

Newsletter

10 June 2017



Duty Roster

10 June, Seymour

Nigel Kimber (R), Rob Giles (TC), Tony Kimpton, David Moreland, Stewart Bendall, David Richards, David Holt, Daniel Hulbert

17 June, Yarra Glen

Richard Dobson (R), Graham Cadd (TC), Ian R. Smith (TC), Roman Suran, Paul Webster, Neville Williamson, Louise Wolfers, Grant Farr, Paul Firth, Marcus Herzog

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

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We raced in great conditions at Casey Fields last Saturday. Numbers were well spread across the grades, with the same number in A, D and E, and the day's biggest bunch in B Grade. See inside for results and race reports.

This week's race is an individual time trial at Seymour. It is a graded handicap event – you race against other riders in your grade. First rider (from E Grade) goes off at 1 pm. Entries have closed. The registration desk in Manners Street (next to the Royal Hotel) will close at 12.45 sharp, and it is a ride (or a drive) of roughly 5 kilometres from there to the start line – so leave yourself plenty of time.

The Toy Bricks Toughen Up Series resumes the following week at Yarra Glen, with Kevin Mills and J.C. Wilson two points clear at the top of the Men's series, and Kym Petersen holding a five-point break in the Women's.

And there's plenty happening in July, including the Tour de France Night and the Tour de Metro. Watch this space, and your Inbox, *and* TeamApp, *AND* the Facebook page – and you shouldn't miss anything important!



Saturday's podiums – podia? – at Casey Fields, as seen on the Club's Facebook page.
Photos: Emma Smith

Graded scratch races at Casey Fields, 3 June

Grade	1st	2nd	3rd	4th
A Grade (10)	Phil Smith	Jean-Philippe Leclercq	Phil Cavaleri	
B Grade (18)	Franc Tomsic	Phil Taylor	Nick Tapp	Rob Harris
C Grade (7)	Stephen Barnard	Paul James	Hylton Preece	
D Grade(10)	Peter Gray	Dave Worland	Neville Williamson	
E Grade (10)	Harry Hibgame	Jim Swainston	John Eddy	
F Grade (4)	Rod Goodes	Brian Farrell	Michael Waterfield	

B Grade

Around 2003, early 50s, I ticked my scales over 100 kg, worked a computer and an ulcer, lived on doughnuts, coffee, Smiths chips, whisky and big reds. My father had died of a heart attack about that age, my wife had begun gym and was slimming down, toning up and loving it. My kids were those nasty teens where I was embarrassing or annoying them. I thought it might be time to get physical.

I tried running, swimming, gym..and didn't much like any of them, especially swimming which I think is best done by fish. Some mates at my footy club had got the riding bug. I borrowed a bike, struggled 13 kilometres in to Lygon Street, died on Mont Albert Road in and Studley Park Road out, and was immediately smitten. Expensive bike I couldn't justify, time and energy I didn't have. An accident away from a disaster I couldn't afford. Living the dream. Oh what gorgeous suffering!

A couple of years of Saturday socials/playracing later, I decided to try racing. David Moreland recommended Eastern as the best place to enjoy racing – I thought a bloke who was World Champ many times should know. I started in D Grade just doing the summer night crit series, slowly dropped 25 kg and have been on the bike three to five times a week ever since with just a year off racing to reset a dodgy ticker. That is, until I recently took seven

weeks off the bike for a trip across the USA with my now 6'4" son.

They say tapering is good for form. I wasn't so sure seven weeks was the right length taper but I signed up for B Grade just to see what would happen. I thought about C Grade but I reckon I would have stayed there given the chance. I knew I couldn't do a hilly course but hoped I could draught my way around Casey. No attacks, no chases, just go with the flow, ride smooth and hope to finish or get more than halfway and start a comeback. Plan A.

John Thomson waited until a metre after the warm-up lap finished to go. Hunched over, strong, but not getting out of sight. It was quite pleasant to not be feeling anxious about breaks, should I go, should I wait, should I jump. I just *que sera*-ed my way around as regular attacks and shutdowns were made. Thomson, Tomsic, Ian Smith and especially Rob Harris made solid breaks, but nothing anyone felt panicked about. A few others too, I think Doug Page made numerous sorties. Happily it was a typical winter race, there were no vicious attacks. A few times I was in a little bother and thought about hopping off but each time the pace eased off and I tacked back on. From the cheap seats at the back it looked pretty certain it was going to be a sprinters' race and so it turned out. At the back at the last turn I stood up to see what I had, and jellied back down again, leaving enough in the tank to get to the line.





I was way too far to see what happened, but I read that Franc Tomsic won it. He's looking lean and keen and fast. Well done, Franc.

It's lovely to be back racing. Eastern has such a friendly/competitive/supportive camaraderie that you feel great placing or being dropped, and happy for anyone else's success. Hopefully I'll be back soon enough, doing more than making up the numbers. It won't be this week at the time trial though. I've never entered one and intend to keep up that record. I might come and take a few photos, that's always fun.

Thanks to all.

Mark Edwards

C Grade

There was no wind at Casey Fields on Saturday. Maybe it was due to an alignment of planetary forces, or maybe the cycling gods were feeling generous, but those who had gathered there were truly grateful.

Also unusual was that C Grade, normally the most populous grade, only had seven starters. After a steady neutral lap, we settled into doing long turns on the front. Our former 'Glorious Leader', Hylton, by his actions, made his opinion known that short turns should be the order of the day, but since no one else followed his moves, he was effectively outvoted by six to one.

After about 15 minutes the pace slowed, so I put in an exploratory attack, which was soon covered by the others, and so we went back to the long turns again. The fastest laps we put in were when Dean Niclasen was powering away on the front.

At about the 50 minute mark C Grade lapped D Grade, nothing unusual in that, but D Grade took exception to being passed and immediately came back past C Grade down the back straight. Concurrently, A Grade were approaching to lap both C and D. Dean must have decided he didn't appreciate being passed by D Grade, so he put in a big effort to get past them again going up the finishing straight, establishing a good gap.

Paul James set off in pursuit of Dean with Hylton on his wheel, and then a small gap to me. A Grade by

then were right on us, but travelling no faster, so we took the low road and they took the high road. The plan then occurred to me that when we caught Dean there might be a slowing of the pace, and then I would attack again, and that's exactly what happened.

I had a pretty good gap. My only concern was that A Grade were right in front of me, going at the same speed, and I didn't want to be seen to be sitting on them. Fortunately for me, they upped their pace and rode off into the distance, leaving me to my own devices.

At Casey there are a few opportunities to look across the circuit and see exactly how close the chasers are. I was pleasantly surprised to find that the gap I had was substantial. My first breakaway lap had averaged 40.4 km/h, and the next one was 37.6 km/h, so I thought I had a good chance of staying away. From then on I just concentrated on keeping my HR at threshold and my cadence at 80 rpm. They definitely weren't catching me, in fact I was pulling further away each time I looked.

I was pretty happy to have executed a plan, and have it actually come off for once!

Stephen Barnard

E Grade

It was pleasing to have 10 people roll up for our race and even more pleasing for me to have a flat course. Good to see Tony Sloan and Andrew Rutherford having an outing. Between E and F we had a total of 14, which really helps the club's numbers on the day. J.C. Wilson was the worry as he has bounced me off the back on quite a few occasions but he proved to be on his best behaviour.

For the most part our race was run at an even tempo with an occasional flurry from John Eddy and Barry Ellem. Mid-race, Ronnie slipped away quietly and spent some time on his own. Emma Anderson looked very comfortable, with her smooth relaxed style, and I'm sure she will do well in the harder races.

Being a fairly calm day we didn't see the carnage that often occurs at Casey – in fact our entire field contested our finish. As we got the bell Emma took





over the pace-making and gave us a good lead into the sprint. Halfway down the long back straight J.C. warmed things up with a powerful turn that took him around the last bend, at which point Tony Sloan took over. I was nicely positioned on his wheel and thought it was mine for the taking but I didn't allow for the 'silent assassin', Harry Hibgame, who pounced in the shadows of the line. I didn't hear him coming, he doesn't huff and puff like most of us. The consistent John Eddy took 3rd.

Thanks to Peter for the barby and we had a great lot of First-Aiders who didn't have to work up a sweat.

Tony C. not only refereed but looked after his elderly dog.

Jim Swainston

Wednesday criterium at the Loop, Kew, 7 June



Division	1st	2nd	3rd
Division 1 (10)		No result	
Division 2 (10)	Mark Seddon	Roman Suran	Dean Niclasen
Division 3 (10)	Troy Jordan	Peter Gray	Neil Cartledge
Division 4 (6)	P. Griffiths (N)	John Eddy	Barry Rodgers





News etc.

Tour de France and Awards Night

Just a reminder that 2017 summer trophies will be presented at the Tour de France Night at the Kilsyth Club on Saturday 22 July. Not to mention a great line-up of speakers: Olympian and UCI Masters World Champion Steve Fairless, and our own Anna Davis and Nic Skewes. Plus good food, good company and the chance to watch the potentially crucial Individual Time Trial of the 2017 Tour de France on the big screen. Tickets are \$70 and can be bought from Nigel Kimber or another Club Committee member on any race day, or online at www.registernow.com.au/secure/Register.aspx?E=25783. There will be no ticket sales on the night.

Future events

Eastern Vets

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

Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday 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





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