

Newsletter

19 August 2017



Duty Roster

Saturday 19 August, Gruyere

Richard Dobson (R), Ray Watts (TC), Neil Cartledge (TC), Frank Nyhuis (TC), Rob Amos, Chris Norbury, Bob Lewis, Martin Peeters, Max Michelson, Craig Stannard, Owen Lewis

Saturday 26 August, Casey Fields

Stephen Barnard (R), Dan Ives, Ray Pepper

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



It has been a while since we added a new road course to our calendar. Those who travelled to Jindivick last Saturday were rewarded with a picturesque and challenging loop through lush dairy country. Registration and presentations were conducted in a nice reserve with good facilities, plenty of parking and a great outlook over the local footy oval to distant hills. Not all the hills were distant; a few of them were right there beneath our wheels, making it a hard day for the sprinters, and like Christmas in August for the climbers. Reports are inside.

Then on Sunday came the awful news that an accident at the Victorian Masters State Road Championships had taken the life of Paul Semmens. Adam has emailed everyone with more about this. Many of us remember Paul, a regular member of the Eastern Vets B Grade peloton, as a fair, willing and determined competitor and a quiet but warm and supportive friend. Not all will know that he leaves a wife, Alison, and five children, two of them quite young. Our thoughts are with them above all. We also extend our sympathies to Paul's wider family and friends, and to those other riders and officials who were present at the accident. Stephen Barnard, briefing riders at the Loop on Wednesday, spoke truly when he said this reminds us that the sport we all love can have terrible consequences if things go wrong. Racing will go ahead at Gruyere this Saturday.

On Saturday 26 August, Eastern Vets hosts the VVCC State Criterium Championships at Casey Fields. If you plan to compete, remember to register online at the VVCC website (www.veterancycling.com.au/events.html) by midnight on Tuesday 22 August.



Vale Paul Semmens



Graded scratch races at Jindivick, 12 August

Grade	1st	2nd	3rd
A Grade (6)	Phil Smith	Sean Hardy	Lawrence Lee
B Grade (7)	Nick Tapp	David Chesney	Paul Firth
C Grade (11)	Tim Crowe	Peter Mackie	Peter Webb
D Grade (7)	Max Michelson	Neil Cartledge	Ken Allan
E Grade (2)	Emma Anderson	Harry Hibgame	



Lovely country for a ride – the outlook from the ridge top at Jindivick.. Photo: Max Michelson

A Grade

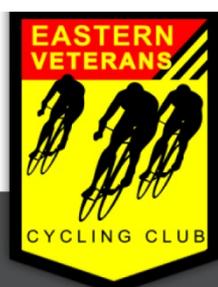
By Nigel Kimber

Introduction: EVCC, I'd like to introduce you to Jindivick; Jindivick, EVCC. The course is triangular – approximately 6.5 kilometres a side, the first leg is predominantly downhill (7.5 km @ av. -4.2%), the second flat (6 km @ 0.6%) with a pimple (1 km @ 7%), the last is uphill (6 km @ av. 3.7%). I don't know if it was the prospect of three laps of this, the perceived packed-lunch trek to Kydd Reserve, the weather, other events (VVCC and CSV State championships) or just fear of the unknown, but it was a very small turnout that took the referee's instructions. Instructions that included the first leg

being neutral due to the possibility of traffic lights at the first turn – roadworks implementing traffic control that was using temporary lights with a 5 minute cycle.

The half-dozen A Graders left the reserve for the roll into town – general store, tavern and gift shop – then through and onto the course proper. This undulating downhill neutral leg to be my warm-up after desk duties. Cresting the last of the undulations before the real descent started, John Clarkson has relieved me at the front and managed to roll away. Despite not touching the brakes and the neutrality of the leg, the gap to John's back wheel kept increasing, to the point where a chase was required – the warm-up just intensified. The gradient returned to 0 and there was still a gap to be closed, I dragged the chase to the centre of the road and backed off, the five now a rolling group in pursuit of John.

Onto Old Telegraph Road for the first time, John was fading, the gap was closing and we all took a collective deep breath as it came back together. Lesson to be learnt from that little exercise was that a gap taken out of Jindivick could prove very hard to close down – possibly a winning gap. This was virgin country to most of us so the remainder of the lap was essentially a feeler. The bump on Old Telegraph proving just as difficult on two wheels as it had in the Daewoo. The vistas along the short ridge beautiful; the cows in the paddocks confused – apparently it was going to rain on the left whilst remaining dry on





the right, and then there was the field where they were hedging their bets, half standing, half lying down. Those that were standing gave us the once over until they reassured themselves we weren't wearing any of their cousins and returned to their grazing.

The turn onto Main Jindivick Road was fast, the legs were spinning. Due to (known) front derailleur issues I'd spent the short descent before the corner trying to find the small ring so I'd be ready for the third leg – I found it, I was ready for the climb back to town, the false-flats could prove interesting. All too soon it was over, we were back to the top and ready to start again (apologies Lennon–McCartney). We being five: John had mysteriously disappeared shortly after we had found him way back on Old Telegraph.

The second descent was a tad more enjoyable, there was no chase, there was effort on the ups but no urgency, there was top-tube sitting on the descents – 70+ was seen on the Garmin. Sean Hardy tried twice to take the lead but superior mass won the moment and the lead was not relinquished till we hit the bottom, where rolling turns ensued – for a bit.

Now familiar with the circuit, Phil Smith played his first card on the 9% section of that little pimple on Old Telegraph. He played it with such force that it snapped the elastic, and the 20 m break he had as he crested was out to 200 m by the time the chase group did the same. A slight downhill run, a slight tailwind and Phil took that 200 into the turn for Jindivick despite a concerted effort from the three chasers. How do I know it was a concerted effort? I was chewing tape whilst trying to make myself comfortable on the rivet as I tried to close the gap they had on me. I managed to regain the back of the group of three as they rounded onto Main Jindivick, having spent the short descent extracting the nose of my saddle from my butt, finding the small ring and sucking in a few deep breaths. Fortunately there was no time to think about what I was doing, otherwise I might have not bothered.

The road up to Jindivick is picturesque – more so the first time than the second – views into the valley through roadside trees across cleared fields, just beautiful. The view up the road to Phil's fading tail light not so good, those in the chase hopeful the fading was a failing battery and not distance making

the glow dimmer. There was only a couple of hundred metres in it at the top of the hill, but from the lesson of the first lap, and Phil's known tenacity, it wasn't looking good.

On the descent, once respiration could be controlled, the question was asked – are we chasing or racing for 2nd? The response was 2nd, the chase wasn't active but the pace was fast enough that pedalling had little effect on velocity, again the superior mass meant I was breaking wind the whole way down. No sign of Phil. Once the gradient levelled off we rolled turns to the first corner – still no sign of Phil. Rounding the corner, Dame Nellie was heard warming up.

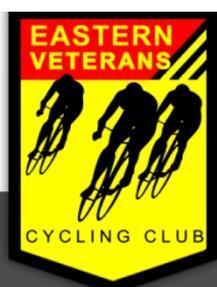
The pimple bit again but this time I had company; Tony Kimpton finding my pace more to his liking than that of Sean Hardy and Lawrence Lee, or was it me trying to hang on to Tony as we struggled to the crest. Again the 20 m the others had as they disappeared was 200 when they reappeared. This time the chase took a tad longer to close, unity restored half a k or so into the final stretch. And despite their effort to consolidate their advantage and our effort to bring it back, there was still no sign of Phil or the lead car.

With unity came peace – well, an easing of pace. So much so that to justify the small chainring I ended up rolling through and setting the tempo until, around a kilometre from the finish, Sean launched an early attack – too early, but Lawrence wasn't going to risk it, nor was Tony. Maybe not too early, four A Grade riders now spread out up the road, five if you include Phil somewhere up ahead or six if we include John, who was still somewhere behind.

Conclusion: It was a tough race, there's no sugar-coating it, but it is a great circuit; challenging, rewarding, the descent awesome, the scenery lovely, the roads sweeeeet, a lap did not feel like 20 km (four of Yarra Glen/Gruyere) – I'll be back, hope to see you there. And the race: Phil Smith comfortably 1st, Sean 2nd, Lawrence 3rd, Tony 4th, Nigel (that'd be me) 5th and John 6th.

Figures for the race: 59.4 km in 1:44:55 for an average of 34.0 km/h.

www.strava.com/activities/1129536427/overview





The verdict. A Grade winner Phil Smith gives Jindivick the thumbs up. Photo: Steve Ross

B Grade

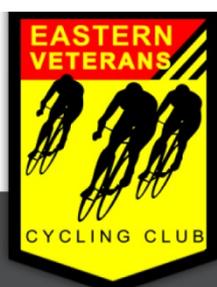
By Nick Tapp

And so to our new road course at Jindivick – three laps (for A, B and C Grades) of a roughly triangular, very pretty 20 km loop, on good, quiet roads with just the occasional pothole, and with just over 300 m of vertical on each lap. It felt more like some of the courses Eastern used to race on. For the sake of even numbers, the handicapper left Paul Firth, Perry Peters (after some persuasion) and me in B Grade.

The first lap was a voyage of discovery with little chance to enjoy the view. The first of the three legs, on Jacksons Track, is mostly downhill or flat, and very fast – even in neutral. In the middle of the second leg on Old Telegraph Road is a gradually steepening climb of nearly 2 km, ending in a pinch

that hits 11 per cent. By the crest of this pinch, with Paul forcing the pace, Perry, Colin Doherty and Chris Ellenby were off the back and it was down to three whippets and a terrier – Paul (the terrier), Nathan White, David Chesney and me – and the terrier was panting. The third leg, on (Old) Main Jindivick Road, is 6 km uphill, average about 3%, with a dip after halfway and a final 800 m climb to the line that averages 7 per cent. The first time up this leg was our quickest of the day by some margin.

With one lap done I was thinking, if this keeps up I'll be lucky to stay with them. It's possible everybody felt the same way because lap two was less flat out – until Nathan attacked us halfway up Main Jindivick Road and took some catching. So after two laps I was thinking, OK, I think I can stay with them, but there's no way I'll win. Nathan looked as if he could





go again at any moment, Paul looked as strong as ever and David always gets better towards the end if it's hilly. (I probably was not the only one by now concerned at the prospect of five laps of this come October.) At the finish line, I glanced over at the young bloke ringing the bell, who grinned. Might've been 'Go, Dad' or 'Suffer, Dad' – I couldn't tell.

Lap three was slower again, though I wouldn't call it easier. Paul led the way for most of the descent, the work was shared around some more on Old Telegraph Road, but then Nathan attacked early on the long climb to the line. We got back onto his wheel and I went to the front for the first time in quite a while, not to increase the pace but to keep it steady. I for one was waiting for Nathan to go again, thinking don't go yet, don't go yet, knowing that the next move would tell who had how much left. But appearances can deceive and it turned out Nathan was done. Instead it was Paul who saw an opening on the inside, lit his last match and went for it. There was a flurry in response, I got level and got past, all in uphill slow-motion. The line was coming up but someone (who turned out to be David) was coming up on my inside and I went for one last effort and edged away again. My, that was hard. David finished 2nd, Paul 3rd and Nathan 4th, but you could have shuffled the deck of four any other way and come up with just as worthy a winner.

C Grade

By Peter Webb

Jindivick, what a really nice place it seems to be, and just a 75 minute drive with only two sets of traffic lights from my North Ringwood home.

Let me describe the course: from Jindivick you ride for about 1.5 kilometres on a fairly flat road before hitting a pretty steep descent for about 5 kilometres; then some flat before turning onto Old Telegraph Road, which is flat except for a 300 metre climb at about 13%; then it's sort of flat until turning onto Old Jindivick Road to climb back to Jindivick and the finish line. In C Grade we would do this three times, a total of 60 kilometres. After a quick survey of the course I was very glad I had brought my bike with a compact gear train. Someone described the course as 'undulating'; it was better described by a mere mortal as 'bloody hard'.

Anyway, 11 C Graders started the race. With the first 7 kilometres being declared neutral because of road works and traffic control which might have given the faster riders an advantage, the descent to the start point (Old Telegraph Road) was nice and sedate. First to attack was Dave McCormack, who was joined by Franc Tomsic, and they quickly established a handy gap. I didn't join them because it was very early in the race, Dave isn't renowned as a climber and I doubted that Franc could last the next 52 kilometres on his own. When we hit the first hill of any consequence (13%) at the quarry on Old Telegraph Road, this bloke (new to me) Mark Charlton rode to the front and looked pretty good, so I made a mental note to keep an eye on him and give him a few tests to see how good he really was. Then we did a sharp turn onto the road that would take us back to Jindivick, and the road started to go up again.

There were a couple of flat bits in between the climbs and Dave McCormack was slowing down on the uphill bits, leaving Franc isolated but still with a handy lead. Tim Crowe and I had a bit of a chat and decided to just tempo it up the hill so we could get a feel for the hardness of the climb and judge how Franc was going. We got to Jindivick and started the 7.2 kilometre descent back to the flat land of Old Telegraph Road. We were followed at one stage by some person in a car continuously blowing their horn. Given that we were travelling at about 60 km/h and riding in single file on a twisty road with double lines, I will make an assumption that he or she wasn't too bright. After they finally passed us with the customary tirade of abuse, we got back to the business at hand, to catch Franc.

We arrived back at the previously mentioned 13% climb, and after that the number of riders had dwindled to seven and we had also brought Franc back to the fold. The remaining group consisted of Franc Tomsic, Tim Crowe, Bernie Evans, Peter Mackie, Andrew Buchanan, Mark Charlton and myself. As we started our ascent back to Jindivick I was trying to see who looked most comfortable and who was suffering.

Franc put in a small attack and the first to respond was Tim. Peter and Bernie also responded, which gave a bit of an indication as to who was feeling OK.





The last kilometre into Jindivick is pretty tough so it was time to test the legs again and apply some pressure, but everyone managed to stay together for the final descent.

Halfway down the hill Tim attacked again. Franc and I chased him down before he could get too much of an advantage, but that show of power was an indication of how well Tim was feeling. As we went up the 13% climb, Peter Mackie showed that he was also feeling pretty good with a small attack and a quick descent to the turn that takes us back up the hill to Jindivick. The seven of us are still together as we start the climbs to the finish line. Tim starts to apply the pressure on the second-last climb and none of us can go with him, it's a display of sustained and measured power that puts us all to the sword. I had to let my heart rate come down and with that Peter Mackie and Andrew Buchanan rode past me. I tacked onto Andrew's wheel and got my heart rate and breathing under control. With 40 metres to go I passed Andrew but couldn't bridge to Peter, and Tim had probably finished 60 metres in front of Peter. So it was Tim 1st, Peter 2nd and myself 3rd.

A special thanks to all the volunteers and officials for keeping us safe and for driving to a fairly distant location.

D Grade (I)

By Max Michelson

New course at Jindivick, new challenge for all riders and it was amazing countryside, a very beautiful area to ride in and the weather was kind to us. To those riders that couldn't make it, come out to Jindivick next time and enjoy the area. Many thanks to Colin and the race committee for discovering a new place for us to ride. In D Grade one unsociable rider left the group on the first climb and wasn't to be seen again – that's all I know about what happened in D Grade. This week I have the honour of doing duty at Gruyere – a great course. We need more D Grade riders to turn out.

D Grade (II)

By Peter Gray

Firstly, congratulations to Colin Mortley and our members who proposed and conducted the

reconnaissance for this new Jindivick circuit. I think most participants will agree that, despite its difficulty, this style of course has long been missing from our racing calendar.

Jindivick (the hunted one)

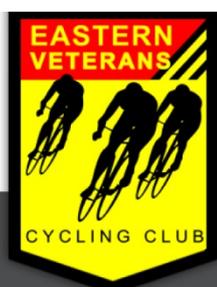
Not sure about when or why the lovely Victorian township that hosted last Saturday's racing derived its name, though I do recall first seeing a photo of its namesake in about 1968, on the front cover of a magazine called *Electronics Australia* (formerly *Radio, TV and Hobbies*). The Jindivick aircraft, named from an Australian Aboriginal word meaning 'the hunted one', was a remote-controlled, jet-propelled target drone, built in Australia, for testing guided missiles. Seems to me, the translation aptly describes the type of racing which transpired in most grades on the weekend.

Didn't read the Telegraph!

Seven D Grade riders departed the Kydd Park Reserve in what I think may have been one of the longest neutral zones (approx. 8 km) in the club's history. Road restrictions due to tree-pruning works prompted referee Richard Dobson to relocate the official race start as a safety precaution, until after the turn into Old Telegraph Road. However, it appears that message wasn't delivered effectively to Max Michelson. Our bunch were starting a leisurely neutral descent of Jacksons Track when Max opened up the throttle. Greg Harvey tried yelling and screaming but to no avail. Max was already out of earshot and out of his seat. 'Do we chase, or wait for him to run out of steam?' Greg drew the short straw, eventually closing the gap before the (by now concluded) road restrictions, and neutrality resumed.

*Off the leash and free to fly**

After a few easy-paced kilometres with C Grade still in sight, our group started the first climb, a nasty little 5%er, not unlike Gruyere but with an additional kick at the top. The group started to spread and I found myself off the back and facing a lap and half solo. However, Max decided to launch his Jindivick at the summit and no concentration of missiles was ever going to bring him back to earth. I last saw Max, pedalling away at subsonic velocity, from the Old Main Jindivick Road T-junction, and didn't see him again until I stumbled over the finish line.





Despite my unceremonious dumping on the the first climb, I continued optimistically along Old Main Jindivick Road with a couple of Max's shattered pursuers (Colin and Greg I think) within sight. Closing the gap became unachievable, though, as the triple staircase climb on Main Jindivick Road reduced my velocity to a tiny fraction of that of the 'Jin' (about 900 km/h). The second lap descent was much more fun than the first, returning me back to Old Telegraph Road in a flash. Despite the strong winds prevalent on the day, the wind direction was favourable to the course and didn't really affect race outcomes.

Needless to say, Max crossed the finish line in 1st place, ahead of two guided missiles, namely Neil

Cartledge and Ken Allan, who weren't able to intercept him. Max has taken yet another step towards becoming ACRUM (A Cyclist Racing Upwardly Mobile) and it shouldn't be long before we see him launching more Jins (on C Grade next time, please!)

Robin Hood (and his merry) 100

So that's about all I have to report this week. Hope you've learnt a little bit about Jindivick (the race) because I sure as 'ell have. Looking forward to reading more accounts of Saturday's race, and to the proposed 100 km event to be held there in October. Better start racing at midday for that one! Ha! Ha!

* A Phil-Liggett-and-Paul-Sherwinism

Wednesday criterium at the Loop, Kew, 16 August

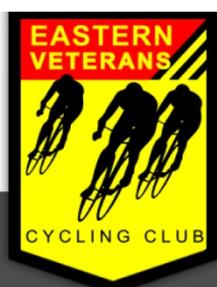
Division	1st	2nd	3rd
Division 1 (9)	Trevor Coulter (N)	Anthony Coxon	Emilio Romano (N)
Division 2 (10)	Mark Edwards	Peter Webb	John Williams
Division 3 (6)	Neil Cartledge	James Black	Peter Gray
Division 4 (4)	John Eddy	Barry Ellem	P. Griffiths

Thanks to Stephen Barnard, Laurie Bohn and all who helped out. No prizes were awarded this week. Instead, a donation of \$200 was made to the Asylum Seeker Resource Centre, as requested in lieu of flowers at the memorial service to Paul Semmens.

News etc.

All for One

The club has booked the Cameo Theatre, Belgrave, at 2.30 pm on Sunday 27 August for a screening of *All for One: The First Five Years of the GreenEDGE Journey*. Tickets are \$15 and are available from the Eastern Vets website or at this link: <https://www.registernow.com.au/secure/Register.aspx?E=26849>; or Nigel Kimber will accept cash at race meetings. Watch the trailer online and I guarantee you'll want to go and see it.





Around the Bay

If you plan to ride the 250 km Around the Bay loop on Sunday 8 October, or 210 km in the same direction as the 250 (i.e. anticlockwise from Melbourne), you're invited to get in touch with Mal Jones, a recent Eastern member well known to many of us (mal@shotproperty.com.au). Mal is looking for some buddies to ride with.

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.

Thornton weekend

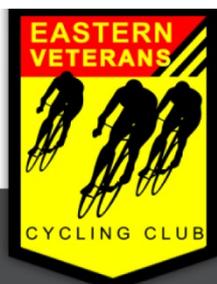
The Rob Graham Memorial Individual Time Trial, to be held at Thornton on Saturday 9 September, is also the Club Championship for the ITT. The club is making a weekend of the event with dinner at the Rubicon Hotel on Saturday night, accommodation at the hotel and a social ride on Sunday morning. A couple of rides are planned, an easy roll and a not-so-easy roll, both meeting for coffee before the run back to Thornton. 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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