

# Newsletter

27 May 2017



## Duty Roster

### 27 May, Gruyere

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

### 3 June, Casey Fields

Tony Curulli (R), Sam Bruzzese, Geoff Cranstone

*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](mailto:tjtop2@optusnet.com.au)*

Round 1 of the Toy Bricks Toughen Up Series, sponsored by Dean Niclasen, took place in great conditions at Yarra Glen last Saturday. Fortune favoured the brave, though the usual headwind up Glenview Road had other ideas. Reports are inside, including three perspectives on an incident at the turn into Glenview Road in which C Grade rider Jason Williams fell heavily. Jason's own account is one of them. We are happy to report that his stay in hospital was not long and that he is recovering well and feeling fortunate. The club's procedures in such an event, the work of our regular first-aiders and the selfless efforts of individual club members should make us all very thankful.

Toughen Up Round 2 happens this Saturday at Gruyere. Registrations (by the footy oval on Killara Road) close at 1.45 pm and racing kicks off at 2 o'clock. Tail lights are required.

Also in your diary by now should be the Tour de France Night – Saturday 22 July at the Kilsyth Club – with guest speaker Steve Fairless (Olympian and UCI World Masters Champion) as well as appearances from Anna Davis (UCI Masters Hour Best Performance) and Nic Skewes (Indian Pacific Wheel Race competitor). Club Championship trophies will be presented. Tickets are available from David McCormack on race day or at [davemacq@bigpond.com](mailto:davemacq@bigpond.com). You can watch Steve Fairless get the better of two Danes at the World Masters in 2015 at [www.youtube.com/watch?v=lqIJPd1C1bk](http://www.youtube.com/watch?v=lqIJPd1C1bk).

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[nick.tapp@detail-ed.com.au](mailto:nick.tapp@detail-ed.com.au)



## Graded scratch races at Yarra Glen, 20 May

Grade	1st	2nd	3rd
A Grade (14)	Phil Smith	Guy Green	Roy Clark
B Grade (14)	John Williams	Nick Tapp	Martin Peeters
C Grade (14)	Anthony Plummer	Paul James	Rob Giles
D Grade(14)	Dean Niclasen	Kevin Mills	David Worland
E Grade (10)	John C. Wilson	Leon Bishop	Ed Holmes

### B Grade

Twelfth time up the hill, Chris Ellenby makes another break. Dave Chesney is quick to grab his wheel. Nick Tapp, always well positioned to cover the break, is onto them. No reaction from the rest of the pack. I'm boxed in on the left with two unresponsive riders ahead of me as I watch the prize money roll away up the road. In all truth, 'boxed in' is a bit of an excuse. The legs just aren't willing to kick again.

In pre-race banter with Nick, I just about wrote off any chance of prize money. 'Colin Doherty's here. He can sprint a bit. So can Adam, Paul Anderson, Dave Pyne, Pete Mackie ... No hope if it comes down to a finishing sprint! But what's the chances of that when Chris Ellenby, Nick Tapp, Dave Chesney et al. are there to put in the surges and break up the rhythm and the field.' I think I'm here to just make up the numbers.

Riding down Yarraview Road towards the finish line for the first time, we are greeted with a rich agricultural smell, reminiscent of my uni dorm the morning after seven pints of scrumpy cider and a chicken vindaloo – see, I was classy even then!

The pace was gentle for the early laps, the headwind up Glenview Road meant the speed barely reached 20 km/h up the slope, and three stops for red flag traffic meant that D Grade were on our tails for several laps. Nick Tapp got away to

an accidental 50 m break early on, but it was treated with apathy from the rest of the pack – we just waited till he got lonesome and returned to the fold.

My best races at YG have always involved a big effort up the hill on lap eight (usually bridging across to the breakaway), but today that point came and went without incident. On lap nine I gave it a dig up the hill but everyone was back on by the King Street turn, and Col D. went past on the descent and held a 50 m gap for over half a lap. I intended another surge on the 10th time up the hill but Chris beat me to it. Again we were mostly back together for the turn into King Street. Only later I heard that these surges may have worked, as around this time we lost a couple of the strong sprinters off the back, including Adam and Colin.

On lap 11 we mostly kept dry powder except Chris Ellenby, who was doing what Chris Ellenby does – and so we get to the 12th ascent, I'm boxed in with three up the road and even my most optimistic synapses had resigned themselves to a relatively gentle last 2 km roll to the finish.

As we reached the top of the main hill, the rider two ahead of me moved to the right, allowing the next rider Paul Anderson to accelerate away in chase of the break. I was on it like a shot and attached myself to Paul like a limpet – we were closing on the leading three rapidly and I sensed clean air





behind. Approaching the right turn into King Street and just 30 m behind the breakaway, I sensed Paul tiring so I accelerated past to ensure we both got on to the break. Simultaneously, it seemed that the three leaders gave up on the break and sat up. I didn't. I just kept the power on and sped past.

I gave it everything down the hill and up the rise to the turn into Yarraview Road for the last time. I risked a glance back to see that I had opened a fair gap. Looking up, though, I also realised that it's a long way from King Street to the finish line (1200 m to be exact). My only advantage (other than about 100 metres) was clarity of strategy. All I could do was flog myself to the line and either win or get caught trying, and finish last. No other options. All the chasers, I knew, would be evaluating alternative strategies. Chase? Sit in and then kick to outsprint the others? Whose wheel to follow? Did they believe I was catchable? Critically, every one of them knew that whoever put in the big effort to chase me down would finish out of the money.

Back on the bike I was head down and pushing hard, but not so hard that I would die. Starting up the final rise I heard the sound of tyres closing fast. I was certain I was caught, but no, a car flashed by, and then I had only 200 m to go and no sign of the chase.

Nick got 2nd in the sprint, and the experienced Martin Peeters grabbed 3rd.

I was sorry to hear that Jason Williams crashed and was hospitalised in C Grade. Jason rode with us regularly for a while at the Loop on Wednesdays, but we haven't seen him for a few years. Such a shame on his first ride back. Wishing him a quick recovery.

Many thanks to Race Ref JT and all officials and helpers.

*John Williams*

## **C Grade**

Saturday brought with it ideal conditions out at Yarra Glen. Clear sky and moderate temperature. No arm or leg warmers needed, even in the warm-up – just perfect. Not surprising the murmurings in the car park were mostly centred around 'Where's

the wind coming from?' Is it up the hill again or somewhere else? Certainly felt like a bit of a breeze into the face up the Glenview Road climb. Typical! I reckon I've had just one race here where we had a tailwind up that hill, and it was great! Most unexpected but very welcome. Oh well, it's the same for everyone so no point in complaining about it.

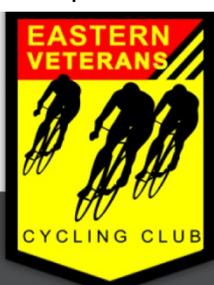
We started with the usual race briefing and I glanced around at my fellow blue-hats. A few faces I did not recognise. Probably a smoky or two from Northern, just to add to the flavour. We welcomed a new rider to the club and then we were on our way.

The neutral lap brought with it plenty of chatter in the group, the usual friendly banter and talk-while-you-can-still-breathe kinda conversation. Pleasant but you know it's not going to last. The first climb up Glenview sorted that out. Everyone tapping the pedals to their own rhythm and finding a tempo that was comfortable. Steve Barnard led us up a couple of times, as did the very strong Rob Giles, whom I tagged early on to take the race out, he looked the goods. Webby won the downhills, no question there, and his turn of speed as we crested King Street each time had me ask him what the deal was there? 'It's what I do, Kym.' As usual I'm spinning madly to stay with the descenders and my one little chance of coasting up that last bit of King Street (and getting a breather) was thwarted each time!

Heading up Yarraview Road on about lap two or three, a couple of eventful things happen here. One not so bad and able to be fixed, the other not quite so pleasant.

As we head along the main straight, I grab a drink and, as I go to shove it back underneath, I somehow fumble and drop the bottle altogether! Disbelief about what just happened, then panic as it's my only bottle and we have at least two-thirds of the race to go! Lucky for me, it rolled clear from our bunch and settled into the middle part of the road.

Also luckily for me, both Steve and Daz Woolhouse offered me a drink for the next two laps. As generous as this is (thanks, guys) I also think to myself, this is not sustainable as we may split up and who knows how the race will pan out.





I digress a little because the other eventful thing to happen on this same lap is the very unfortunate crash of Jason Williams. I was only a couple of wheels behind him so saw it quite clearly. We were turning right into Glenview Road and Jason took the inside corner. It appeared that Jason's back wheel firstly locked up, possibly due to heavy braking. The bike started to correct but then a sharp grab to the front wheel completely locked the bike up and unfortunately threw him straight over the top into the ditch on the side of the road. Not nice to see at all and I hope Jason has a speedy recovery.

Another two laps in and 'borrowing' liquids ... the next time over the finish line I yell at no one in particular that I've dropped my bottle and can someone please get it? Bold, I know! Next lap I see Keith at the finish line walk to the middle of the road and hold it up. Time for a feed zone and I'm ready. I wave back, I can do this. As we start to crest I move to the centre, telling my bunch what I'm doing (i.e. give me space in case I drop it again!). I thrust out my right arm and grab that bottle with gusto. Gotcha! Tuck you right back into that holder where you belong. After a long, healthy guzzle first, of course.

Back to the race and it would seem no one was going to really attack that climb today. There were tempo efforts but it seemed it would come down to a bunch sprint. I was happy to sit on the front and test the waters a little, even had a couple of cracks, but nothing stuck.

As we rounded the final turn into Yarraview Road, everyone was jockeying for position for the drag race to the line. At what seemed like about 300 metres out, someone shot out of the blocks to my right. It was Anthony Plummer from Northern. Where have you been all race, I wondered? Thinking that surely this was too early to go, I didn't jump immediately, but most of the group in front of me did. I hoped they would fade and I could pick off a few a little closer to home. It wasn't to be! Well done to those that hung on for such a long sprint. I crawled in around 7th place, behind the big men. Thanks to everyone marshalling, for giving up your afternoons so that we can race. A big thanks to Phil T. for retrieving my bottle from the middle of the

road and for Keith at the 'feed zone.' All the best to Jason, hope you recover swiftly.

*Kym Petersen*

I thought I would provide a brief explanation of the events from the weekend surrounding the crash in C Grade, and call out some of the great work that I witnessed.

Firstly, we should all very thankful and proud that our club invests in our safety. Having on-site first aid is a great feature and the weekend's accident highlights this in many ways. The co-ordination and response was very professional, which enabled a safe transport of our fellow competitor to hospital.

Secondly, the assistance from other riders and club officials was commendable. Webby and J.C., in particular, stopping to provide help where it was needed was very impressive. The corner marshal also had his work cut out for the day. Thank you on a job well done.

On my approach to the corner I could see a rider being attended to by Kev. What struck me as different to most accidents I've seen (thankfully, not many) was the odd position that he was resting in. Kev in the midst of applying a hard collar was further cause for attention. I stopped to check if my services were required. Noting a good head wound and the complaint of neck pain, riding on was not an option for me at that point.

Both Kev and Webby did a great job applying the hard collar promptly— this proved to be a very important move considering the confirmed diagnosis.

On chatting to Jason I was able to learn that he had mid-line neck pain, which was concerning. At that point I declared to Kev that we shouldn't move Jason given his neck pain. Some of you probably wondered why we remained where we were while the race continued. In my mind, to move Jason, only to then have to move him again into the ambulance once it arrived, was a risk that I felt was unwarranted. My focus was on keeping him calm while checking over for any other significant or distracting injuries. Having worked in various roles within the Alfred Trauma Centre for the past 16





years, I was attentive to the fact that any additional movement to Jason might exacerbate his suspected spinal fracture.

The arrangement of the by-stander (apologies but I have forgotten your name) to block the sun was a great move also. This took away another form of distraction for Jason, allowing him to stay focused on keeping still. A timely reminder to keep your fellow competitors still until help arrives— even if you just hold their head.

A great team effort and I wish Jason all the best with his recovery.

*Rob Lackey*

I am the cyclist in C Grade who crashed out of the race and went off in the ambulance. I just wanted to give you an update on what happened.

I think we were five laps into our nine lap race. I was feeling good and sitting up near the front of the group. As we came down to the tight right turn I was sitting in third wheel. As I went through the corner my front wheel slipped out – not sure if I was leaning too far or if I hit some dirt that caused the slip. Rather than hit the deck immediately, I managed to save myself, but this caused me to turn too far to the right. I moved off the road on the inside of the corner. I remember seeing the ditch approaching and also remember the flash of a thought to lift the front wheel, but there wasn't time and my front wheel dropped straight into the ditch. I went over the handlebars, head first into the wall of the ditch. I'm pretty sure impact was made on my forehead. I have a large gash and my helmet is cracked at the forehead.

I remember the whole crash and never lost consciousness. The corner marshal, Neil, was straight by my side. I'm not sure of the exact time frame but a nurse from D Grade stopped and the two of them very quickly got a neck brace onto me. Their work was really important and, from what I now know, was the perfect response and a big part of why I am already on the road to recovery. All members should be reassured to know that the medical support at our races is at such a standard. I can't thank them enough.

After an ambulance ride to Maroondah Hospital, I was taken straight through to be X-rayed and CT scanned. They found a fracture to the 'wing' section of my C4 vertebra (in the neck) and a fracture of a rib on my right side. They decided to send me to the Alfred, which is the specialist trauma hospital for Melbourne, where I spent two nights. I returned home on Monday night.

No complications have been found and the rib is causing no pain or discomfort. I wouldn't even have known it was fractured if it had not shown up on the X-ray. The C4 fracture will require a neck brace for around six weeks. So I feel I have come off quite well from what could have been a very serious accident.

*Jason Williams*

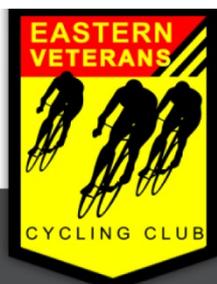
## **D Grade**

### *Report from the gruppetto*

Back at Yarra Glen for another crack in D Grade for a road race. This was only my second time in this grade out here and I had not finished a full nine laps before. Back in ol' E Grade we only had to complete six laps, and my legs found it hard going trying to get the extra laps in at race pace! Today, though, I decided I was going all the way regardless. Last time we raced here I lasted 1.5 laps before being unceremoniously dropped on that bloody Glenview Road climb.

We lined up and there were a few faces I didn't recognise and a few big, strong body types that suggested I was going to be in for a tough race. Off we went. Lap one progressed well and I had made it! Lap two as well – whoo-hoo! Someone got the turbo boosters going on laps three and four – OMG, what was that! I was hanging on for dear life. (A view of my Strava file post-race showed that I got two solid cups on those laps!) Things began to get a bit ugly as I struggled to stay with the group.

Surprisingly, I was not the only one. As that horrible feeling of pedalling hard, but watching the peloton sail off into the sunset, overtook me, I found myself in the company of Colin Mortley, Nick Hainal and Ken Allan. A few weeks earlier Col and Ken were fighting it out for the podium! The four of us were





out the back but we kept it together and shared the load. At one stage Ken was with us and then – he wasn't. Next lap we see him at the top of King Street, enjoying a Coke! Col was wondering out loud what comes after 'jelly' as his legs were cooked, and Nick was just head down and legs pedalling.

I nearly hit the blue-tongue lizard slowing crossing Yarraview Road but finally we reached the last lap. A and B Grades were doing laps around us and our group had not been sighted for several laps. Nick led us into the home straight, nearly there, thank goodness, and I tested the legs for the 'sprint', but my legs were goosed and Col rolled me on the line. A big sprint for – 14th! Apparently, Dean won (congrats, Dean). Our group was nowhere to be seen. I think they all had time for a cool-down ride, stretch and recovery drinks before we got in!

Despite the result, Col, Nick and I had an enjoyable race. It was nice to finally complete nine laps and have some company. Big shout out to all the marshals and officials today and especially the first-aiders (official and non-official ones) who look after us all. A cup of concrete during the week should 'Toughen me up' for Gruyere!

*Paula McGovern*

#### *Not a race report, just an observation*

I rode with D Grade at Yarra Glen. At one stage of the race, at the turn from Yarraview into Glenview, a car was turning left. B Grade was just in front of us and had stopped to give way. Corner marshal and other people told us to give way, which 99 per cent of riders did.

One rider in our grade called out to ride through. I remember a few years ago the whole of C Grade was disqualified for breaking this law.

I wasn't going to write this, but I did so after reading a post by Dean Niclasen on FB that he was fined for ignoring a red flag in a CA race.

We are struggling to keep circuits and especially one that is fun to race and close to home. We need to obey road rules.

*Pete Ransome*

#### **E Grade**

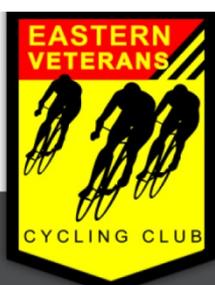
With 10 in our group it looked like there might be places to hide going up the grind into the headwind. Our neutral lap was quite vigorous as Barry Ellem was keen to get under way. Even as we climbed to the start to get six to go the pains from the handicap the previous week came back and I was sure it would be a long day – or a short one, depending how you looked at it! It was good to see Leon Bishop venturing out as his appearances have been fleeting. We also had a visitor from Hume club, Tony Morris, who seemed comfortable on the climb.

First time up we were intact, but not so the second as Ronnie and I became detached. Our relative newcomers, Ed Holmes and Susan Williams, were both travelling well along with J.C. Wilson and they dominated through to the finish. I did a couple of laps on my own, then hopped off and spectated. Always plenty to see on this hard, tight circuit. Last lap for E saw five well clear from John Eddy, Barry Ellem and Clive Wright who, along with a couple of others, might be F material.

Didn't see the sprint, but the bookies' favourite, J.C., took the chocolates (get that, Pete Gray!) from Leon Bishop and Ed Holmes.

Almost a safe day but that tricky corner claimed one victim. Thanks to all who helped while waiting for the ambos.

*Jim Swainston*





## Wednesday criterium at the Loop, Kew, 24 May

Division	1st	2nd	3rd
Division 1 (9)	Fraser Short (N)	Trevor Coulter (N)	Chris Munro (CV)
Division 2 (12)	Tom McDonough (N)	Mark Seddon	Gavin Wright (N)
Division 3 (10)	Troy Jordan	Peter Gray	Neil Cartledge
Division 4 (6)	Michael Waterfield	John Eddy	Barry Ellem

## News etc.

### Toy Bricks Toughen Up Series – and beyond

The first of the Toy Bricks Toughen Up Series is over. Additional prize money is being offered for the first three place-getters with the highest points at the conclusion of the four race series. It is inclusive of all grades in both male and female categories.

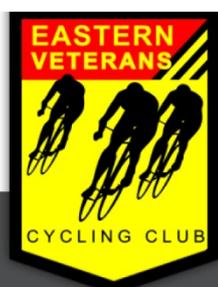
The idea of the series is to try and toughen up our legs and to learn to love and embrace hills. Because later in the year you will need to draw on that love in order to enjoy the scenic vistas of Jindivick. It is a new circuit for us and is a challenge, but it has something for everyone – downhill rollers, flats and even some short hills. It will also be the circuit that we will use for what I have called the ‘Robin Hood 100’. Just my warped sense of humour – take from the rich sprinters and give to the poor all-rounders. A working title, until we have found a naming sponsor.

The Toy Bricks Toughen Up Series is designed to try and get people to participate in a number of races. Gruyere is the poor neighbour to the more favoured Yarra Glen circuit with regard to participation rates. This series then leads us into the Tour de Metro with Northern Cycling. For the last couple of years we have come up short in the winning stakes, both in the number of members racing (even though we are the larger club) and in being tough and smart on the circuits.

Later in the year, in order to create some healthy competition and variety, we have scheduled a series of three graded teams races at Casey Fields. Teams will be self-selected within the respective grades. The more people participating, the bigger the challenge. More details will be forthcoming, but get in early and start thinking about forming your team of four.

Currently being planned for later in the year is an effort called ‘Get into Road Racing’ to try and encourage new racing members so that we see some fresh new faces around the club.

Our summer race program is currently in the early stages of development. Two, if not four, new circuits will be introduced at that time. If anyone has any ideas to spruce up our calendar (within practical limitations), then I would like to hear about it. The ideal forum would be at our monthly club meetings. Otherwise, send me an email at [cmadcab@bigpond.net.au](mailto:cmadcab@bigpond.net.au).





A word on behalf of our sponsor – Toy Bricks. If you have any children or grandchildren who are into Lego, then have a chat to Dean, who could fix you up with a Lego kit that is a bit unique and that the chain stores will not have.

On a personal note, I would like to ask all the real D Grade riders to come out of the woodwork and start racing again. D Grade has shrunk over the years and for the teams races it would be good if we could have at least four or five teams of four, rather than just three teams of three.

*Colin Mortley (race committee member and event coordinator)*

## Future events

### Eastern Vets

For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>.

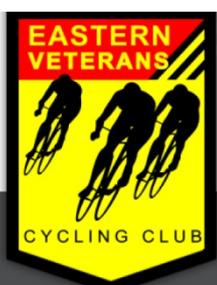
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday or Wednesday before the race, as advertised. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants 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](http://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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