

Newsletter

9 September 2017



Duty Roster

Saturday 9 September, Thornton

Nigel Kimber (R), Matt White (TC), Peter Webb (TC), Ed Smith, John Eddy, Haydn Chapman, Rob Truscott, Ken Allan, Bruce Will, Owen Anstey, Sean Wilkeson, Leon Bishop

Saturday 16 September, Gruyere

Tony Curulli (R), Ian R. Smith (TC), Ian M. Smith (TC), Dayle Goodall (TC), Glenn Newnham, Geoff O'Loghlen, Ken Mayberry, Franc Tomsic, Rob Suter, John Wilson, Russell Wheelhouse

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



No prizes for guessing it was windy at Casey Fields last Saturday. That didn't stop 43 keen racers from giving it their all – or from enjoying the post-race barbecue (with thanks to Peter Gray). Reports are inside.

This week we are at Thornton for the Rob Graham Memorial Individual Time Trial, which is simultaneously a sealed handicap and the age-based Club TT Championships. Entries have closed. First rider goes off at 1 pm. The ITT Handicap is sponsored by the Lawn Mowing Contractors Association of Victoria. Please support them if you need your lawns done (www.mowingmelbourne.com). Our thanks to Ian R. Smith for his continuing support of this prestigious event.

Next week we are at Gruyere, followed by the Team Time Trial at Thornton on Saturday 23 September. TTT teams need to be organised ahead of time. Riders looking for a team to ride with can contact Peter Mackie.

In next week's newsletter, one for the archives – Jim Swainston's profile of Roy Clark, longtime A Grader and winner of the 2013 Radweltpokal Masters World Championship (50–52), fills in the back story of one of the club's best racers of recent years.



All the day's podium shots from Casey Fields. Photos: Shelly Timson

Graded scratch races at Casey Fields, 2 September

Grade	1st	2nd	3rd
A Grade (8)	Jean-Philippe Leclercq	Nigel Kimber	Phil Cavaleri
B Grade (10)	Nick Tapp	Dean Niclasen	Ian Smith
C Grade (10)	Peter Webb	Andrew Buchanan	Paul James
D Grade (6)	David Worland	Greg Harvey	Colin Mortley
E Grade (9)	Harry Hibgame	Jim Swainston	Susan Willams

A Grade (I)

By Jean-Philippe Leclercq

Eight riders in A Grade, and we were starting with the neutral lap – it always feels like a the ‘mind lap’ to me. I stayed towards the back for the first few laps, watching who was doing what and who was in good form today. I was pretty inactive at the beginning, but gradually went to the front to participate in the ‘cycling front activities’.

My plan for today was to stay quiet for the first 30 minutes, then start to attack and hope for the best in the last 10 minutes. There was a few strong sprinters, and I had to get away from them if wishing to place. I stuck to my plan. From the 30 minute mark, I kept attacking, but it felt like I was stupidly wearing myself as the boys were quickly getting back onto me after each attack. Around the 50 minute mark, I kind of stopped attacking and was preparing myself for any opportunity arising in the last two laps.

On last lap, Nigel took off, perfect timing this was and got immediately a good 50 metre gap. He was looking good, and the four of us were kind of half chasing, half playing cat and mouse. In the last back straight, I suddenly took off and managed to get a gap. From there, I went flat stick. On the last left corner, I negotiated the best curve I could to keep maximum speed in the final headwind straight line. Having Nigel in my sights, managed to get him back in last 15 metres (sorry, Nigel, that’s racing!) and got it – just – for 1st.

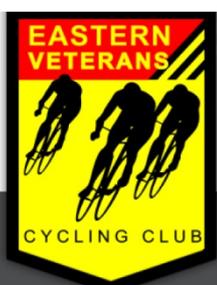
Was good racing again, tactical again, and windy again.

A Grade (II)

By Nigel Kimber

It was Casey, it was windy, maybe a bit windier than normal. A northerly blowing straight down the finish straight and, if that wasn’t bad enough, it shifted around towards the west as the race progressed, making it not only a headwind up the finish straight but across the front of the rooms and along the wavy section out back. The winds had the A Grade bunch riding echelons or swinging from one side of the track to the other, either trying to shake somebody else to the front of the line or to ride the followers into the gutter providing minimal protection.

As per regs it was a relatively pedestrian first lap; the eight starters riding two abreast and swapping tales of inactivity. I was using the lap to warm up and suss the conditions by poking my nose out of the line every now and then to sniff the wind. I was also using the lap to suss out the opposition and plot a plan. On paper, it was a fairly even group, with no stand-out wheels to watch. J-P (*le grenouille*) was a danger if combined with any of the others. But, then again, any of the others combined with any of the others would be hard to chase down if they were given a gap. The wind added an extra dimension – too hard for a lone breakaway, way too hard for a single pursuant. Any break or chase would need to be cooperative for it to





succeed – the best option: stick like glue to anything that moved, stick like super-glue to anything that stuck to anything that moved. An unknown in Anthony Coxon throwing another spanner into the pond.

The Anthony issue resolved halfway through the neutral lap – an overheard comment from a Wednesday regular: apparently Anthony lapped Div. 1 on Wednesday. OK, add that to the mix.

Rounding the top corner to start racing, the best plan I had was to hang in for as long as I could and see what happened. It didn't take long to see what was going to happen, Anthony upping the tempo as we completed the lap. It wasn't an attack but it garnered a gap, it was an hour and a bit from the finish, it was not a breakaway-friendly day, but could we afford to let him go? A moot question as it became apparent that Anthony didn't want to be let go – a gentle increase in tempo had the little group of eight back together, but racing was on.

The first couple of laps rattled by at a moderate pace – nobody was going to make an early move and nobody was going to shirk a turn. Well, nobody but me as I was still 'warming up' (that's my excuse and I'm sticking by it). Fifteen minutes went by and I was feeling OK, there had been a few surges and we'd covered those without popping. The race had also found a bit of a pattern; the leader hugging the right edge of the track up to the finish (the wind coming onto the port bow) then swinging across to the left as the race turned left and the wind swapped to the starboard bow; westbound by Tristan's Pond, the leader went left again; and on the tailwind sections the bunch bunched up, with everybody fighting to not be the one to lead into the next headwind section. Nobody was going to get a free ride but, then again, maybe the tactic would be to ride right and allow the line to roll through on the leeward side.

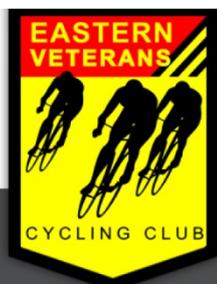
The second 15 minutes saw a few more aggressive moves, both Anthony and J-P testing their legs, and everyone else's – all 16 passing to varying degrees. With 30 minutes done, Phil Cavaleri is leading the line up the right, providing no protection to the rider behind (me), so I opted to go left and push the pace, the audacity of the move catching everyone by surprise and giving me a gap that was worth making them work to close down. It took them a lap to do so.

With approximately half the race done, it started to take the form of a regular crit. J-P was channelling the absent Phil Smith – attacking into the wind, attacking with the wind, attacking across the wind. Initially he was given some rope and slowly brought back in, but any effort to bridge by one was instantly jumped on and it was a bridge by all, and eventually it proved easier to react instantly rather than give him any rope and then chase him down. Phil Cav and Anthony also sought solitude, or hoped for a friend, but these efforts also proved fruitless. Steve Ross did some big pulls up the finish straight but never pulled a gap. And while J-P may have been making up for the absent Phil, I was channelling the absent Guy Green, doing what needed to be done to stay away from the front whilst keeping a leash on J-P and the others, but when going to the front making it hard and making the others chase. One such effort, from closer to the front than I was meant to be (well, I was there), into the wind from Tristan's Pond, I held the chase to the finish line – file that one for later.

The constant surging over the third quarter-hour saw the Pauls – Webster and Firth – uncoupled from the train, along with Perry Peters, and, once unhitched, the continued attacks and the conditions made getting back on nigh on not going to happen. As the race wound down, the wind wound up. It was down to five and the games continued, very gentlemanly ('After you', 'No, I insist', 'Please' ...) and then the mad scramble as someone took up the offer – with gusto.

An hour into the race, bells were ringing and the density of riders on the circuit was thinning. With legs still feeling OK, there was enough for one more effort before the bell. If J-P went, I'd counter the catch; if not, I'd do it myself with a run up the finish straight – shake the tree so to speak, rattle the cage, poke the tiger, tickle the Aspis. It was just a matter of figuring out when we'd get the bell and deducting one. B Grade were still circulating, but that was all – this lap. J-P didn't go and the small entourage bunched up as we rounded the last corner, boxing me in – not a problem, I'll hit them at Tristan's next time round.

A look up the track. Is that an 'A' grade board being held by the officials? Shit, it is, shit. In my defence, I have no idea what I was thinking. Obviously not much, but enough to pick my way through the bars of the cage and launch an attack, an attack I'd like to





say was so explosive and powerful that it gave me that race-winning gap, but I think hesitation on the part of the others had a big hand in the extent of the lead I took into the final lap. Shit, that was a dumb idea. Egged on by the bell and words of encouragement, it was head down and suck the last of the biscuits from the bar tape.

Looking over the shoulder served little purpose, I wasn't seeing straight and it was distracting me from my efforts, but it didn't stop me. That perverse need to see the gap closing, to witness all that effort wasted, kept the head turning. A look across on the far loop provided the best indication of the situation: 50 metres, with the tailwind section to come. Hitting the tailwind first extended the lead but the legs were rapidly failing, twinges of cramp necessitating a lower gear than I'd have liked. Last corner and no sign of the pursuers, a look over the shoulder and not a soul in sight. I knew that was not the case – I must have been in a state of oxygen-depleted dementia – and sure enough, 50 metres from the line, there's a presence on my shoulder: J-P. He's got the momentum and I've got nothing left. Another look reveals that J-P is alone – shit, I have to keep going. Just a few more pedal pushes and 2nd is secured. Phil Cav, best of the rest, rounded out the podium.

Figures for the race: 45.2 km in 1:13 @ 37.2 km/h

<https://www.strava.com/activities/1164046026/analysis>

Lap	Speed	Time
2	35.9	3:48
3	37.5	3:38
4	38.1	3:35
5	38.1	3:35
6	36.5	3:44
7	37.0	3:41
8	37.2	3:40
9	37.4	3:39
10	39.9	3:25
11	37.4	3:39

Lap	Speed	Time
12	39.3	3:28
13	37.2	3:40
14	35.7	3:49
15	39.5	3:27
16	37.0	3:41
17	35.4	3:51
18	37.2	3:40
19	35.2	3:52
20	40.7	3:21
Avg.	37.5	3:38.58

B Grade

By John Williams

Having been dropped in my last three B Grade races, finishing with the group was my objective at a typically windswept Casey. At least the rain held off!

The usual suspects were there (Ellenby, Tapp) plus Matt White looking strong and the rapidly improving Dean Niclasen (note to self – I must try losing 15 kilograms).

Nick Tapp did much of the pacemaking, while Matt White took plenty of turns. Chris Ellenby was doing what Chris does, while Dean stayed close to the front and was often first responder to attacking moves. Adam Dymond, moving up two grades following his VVCC podium last week, also kept close to the front, and even threw down the gauntlet with an early break. Meanwhile, Peter Mackie and Colin Blackley were accompanying me in a trio that I mentally nicknamed 'the hangers on-ers'.

Except around 45 minutes I found myself on the front and gave it a bit of a dig for most of a lap, only to be passed en-masse, and very soon become a hanger off-er. Luckily, they slowed and I got back on. Once I heard the bell, I felt I had achieved my goal.

Around the last turn for home, Chris made one last effort to break. I tried to go with him but failed to get on his wheel and was thus caught in no-man's-land, behind Chris but ahead of a pack of renowned sprinters.

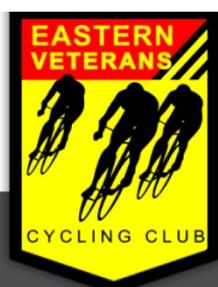
Nick held off Dean and Ian Smith with Adam, Franc Tomsic and Matt in attendance.

C Grade

By Peter Webb

With the weather forecast predicting very strong winds, I decided to take my training bike because it has narrow profile wheels and is more controllable in windy conditions. The weather bureau got it right and so did I.

We started with 10 riders in C Grade, with a couple being pushed up from D Grade. The first couple of laps were nice and steady, with the rare sight of Paul James setting the pace. I got a rush of blood and accelerated into the wind and created a handy gap,





the gap was large enough to press on with the hope of staying away. After about three laps and some good work by Neil Cartledge and Craig Stannard, the gap had closed a bit and it was too hard for me to sustain a good lead. I returned to the bunch and recovered.

John Pritchard was showing some determination to set the tempo of the race but Neil was having none of that, and anytime John slowed, Neil would go to the front. Most people had a bit of a dip at the front, notably Andrew Buchanan and Bernie Evans. Hylton Preece was always near the front but playing it cagey. With about four laps to go I dropped back onto Paul's wheel, hoping that he would do his normal trick of riding smart and staying in a nice position until the last 300 metres and then going like hell.

True to form, Paul clicked up one gear, and we took off, passing the pack within seconds, Andrew was the only one that also had tacked onto the Paul train and it was a sprint into the very strong headwind. Paul slowed a bit and that was the time to dig in hard and go for the line. I sneaked a look under my arm to see that Andrew was coming so I clicked up one more gear and gave it one more final dig. That did the trick and I managed to cross the line in 1st place, with Andrew 2nd and Paul 3rd.

As usual, thanks to all the officials and volunteers for making the day happen, and a special thanks to Peter Gray for the barbecue.

E Grade

By Jim Swainston

Yep, another windy day at Casey, but I'm sure we are becoming conditioned. It was pleasing to see nine E Graders saddling up, and Petra showed great versatility by swapping a purple hat for a red one and still doing well. Harry Hibgame hid his light under a bushel until about four laps to go, when he unleashed!

Petra ensured that the early pace was on by going like a person possessed for the first four laps, then understandably going off the back, only to regain with John Eddy. It was great to see Tony Sloan and Andrew Rutherford back after the winter break and they will continue their progress.

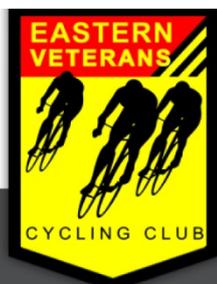
Our race settled down with steady turns and all riders being pretty even. Much better than the previous Saturday when the two Northern ladies blew almost everyone away like straws in the wind. Sue Williams rode a good, even race and really deserved her placing at the end. That Canada holiday sounds great. I sensed things might change when Harry said, 'I'm going to stir things up a bit.' My comment was, 'Well, you do what you've gotta do but I won't be able to work with you!' Harry didn't have to worry as he was away on his own by a clear margin.

Sue did most of the last lap in front, followed in close attendance by the DOC and myself. Amazing, the difference between ambition and reality: I thought I would jump out of the seat and accelerate, but I didn't and just ground to the line for 2nd, with Sue 3rd.

Watching A Grade, we were all hoping that daring young man Nigel K. would hang on and win. But J-P flew home into the headwind and pinched it. Damn!

Well, I guess J-P is a good guy also.

Thanks to all.





Northern Vets Father's Day Steel Bikes ride, National Boulevard, 3 September

By John Williams

Just 18 hours after racing at Casey, I fronted up on Harold Simpson's old Gios to take on Northern's B Graders for their popular steel bike race. Anyone can ride, but all money goes to prostrate cancer research, while medals are presented to the first three steel bikes in each grade.

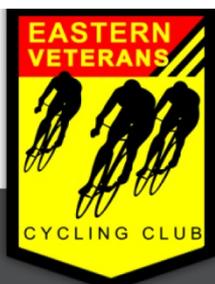
Around 15 starters in B Grade, but only three on steel bikes, left me feeling rather smug, although a couple of guys said that last year the steel bikes couldn't go with the carbon steeds, so again my goal was just to hang on.

Déjà vu – at 40 minutes and feeling comfortable I went to the front, only to find myself very quickly off the back. Thirty metres near the crest of the hill rapidly became 80 metres of descent, but after a lap and a half of chasing they all slowed down, and I dragged myself back on, and held on to claim bronze. Kevin Russell and John Short, both riding fabulous vintage bikes, took the premium medals.

Eastern Vets Barry Rodgers, Shane Dwyer, Michael Waterford and Max Michelson also won medals in their grades.



There was a magnificent post-race display of around 30 bikes – 18 of which competed. Photo: John Williams





News etc.

No moustache this year!

A message from Rob Lackey

Instead ... on 19 September, I'll be representing QBE in the 'Below the Belt Pedalthon' at Eastern Creek Raceway to help raise funds and awareness for ANZUP Cancer Trails. ANZUP's goal is to bring together all of the different professional disciplines and groups involved in researching and treating urogenital cancers such as bladder, kidney, testicular and prostate.

On the day I'll be aiming to ride over 100 km in 3 hours with a number of colleagues from QBE. While this will hurt the legs and lungs for a couple of hours, it's nothing compared with someone suffering one of these cancers.

With this in mind, it would be greatly appreciated if you could make a small donation via the link below to ANZUP. All funds raised will be matched by the QBE Foundation and go directly to supporting trials that improve outcomes for patients facing these cancers.

<https://belowthebeltpedalthon2017.everydayhero.com/au/robert>

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. The response has been encouraging and places are limited. 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.

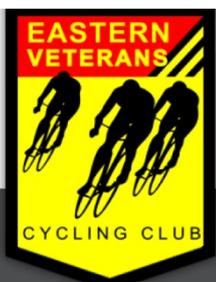
Referees

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.





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 who enter a handicap *must* pay the entry fee regardless of whether they participate. 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.

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