

Newsletter

5 August 2017



Duty Roster

Saturday 5 August, Casey Fields

Stephen Barnard (R), Chris Ellenby, Gary Wishart

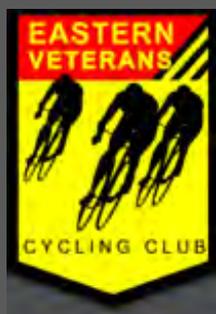
Saturday 12 August, Jindivick

Andrew Buchanan (R), Zenon Gawronski (TC), Rob Lackey (TC), Anthony Coxon, Jean-Philippe Leclercq, Mark Edwards, Steve Ross, Paula McGovern, Paul Anderson, Daniel Couzens, Doug Page

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

Editor: Nick Tapp

nick.tapp@detail-ed.com.au



If the previous week at Yarra Glen was wild and woolly, then last Saturday at Casey Fields was off the scale on both counts. The extreme wind deterred some, but nearly 30 riders across all grades enjoyed an afternoon of solid racing, with the wind adding an extra element of outdoor adventure. At one stage a pair of sheep infiltrated the boundary fence and threatened the safety of the back straight. Attempts to escort them from the premises proved frustrating; thankfully, the only serious harm done was to Peter Morris's knicks and associated regions. We hope the tetanus shot wasn't too painful, Pete. A selection of race reports are inside, and Mark Edwards was there with his camera.

This Saturday it's back to Casey; the exact format is yet to be determined, but the registration desk will close at 1.45 pm as usual, and racing will commence at 2 o'clock.

The following week we venture east to Jindivick, between Drouin West and Neerim South. Watch your email, TeamApp and next week's newsletter for details. Let's make it a good turnout for this first race on one of the club's crop of new courses.



The tree says it all. The going got tough at Casey Fields on Saturday. All photos: Mark Edwards



Graded scratch races at Casey Fields, 29 July

| Grade | 1st | 2nd | 3rd |
|-------------|------------------------|----------------|---------------|
| A Grade (4) | Jean-Philippe Leclercq | Guy Green | Ken Mayberry |
| B Grade (7) | Nick Tapp | Nathan White | Paul Anderson |
| C Grade (7) | Dean Niclasen | John Blyth | Paul James |
| D Grade (5) | Peter Gray | David Worland | Max Michelson |
| E Grade (3) | Harry Hibgame | John Eddy | Ron Stranks |
| F Grade (3) | Clive Wright | Petra Niclasen | Rod Goodes |

B Grade

By Nick Tapp

Many decided on an afternoon off this week, maybe restocking the brownie points after the month-long Tour de Metro or, more likely, put off by the forecast of winds in excess of 100 km/h. Too much for the horseraces, but not for the Vets! B Grade started out as the equal biggest bunch of the day with seven riders, but did not stay that way for long. The wind made holding wheels a real challenge and getting back on once dropped all but impossible. It was only the first or second lap when I looked behind and realised that Paul Anderson, Nathan White and I had a gap on the rest of the field.

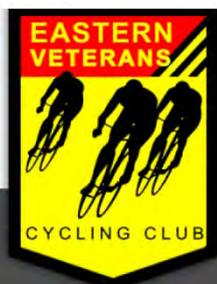
Peter Morris was one of the early casualties. Pete later admitted he was already struggling on the neutral lap, and he eventually abandoned a lonely ride off the back to deal with a sheep invasion on the back straight. Walter Savini, also dropped, assisted with the roundup. Above and beyond, definitely! Colin Doherty and Peter Mackie got back on but Colin then disappeared again, while Peter sat in and let us know he would not contest. That left Paul, Nathan and me to divvy up the day's work.

The wind must have been mostly from the north because the finishing straight had an evil cross-headwind from the left, and the turn towards the

clubrooms was diabolical. So was the start of the U-turn around into the 'bottom' of the course. There were downwind sections that were super fast, but they were over all too quickly. Elsewhere the powerful, gusty crosswinds demanded extra care.

Paul was a powerhouse all race long despite having done a couple of quick 1 in 20s in the morning. Of the three of us, his was easily the most substantial frame to hide behind. Nathan has not been riding much lately, or so he said, but always looked dangerous when he went to the front. As the laps ticked by, though, Nathan started to complain of calf cramps, which would tally with not enough ks. I nearly blew up on one lap after leading up past the finish line – that's how crazy the wind was – but got onto Peter's wheel as they all went past and managed to hang on and recover.

Eventually, we heard the bell. Sure, there was someone else crossing the line at the same time, but he had a green hat, too, didn't he? Well, you know, blueish green. Or greenish blue. Something like that. Interesting, isn't it, how often we see only what we want to see. One more lap and we turned into the headwind with the finish line in sight, spread three wide across the track. Nathan started the sprint. I dug deep, drew level, got in front, crossed the line, and heard the bell. Again. And there was Steve Barnard, holding up a nice, big 'B'.





Bell-y laugh? Peter and Paul get the joke.

What? It didn't add up at first – there must be some mistake. At this point I may have got slightly cross, not at anyone in particular, just cross that I had probably blown my race through a dumb error. Sure enough, Peter Mackie pointed out that there had been a 'C' sign the previous time past the line. Noooo! Mm-hmm. Yes, there had been a mistake – all mine (OK, Nathan had also thought we were on the bell lap, but he managed not to spit the dummy).

There was nothing for it but to take a lot of very deep breaths and go around again for another try. Paul led the way, and again we swung into the final straight three wide. Nathan had left his sprint on the track the lap before, but I found another one and confirmed the earlier finishing order: me (relieved and feeling



Order confirmed. The actual sprint went the same way as the first.

like a bit of an idiot) followed by Nathan (cooked and cramping) in 2nd place and Paul in 3rd. Well done, gents, and thanks for a good, hard race!

Thanks, in fact, to everyone who turned up to make a day of it despite the conditions, especially the day's race officials, marshals and sheep wrestlers. Wind or no wind, I agree with what Paul said: it was fun!

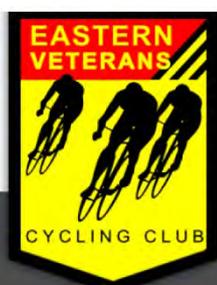
C Grade

By Dean Niclasen

Could the weather forecast for racing at Casey Fields get any worse? Gale force winds at the home of windy weather, that was bound to make for an interesting race. That's assuming we even raced to begin with. Arriving at the venue it was immediately clear that lots of other riders had decided either that conditions were too tough, or the race would be called off. They were wrong, though, as seven riders turned up ready to race in C Grade. A quick wheel swap to avoid trying to control deep-rim wheels in strong crosswinds, and it was out for a warm-up. The conditions were as challenging as expected, with particularly strong gusting crosswinds on the east-west sections, and a mighty headwind up the finish straight. A race of attrition was almost a certainty.

The race started at a steady state for a few laps, with nobody looking under too much stress. John Pritchard looked more comfortable than most of the others, along with second-time rider John Blyth. I wasn't keen on making it easy enough for everyone to stay together, so after about 15 minutes I decided to attack in the crosswinds. A small gap opened up, however John Blyth closed it, bringing Hylton Preece, Paul James and John Pritchard with him. That left Steve Barnard and Neil Cartledge off the back. It was time to keep working to ensure they didn't make it back. The gap stretched out over the next couple of laps, to the point where Steve called it a day and Neil looked far enough back to no longer be a factor.

The five of us continued to lap, with John Pritchard occasionally upping the pace but not attacking seriously. About 45 minutes into the race it all changed when John Blyth lifted the pace heading west past the pond. I quickly accelerated and jumped on his wheel, thinking the others would be right behind me. Reaching the loop at the end I looked





We're away! Now what? Dean and John discuss strategy.

back and saw that we had opened up a gap, leaving the three others all riding solo. I told John to keep the pace up so we could consolidate the gap, which he duly did. We rolled turns for three or four laps and stretched the lead to a comfortable margin, at which point thoughts moved to how best to win. I had no idea what to expect as it was only John's second race, however he didn't look to have a sprinter's build so the plan was to just sit with him until the sprint.

Two more laps and then we got the bell for the last lap. John slowed and moved aside, leaving me at the front. Was this part of his plan? Was there an attack coming on the last lap? I rode tempo around most of the lap, until we started down the back straight. John then came up alongside and asked, 'Is this the last lap?', to which I responded, yes it was, we were heading for a sprint finish. John replied that he had never sprinted before, so it would be interesting, to which I silently thought, 'Hopefully not too interesting!'

I let John take the lead around the last bend and then waited for him to open up while patiently sitting on his wheel into the wind. About 200 metres from the line he accelerated slightly, so I jumped out of the saddle and passed on his right. A gap quickly opened up as it became clear that John is a very strong rider

without much of a sprint. I still gave it a big effort up to the line, hitting an incredible maximum speed of 36 km/h into the headwind. We finished with an average speed of 30.6 km/h, making it almost certainly the slowest C Grade race I have ever won, both in terms of average speed and sprint speed.

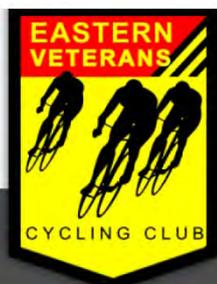
Credit to those who turned up and rode, it was a really tough day to be riding at Casey.

D Grade

By Peter Gray

Not racing for sheep stations

How many times have you heard that statement at pre-race briefings, usually as a result of a previous cycling incident or crash? Last Saturday at Casey Fields, you'd be excused for thinking we were racing not *for* sheep stations, but *in* sheep stations. In what was forecast to generate northerly wind gusts of up to 100 km/h, the herd of riders who fronted Casey were prepared for a potentially tough and torturous afternoon. It's just that no one expected to be mixing it with the local 'Baaaah'. It was the kind of day you'd expect to see a few woolly jumpers on football fields but not necessarily on a criterium track dominated by lycra.





Head 'em up, move 'em out

Five D Grade riders were dispatched from the muster by head ringer Nigel Kimber for their 50 minutes of cyclonic grazing. His briefing was very simple: 'Stay upright and don't overlap heads and tails,' (I think he meant wheels) 'otherwise you could end up a bit daggy' (sitting on your backside 'up Sheep Creek'). Easier done than said.

I led the mob (I think five qualifies as a mob) on the neutral lap at a rather 'sheepish' pace. During my pre-race warm-up period, I experienced difficulty in keeping the bike in a straight line on the crosswind sections of the circuit. The lightweight 40 mm front wheel was not conducive to stability in this situation. With a low-profile wheel unavailable to me, I just had to develop an efficient compensation technique. This was achieved by holding the handlebar on the 'drop' on the windward side, and placing the leeward hand on the 'hood'. Didn't analyse it too much, it just seemed to work!

Looking to get the jump

The pace ramped up very slowly over the first few laps, with no one particularly keen on going it alone from an early attack. Greg Harvey did a good deal of work up front, as did Colin Mortley and Dave Worland. In fact, everyone contributed pretty much equally to the effort.

At about 25 minutes in, on the downwind portion of the track, Max Michelson was being very complimentary of my smooth (etap) gear changes. I was flattered and thinking to myself, 'Yeah! It is good, isn't it', when Max opened up the throttle and jumped the mob leading into the chicane. A sneaky move, Max, but it didn't succeed. We closed the gap before he reached the top.

Don't give up your day job

It was around this time we became aware of a couple of extra quadruped antagonists attempting to join the graded scratch race. Sheep from a neighbouring pasture had found a gap in the fence and thought it might be amusing to disrupt our racing.

Peter Morris stopped early, trying to redirect the escapees back to where they came. His skills at herding though are not as effective as his cycling ones. Perhaps a 'Stop/Slow' pole might be useful next time, Peter.



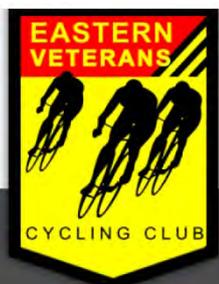
Dave keeps tempo, Peter keeps a low profile and Max keeps a close eye on them both.

'A break away!'

(a famous Australian painting by Tom Roberts, 1891, depicting a mob of thirsty sheep stampeding towards a dam)

Dave didn't initiate attacks as such but preferred to test our legs by sustained surges, one of which distanced Greg and Colin. From here Dave, Max and myself tried to work each other over but I benefited most by having the smallest wind profile.

E Grade received their bell as we passed the finish line. Dave was on the front at the time with no



likelihood of a reprieve. Sure enough, we received our bell on the next pass.

Max pulled us around near to the end of the long approach straight (that's about where the sheep secured their freedom). Dave pulled out to overtake Max just before the left-hander so I followed, hanging onto Dave's wheel until about 75 metres to go.

With a block headwind leading up to the finish line, a late attack was very appealing and even a pre-planned strategy, should I have managed to still be in contact on the bell.

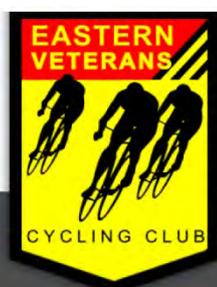
Fresher legs and a smaller profile allowed me to put in a couple of lengths on Dave, with him placing 2nd over an exhausted Max.

Lamb on the crit

All in all, it wasn't such a torturous race in 'Hurricane Casey' as I thought it might have been. Next week we return to Casey 'Fries' with a barbecue after racing. Any suggestions for what we could cook?



Jean-Philippe Leclercq took the A Grade sprint (above) from Guy Green and Ken Maybery. Harry Hibgame (top right) proved the strongest in E Grade, while Clive Wright, Rod Goodes and Petra Niclasen smiled through it all in F Grade (bottom right).





Wednesday criterium at the Loop, Kew, 2 August

| Division | 1st | 2nd | 3rd |
|-----------------|--------------------|----------------|-------------------|
| Division 1 (8) | Trevor Coulter (N) | Anthony Coxon | Phil Cavaleri |
| Division 2 (11) | Dean Niclasen | Rob Giles | Tom McDonough (N) |
| Division 3 (7) | Darren Woolhouse | Neil Cartledge | James Black |
| Division 4 (3) | Petra Niclasen | Barry Rodgers | Alan Cunneen |

Thanks to Stephen Barnard, Laurie Bohn and anyone else who may have helped out on this chilly Wednesday.

News etc.

GIRR

By now you've probably heard about Get Into Road Racing (GIRR), an introduction to road racing that Eastern Vets is offering to new and prospective members this September. For more details, see the flier on the following page. David Richards and Paula McGovern as qualified Cycling Australia coaches will be taking the lead on GIRR. However, we are looking for three or four members to assist in the training sessions. If anyone is able to help out, they should speak to Adam Dymond or Emma Smith on race day, or email Emma at fortune5@live.com.

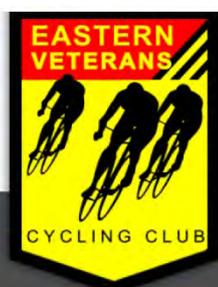
Referees

To meet insurance requirements to race we must have an AVCC accredited Club Referee in charge of the race. We currently have a pool of half a dozen referees who take turns to fulfil the association's requirements. We have lost a few over the past 12 months and will undoubtedly lose a few more going forward – it's just the way things happen.

We need more referees to enable us to rotate the referees on bigger rosters so they can race more frequently. We are also at risk of being unable to race midweek (Wednesdays and Tuesdays) if we do not have more accredited referees to be in charge of those races.

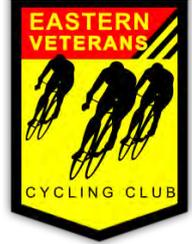
At the moment, accreditation involves completing a couple of forms, obtaining a letter of recommendation from the club and submitting them to the AVCC along with a passport photo. It would be helpful if the applicant was familiar with the AVCC and Club racing rules. Going forward, the AVCC is looking at introducing an accreditation process that will involve practical and written tests – the club will support its referees in getting through these tests.

If you are interested and would like to assist the club in bringing good, safe racing to its members, please contact Nigel Kimber to start the process.



Get Into Road Racing (GIRR)

September 2017



Road cycling has something for everyone... If you've considered road racing but don't have the knowledge or confidence, then this course is for YOU.

Eastern Vets Cycling Club is running a 4 week introductory course that provides all participants with the necessary skills and confidence to start competing in road cycling races.

This course is aimed at Female road cyclists over 30YO and Male road cyclists over 35YO with reasonable road cycling skills.

Your safety is our priority.

All EVCC road races are fully approved by Victoria Police and Local council with Traffic management including; traffic control, marshals and first aid officers.

What can I expect?

Over the four-week period starting at 8.30am until 9.30am, all participants will complete three weekly training sessions and a trial race supervised by two qualified coaches as follows;

- Week 1 – Sat 9th September – Introduction, safety & basic skills.
- Week 2 – Sat 16th September - Overview of a race, warm-up, where to position in a race, drafting, skills and techniques etc.
- Week 3 – Sat 23rd September – As per week 2 plus a short mock race.
- Week 4 – Sat 30th September – Warm-up & trial race with fellow GIRR's.

Where? METEC Driver Education Centre, Colchester Rd, Kilsyth, Victoria.

This is a “closed private” circuit, so no traffic.

How much does it cost? \$50 includes insurance, Off-road venue and coaching. ☺

Further Info: Contact Emma Smith, EVCC Vice President 0437 437 800 or at fortune5@live.com or register at www.easternvets.com



Registrations close Friday 3 September 2017 & numbers are limited!



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 were supposed to pre-book all accommodation with a 50% deposit by the start of August so you'd better be quicker than quick. Speak to Nigel Kimber or Peter Gray if you think you might like to join us.

Future events

Eastern Vets

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

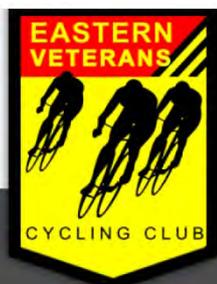
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday or Wednesday before the race, as advertised. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants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

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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