

Newsletter



Duty Roster

Saturday 30 September, METEC

Richard Dobson (R), Barry Rodgers, Corey Turner

Saturday 7 October, Casey Fields

Stephen Barnard (R), Dale Maizels, Ron Chapman

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

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The Orger Engines Team Time Trial at Thornton last Saturday saw 12 teams vie for the honours. EVCC 2, led by John Williams, took the handicap win, while Trivelo, captained in absentia by Gerard Donnelly, recorded fastest time on the 48.6 kilometre circuit with an average speed of 44.08 km/h. Reports and more photos are inside.



AUTOMOTIVE ENGINE SHOP

Thanks to sponsor Colin Doherty of Orger Engines, referee Nigel Kimber and the day's helpers, and handicapper Peter Mackie, who did a grand job – just ask his team!

This Saturday, AFL Grand Final day, we race at METEC, 112 Colchester Rd, Kilsyth – *really* early, at 10 am, so you can get your bike fix and your footy fix all in one day. There will be a gold coin barbecue afterwards if you're not dashing off to watch the game. The Get into Road Racing (GiRR) course will wind up before we race, and participants will be staying around to watch us race and chat afterwards. Please stay off the race circuit until they have completed their practice race (by about 9.40 am), and warm up instead on the small loop by the registration area.

Tuesday night racing at METEC, sponsored again by Croydon Cycleworks, returns next Tuesday 3 October at 6 pm. Prizes and other details will be announced soon. Watch your email or TeamApp for updates.



They didn't win but they looked the business. Team Unleash the Fury, with event sponsor Colin Doherty here in third wheel, recorded third-fastest time. Spare a thought for fourth rider Dale Maizels. Photo: Issy Webster

Orger Engines Team Time Trial at Thornton, 23 September

Place	Team	Members	Ride time (h:m:s)	Corrected time	Average (km/h)
1st	EVCC 2	John Williams, Paul Anderson, Rob Suter, Nathan White	1:14:34	0:57:24	39.23
2nd	Norbray	Chris Norbury, Peter Mackie, Peter Ransome, John Thomson	1:23:34	0:59:34	34.99
3rd	Skope	Phil Smith, Phil Cavaleri, Kevin King, Jean-Philippe Leclercq	1:08:34	0:59:44	42.67
4th	Trivelo*	Gerard Donnelly (DNS), Trevor Coulter, Nick Grainger, Stef Kirsch	1:06:15	1:01:25	44.08
5th	Unleash the Fury	Paul Webster, Colin Doherty, Paul Firth, Dale Maizels	1:11:42	1:01:42	40.83
6th	Tapp the Potential	Nick Tapp, Chris Ellenby, Peter Morris, Dean Niclasen	1:16:07	1:02:07	38.33
7th	All the President's Men	David McCormack, Neil Cartledge, Adam Dymond, Nick Thompson	1:18:34	1:02:34	37.22
8th	Rocket 88s	Peter Gray, Ron Chapman, Paul James, Alison Skene	1:27:43	1:03:43	33.35
9th	Team Latte	Andrew Buchanan, Hylton Preece, Peter Webb, David Worland	1:23:48	1:04:33	34.93
10th	North East Riders	Max Michelson, John Cochrane, Ron Peel, Craig Stannard	1:25:55	1:04:45	34.09
11th	The Mortley Crüe	Colin Mortley, Ken Allan, Greg Harvey, Harry Hibgame	1:34:33	1:11:33	30.91
DQ	EVCC 3	Jim Swainston (DNF), Nick Hainal, Keith Wade	1:35:12	DQ	30.66

* Fastest time

EVCC 2

By John Williams

Many things go into a winning team: selection, practice, tactics and strategy, equipment – and luck.

Saturday was a race for the ages, fine, warm and sunny, with a light but noticeable breeze in the face outbound, pushing us home after the turn.

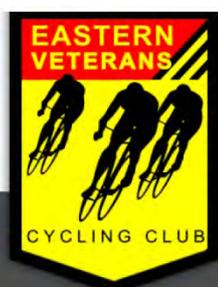
Team selection was a case of grabbing the left-overs. Rob had contacted Peter Mackie to see if anyone was interested in riding with him in his first race after a five-month lay-off. John was originally contracted to Tapp the Potential but, after finishing 4 minutes slower than his team mates in the ITT, offered the team the option of replacing him with a better matched rider. Once they had accepted, John took up Rob's invitation and we had half a team. A text to Paul Anderson got a conditional acceptance:

'So long as my flight home from Japan is not delayed.' Good enough for us.

Finally, Nathan put his hand up, and we had a team, although I was harbouring fears that my new team looked on paper as strong as the one I had just left.

Practice was limited by Paul rushing from the airport and Nathan with child duties in Melbourne until 10.30 am. We finally met for the first time at 12.40 on race day and had time to roll down to the 1 km to go marker and back to the start line as our only warm-up. Rob and John argued as to who was least fit, while Nathan and Paul agreed to take longer turns to try to keep us all together for as long as possible.

Our equipment was a mish-mash, with Paul on a full TT bike, Rob on his trainer with aero bars and disc back wheel added, while John and Nathan sported standard road bikes.





Once we were rolling, we all took to our roles:

- Nathan – the engine, long, long, hard turns
- Paul – the turbo, long turns, slightly faster
- John and Rob – ballast, clinging to the wheel and hanging on till we hit the front.

Rob seemed to maintain speed when taking the lead for short turns. John was able to lead for longer, but at the cost of pace. (I never had to flick the elbow or move over, Paul always came past when the pace was dropping.)

Nearing the completion of lap one, due to the magnificent efforts of Paul and Nathan, All the President's Men came into view on the road ahead, and in the excitement to pass them the pace increased a touch. That was it for Rob, who had been on the limit for some time, and despite our vow to keep together, Rob was quite emphatic that we should go – and he was gone!

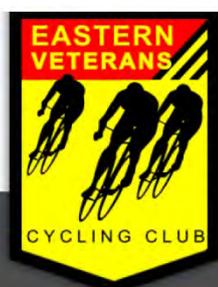
We all realised that now the fate of the team rested with getting me (the weakest link) across the line, but thankfully my endurance started to kick in, and if anything I felt stronger on the third quarter, and took some (slightly) longer turns. With the breeze behind us on the final quarter, we seemed to fly. One look at the GPS showed 8 km to go, and in no time we're passing the 1 km to go.

A final time of 74:34 for an average of 39.2 km/h was down to Paul and Nathan, but it dawned on me on the long drive home that the handicap win was down to the handicap contribution of Rob and John – a true team effort!

Congratulations to the fastest teams, Trivelo, Skope and Unleash the Fury, as well as the other place-getters. Thanks to all officials and helpers for an incredibly well run event, and to Colin D. and Orger Engines for their generous sponsorship.



EVCC 2 head past the line after the first lap, with Paul on the front, followed by Nathan, Rob and John. All photos: Issy Webster





Tapp the Potential

By Nick Tapp

Team Tapp the Potential sprang into being one windy afternoon at Casey Fields. The idea was Dean's, but somehow the team was lumbered with my name and we never got around to changing it. John Williams was our original fourth rider, but after the individual time trial John became concerned about team balance and made the canny call (or so it looks in hindsight) to jump ship. Walter Savini then signed on and we felt like a well-matched outfit until a late winter lurgy struck Wal down and we went scurrying for a replacement again. Enter Pete Morris, surely a perfect match when fit but still returning to form after an enforced rest from the bike.

So, like all but a few teams I suspect, we arrived at Thornton full of enthusiasm and ready to give it a shake but realistic about our chances. With our variety of equipment – from Dean's TT bike to three road machines, with aero bars added in my case – non-matching kit, and quite the range of body and rider types (Dean and me on the same TT team ...?), we were surely a small but timely plug for diversity. And there's always the hope of a lucky handicap!

Chris, rumour had it, was keen to clock up 100 kilometres for the day, so he took off for a pre-race lap of the course. Dean, Pete and I headed for 'the hill' to jolt hearts into action and experiment with team format. Basically, our strategy was not to leave Dean behind going up the hill, and then to be ready to jump on as he flew past down the other side. It seemed to work (though it was hard enough to follow Dean *up* the hill as he went for max. heart rate on the return). We headed to the start area, and here came Chris. We were ready!

On the first lap Dean and I did longer turns on the front, Chris and Pete somewhat shorter ones. The wind made some of the long, flat stretches outbound look never-ending, but others were correspondingly easier. Pete was in a bit of bother quite soon, but we had resolved to try to stick together for at least one lap. There was one time when we eased off the pace to let Pete get back on, but he then repaid the favour with some strong pulls on the front, before we finally lost him not long before halfway.

Lap two was hard. Dean's back was giving him grief and I was also feeling the effort of the first lap. Chris really rose to the occasion, spending longer on the front and lifting the pace. This was good provided you made sure to get straight onto the wheel after swinging off, and it became my main goal not to let a gap open. There were a couple of occasions when I had to holler 'Down, Chris!', but only a couple.

The '1 km to go' sign finally appeared. Dean found new energy and led us towards the finish line. After a final effort and a brief debrief, Chris and I headed east again – he for another lap and that 100 km target, me only as far as the other side of the bump, in search of Dean's tail light, which had bounced off across the road, still flashing, on the first lap. There it was, battery spent but intact, lying on the verge. Meanwhile, Pete crossed the line after valiantly continuing solo in case any of us should puncture or fall off.

Fifth on ride time at an average speed of 38.3 km/h, sixth on handicap – I reckon we can be happy with that. Well done to Dean, Chris and Pete; to all teams, especially the winners; and to the handicapper, the referee and all others who helped run a great day.



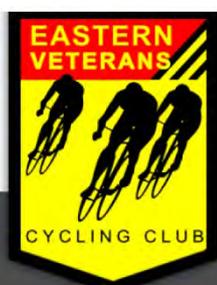
Dean, Chris and Nick head out for the second lap.

Rocket 88s

By Peter Gray

Race against time

With the missing booster rocket from last year's Team Time Trial (aka Alison Skene) recovered, re-attached and tested, our only concern in the weeks leading up to this annual event was whether we could find a replacement for our main thruster,





Robert Lackey. Following several months of impressive power improvement, Rob announced he would be unable to participate due to interstate family commitments. Several unsuccessful requests were made for a suitable substitute. Time was running out and it was looking like Rocket 88s were again destined to launch one rider short.

PJs to the rescue

Paul James (not pyjamas) agreed to join Alison, Ron Chapman and myself in an endeavour to improve on the Rockets' 2016 time and placing. Paul's inclusion in the team was well appreciated, as was his ability to lead on the front and finish strongly.

After 30 minutes of warm-up and formation rehearsal, the Rockets fronted a relocated start line, not to mention Nigel's Daewoo '2b4' rider-holding rack. Ray Russo does an excellent job at holding the bike for me and Nigel runs the obligatory countdown to our departure. Those two minutes went by fairly quickly – 'Go!'

So away we went

The team consensus was to keep the pace conservative prior to the first incline, in order that we don't overcook it. That tactic was made more imperative due to the relocated start line being 1.7 km closer. Our start was smooth, if not a little slow, but better to be all together and a handful of seconds down.

Here comes that bump.

'Everone out of the saddle to the summit.'

The 'go slow' tactic paid off and we managed to clock an average speed of 29 km/h over the bump. Now it's nose to the grindstone and pick up the pace to pull back those sacrificial seconds.

A pivotal aspect of the team's performance was a predetermined pace. I had meticulously calculated (guessed) our riding time and noted every 5 km split on the bar stem. At the first split, we were a predictable 34 seconds down, with everyone doing equal turns up front.

'What did you say? I must have lost a hell of a lover?'

'No! You just lost your helmet cover!'

'Oh.'

There were many demands on my concentration compared to an individual TT. In addition to maintaining speed, cadence and aerodynamic body position, the TTT requires one to keep a safe but advantageous distance from the wheel in front. Hearing your team mates over the noise from under that aero helmet, and seeing the small digits on the bike computer, made 'comms' difficult.

With very little practice, Ron, Paul and Alison autonomously set the pace and rotation with 'very little' input from their hearing- and sight-impaired captain.

15 kilometres done, 69 seconds down

Coming past the pondage, I glanced at the computer after finally hearing a 1 km beep. I see 26 minutes.

'You beauty, we're 1 minute under schedule,' I excitedly told the team. Alas, I mistakenly read the 8 as a 6. We were 1 minute over.

Wind assisted, the following 10 km were a 'breeze', so to speak. With speeds averaging high 30s, we managed to turn the deficit into a credit of 30 seconds. Everyone was keen to be at the front, especially Alison, assisting us back to the start in no time.

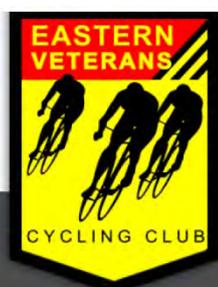
Coffee grinding

The first 15 km of the second lap, into an unpredictable headwind, was a really hard slog. A loss here of 2 minutes over our 15 km from the first lap really played a significant part in our finish time. We were all feeling the pinch of the unseasonal weather, especially Paul, who didn't have the luxury of TT bars or bike.

I recall feeling a refreshing temperature drop of about 5°C from the pondage at around the 35 km mark – a decrease I would otherwise have shivered over at this venue.

To this point, I tried to keep my turns fairly regular. Ron started to increase his time at the front but often fell behind during recovery. Alison continued to look strong as the group approached the descent into Eildon for the final time.

Last opportunity to refuel while we coasted down to the bridge. The respite doesn't last long.





Afterburners lit

With 9 km to go it was a relief to pass 'Corner 4' but our deficit had blown out to 150 seconds. With tiring legs it seemed improbable we could take full advantage of the tailwind home. I recall feeling a massive boost (afterburners, I think) about this time as it (the boost) appeared to ignite both Ron and Alison. Unfortunately, Paul had exhausted all of his reserves and unselfishly instructed us to continue without him. The team recorded its fastest 5 km average speed of 40 km/h during this period.

1km to go

There at last was the welcome 'give it everything' prompt. The 1 km sign.

We had been overtaken by Team Norbray but nevertheless Rocket 88s had produced a good performance and we had gained some valuable experience.

Distance	48.3 km
Ride time	1:27:43
Average speed	33.3 km/h
50 km target time	1:30:00
50 km deficit	27 seconds

My Ride of the Day

Not to be overshadowed by the results posted by teams EVCC 2 and Norbray, I was pretty impressed by the performance of EVCC 3. After losing Jim Swainston after the first lap, Nick Hainal and Keith Wade struggled on to record a respectable time of 1:35:12. Not bad for two and one-half riders!

Well done, everyone.



Peter, Paul and Alison at the halfway mark. Ron is just out of shot behind Peter.

North East Riders

By Max Michelson

The awesome foursome rode well to finish in 8th spot. Lost a rider not long after the first lap so turned into the terrific threesome, pumping on the pedals to get home.

I would like to thank Ron Peel from Northern, who joined our team. We met through the Tour de Metro series. Ron had a two-hour drive to join us, so thank you. And to Craig Stannard – I encouraged him to join us, 'You will have a lot of fun,' I said. After the race Craig said, 'That's hard work,' but he enjoyed the challenge. And to 'Prof' Cochrane, who has had the flu but soldiered on and contributed well for the team. I would like to thank Ron, Craig and Prof for making up this great team.

Thank you to all helpers on the day. Just another great day at Eastern Vets.



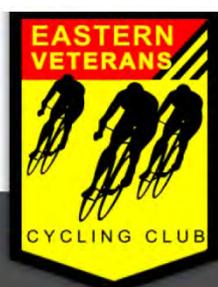
Max leads the North East Riders past in numerical order.

EVCC 3

By Jim Swainston

The drive over the Black Spur can be trying at times, and mine was this time. I got stuck behind a driver who went at walking pace around the bends and accelerated hard on the only bit of passing section. Definitely Yea next time.

The countryside was looking fantastic and so were the animals. I was reminded of something that little Irish lass Susan O'Keeffe said about three years ago up there, with almost a tear in her eye: 'It reminds me of home!'





After some turmoil, we finally rounded up the required three riders thanks to some ads by Peter. In descending order of strength, we were Keith Wade, Nick Hainal and me, a fair way down. Keith was proudly wearing his ITT jersey from the South Pacific Champs in the early 2000s, which was a far cry from where Nick and I were at. I got in early and apologised for the fact that I might not be able to do many turns, and possibly not the second lap. We were a bit taken aback with the professionalism of most of the teams' equipment and preparation. Mere mortals emerged looking like supermen and superwomen!

The bit of scaffolding on Nigel's car proved useful for starting and we charged toward the first hill with me testing the patience of my team mates. A gradual uphill and a gentle headwind to Eildon saw Keith and Nick powering along pretty well. I only did one turn and that was to pull the tempo back a bit so I could recover my composure.

The tailwind back saw me do three or four decent turns, which was a huge relief, but I didn't tackle the second lap as I thought I had tested their patience enough! Nick and Keith must have ridden really well as we were less than a minute in the 'Lanterne Rouge' spot.

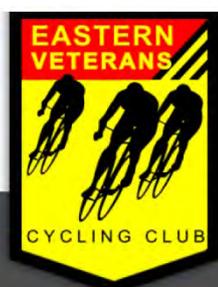
I did remark when the Trivelo team came past: 'I wish we could sound like that!'

I would love to see a way emerge for more E and F Grade people to tackle this event as they make up around 10 per cent of the membership. The original concept was to have a short course for these people. Sure, there wouldn't be many teams, but we aren't looking for a fortune, just the opportunity to be involved. I thoroughly enjoyed my small bit of involvement on Saturday.

Thanks to all for making the journey to officiate etc., especially N.K., who sacrifices so much!

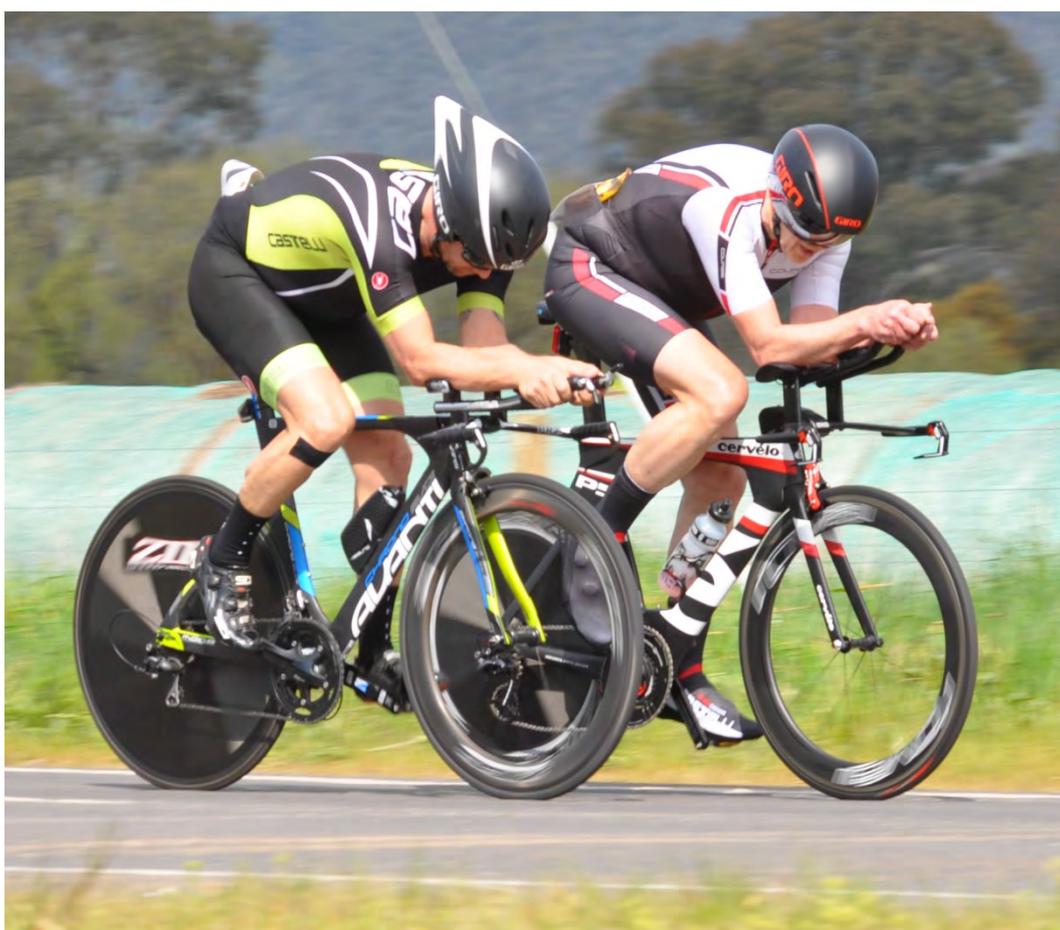


Still three at this point: (from left) Jim, Nick and Keith.

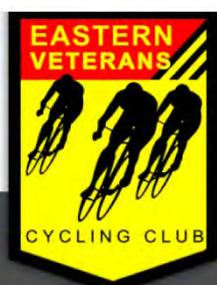




Team Trivelo (from left, Trevor Coulter, Nick Grainger and Stef Kirsch) show the form that saw them average over 44 km/h to secure fastest time.



The camera seemed to love Paul Webster (left). Or maybe it was Colin.

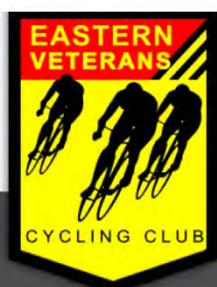




Team Latte (from left, Dave Worland, Andrew Buchanan, Hylton Preece and Peter Webb) finished 9th on handicap.



Despite losing touch with her team, Unleash the Fury, Dale Maizels maintained good form right to the finish.





Letter from the President

Dear members,

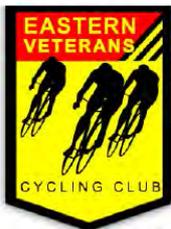
Those of you who attended the Awards Night back in July will recall me presenting our club values. To those of you who weren't there, please see below. The committee put this statement of values together some months ago, and we have been committed to displaying them. Hopefully, many of you will have noticed some subtle changes around the club.

We as a committee are serious about making our great club even better by having a genuine, caring, competitive and friendly culture. Signs of this are a new, more interactive post-race presentation format, wonderful uptake of, and interaction on, our Facebook page, great club passion and pride in the recent Tour de Metro series, and a great turnout at the *All for One* Orica Scott movie day.

Why am I putting this out to the broader club membership now, I hear you ask. Well, we have a dozen potential new members about to join the club via the Get into Road Racing (GiRR) initiative. Many of these riders will be anxious about racing. Pete Mackie will ask many of you to buddy up with these new riders in the coming weeks, and we ask that you help them assimilate into our racing culture and help to make them feel welcome.

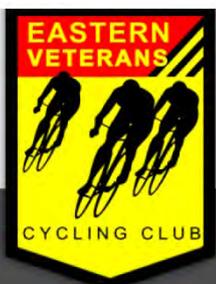
Thanks in advance and ride safe, guys.

Regards,
Adam and the EVCC Committee



Eastern Veterans Cycling Club Values

Eastern Vets strives to be a diverse and friendly club providing a safe and inclusive environment with competitive Road Racing for Males over 35 and Females over 30. Eastern Vets encourages camaraderie among its membership regardless of gender, ethnicity or ability. We are about safety, fitness, competitive & fun racing





Wednesday criterium at the Loop, Kew, 27 September

Division	1st	2nd	3rd
Division 1 (8)	Stephen Lane (N)	Trevor Coulter (N)	Mark Reynolds
Division 2 (13)	Ray Russo	John Williams	Chris Ellenby
Division 3 (8)	Stephen Barnard	Simon Bol (N)	David Drew (N)
Division 4 (7)	Frank Lees	Barry Rodgers	Barry Ellem

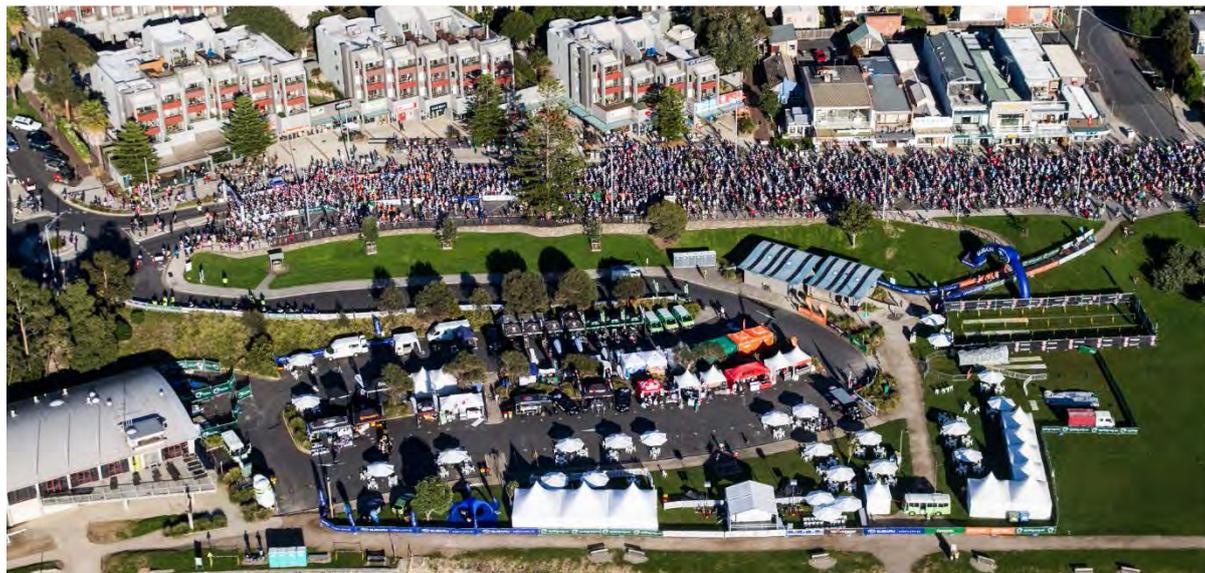
Thanks to referee Keith Bowen and his helpers. Keith observed before the race that it was (give or take a day or so) the 15th anniversary of Eastern Vets Wednesday racing at the Loop. Alan Cunneen and a select handful of others who had been there for the first round were racing today.

News etc.

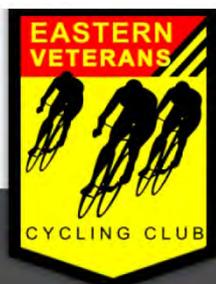
Amy's Gran Fondo 2017

By Chris Ellenby

Amy's Gran Fondo is Australia's biggest event of its kind, featuring over 5000 riders. This year's event, held over the weekend of 16 and 17 September, was bigger than ever, with several new rides including the Men's and Women's National Road Series, Family Fondo in Apollo Bay, Amy's Gravel Fondo and Beach Cyclocross Racing. These events are in addition to the regular Otway Tour Classic, Amy's Wall Hill Climb, the Medio Fondo and the Gran Fondos.



Lorne's main street, Mountjoy Parade, jam-packed with riders for the start of Amy's Gran Fondo.



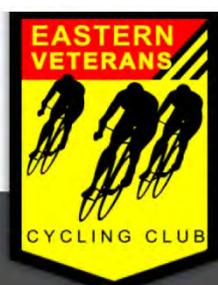


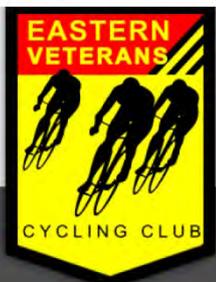
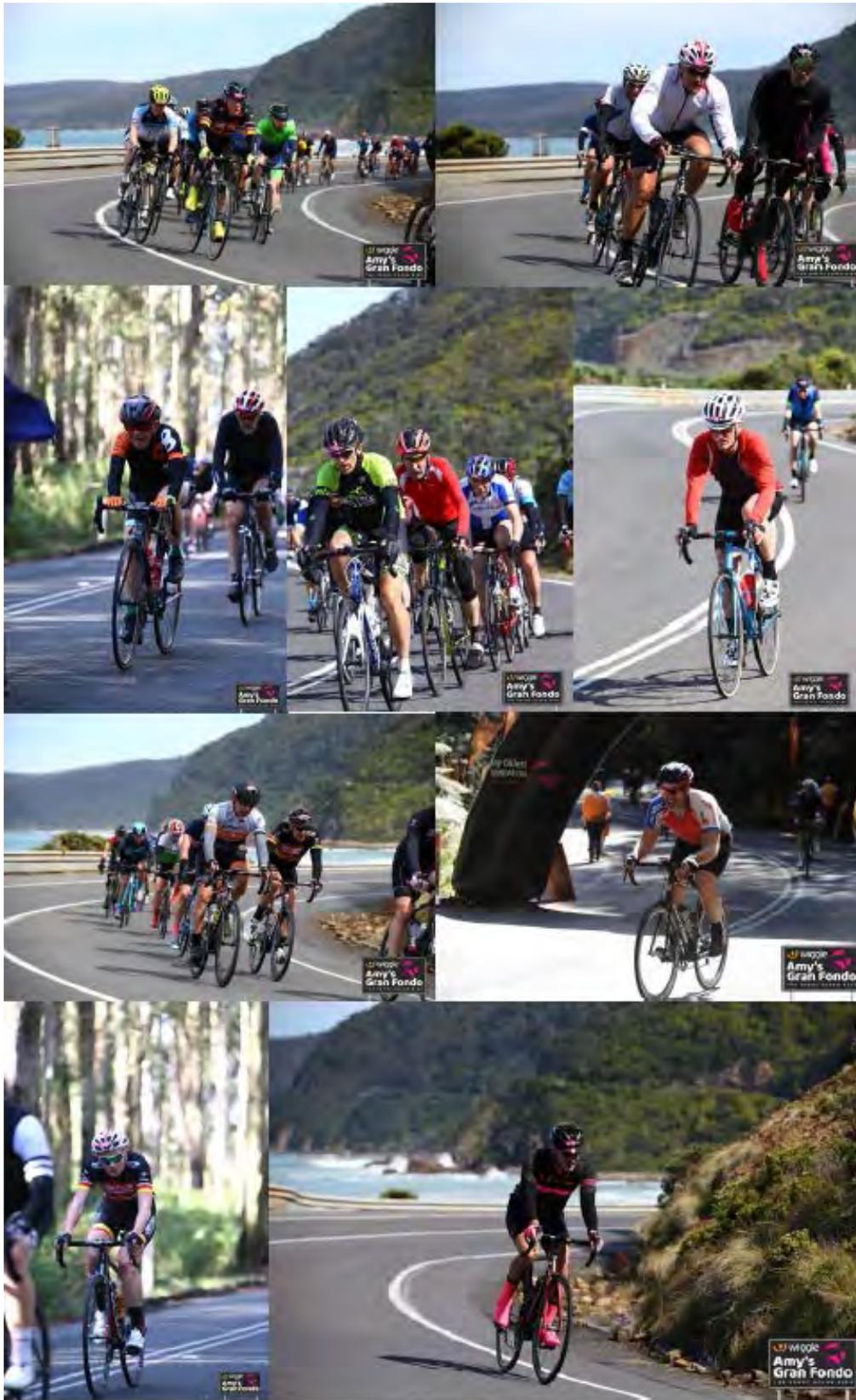
This festival is my favourite event on the cycling calendar. Lorne is buzzing all weekend with thousands of people with similar interests enjoying the spectacular scenery, the sunny and mild weather conditions, the exciting cycling events and the many cafes and restaurants.

Many Eastern riders (and ex-members, including overall winner Tom Leaper) participated in the 120 km Gran Fondo, with several qualifying (Q) for the UCI Gran Fondo World Championships in Italy next year.

Congratulations to all who completed this tough, picturesque course, and special mention to those who qualified for the World Champs. Apologies for any errors or omissions!

Age group	Place	Name	Time	World Champs
M40-44	1	Tom Leaper	3:04:22	Q
M40-44	7	John Clarkson	3:13:54	Q
M40-44	36	Dan Hulbert	3:23:09	Q
M40-44	119	Rob Lewis	3:49:14	
M45-49	12	David Holt	3:15:05	Q
W45-49	22	Paula McGovern	4:39:18	
M50-54	58	David Chesney	3:27:22	Q
M50-54	84	Anthony Gullace	3:34:28	Q
M50-54	99	Steve Ross	3:39:35	
M50-54	161	Ray Russo	3:52:25	
W50-54	8	Dale Maizels	3:46:39	Q
M55-59	90	Colin Doherty	3:52:54	
M60-64	23	Chris Ellenby	3:42:12	Q
M60-64	55	Mal Jones	4:08:39	
M60-64	95	Rob Giles	4:53:50	
M65-69	8	Peter Webb	3:58:21	Q
M65-69	13	Bernie Evans	4:07:43	
M65-69	14	Owen Anstey	4:07:44	
M65-69	17	Dave McCormack	4:11:07	
W65+	1	Liz Randall	4:31:59	Q







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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AUTOMOTIVE ENGINE SHOP

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