

# Newsletter

24 June 2017



## Duty Roster

### 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

### Sunday 2 July, National Boulevard, Campbellfield

Northern Cycling

*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](mailto:tiptop2@optusnet.com.au)*

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Welcome to the winter solstice issue. Riders all, rejoice, because from here the days get longer again!

The Toy Bricks Toughen Up Series has reached the pointy end. Last week's round of graded scratch races at Yarra Glen set it all up for an epic finale at Gruyere this week. Kevin Mills and J.C. Wilson have increased their gap to the chasers in the Men's series, with Rob Giles in hot pursuit and five other riders an outside chance for a podium place. In the Women's, Kym Petersen is poised – but not quite a certainty – to take top spot, and after that it's all up for grabs with a well-toughened Dale Maizels a late contender behind Juanita Cadd, Paula McGovern and Susan Williams. Gruyere will decide all. The registration desk, in front of the footy ground on Killara Road, will close at 1.45 pm and racing will get under way at 2 pm. Tail lights are required. Look inside for reports from Yarra Glen.

Next week we race on Sunday morning at National Boulevard in the first stage of the Tour de Metro against Northern Cycling.

And the annual awards night and celebration of the Tour de France is coming up fast, at 7 pm for 7.30 on Saturday 22 July at the Kilsyth Club. Enjoy a three-course meal, refreshments at bar prices, club presentations and a great line-up of guest speakers. Make sure you get your ticket in advance – from a committee member on race day, or online at [www.registernow.com.au/secure/Register.aspx?E=25783](http://www.registernow.com.au/secure/Register.aspx?E=25783). There will be no ticket sales on the night. More details are at <http://eastervets.com/wp-content/uploads/2017/06/Awards-night-flyer-310517.pdf>.

## Graded scratch races at Yarra Glen, 17 June

Grade	1st	2nd	3rd	4th	5th
A Grade (12)	Jean-Philippe Leclercq	Peter Howard	Guy Green		
B Grade (20)	Perry Peters	Paul Semmens	Nick Tapp	Colin Blackley	Phil Taylor
C Grade (16)	Rob Giles	Dean Niclasen	Bernie Evans	Kym Petersen	
D Grade (7)	Kevin Mills	Max Michelson	Nick Hainal		
E Grade (5)	John C. Wilson	Juanita Cadd	Paula McGovern		
F Grade (6)	John Eddy	Clive Wright	Ron Stranks		

### A Grade

By Nigel Kimber

An even dozen took their orders from referee Richard before the neutral amble to the race start, each playing down their chances with the usual excuses. Five metres short of the flag coming in Peter Howard stood on the pedal and by the time we crossed the line for the first time, with 12 to go, he had momentum and a small gap that was getting bigger by the pedal-stroke.


Pre-race, Guy Green had suggested that I should 'ride sensibly', in other words, sit in and don't chase anything, let the bunch do the work. Yes, but it was Peter Howard and, although there were 12 laps to go, his light weight, his ability and that climb meant that if he was let off the leash he might just garner an insurmountable gap. Anyway, I needed to get the heart rate up.

Around the tight-right a look back showed a big gap, maybe I'd made the right decision – and I could still follow Guy's advice and do nothing, well not until the top of the hill. It took the bunch two laps to get their act together but by the time we crossed the line for the third time it was groupo-compacto (strava 'fly bys' indicates that Sean Hardy caught Peter and me at the winery on the first lap, JP joining us a lap later with the rest of the group closing on Yarraview).

Two down, 10 to go, nobody was going to do anything for a couple of laps, time to assess the little group. Peter H. was going to have to be watched, as were Phil Smith and Jean-Philippe, but for different reasons: Phil for his ability to solo long distances to the finish, JP for his strength in a breakaway and his strong finish. Other breakaway concerns were Rob Amos and Doug Reynolds, and Dave Moreland. Then there were the sprinters – Guy, Phil Cavaleri and Tom McDonough of Northern – but they weren't going to come into consideration until later in the race. And a couple of unknowns: Sean Hardy and Alex Randall. On top of this there were the team kits out there; three in Croydon (PH, DM, AR), two in Velo-Ex (RA and DR) and two in Skope colours (PS and PC), with JP in his Club Aggregate Champion's strip but still a Skope man underneath. The likely level of cooperation between the common colours an unknown, although with JP and Phil Smith both in contention for the club aggregate it was unlikely for there to be too much between them.

During the next couple of laps tactics were exposed, loyalties determined and unknowns revealed. Phil Smith, as expected, was ceaseless in his efforts to break the shackles of the peloton: onto Yarraview, along Yarraview (after feigning problems), up through the cutting, around the bottom corner (although I will commend Phil on making it 'neutral' the two times we rounded that





corner with an oncoming car), up the hill, across the top, about the only place Phil didn't put in an attack was down King Street. All of Phil's action confirmed an assumption and answered a few of the other questions: JP was not in league – my thinking that the pair are both seeking the club aggregate championship confirmed as on several occasions JP reacted with no hesitation to Phil's moves – but Phil Cav was not going to chase a Skope jersey. The unknown Sean Hardy showed himself to be a contender, doing a fair bit of the chasing, and everybody else seemed to be in pretty good shape.

The other main antagonist, again as anticipated, was Peter Howard, and his choice of launching place was (as anticipated) the hill. A couple of Peter's moves later in the race getting a gap that, in anticipation, I was able to bridge although unfortunately we were unable to sustain the break, the bunch upping its pace as it crested the rise behind and ultimately dragging us back so we were all together again as we rolled the col of King. Phil Cav also tried to throw a spanner into the toolbox on a couple of occasions but these solo sojourns were short-lived as once those in the bunch had gotten through the rounds of 'rock-paper-scissors' he was brought back.

Half race distance and it was time to start thinking about messing up the race – hold that thought, Phil's gone again. That and the next couple of laps had enough activity that I didn't need to rattle anything, but with four to go I had to do something (I just had to). From midfield up Glenview I made my move, only to be usurped by Peter, but I was there so away we went – and back we came.

Third-last lap I'm on the front as we round the corner at the bottom of the hill and straight onto the gas, lining out the bunch behind. Nobody came round but nobody got left behind (or, if they did, they had it in them to drag their weary ... back to the protection of the last wheel). Second-last lap was a repeat of the previous.

Last lap and I was still there, the penultimate ascent had hurt a little – the first hints of cramp twinging the thighs. One to go and go again I did, a textbook attack from towards the front. Maintaining the effort to the crest I had just my shadow for

company. Across the top each glance down and back showed only the shadows of the trees receding out of vision, but then at the winery a wheel and attached accompaniment, had the feeling it was JP but it was hard to tell in black and grey. Then there was another and then another, at which time looking over the shoulder was an option and a disappointment: not only were there 11 shadows chasing mine, there were 11 riders chasing me.

That just left King Street to suck in the big breaths, re-oxidise the haemoglobin and contemplate the scenario and options as it was surely destined for a bunch sprint. This time I wasn't going to pick up my ball and as I've drifted back (or the others have drifted forward) I find Guy Green's wheel just there – why not. Pre-race, I'd described the course to a newcomer – 'Don't start the sprint early' – obviously sound advice as the finish line rapidly approached with the only movements being sideways as the bunch spread across the road, then it was on and as the bunch rode away my final question was answered.

Figures for the race: 57.7 km in 1:34:42 for an average of 36.6 km/h

## C Grade

By Rob Giles

With my wife away on a girls weekend I needed the gods of Saturday School Sport to smile on me if I was to make it to Yarra Glenn. They did – in a way! An 8.00 am tip-off in Keysborough meant a pre-dawn start from Hurstbridge. My daughter's netball team lost their match by two points when the opposition scored in the dying minutes of the game, and I hoped that this was not a metaphor for the race ahead.

I arrived to find clear blue sky and hardly a breath of wind. I am reliably informed that only an hour before, everywhere was shrouded in a pea soup fog, so we were lucky.

Sixteen souls clocked on for C Grade with all the usual suspects, a couple of B Graders who had obviously picked up the wrong helmet cover (!) and a couple of fit-looking young guys. Youth – it's a relative thing.





A murmured conversation between Dean Niclasen and the handicapper revealed that Dean had voluntarily put himself up from D Grade to test his form. Immediately before the start I think he was having some second thoughts!

We pretty rapidly settled into a pattern with the pace being set up the hill by Peter Webb or myself, Dean charging to the front down the hill and leading along the finishing straight, Kym Peterson or Bernie Evans taking over as we headed towards the finish line – repeat for the next seven laps and throw in a few valiant forays off the front by Stephen Barnard. We did receive a red flag on lap three and I am pleased to say that everyone behaved impeccably.

With two to go, Webby and I gave it a big dig up the hill, I think we established a gap but it was short lived and we were all back together by the corner. Barring any late heroics it was time to start manoeuvring for the sprint.

Kym and Andrew Wedderburn had a quick animated conversation. It was all quiet up the hill but Andrew jumped hard at the next little kicker. I squeezed myself between his wheel and Kym. Down the hill Andrew forced a small gap and Kym came round me to close up. Into the finishing straight and we are all together, Andrew I think still forcing the pace, with Bernie Evans sitting at his right shoulder, and I am boxed in behind Kym, Dean, Webby and Ken Saxton – damn it! Webby then gave me the nod and surged forward with about 300 to go.

I grabbed his wheel and we cleared out. He dropped me off with about 150 to go and it seemed to take forever to get to the finishing line. Looking back, Dean was two or three bike lengths behind in 2nd and Bernie climbed over the top of Kym and Ken to take 3rd.

So, thanks to Webby for the lead-out and chapeau to Dean for putting himself up a grade, doing a ton of work and still coming second.

## D Grade

By Peter Gray

*Not tough enough*

The third race in the Toy Bricks Toughen Up series last Saturday produced some fast pace on a fine and virtually windless day at Yarra Glen, though the chill factor saw many riders reverting to their 'winter kit' – yours truly donning two pairs of arm-warmers, winter gloves and an additional T shirt in order to keep warm.

Kevin Mills looked eager to get the racing under way as he led the group of seven D Grade starters over the neutral lap. Kevin has produced some good performances here and therefore was considered to be podium favorite, but no one was prepared to hand it to him on a plate.

The first five laps saw no rider particularly stressed on the climb. Max Michelson regularly drove the pace in front on all sections of the circuit at different stages. Nick Hainal would often tear past the bunch on the descent or on the climb, in order to position himself at or near the front.


As my interest in recording data during races had recently been reinvigorated, I'd decided to compare times for each lap and each 900 m section of the 4.5 km circuit. The intriguing thing was just how consistent the times were over the first six laps, the quickest being 8 minutes 49 seconds and the slowest at 9:03. Maybe that's not ideal racing strategy but it set up an interesting finale for the small bunch.

Max and Kevin rode side by side during the climb on one particular lap, discussing when they might make a decisive attack. I overheard Kevin suggesting it would be the next one.

It didn't exactly eventuate that way; instead, Kevin put in a surge during the seventh climb, gaining 20 or so metres. Max responded soon after, towing Ken Allan and Nick with him.

Colin Mortley and I were distanced about the same time and I recall not being able to bridge the 60 m gap on the 'Roller Coaster' section. 'OK. I'll catch 'em on the descent', I thought. It didn't happen!





A turning vehicle caused me to lose precious seconds when presented (quite correctly) with a red flag. I continued to chase the leaders when racing resumed, recording my fastest descent for the day, but it was too late. The horse had bolted.

The four leaders, Kevin, Max, Nick and Ken, seemed to be slowly edging away on each successive lap but still so tantalisingly close. Colin unexpectedly overtook me as if to say, 'Come on, let's try to catch them.'

Continued pressure by Kevin (I assume) saw Ken distanced near the bell lap but still with about 600 m advantage to the chasers (Colin and me). Any hope of a podium finish had long evaporated but I could see Ken was slowing over the finish straight.

'I'll give you a lead-out', I yelled to Colin as I rode to the front. Colin didn't go with me because he realised that Ken was riding for 4th place and not 3rd. Silly me!

You'll have to ask either Kevin, Max or Nick to find out exactly how the last couple of laps evolved up front, but that's the order the boys finished this afternoon.

So there you have it, my short race report. I hear you thinking, 'Let's hope he never makes it to a 12 lap kermesse. Nine was tough enough!'

Stats:

Distance	40.6 km
Speed (ave.)	29.6 km/h
Speed (max.)	54.9 km/h
HR (ave.)	153 bpm

## Wednesday criterium at the Loop, Kew, 21 June

Racing at the Loop, off Yarra Boulevard, Kew, starts at 10.15 am every Wednesday, weather permitting. This week, weather did not permit.

## 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](http://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://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

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