

# Newsletter

2 July 2017



## Duty Roster

**Sunday 2 July, National Boulevard, Campbellfield**  
Northern Cycling

**Sunday 9 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, [tjtop2@optusnet.com.au](mailto:tjtop2@optusnet.com.au)*

The Toy Bricks Toughen Up Series finished at Gruyere this week. Look inside for reports.

This week we race on Sunday morning at National Boulevard in the first stage of the Tour de Metro against Northern Cycling. See the website and TeamApp for details, and look out for communications from your grade's DS. Please try to be there to boost the numbers and give Northern a real contest on their home turf.

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://easternvets.com/wp-content/uploads/2017/06/Awards-night-flyer-310517.pdf>.

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## Graded scratch races at Gruyere, 24 June

Grade	1st	2nd	3rd
A Grade (10)	Richard Abel	Guy Green	Jean-Philippe Leclercq
B Grade (12)	Nick Tapp	Paul Semmens	Derek Rothsay
C Grade (11)	Rob Giles	James Somer	Kym Petersen
D Grade (7)	Kevin Mills	Max Michelson	Keith Wade
E Grade (5)	Harry Hibgame	John C. Wilson	Susan Williams
F Grade (3)	Mark Granland	Barry Beachley	Ron Stranks

### A Grade

By Phil Smith

With lack of fitness/lack of points in the Toy Bricks Toughen Up race series, I was looking forward to having a bit of fun to antagonise the bunch and be a disruptor! I wasn't sure if I would last the distance, but I was determined to put in attacks as often as possible.

Richard Abel was the race favourite after his last win at Gruyere. Being the youngest in the bunch (he still gets asked for ID at Dan Murphy's) we were expecting lots of aggression from him!

Nigel Kimber has been riding strongly. He is always instrumental in chasing down breaks and doing hard turns on the front – usually with sprinters in tow! Perhaps Nigel should start riding in his kilt, to give wheel suckers a nasty view and to force them to ride on the front!

Despite a few early attacks, most of the bunch was still together at lap five. It wasn't until lap six that Richard Abel surged at the top of the hill and eliminated the tail-end guys who were just hanging in there.

Down to five riders; Nigel, JP, Guy Green, Richard Abel, Phil Smith. I was hoping that Richard and JP would throw in attacks with me to try and break up the field but they were either off their game or

saving energy and just rode steady pace. I put in a few attacks that stretched the bunch but it all came back together in the last two laps and it was apparent the sprinters were to have their day. Second last lap we caught C Grade on their bell lap and this neutralised any attacks for a few kilometres and made the sprinters even happier.

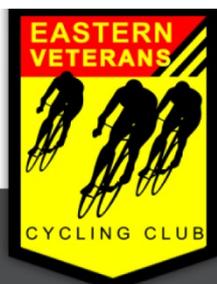
On the last lap, nothing eventful happened and I was leading out the bunch on the last downhill section, it was here that I made a bad mistake! My friend JP was on my wheel expecting a nice lead-out – when I decided I was done and threw a hospital pass to him to take the lead. Watching from behind, it was a close sprint. Richard, Guy and then JP with 3rd place. Congratulations to Nigel, who probably rode his best ever race at Gruyere. A Grade should be worried if Nigel changes his future game plan and rides to win!

### B Grade

By Mark Edwards

Last week at Yarra Glen I was hoping to finish with the pack, and with a pretty gentle race I, like everyone else, did just that. Last, but pretty much with the bunch. Happy with that.

This week at Gruyere was only my second time there. Last time was a few years ago now. I remember it tough but I hung on heroically to dead





leg the finish but at least I could see the leaders at the end. This time I thought about C Grade..I think about C Grade a fair bit lately, I think my head and heart and legs might be trying to tell me something,..but I manned up in green again, hoping to hang on but not confident.

In 2014 I did a CCW Giro Tour. One of the highlights was the being at a stage start, in Belluno, with those magnificent men. As they were sitting on their bikes, at the start, third week of a grand tour, I heard Mick Rogers ask Michael Matthews if he had been doing much riding lately, how his form was.

'Nah mate, been too busy at work, with the kids and family and stuff, just haven't had a chance to get out but I thought I'd come down today and have a ride around.'

Rogers replied, 'Me too mate, I feel ya, apart from a ride to the shops I haven't been on the bike for weeks, been crook as a dog, don't worry about me mate, I'm just here to make up the numbers.'

And so it was outside Gruyere Recreation Reserve at 2 pm. A dozen B Graders, with (apart from me and a couple of others) combined total body fat of about 4%, none of whom had had a chance to get on the bike recently. Oh, if only there was some social media type logging website where you could see what other riders have done and when. We had Ray 'Don't worry about me' Russo down from A Grade, just there for the scenery, Chris '1000k' Ellenby, and a few others as lean as short cut bacon. One was there, a stripling, a small and wiry beast, and I guaranteed he be there at the end.

OK, so I'm padding a bit – you'll see why when it comes to the actual detail – but can I first talk about C Grade? The Stagers and Stoogers. The last Division 2 race at the Loop on Wednesday saw Saturday C Graders Dean Niclasen and Rob Giles and others on the podium ahead of all us B Graders. What the..? Watch out, Northern, in C Grade at least!

So to the race. On the neutral lap I knew I was in trouble as I had to go pretty deep. I lasted two more, until the pace kicked on up the hill and gl ot left to think about other stuff with a few others, Dave Pyne another. Over the top, in sight but well

behind, a big-framed bloke in a tattoo type black and white shirt rolls over me so I jumped on. I rode that time trialling freight train along Cahillton Road, biting the handlebar tape all the way. What a brute of a man. His pedals were begging for mercy as we nearly almost climbed back on. Later that lap, when we had properly given up, I had to ask who he was.

'Paul', he says. Paul Anderson. I wondered aloud how such a big strong handsome young bloke could have been dropped.

'I did 80k this morning, hill repeats, Inverness Road and the like, you know, all the 17% hills, just wanted to smash myself so I get stronger.'

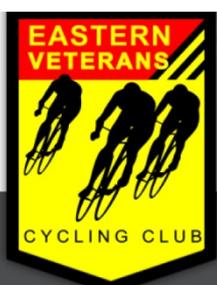
'Well, this will be going in the newsletter', I say, and we chat on about how many old blokes have ticker problems, like me, trying to hint that maybe 80k hill repeats before a race was not ideal preparation. PA bailed sometime after, day done (unless he went home for some more?) and I rolled around looking way too often for the C Grade catch or a B Grade lap. I really didn't want to get lapped. Soon enough Dave Pyne said hello as he powered past on the rollers on Medhurst Road, just out for a fast Saturday arvo roll, I jumped on for a nanosecond before watching him cruise up the hill and away. Being dropped by the dropped is just mean.

Luckily I had a prior engagement dinner booked and 'had' to jump off after lap nine, about 1:40 in. I might have still been riding if I'd done the full 12. My gorgeous wife Helen had been chatting to another racing partner, no doubt comparing how tough and fast and strong their men were. Just a pity it had to be super Phil Smith I was being rated against. I wonder how I went?

I see N. Tapp got up, possibly well away, but the editor has got a kick too so it might have been a sprint. Hats off to those who hung on. My admiration and envy. I'm off to buy a Kickr at CCW in the vain hope that throwing money at old legs will make them faster. At least M.J. will enjoy his retirement more.

Happy racing!

[It was a sprint. Paul Webster gave the rest of those remaining (Nick, Paul Semmens, Derek





Rothsay and Chris Ellenby) a sporting tow from the top of the final hill and into Cahilton Road. Just before the little crest where the finish comes into view, Paul swung left and flicked the elbow. Nick, who had been sitting on Paul's wheel with Paul Semmens on his, was a few bike lengths faster than Paul in the sprint, and Derek rolled across in 3rd place. Chris had dropped his chain at the top of the hill and missed the boat. – Ed.]

## C Grade

By Rob Giles

No school sport so a leisurely start to the racing day. Coming down the escarpment into Yarra Glen and the clouds looked ominously grey and threatening. Fortunately it was all clear at Gruyere but of course it was, as usual, cold.

Only 11 signed up for C-Grade, with the flat track flyers taking a week off. Running third by 2 points in the Toy Bricks Toughen Up series I was keen for a win and Kym Petersen, leading the woman's standings, was looking for a good result too.

In the roll down to the start line I had a quick confab with Peter Mackie – yes, he was riding C-Grade – just to confirm that he was rolling round and not racing. Why? Well, last time at Gruyere I followed hard on Peters wheel only to knacker myself in the finish and have Kym roll over me by half a wheel on the finish line.

Round we went and first time up the hill I gave it a good nudge to see if we could shake off a few early in the piece. Lots of heavy breathing but no one particularly put out.

We settled into a similar rhythm to last week at Yarra Glen – Peter Webb, Dean Niclasen, Kym, Bernie Evans and myself keeping things moving without going crazy. Peter Mackie took an occasional foray to the front but with no great intent.

Three laps to go and Peter Mackie took a flyer about two-thirds of the way up the hill, Kym came through in hot pursuit and I latched onto her wheel. Webby came along for the ride. Peter M. and Webby swapped turns until we reached the finish line when it was all back together.

Two to go and Peter M. has another go and, as if from nowhere, James Somer latches onto his wheel. Over the top and it's pretty much all together with Peter M. extolling James to take a longer turn.

Last lap, Peter M. again flies up the hill and I hop on James's wheel as he goes hard to close the gap. The three of us are clear and I shout encouragement to James to take us down the hill.

Around the bend and James sits up, I am on the front but pedalling softly and the remnants of the bunch are quickly upon us. Sportingly, Dean Niclasen then comes through to lead us out, letting us know that he was not contesting the sprint as he was ineligible for the Toy Bricks, being the sponsor. Peter Mackie then did the final Mark Renshaw lead-out, leaving us to fly at the crest of the rise. Things got rather hairy as a 4WD had just passed the traffic controller as we came into the finish. Lots of shouts of car, car, car. I crossed the line first followed by James and Kym. Fortunately, there was no accident but Bernie Evans ended up a bit too close for comfort. It just shows how easy it is for things to go wrong.

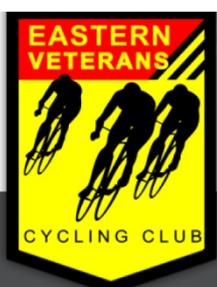
## D Grade (I)

By Keith Wade

What could be a better conclusion of a Toughen Up series than a race on the Gruyere kermesse on a frigid cold day in late June? Well, it could have been raining I suppose.

Only seven brave souls fronted the line for D Grade, but I thought a well-matched seven. Made me think of Samurais as we started off at the usual leisurely pace to the start line. But soon the pressure was on. Kevin and Max went out front straight away and set a pretty good honest pace, and on the hill Max had his foot well down. Over the top and then down, and at the end of the first lap we had lost Peter already.

The pace continued, and Max worked more and more out front. The second time up the hill we lost Colin, who is not climbing as well as he has done, then on the third we lost Ken, though he fought his way back on before the fourth time up the hill, where we really did lose him.





At this stage I was thinking, so far, so good, but then realised that we still had to go up this hill another five times. There were then just four of us, Max, Kevin, Nick and me, and we hung on to Max for dear life – well, I was, while Nick and Kevin were looking OK. I did feel, though, that our pace was tending to slow as each lap went by so it was looking very much like a last lap showdown.

And so it was. I thought about trying an attack halfway up the hill, but chickened out when the time came. Poor Nick punctured on the hill somewhere, though I didn't see it at the time – just too busy watching Kevin and Max's wheels. I think it was about 50 metres from the top that Max upped the pace a bit, Kevin followed but I struggled, cresting the top about 10–20 metres back. Somehow I couldn't close the gap, instead it gradually widened and in the end I could see Kevin and Max crossing the line about 100 metres ahead of me, almost together.

For the record, the Strava times on the hill were: 2:24, 2:23, 2:22, 2:25, 2:27, 2:31, 2:29, 2:34, 2:25.

## D Grade (II)

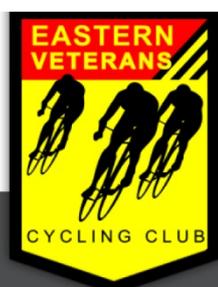
By Max Michelson

What a great series! The four week Toy Bricks challenge gave everybody a chance to get out and use their road skills. Special thanks to Dean for sponsoring the event and to Colin Mortley for organising the series. Congratulations to Kevin Mills, the winner of the series and the last race at Gruyere – my favourite circuit – with eight riders all trying to beat 'heartbreak hill'. And it did, with four left on the bell lap and Nick punctured on the last climb, leaving three and then two to fight out 1st place and a good finish for the series winner Kevin. Well done! Thanks to all officials for helping on the day. Just another great day at Eastern Vets. Cheers!

## Wednesday criterium at the Loop, Kew, 28 June

Division	1st	2nd	3rd
Division 1 (11)	Chris Munro (CV)	Phil Cavaleri	Anthony Coxon
Division 2 (9)	Chris Ellenby	Roman Suran	Darryl Beovich
Division 3 (5)	Tony Curulli	Russell Wheelhouse	S. Bol (N)
Division 4 (5)	John Eddy	Barry Rodgers	Alan Cunneen

Racing at the Loop, off Yarra Boulevard, Kew, starts at 10.15 am every Wednesday, weather permitting. Thanks to Keith Bowen and his crew for setting up and running proceedings.





## 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.

## 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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