

Newsletter

29 July 2017



Duty Roster

Saturday 29 July, Casey Fields

John Thomson (R), Jeremy Canny-Smith, Ian McGeoch

Saturday 5 August, Casey Fields

Stephen Barnard (R), Chris Ellenby, Gary Wishart

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

Editor: Nick Tapp
nick.tapp@detail-ed.com.au



Big day last Saturday. You all know why – Eastern won the day and clinched the Tour de Metro series on a wild and woolly afternoon in Yarra Glen – but there are race reports and a letter from Adam inside to help you relive the glory.

Saturday night was Awards Night at the Kilsyth Club. Again, there are more details inside, but let me share a favourite moment or two. No, not hearing of Nic Skewes's amazing fortitude in continuing the Indian Pacific Wheel Race despite horrendous saddle sores – though that topped the chart for 'lck!' factor. It was great to see Juanita Stumbles awarded Life Membership, and Nigel Kimber made the inaugural Club Member of the Year. And I will remember for a long time special guest Steve Fairless's conversation with Guy Green, including these gems on diet and nutrition: 'If the body called for half a dozen potato cakes, the body got half a dozen potato cakes,' and 'I've raced as well on jam doughnuts as anything else.' What a legend! No, seriously, what a legend, and what tales Steve had to tell from a lifetime of hard, hard bike racing.

This Saturday we return to racing by ourselves down at Casey Fields. Registrations close at 1.45 pm sharp and the flag will drop at 2 pm. Don't forget your tail light.



The handover ceremony. Club President Adam Dymond and five of our DSs accept the series trophy from Northern Cycling Vice President Alison Watts at Saturday's presentation at Yarra Glen. Photo: Emma Smith

Letter from the President

Greetings members,

Saturday was a huge day for EVCC in more ways than one. First of all as we rallied the troops to make our assault on Northern Cycling to bounce back in the last race of the Tour de Metro. We arrived at Yarra Glen to be confronted with 50 km/h winds. That didn't deter 105 brave riders from both clubs rolling out in what can only be described as very tough conditions.

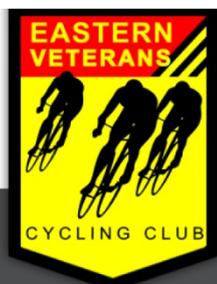
Our comfortable 57-point lead from R2 was narrowed to 16 points after R3 at Arthurs Creek, so we put out the call to arms last week and our members responded. We outnumbered our Northern cousins with 76 riders to 29 so they were always going to be up against it. We won all grades except C, and the points for the day were well in our favour: 129 to 51. It was a great effort by Northern to put on such a fight and the racing was fiercely competitive and tough across all grades.

So we took out the overall series with a comfortable margin of 403 points to 309. I'd like to pass on my personal thanks to all EVCC members who raced, no matter whether it was in one or all four races. I'd also like to thank all our committee, referees and marshals who made the series such a success. For more details, please check out our Facebook page.

Congratulations and thanks must also go to Albert Rain, Bruce, Tony, Alison and all the Northern Cycling committee and members for hosting R1 and R2 and for their participation and endeavour to put on such a challenging overall series. Ours are the two biggest clubs in the VVCC and I'm sure the friendly rivalry will grow after this series as Northern look to wrestle the Tour de Metro trophy back off us next time! Hardly, I say. I reckon we could get used to having bragging rights as the best Vets cycling club in the VVCC, and arguably the AVCC. I'm sure EVCC participation and results will be bigger and better next series!

The feedback from members of both clubs was that everyone loved the format. The ability to race in a team and for your club, with all the pre-race banter, emails, secret meetings, phone calls, SMSs and Messenger chat groups to plan tactics, as well as the in-race attacks and counterattacks, was a welcome and fun change from the normal individual graded crits and road races. Look out for more information in the future as there were many calling for another series in the warmer months.

After a rushed, windy and chilly presentation, the trophy was graciously handed over by Northern Vice President Alison Watts. Then it was home for a quick shower before heading off to the Kilsyth Club for our Annual Awards Night, where we had 75 members in attendance.





It was a great night and highlighted by:

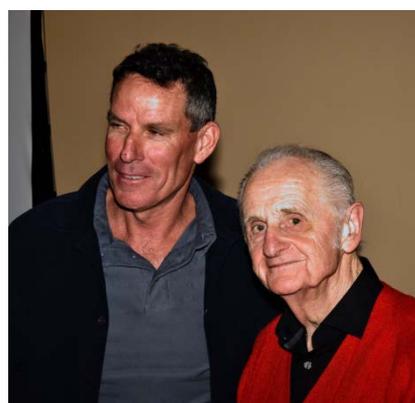
- the award of Life Membership of EVCC to Juanita Stumbles. Please congratulate Juan next time you see her
- a very entertaining interview of our key speaker, UCI Masters 50–54 Road Race 2015 World Champion Steve Fairless, by our very own Guy Green
- EVCC member Nic Skewes sharing with us his insights from the Indian Pacific Wheel Race in March this year
- presentation to Nigel Kimber of the inaugural Club Member of the Year award for his continued service to the club, not only as a long-term Secretary, but also as website administrator, VVCC delegate, race controller, handler of race day registrations and general doer of any job that no-one else wants to do. Please also congratulate Nigel on his award next time you see him
- updates for members on:
 - the new Club Values
 - our initiative to get new members into the club, known as 'Get into Road Racing' (GIRR)
 - some new racing circuits coming up in the next six months, including an exciting new crit circuit in South Dandenong
 - our next social function, a movie day on Sunday 27 August at 2.30 pm at Belgrave Cameo to watch the new GreenEDGE Cycling (now Orica-Scott) movie, *All for One*. Watch this space and our Facebook page for more information on these matters
- finally, the presentation by Steve Fairless of medallions to all our club champions and podium finishers over the last year in the Road Race and Crit Club Championships.



Adam with new Life Member Juanita Stumbles. All photos: Mark Edwards



With Nic Skewes

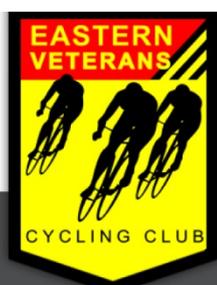


Steve Fairless with Club Road Race and Criterium Champion (85 years and over) Rod Goodes

All in all, it was a great night, and many members stayed back for a chat and a few drinks, and to soak up the penultimate stage of the Tour de France, the ITT, on the big screen.

So it was a huge day for EVCC last Saturday. Thanks and well done again to all who participated and were involved in running two successful events.

Regards and ride safe,
Adam





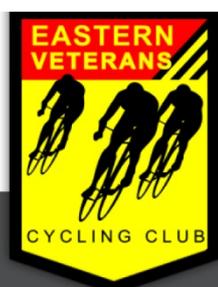
Graded scratch races at Yarra Glen (Eastern vs Northern), 22 July

Grade (EVCC/NC)	1st	2nd	3rd	4th	5th
A Grade (13/4)	Guy Green	Richard Abel	Phil Smith	Tony Giuliano (N)	Jean-Philippe Leclercq
B Grade (17/5)	Paul Webster	George Micevski (N)	Perry Peters	Paul Firth	David Anderson (N)
C Grade (15/11)	John Short (N)	Anthony McCulloch (N)	Gavin Plummer	Peter Webb	Haydn Chapman
D Grade (19/6)	John Blyth	Craig Stannard	Marcus Herzog	George Goodrope (N)	Andrew Buchanan
E Grade (7/2)	Stacey Hatton (N)	Geoff Youl	Harry Hibgame	Emma Smith	Zenon Gawronski
F Grade (5/1)	Mark Granland	John Eddy	Barry Beachley	Allison Watt (N)	Ron Stranks

Individual aggregate final standings

Men	R1	R2	R3	R4	Total
1 Paul Webster	7	3	10	10	30
2 Perry Peters	5	10	5	5	25
3 Tony Giuliano (N)	10	1	10	3	24
3 George Goodrope (N)	1	10	10	3	24
5 Jean-Philippe Leclercq	7	7	7	2	23

Women	R1	R2	R3	R4	Total
1 Stacey Hatton (N)	10	5	7	10	32
2 Meredith Kelly-Smith (N)	1	10	–	–	11
3 Jo Read (N)	3	–	5	–	8



B Grade

By Nick Tapp

Enough has been said about the wind on Saturday. Or perhaps not quite enough. It was as cold and strong a wind as I can remember at Yarra Glen – and there have been a few. It prompted a change to the plan cooked up during the week by B Grade's 'gang of four' DSs – Perry Peters, Paul Firth, Paul Webster and me (or, as resident wit Mark Edwards put it, 'if only Nick Tapp was Mary' ...). Plan A – an attack up Glenview Road hill on lap nine – looked fairly unattractive, even to the nominated prime attacker, Paul Firth, who is normally not one to shirk a bit of selfless effort. And extremely unattractive to the nominated supporting attacker, which was me. Plan B it would have to be.

Plan B also involved selfless effort from Paul Firth (do you detect a theme?), who wasted no time and stirred things up on the first ascent of Glenview Road, then sat up, then stirred it up again through the dip towards the top, then sat up again when a few of Northern's riders chased back on. So far, so good. In normal circumstances Paul was capable of keeping this up all day. This was the plan.

As early as lap two, however, a new factor emerged when Nic Skewes rode away in determined fashion and established a nice gap. No response from Paul. Good! What little I knew of Nic's palmarès suggested he was perfect for this self-appointed task – riding alone for long periods in trying conditions. Great! Paul and nearly everyone else settled back to see how Northern would respond.

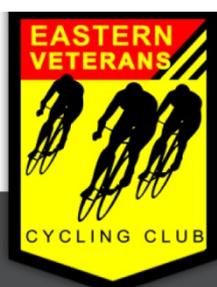
Kevin King now went to the front of the bunch and at first seemed to be keeping a steady tempo that didn't threaten Nick's advantage. Good. More than a lap went by and the gap seemed to be coming down – hardly surprising but not so good when in theory we were controlling the speed of the chase. Someone asked: did Kevin know Nic was one of us? I rode up beside him to check, but apparently Kevin misheard and thought I was confirming what he believed – that the escapee was a Northern rider. Under the same misapprehension, John Clarkson (a welcome returnee to the ranks) now headed off up the road, the Northerners latched on and Nic's brave attempt was soon closed down. Oops, sorry, Nic!

The rest of the race is a bit of a blur. At the front, the occasional split opened up and was then closed down, particularly on the very fast downwind leg towards the finish line. At the back end, riders were gradually being shelled and pulling out – Glenview Road hill will have that effect even on a good day. Kevin continued to work on the front but there were others as well, Northern riders, and Eastern stalwarts such as Ian Smith, Matt White and pretty much anyone named Paul.

On the last lap the pace, which had dropped a bit, crept back up. As it does. Nic Skewes tried a late attack but it was quickly neutralised. And so a large group lined up for what was going to be a fast, wind-assisted sprint. I was about a dozen wheels back, sitting behind Paul Webster and thinking that was just where I wanted to be. Paul would sprint and I would sail to the podium in his slipstream ... and then I woke up. Paul opened his sprint about 200 metres out and I tried to follow. Next thing I'm on my own, battling for the scraps, while a red jersey crosses the line way up ahead – it looked like 50 metres, though the video shows it was more like 15 or 20. Even so, it was a great effort by Paul, worthy of the series aggregate winner. Perry started later but finished a strong 3rd, Paul Firth topped off a busy day with 4th, and I hung on to take another point in 7th place. I think Dave Pyne was just behind.

Bravo to our Northern opponents, who were outnumbered 17–5 but put every one of their five riders in the top ten. In fact, after the first race at National Boulevard, Northern's B-Graders did consistently well given their numbers. It was probably our greater numbers, all ready to work for the collective cause, and our subsequent ability to protect powerful finishers like Paul Webster and Perry Peters, that gave us the edge in B Grade throughout the series. Plus, of course, Perry and Paul's ability to finish it off, which saw them take the top two spots on the series aggregate table. Chapeau, chaps!

A shout out to new member Meagan Harvey and trial rider Neil Taylor, who may have got more than they bargained for today. We hope to see you again soon. I think our B Grade squad agreed that racing as a team was a lot of fun. And so a final thank you to the two clubs and those in them who put so much work into making the Tour de Metro series happen.





C Grade (I)

By Rob Giles

A quick count of the blue hats and we have the numbers 15–11; let's make it count. Dean Niclasen led the pre-race strategy meeting, dividing up the team tasks. Plan A: they, Northern, will send someone up the road straight away – noooooobody could stay away with the block headwind blowing down the Glenview Road hill so let them go, and counterattack when we reel him in. Dean Niclasen and I the protected riders for the sprint.

All shivering in the marshalling area, Richard finally lets us go. As we hit the start line, sure enough, a rider surges off the front. Eastern or Northern? No matter, we will all be back together in a few laps. Lap two and our mystery rider seems to be holding his own, but still very much in sight. There is general consensus that it's a Northern rider (Anthony McCulloch in fact). We see out the next few laps with no one especially willing to work on the front, particularly up and over the crest of Glenview Road. Nonetheless we keep Anthony in sight, although he is almost out of sight going down King Street.

Lap four and Dean has had enough. He sets a strong pace down Yarraview Road only for things to bottle up again on the climb. Lap five Dean hits the front again down Yarraview and has a small break going up the climb. A Northern rider surges across, I push hard to cover and get the wheel. The three of us are clear and I hit the front and the front hits me – yikes, it feels like I am being blown backwards.

All bunched up again by King Street, Anthony – who was only supposed to last three laps – still with a good break. Tim Crowe goes to the front clearly determined to do something about it. Were we sitting in on A Grade as we went down Glenview Road? Who could say, but the pace was high enough to split the C Grade bunch. Dean, who paid the price of his earlier efforts, called gruppetto when he saw that the front bunch was 6–4 in favour of Eastern. I think I was the last rider to make it across.

Tim did a huge lap-and-a-half turn and we had Anthony down to about 50 metres on the hill. Rob Birch took up the pace when Tim swung off. Through the start/finish line at the end of lap eight – one peal of the bell from the right side of the road and lots of

shouts of two to go from the left and the lap board showing two. My lap counter definitely shows that we are on lap nine, but two to go it is, I guess.

We finally catch Anthony on the hill, he looks far from exhausted. On the second crest John Short (N) does the classic attack on the catch and surges away. So much for Plan A. Gavin Plummer sets off in pursuit with – would you believe it – Anthony.

As we near the end of the lap, Anthony and Gavin are clear and John is already across the finish line. Anthony and Gavin roll over the line having a casual conversation as to whether or not it was the final lap. Further back Haydn Chapman and Peter Webb have decided it is the end and sprint hard for the line.

Over the line and we regroup for another lap. Slowly around to Yarraview and then Anthony is on the front again. A good sprint for the line but all to no avail as the officials take the finish order at the end of lap nine. A lesson learnt: if it's a nine-lap race and your lap counter says it's lap nine then sprint as if your life depended on it!

Chapeau to Anthony, who clearly showed that he was the strongest rider on the day. Bragging rights to Northern, who won the C Grade series 86 points to 36.

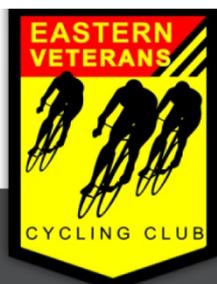
Finally, it's adios amigos from me as Peter Mackie has had a quiet word and next time out will be in a green hat.

C Grade (II)

By Peter Webb

When I arrived at Yarra Glen, the north wind was blowing at a steady 15 km/h, which promised to make the ride up the hill very hard. The bigger men were going to struggle if we could create a gap to prevent them sitting behind the climbers.

On the first lap Tim Crowe rode past me and said he was going to cause a bit of fun at the front. That was code for 'Don't chase and just let me do my thing'. Tim accelerated and Northern had no choice but to chase, and then Tim sat up and that exposed them to the headwind. The rest of us rolled up behind them without exerting too much effort. They tried to take control but we were more attentive this week and always had someone near the front.





On lap two, one of theirs went off the front and established a fair gap, and the consensus of opinion was that if he could last seven laps on his own, then bloody good luck to him. Tim was still doing a lot of good work and with Gavin Plummer now moving to the front and putting them under pressure and shutting down any attacks, we were starting to be on an equal footing. Rob Giles had moved himself closer to the front, fearing a gap might develop. Dean Niclasen also moved up and then he came flying down the straight and caused a massive acceleration in the group and this caused a split in the field.

When we turned onto the hill, Dean and I were at the back of the split and he put in one last big effort to get us back on before he blew up. A quick head count revealed that there were nine riders in the split and one still up the road, but he was weakening. Dean then controlled the peleton and told our riders to sit at the front and slow things down, and to not chance going across in fear that they might take the field with them.

As we came down the finishing straight on lap eight Tim Crowe pulled out, having done a massive amount of work. I was expecting to hear the bell but instead it was Juanita Cadd yelling, 'You're on the bell!' I checked my computer and, sure enough, we were on the last lap. We got the Northern rider who had been out the front, so now it was all about position and conserving some energy for the extremely fast downwind finish. John Short (N) attacked about halfway up the hill and no one could go with him. The sprint was for the minor placings but it was a good safe sprint with Gavin Plummer hanging on for 3rd and me just rolling Haydn Chapman for 4th.

Then someone said we still had to keep going as there had been a stuff-up with lap counting! I was shattered, but with the series at stake we had to go on for fear of losing points to them. So up that bloody hill once more with a now howling northerly blowing. It was all I could do to hang on and I'm sure everyone was feeling the same. Finally it was over and I don't know what happened, too far back to see. After the officials had a bit of a chat they decided the results of the sprint on the previous lap would stand, which was only fair as John Short (N) had turned himself inside out to break away and win convincingly.

Many thanks to all the officials and those rostered for duty, and a special mention to Andrew Buchanan, who never gets a mention but does a power of work during the week on the roster and is always there early to organise all those rostered for duty.

D Grade (I)

By Peter Gray

Ask not what my club can do for me,
but what I can do for my club.

This paraphrase of a famous US Presidential speech came to mind last Saturday at Yarra Glen. A 'call to arms' by D Grade DS Rob Lackey, supported by EVCC Pres. Adam Dymond, was taken up by many Eastern members, ultimately giving us the numbers and subsequent points to secure the Tour de Metro trophy for the first time.

Damned statistics

Northern Cycling (NC) weren't going down without a fight, though, despite being outnumbered 76 to 29. The Northern riders who did compete managed to score an impressive ratio of points to entrants, actually outscoring Eastern (see table). So from that point of view they should be congratulated on their gallantry.

Round 4	Points	Entrants	Ratio
Northern	51	29	1.8
Eastern	129	76	1.7

I won't bore you to death with statistics but if you projected the above ratio over the Tour de Metro series, you would find NC outperformed Eastern by a comfortable margin.

Catastrophe averted

A couple of warm-up laps of the Yarra Glen circuit was enough to predict this would be a tough day at the office. It's been a while since we had a big blow at YG and it has nearly always resulted in a northerly headwind ascent of Glenview Road. This afternoon's wind had an easterly aspect to it, which not only increased the climbing difficulty and the pace along the Yarraview Road finishing straight, it also introduced a strong and rather unpredictable crosswind on the King Street descent.





A near catastrophe was averted by Nigel Kimber, who thoughtfully tied the club's gazebo to his car to prevent it (the Daewoo) from being blown into the flight path of the local airport. The wind also played havoc with our traffic management signs, resulting in a few knock-overs, and the marshal's flags were extended near parallel to the ground.

The D Grade race

In order for D Grade to familiarise and discuss tactics, a welcome initiative was organised by Rob some 30 minutes before departure. Ironically, tactics weren't big on the agenda, however it appeared obvious to all who our pro- and antagonists would be. What we didn't take into consideration was the talent of a new Eastern member, John Blyth, who rode his first race last week at Arthurs Creek. To our delight, John crept under the radar, not only instigating a couple of attacks but ultimately finishing in 1st place. Congratulations, John, and it was a pleasure to ride together if ever so briefly, as you surely ascend the grades.

The D Grade 'huddle' was welcome for another reason. It seemed to take for ever for referee briefings to transpire, and that wind wasn't getting any warmer or less intense.

Our strength was also in numbers. Unlike last week, we could afford to have a few drop-offs or punctures without being too disadvantaged.

Survival once again

Once again, my unofficial job was to sit tight and conserve as much energy as possible. Not that it might be utilised at the finish this time. No! For me, today was going to be all about survival.

I thought I was doing OK even up to lap five of our nine-lap kermesse – at one point deliberately checking a couple of NC riders in order to make it difficult for them to respond to surges in pace on the climb. That tactic backfired on me when I was distanced and unable to bridge across due to the high speed of the bunch on the finishing straight (an estimated 50 km/h).

Once again, again, I was left to my own devices but found the pursuit very challenging, if not fanciful. Well OMG (oh my geartrain) received a good workout. At least the batteries didn't flatten. (Good one, Kym.)

Once again, again, again (I think there's an echo in here), I had no idea of what transpired on the remaining laps, except our boys were able to outmuscle NC to bring home the bacon and add significantly to the winning margin.

The series wrap-up

The results speak for themselves. It was a commendable effort by Eastern to rally the troops in order to defend a narrow round 3 lead of just 16 points. Northern were worthy opponents, and not to be underestimated as a team or in a one-on-one situation.

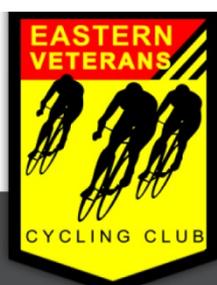
There were some really memorable highlights, like Rob Lackey's kamikaze scream during the round 2 sprint at Northern Boulevard. Sorry to regurgitate that one, Rob!

Everything considered, I think it was a successful, informative and enjoyable series and I trust it will continue to fly (unlike Nigel's Daewoo).

D Grade (II)

By Max Michelson

A 16-point lead going into the final round made for a great finish to the series with Northern. We won't talk about the wind as we were all there. At the start line you could see the enthusiasm in the club as the riders had answered the call for support with 19 Eastern riders to six Northern. A race that spilt into three with John Blyth taking off on the second lap and Marcus Herzog on his wheel, and with Darren Woolhouse right on the wheel of George Goodrope – and Darren had a good rope around him! With that strong effort, the first three placings went to Eastern. Thanks to all the D Grade riders that supported over the four weeks, and thanks to Northern for making it an exciting competition – I met and made some new riding friends. On that note, there's a famous song that comes to mind: 'We are the champions ...'





News etc.

Thornton weekend

The Rob Graham Memorial Individual Time Trial, to be held at Thornton on Saturday 9 September, is also the Club Championship for the ITT. The club is making a weekend of the event with dinner at the Rubicon Hotel on Saturday night, discounted accommodation at the hotel and a social ride on Sunday morning. A couple of rides are planned, an easy roll and a not-so-easy roll, both meeting for coffee before the run back to Thornton. To secure the discount – apartments (3 double beds) @ \$150, double motel units @ \$90 – we need to pre-book all accommodation with a 50% deposit by the start of August so you'd better be quick. Speak to Nigel Kimber or Peter Gray if you think you may like to join us and get your deposit to Nigel ASAP.

Future events

Eastern Vets

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

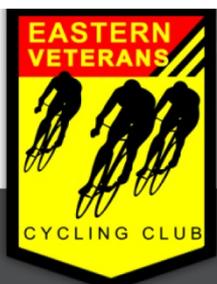
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday or Wednesday before the race, as advertised. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants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