

Newsletter

17 June 2017



Duty Roster

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

24 June, Gruyere

John Thomson (R), Ian M. Smith (TC), Walter Savini (TC), David McCormack (TC), Troy Jordan, Chris Sheers, Anna Davis, David De Pedro, Rob De Bernardi, Allan Hicks, Geoff Darroch

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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Last week's individual time trial at Seymour was a graded handicap event – a new format. What did you think? Read what some of your fellow club members thought inside.

The Toy Bricks Toughen Up Series resumes this week with a round of graded scratch races at Yarra Glen. Kevin Mills and J.C. Wilson are two points clear at the top of the Men's series, and Kym Petersen holds a five-point break in the Women's. The registration desk, opposite the cemetery on Glenview Road, will close at 1.45 pm and racing will get under way at 2 pm. Tail lights are required.

The Tour de France Night and the Tour de Metro are both coming up fast. Make sure you get your ticket for the TdF Night from a committee member on race day, or online at www.registernow.com.au/secure/Register.aspx?E=25783. There will be no ticket sales on the night. Details are at <http://easternvets.com/wp-content/uploads/2017/06/Awards-night-flyer-310517.pdf>.





Individual time trial at Seymour, 10 June

Grade	1st	2nd	3rd
A Grade (10)	Jean-Philippe Leclercq (36:37)	Paul Webster (36:43)	Phil Smith (40:34)
B Grade (7)	Nick Tapp (41:08)	Paul Anderson (41:52)	Paul Semmens (41:56)
C Grade (10)	Dean Niclasen (38:07)	Rob Lackey (39:45)	Lee Harper (41:08)
D Grade (6)	Margaret Noonan (41:34)	Peter Gray (41:32)	Colin Mortley (43:49)
E Grade (4)	Stacey Hutton (N) (37:44)	Harry Hibgame (42:00)	John C. Wilson (43:59)
F Grade (1)	Brian Farrell (44:28)		

All times shown are corrected times

A Grade

The start list did not include too many 'pedbot' TT specialists; just Anna 'WRH' Davis, Trevor Coulter and Nick Grainger, and this inspired me to ride for fastest time. The downside was that a good ride meant that our handsome handicapper was likely to punish me in future TT races!

At the start line, I was having feelings of inadequacy – there seemed to be a lot of new young fresh faces on high-tech bikes and at the start line I was close to getting demoralised by Anna's good-natured sledging!

Starting behind Trevor and Nick (thanks to good-looking handicapper) gave me the advantage of chasing riders, I relish this!

So, at the gun, first mistake – I find I am in too high a gear and my start is pedestrian, but I wind up well and soon get into TT mode, averaging around 45 km/h on the straights. Second mistake was too high pressure in tyres and my bike was jumping around a bit, but too late now, will have to ride on with the realisation that I might be sitting on an inflatable doughnut tomorrow? Good sign; I could see that I was gaining on Nick, climbing the hill seemed to give me an extra advantage and Nick was fairly close on the downhill towards the pub,

passing Nick looked definite but I had to focus on chasing Trevor as he was likely to be fastest overall. At the turn, I did not get a time check but by my estimation was I had taken time out of Trevor and also Anna behind me.

On the return leg, I passed Nick on the last hill and went looking for Trevor. Dead roads with a slight headwind made the last 10 km very hard, my average speed had been over 43 km/h but was now dropping back rapidly.

It was a relief when the bridge came into view and I finished with a flourish, and happy with fastest time!

Pleased to see standout performances from JP, Paul Webster and of course Anna Davis. I was a bit disappointed that there was no prize for Anna – she rode a world class time and was 4th fastest overall.

Phil Smith

C Grade

Howdy from hot, humid Bangkok!

The ITT added to the calendar this year independent of the championships was, admittedly, an exciting proposition to me. Having purchased the second-hand P3 last year, justifying the cost and space in the garage was always going to be a





challenge in the presence of two races a year.

So when the event was added to the EVCC calendar I was elated. The only problem was, it was scheduled the day before my long-planned business trip to Bangkok. Giving it my all, I tend not to recover all that well from a TT, and sitting on a plane for the better part of 10 hours was not going to help! Yes – calves and hammies are killing me at the moment!

The race itself went so much better than I could have imagined. Aiming to improve on last year's by a couple of minutes, I was really happy with the time.

My legs gave up the ghost at the bridge, right where I was planning to open up the throttle! I idled for a bit, dropped it into the granny gears and spun for a bit. Something worked and the cramps stopped. I got home – just.

Knowing what to work on (longer intensity sessions), I'll be looking forward to the champs and team time trial.

As always, thanks to the officials for a remarkable day.

Catch ya when I'm back in town.

Rob Lackey

D Grade

Beyond the Great Divide

For many, the Queen's Birthday holiday weekend is associated more with the opening of the snow ski season than participating in a 28 km individual bicycle race. After all, there must be warmer places to ride during the depths of winter. Iceland and Casey Fields come to mind. Last Saturday's excursion beyond the Great Dividing Range was to dispel this typecast, turning out a magnificent afternoon, a very light southerly breeze and warm enough to wear a skin suit and little else.

Excuses, excuses, excuses

There's always some reason why one could have performed better in an individual time trial. Mine became evident about four days prior to the Club's first, (that I can recall) Graded ITT handicap.

'You've got a viral throat infection,' said my GP. 'No point in prescribing antibiotics, just gargle with honey and lemon and ride it out.' I'm sure she didn't think I'd take her advice literally. So being a stubborn martyr, I fronted the Seymour start line with a sleeve full of lozenge soothers and the memory of last night's nightmare lurking in the shadows.

Just you and your machine

It's called the 'Race of Truth' because there's nowhere to hide (metaphorically speaking). Success or failure is based upon one's endurance, skill, mental aptitude and training of course. At our level there are no cheering roadside crowds or press, no team car, directors or corporate sponsors to impress. It's just you, your machine and any baggage that you bring to it.

Beyond the general competitive nature of racing, the TT provides an opportunity to compare results directly with previous attempts. This was an attractive aspect for me to focus on, above placing, handicap or otherwise. I felt confident I could better last year's time. I recall being disappointed over my performance in last year's Rob Graham Memorial TT. My nominal goal for this race was to ride the 28.6 km out-and-back circuit in 50 minutes. This would require an average speed of 34.6 km/h to achieve this.

Race report of truth – Ha! Ha!

Keith Bowen announced the last-minute starting instructions, while Nigel Kimber firmly held my bike. I securely clipped into the pedals, having just witnessed my one minute man (OMM) lose several seconds due to unclipping off an unassisted start. Keith's stopwatch beeped the 10 seconds to start. Then came the countdown: 2, 1, go!

My speed increased fairly rapidly and within 50 metres I was ready to drop into the 'comfort' of the TT bars. This trial was the first on a new road bike retrospectively fitted with tri-bars and other 'go-fast' paraphernalia. The 'comfort' bit underscoring the need to be properly measured for a bike frame size and the peripheral components. Fortunately, there were no mishaps and I settled down for the long haul maintaining a cadence into the mid nineties.





The first 6 km found me zipping along quite nicely, closing the gap to my OMM by 15 seconds and on par to attain my target time. I had anticipated the first climb and slowed a couple of clicks beforehand. The legs were cooperating but the heart rate wasn't, requiring a couple of kilometres and the descent into Avenel to come off the high side of 160 bpm.

Turnaround reached in 25:45. Just 45 seconds over target but content with those numbers. What I didn't expect was the slow return pace despite overtaking several of the 'limit' riders. Fatigue was starting to take control of the mind and muscles and they watched unresponsively as my computer's 600-metre lap times consistently exceeded 1:10. I had apparently forgotten to maintain a high pedal cadence. My return time blew out an additional two minutes to 27:57 but overall, still one minute under any previous TT I'd ridden on this course.

Given the throat infection and subsequent sleep disruption, I guess I should be happy with that achievement, though I still haven't learnt my lesson regarding training in the days prior to racing!

Statistics

Distance = 28.6 km
 Ride time = 53:42
 Speed (ave.) = 31.9 km/h
 Speed (max.) = 49.8 km/h
 Cadence (ave.) = 89 crpm

Cadence (max.) = 105 crpm
 Heart rate (ave.) = 161 bpm
 Heart rate (max.) = 170 bpm

Unexpected surprise

To top off a gorgeous day, my time was sufficient to place 2nd in D Grade on handicap.

The starting format (F, E and D grades followed by A, B and C) was an interesting departure from the norm and I think successfully resulted in an early completion of the day.

We are indebted once again to our club secretary Nigel as referee, registration official, bike holder and sign 'setter-upperer'.

Peter Gray

F Grade

I was first to start but, although slow, I was not last to finish. It was a lovely day, no wind and sun shining. I started off a little sluggish but I settled into a good ride until 5 km to go, then I died.

Only one entry in F Grade so all I had to do was get to the finish and thanks! Only my corrected time was shown, 44:28, but I tell you, if I had been able to find the dumpmaster my TT bike may have gone in it.

I am recovering little by little but it will take time.

Brian Farrell

Wednesday criterium at the Loop, Kew, 14 June

Division	1st	2nd	3rd
Division 1 (7)	Phil Cavaleri	Paul Firth	Ross Clark (N)
Division 2 (10)	Dean Niclasen	Rob Giles	Roman Suran
Division 3 (5)	Peter Gray	Peter Webb	Tony Curulli
Division 4 (5)	Barry Rodgers	John Eddy	Clive Wright

Racing at the Loop, off Yarra Boulevard, Kew, starts at 10.15 am every Wednesday. The desk opens for business at 10. Thanks as always to Loop supremo Keith Bowen and his band of helpers.





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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