get onto them, along with Paul Webster from second scratch and Chris Ellenby from third scratch.





It seemed that they had given up on catching the remaining groups ahead, as the pace dropped sufficiently for Peter, Johnny and myself to take some turns on the front. With a bit over 1 km to ride, Phil Smith went to the front with around 10 riders sitting in his draft, and then I offered him a chop out, leading the strongest riders under the bridge and towards the line before being swamped in the sprint for fastest time (well done, Phil Cav!).

I had just enough in my legs to get past Phil Smith and Chris Ellenby on the line in a cheeky move – but esteemed scalps to claim, even if they had started 10 and 3 minutes after me.

What fantastic rides from Martin Peeters and Bruce Will, both 70 plus, starting just 10 minutes off scratch and finishing comfortably with them. Brilliant rides, guys. Johnny and Peter were both strong throughout, as was Paul until he punctured. It was a great group to ride with! I reckon if Doug had made the start, and Paul hadn't punctured, we were in with a great chance of line honours.

Great rides from the yellow and blue groups, who ended up with most of the prize money. A very well organised and handicapped event, thanks to all officials and helpers, and particularly big thanks to Dave McCormack, who has sponsored this race for so many years.

Finally, a thought on bike skills: 65 riders covering 60 km each, averaging around 35 km/h, rarely more than 200 mm from at least two, often three other riders, and not a single incident. That is awesome!

John Williams

7:00/30:00

I wouldn't say the third scratch group set off with the greatest of confidence. Our group of six was down to five on the start line. Phil Taylor promised to give us all he could but held out little hope he would be with us for long, and Ashley O'Farrell, from Hume Vets, was an unknown quantity to everyone but himself.

We set off, if not with high hopes, at least in good order, and were soon rolling turns. Ashley proved to

be an asset and seemed well matched to our level. Phil was as good as his promise, at least early on. If he struggled to come straight through when the rider in front rolled aside, then at the other end of the scale was Colin Doherty, who appeared to have power in reserve. Meanwhile, Chris Ellenby and I were going OK.

The hill was our first big test. The bunch generously offered me front spot and I did my best to maintain a good pace without putting bigger riders into difficulty. Colin was still there at my shoulder all the way, and took over on the front before the crest. Unfortunately, by that time Phil had lost contact, and after a long uphill turn I had to work hard to make sure I wasn't next to go.

At the far turnaround we had not gained much ground on the groups in front, while scratch and second scratch were getting closer but remained some distance behind. The four of us – Colin, Ashley, Chris and I – pushed on, but the writing was on the wall and we began to discuss options. We were a small group, and there didn't seem to be much sense in knacker ourselves when it would take a big effort to hang on when the inevitable catch came. We eased up.

The catch did not come immediately. Even at our new lower pace, Ashley disappeared off the back, in what was surely a pre-emptive move to make sure he could hang on later. Chris looked behind every so often and updated us on the gap to our pursuers. 300 metres. 150 metres. We duly reached halfway but, as we turned, a combined group of blue and yellow hats, with Ashley's green one in there as well, was close behind.

Not far out, the inevitable came to pass. Phil Smith went flying past on the right, followed by Rob Amos, Phil Cav and a steady stream of others, and it was time to pull out that big effort. For a while there was not much sign of cooperation at the front, just a determination to shed as many hangers-on as possible. Phil S. made repeated attempts to break the group apart but, as the smoke began to clear, Chris, Colin and I had managed to attach ourselves towards the back. Colin and I even worked our way up and rolled through once or twice to do a short turn on the front.





Then came the hill. I was on Paul Firth's wheel – normally a good place to be, but a wheel or two in front of him a gap began to open. By the crest, it was the kind of gap that doesn't look that big but you know how hard it's going to be to close it. Chris was on the right side of it, as was Ashley I think; Colin and I, with Paul, Peter Morris and one or two more, were not. At some point, with far too far to go until the turn, that other group of yellow and blue hats went past in the opposite direction, looking organised and determined. I expect they could already smell the fish and chips.

At the turn, I'm sure we all knew that a top 10 placing was now out of reach – I think even the hard men off scratch had given up on it by then – and I didn't have much left to contribute to the group. So I let them go and settled for a steady tempo back to the finish. Colin said later (with a grin) that he had decided to stretch his legs in the last kilometre and got away from Paul, Pete et al. Chris, meanwhile, made it home with the augmented scratch group. Well done, chaps! We tried. Well done also to fast Phil Cav and to those blue and yellow riders who filled the placings; to handicapper Pete, referee Nigel and the day's other officials; and big thanks to longtime race sponsor David McCormack.

Nick Tapp

0:00/37:00

My day started bad when I woke up with a dry sore throat – not what you want on race day. On arriving at Seymour, I wonder why nobody is around, I turn on my phone to find the start time has changed and the event started 15 minutes ago. I go into a panic with a flat-out TT to the line. I am in scratch so I have a few minutes to recover. The group in front has 3.5 minutes start on us and with strong riders such as Roy Clark and Paul Firth it could be difficult to catch; and 7 minutes in front are the in-form Colin Doherty with some strong B Grade riders.

We started off super fast, Dave Holt having to slow down so we could roll over, but we soon got into a rhythm doing long pursuit turns. Arriving at the first turn like clockwork, we were well up on all the groups in front, with an average speed of 43.5 km/h.

On the way back we picked up a bit of a headwind. Dave started to suffer from his big turns and missed a few turns, along with Iain Clark, but like a good team the others covered while they recovered. Chris Hughson, debuting his new Merida, was riding strongly along with the two Phils, resulting in us catching the 3.5 minute group just before the finish turn and the remains of the 7 minute group just after. Despite a big jump out of the turn, the group had latched onto the back. Our group lost its momentum, with only Roy, Paul Firth and a Hume rider willing to pull turns, it looked like all the hard work was going to be wasted. Phil Smith rode hard up the hill to try and shed some of the freeloaders, but at the top they were mostly still there; a look behind on the descent, and most of them had disappeared.

At the last turn it was looking unlikely that we could close the gap, I went to the back to try to get everyone rolling. Chris Ellenby was happy to sit on, with Paul Webster, who has form for sitting on and pocketing fastest time. It was starting to become a road race as some seemed happy to give up the chase and race for fastest time. Going over the hill, it was left to Phil Smith, Roy and myself to set the pace, before an attack on the steep pinch had the three of us off the back, only Phil managing to get back on. I rode 200 metres behind until the last couple of kilometres, when I started to cramp. Phil Cavaleri took out fastest time, after putting in a strong ride, about a minute down on the 16 and 19 minute groups. If only we kept rolling and forgot about the attacks!

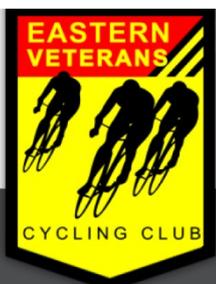
Rob Amos





The first 10 place-getters on handicap (top) with race sponsor David McCormack; fastest rider Phil Cavaleri and fastest unplaced woman, Emma Smith (bottom left); and the podium – Neil Cartledge (3rd), Nick Nomikos (1st) and Dean Niclasen (2nd).

Photos: Adam Dymond





News etc.

Strong language

Swearing makes you stronger, psychologists confirm

Repeating profanities during tasks, including cycling, boosts performance, researchers say.

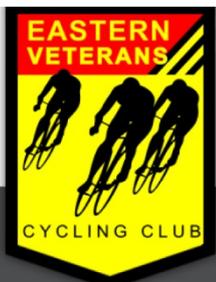
What cyclists have known for a long time has finally been confirmed: according to psychologists, swearing makes you stronger.

The upside of letting profanities fly emerged from a series of experiments with people who repeated either a swear word or a neutral word as they pounded away on an exercise bike.

When people cursed their way through the half-minute bike challenge, their peak power rose by 24 watts on average, according to the study.



Eastern Vets' new Club Coach (above)





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

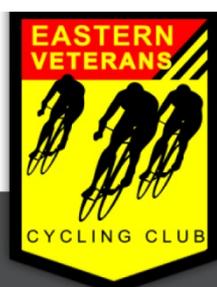
Help to investigate the causes of cancer



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](#). Or talk to me – I've signed up.

Nick Tapp





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 or Wednesday before the race, as advertised. 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.

Northern Vets

For 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

