

Newsletter

4 November 2017



Duty Roster

Saturday 4 November, Casey Fields

Nigel Kimber (R), Colin Blackley,
Boyd Williams

Saturday 11 November, Casey Fields

Jim Swainston (R), Darren
Woolhouse, Perry Peters

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



The Royce Bennett Memorial Handicap at Thornton last Saturday was won by limit rider Pat Ruys, and fastest time was recorded by Jean-Philippe Leclercq. As reported elsewhere, Colin Doherty was taken by air ambulance to the Alfred Hospital after a broken derailleur caused him to fall heavily in the sprint. Colin has had surgery to repair extensive lacerations, but broke no major bones and has begun rehab with a view to getting back on the bike. Colin Mortley, who also left Thornton in an ambulance on Saturday, is on the mend and expects to be at Casey Fields this week. We wish both riders a speedy and complete recovery. This has been said elsewhere, too, but the club owes a big thank you to Petra Niclasen, Mark Wallace and Shelly Timson, who were all quickly on the scene and giving great care to those who needed it, and also to all those rostered volunteer race officials and others who helped out beyond the usual call of duty.

Midweek racing continues, on Tuesday at METEC and on Wednesday at the Loop in Kew. This Saturday it's back to one of our favourite criterium circuits at Casey Fields, off Berwick-Cranbourne Road in Cranbourne East. The desk closes at 1.45 pm for a 2 pm start. The course at Casey Fields is closed to all traffic but tail lights are required.

Reports and results from all courses are inside, as well as news from Dale Maizels at the Cycling Australia Masters National Championships on the Gold Coast, where she had a spectacularly successful few days. Anna Davis and Liz Randall also had a great series.



METEC on Tuesday evening. Photo: Mark Edwards

Royce Bennett Memorial Handicap at Thornton, 28 October

Place	Rider	H/c	Place	Rider	H/c
1st	Pat Ruys	34:30	6th	Keith Wade	17:30
2nd	Petra Niclasen	34:30	7th	Paula McGovern	24:30
3rd	Greg Harvey	17:30	8th	Zenon Gawronski	24:30
4th	Nick Hainal	24:30	9th	Chris Norbury	17:30
5th	Max Michelson	17:30	10th	Anthony Plummer (H)	9:30
Fastest time	Jean-Philippe Leclercq	Scratch	1st unplaced woman	Susan Williams	27:30

34:30/0:00 (limit)

By Pat Ruys

I think that I was one of the last riders to arrive to race on Saturday, with only 20 minutes to spare. Nigel asked me if I would be ready: 'The race starts at 1 pm.' I said no problem. Picked up my number and was happy to find out that I would be riding with Petra Niclasen, because she won the Rob Graham Memorial Individual Time Trial. So she knew the course, which I knew would help me a lot.

I got to the line with about 4 minutes to spare, and first thing, Petra asked what my race plan was. I just said I wanted to win and told her that I normally train at 22 to 25 km/h. Chris Norbury was there and said that he didn't think that we had a chance. But I knew that the next group was 7 minutes behind us, then other groups at smaller time intervals. Last to leave was scratch at 34 minutes after us.

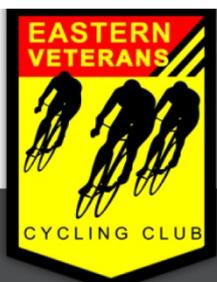
So we started right on 1 pm. One thing I didn't tell Petra was that my goal was to average 30 km/h for the race. By doing this I thought that scratch didn't have a chance to catch us over the 50 km distance. We swapped turns until the first climb, where Petra rode away from me. I told her to keep going and we would regroup at the top. We travelled 3.3 km in 7 minutes, and we knew now there were more riders on the course. I loved the downhills and Petra told me all the other hills were really short, so we kept a good tempo. Through Eildon we were together, then

the left turn back towards Thornton was into a headwind. Petra did a turn of pace whenever she could. At our 16 km mark, scratch had started their race, and as we crossed line and got the bell Nigel said if we kept our pace up that we would win. Petra said Nigel wouldn't say that if he didn't mean it.

So there was no giving up today, and I knew that we would have to keep the pace up. Second time up the hill, I dropped Petra and she was about 500 metres behind me. I slowed down so she could get back on my wheel, and straight away Petra told me, if I dropped her again, not to wait, and just push on and keep going. We made it to Eildon together, but on the small climb through Eildon I dropped her again.

So I did what she told me – push on and go for the win. I do my training by myself along Beach Road into headwinds on my daily commute. So the last 10 km was hard into the wind, but I believe that my daily commute helped get me over over the line. I really pushed myself and had nothing left in the tank – race average 29.7 km/h. Just couldn't believe it, I had just won a major club handicap, the Royce Bennett Memorial Handicap.

I was so happy. I waited for Petra to finish – she was about a kilometre behind me and got 2nd place with plenty of time to spare before the next rider came in. We congratulated each other, then Petra stayed at the finish line and I rode back to my car. I was wasted and I wanted to call my oldest cycling mate, Frank Gleeson, with the news.





Huge thanks to all the members who were on duty as officials on the line, corner marshals, lead and follow car and our first aider Shelly Timson – without you guys the race wouldn't happen. By having you guys out there, our safety is number 1. I hope that Col Doherty and Col Mortley are both okay and will be back riding with our club again soon.

Just one last thing: I feel humbled to have my name join the many great riders before me on this Perpetual Trophy. But my name wouldn't be there today if all the riders in the race didn't push us along, so I thank you guys for making the race. Congratulations to all the placegetters and all who finished.

27:30/7:00

By Jim Swainston

A delightful drive, I went through Yea and Alexandra and returned via the Black Spur. The footy ground is starting to feel like home. Sadly, the day turned out to be one to be remembered for all the wrong reasons. The Air Ambulance is not a happy memory but it entertained about six kids, two dogs and about 30 old bike riders with its manouvring onto the oval.

Entries were a bit scarce and it is a hell of a lot of work getting the day up and going when this happens. I was optimistic that limit would consist of five riders but we were split. I was aware that the two Ps, Petra and Pat, had both been riding stronger than me in previous weeks. Our little group, Andrew Rutherford, Susan Williams and myself, worked smoothly and honestly but made up no time on the Ps. We were caught by Nick Hainal's group, also working well, after about 20 km. I eased off the back at the bell as I have a lot of trouble handling even a 1 km/h increase in pace. As I rode alone, I was passed by the Greg Harvey group, riding calmly and well, as was demonstrated in the final placings.

As I neared the bridge at the bottom of the hill, I noticed about 200 cars parked in a lovely paddock and thought it must have been the footy club breakup, but no – the paddocks were being auctioned! I then turned around and went and got changed to help on the line. Well, 1st, 2nd and 3rd were easy, in fact it was all pretty easy until someone hit the deck about 300 metres out and didn't move.

It is amazing how the human mind works in moments of crisis. Nigel said to me, could I give Petra a lift to the crash. I have all my CDs spread over the passenger seat, so I said to the lady in the nice Landcruiser, could she take Petra. Logically enough, she said, 'Who's Petra?' In the meantime Petra, realising her bike was right there, jumped on and reached the scene in no time flat!

Relief to hear the victims are going OK. Many people have already been thanked so I won't do them all again, but another big day for Nigel K.

I told Pat Ruys that the presentation would be at Thornton Oval next Saturday at 12 noon! Hope he doesn't believe me.

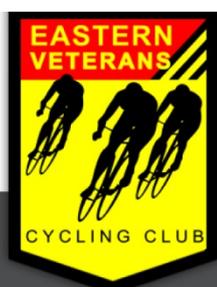
For those with long memories, Pat deserved this one because about seven years ago we had a handicap on the Yarra Junction – Powelltown course (two laps). We had torrential rain and only about half the entrants started. It was damn near pitch black, and Pat rode off limit on his own and only got caught about 4 km from home! A really gutsy effort.

24:30/10:00

By Paula McGovern

Well, our 'Fearsome Foursome' of Nick Hainal (C), Zen Gawronski, Harry Hibgame and yours truly were the third group out on the road, and we were determined to keep it together and work hard. We certainly did that, with a very consistent ride and three of us in the top 10!

Captain Nick was giving us directions and encouraging us to work together, especially on the 'hill'. Coming into Eildon for the first time, we were travelling well, but no other groups were in sight. We turned and headed back towards Thornton and then we had the second group on the road (who started 3 minutes ahead of us) in sight. It's like when a greyhound can see the rabbit – something to chase and off we went! Before the start/finish line, we had caught Andrew Rutherford, Susan Williams and Jim Swainston. We continued to rotate our turns with the new group sitting in for a breather. Jim dropped off not long after the first lap was completed, and Andrew about when we came to the hill. Susan joined in with the rotations and our group became five, maintaining our speed. As we were coming into





The Fearsome Foursome. Photo: Paula McGovern

Eildon the second time, Harry was hit with cramp and dropped back. The pace rose a bit as we headed back to Thornton, and Susan dropped off as well. It was down to the three of us. We kept taking a peek behind us to see who was on our tail, but no one was there. In fact, we could not see anyone in front or behind us! With 8 km to go, we keep the rotations going; 6 km to go, still no one near us, keep pushing; 4 km to go, surely someone must be close? 2 km to go, is there a group behind? Just keep pedalling, we are close.

With 1.4 km to go, the 17 minute group caught us as the Greg Harvey-led train powered past with Max Michelson, Keith Wade and Chris Norbury hanging on for dear life behind him. Nick jumped on and I followed, leaving Zen behind (sorry). We had worked too hard to miss this opportunity. Greg was on a mission and powered home to 3rd, with Nick grabbing 4th. It all got a bit messy after that! Official results had Max in 5th, Keith 6th, myself 7th and Chris 8th, Zen followed us in for 9th and Anthony Plummer rounding out the top 10. It was all rather exciting! Congrats to Pat Ruys, who had won, and Petra Niclasen 2nd.

Obviously, the downer of the day was the accident to Colin D. and illness to Colin M. – not the way to end a great day. It does, however, highlight the supportive nature of the club and that, when the chips are down, we are there to help. Big shout out and hugs to Petra, Shelly and Mark, and best wishes out to Col and Col. Thanks to all the ride marshals, helping to keep us safe out there.

17:30/17:00

By Max Michelson

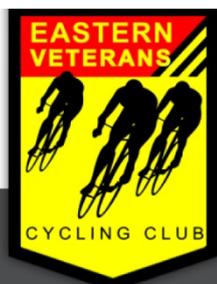
Royce Bennett Handicap, great day for racing. With the five musketeers on board – Greg Harvey, Colin Mortley, Chris Norbury, Keith Wade and Max Michelson – what a team. The team rode very well, great track turns and keeping it tight. Well, into the first lap we were stretching out a bit. Too early to lose riders, Chris said. Regrouped and kept the team together and away we went, finishing strong. We had lost Colin. Chris gave us a big turn at the front for us to get in and contest the placings. Greg Harvey put the power down, with Keith and Max grinding teeth and hanging on, Greg getting 3rd, Max 5th, Keith 6th and Chris 9th. Four riders getting placings. That was the good part of the day. Unfortunately, we had Colin Mortley in the ambulance after the race – sorry, Col, what did we do to you? And the other Colin with his accident had made it a sad day for Eastern. Speedy recovery for both Colins and back on the bike soon.

2:30/32:00

By Nick Tapp

It was always going to be tough – five of us, only 2:30 ahead of three strong scratch riders, and 4 minutes behind a solid group ahead – but start time came and it was time to get going. A small group doing rolling turns proved pretty easy to manage, and we were cracking along, at least as far as Eildon. Colin Doherty looked in awesome form, Chris Ellenby was also going strongly, and Paul Webster, Ray Russo and I were doing our bit as well. I think everybody missed a turn at some point, but no one was ever out for long. The communication was good and we were doing OK.

Back towards Thornton was still smooth but harder. I was on the front when scratch came past, and dug deep to make sure we got onto Phil Cavaleri's wheel with no gap. Now there was a little confusion: scratch had been doing track turns while we were rolling through. Who was going to work, and what would the format be? Cav swung off, which left me in the wind. I continued past him to the front, earning a thanks from Phil Smith, who then proceeded to the front himself without delay. Everyone else went by, strung out behind Phil, and I missed the last wheel.





Off they went. I was now dead last and not even halfway, but I pushed on for another lap, hoping at least to spot someone to chase. After a while I had the trail car behind for company, but I didn't see another rider until inside 5 km to go, when what looked like Paul appeared up the road. At last, a rabbit! I was just drawing level with Paul when we spotted Colin on the ground, not looking well but being terrifically well looked after by Petra, Mark and Shelly, with help from Adam and Dean. What a shame, especially after such a strong ride. All the best for a full recovery, Col, and the same to Colin Mortley. Congratulations to Pat and the other placegetters, and thanks and well done to all the marshals and other helpers on the day.

0:00/34:30 (scratch)

By Phil Smith

Another great day in Thornton, but disappointed to see only three starters in scratch. The good news was that it was the regulars from team Skope. Team Skope have had plenty of recent experience in team TT and the expectation was that we should be really slick and safe.

Doing the sums at the start, it was expected that the front markers would be well past Eildon before we started. Estimate was that an average speed of 45+ km/h would be required to get scratch in the places!

It could be mission impossible to get top 10, but team Skope decided to smash it; first priority was work together for fastest time, secondary goal was to get into the top 10, but this was dependent on the front markers to have a really bad day – or perhaps a piano to fall out of the sky and slow them down!

After the start and heading towards Eildon, we were soon into a rhythm – J-P and myself pulling big turns well above 40 km/h. Phil Cav's horsepower is a bit

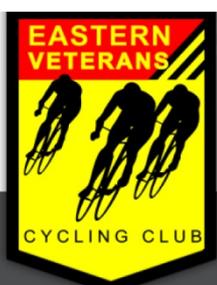
lower but he was also contributing with strong, honest turns at the front. It was not long before we could see the tail lights of second scratch, but it was not till we were on Back Eildon Road that we caught this mark. The 2:30 bunch were not keen or not able to work with scratch, probably saving their legs for the hills!

Lap two – I didn't look back much, but once through Thornton and over the hill it was interesting to see that the 2:30 bunch was depleted. Scratch had not put in any attacks, but were riding A Graders off the wheel – I thought we must be going OK?

Getting close to Eildon we could see the 6:30 bunch ahead. It was probably unfortunate for this group that we caught them on small hills. Most of the 6:30 bunch could not match the tempo of scratch and were left in the dust, but Dean Niclasen dug deep and was able to make it across and joined us.

On the back road, it was pleasing to see non-scratch riders offering some contribution to the chase. Chris Ellenby and Colin Doherty were still with us and riding strongly. We were constantly reeling in riders, but there was the feeling that the team effort was in vain – we were just too far back! Last 5 km and we could see another bunch ahead, so we put in a chase, but there were some tired legs and we couldn't catch this bunch before the finish line.

With 300 metres to go, I left the Skope super sprinters, J-P and Cav, to do their thing. Colin and Dean joined in the sprint. J-P sneaked past Cav for fastest time. They were ahead of Colin, heard a crash, but were unaware of what had taken place behind them. I feel for Colin, he raced really well and his crash was a very unfortunate ending to a strong ride. I hope that he recovers quickly and we soon see him racing again!



Croydon Cycleworks Summer Twilight Crit Series, 31 October

Grade	1st	2nd	3rd	4th
A Grade (8)	Jean-Philippe Leclercq	Daniel Hulbert	Chris Hughson	Lawrence Lee
B Grade (15)	Darren Woolhouse	Dean Niclasen	Paul Anderson	Brad Thexton
C Grade (14)	Brad Jones	Paul James	Sam Bruzzese	Stephen Barnard
D Grade (10)	Chris Beard	Ross Sanelli	Nick Hainal	Anthony van der Spek
E Grade (5)	Allan Hicks	Tony Sloan	John C. Wilson	Andrew Rutherford

C Grade

By Peter Gray

(Hat) trick or (re)treat

Race 5 of the Croydon Cycleworks Twilight Series produced some C Grade tactics and results like you might experience in a *Simpsons* Halloween episode.

Brad (Jettison) Jones rolled inconspicuously off the front during the early laps. Short memory? It was a while before a masochistic response occurred from Wes (Brutal) Black, leaving Peter (Gangrene) Gray to unsuccessfully bridge the gap. The only hat trick he was going to perform tonight was negotiating witches hats with Greg (Haemorrhage) Harvey on the bell lap.

Without warning, Sam (Bubonic) Bruzzese launches a bloodletting on the pursuing peloton. Paul (Jugular) James bites in hard, to be stalked soon after by Stephen (Buzzard) Barnard. The ferocious five had formed and no amount of transfusions by the zombie five tail end was going to cull the final placings.

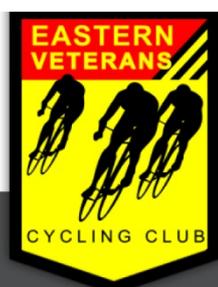
Oh! I almost forgot the treat! This is your 'end-trails'. LOL ... indefinitely. (Spin your heart out, Boris.)

Disclaimer

The author hereby declares that any similarities, expressed or implied, of characters contained in but not limited to (brackets), either undead or noticeably stagnant, is coincidentally fictionalised.

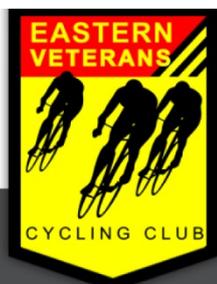


C Grade winner Brad Jones (right) and proud dad Mal.
Photo: Mark Edwards





Top left: the Pres. goes on an early break at METEC. Top right: the gentlemen of E Grade line it out. Bottom: Darren Woolhouse (left) says 'See you later!' to Dean Niclasen and Paul Anderson. Photos: Mark Edwards





Wednesday criterium at the Loop, Kew, 1 November

Division	1st	2nd	3rd
Division 1 (9)	P. Redenbach (G)	Chris Munro (CV)	Stephen Lane (N)
Division 2 (7)	Peter Morris	Craig Tucker	John Williams
Division 3 (9)	Alison Skene	Davina Calhaem	Neil Cartledge
Division 4 (6)	Frank Lees	John Eddy	Barry Ellem

Thanks to referee Keith Bowen, Laurie Bohn and co.

News etc.

Volunteers needed for cycling program for people with a disability

Jenny Stephen, Volunteer Coordinator at Solve Disability Solutions (based at Royal Talbot Rehabilitation Centre, on Yarra Boulevard in Kew) writes:

We are looking for volunteers to assist with our 'Freedom Wheels' customised bike program for people with a disability, where we assess people for their suitability for a standard bike (with added components) and then assemble the bikes for the clients.

We have two types of roles, which I have briefly summarised:

Assembly

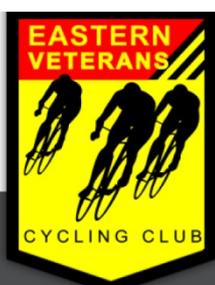
In our workshop at Kew, under the supervision of a bike mechanic, follow a prescription sheet adding on components to a bike that is customised for a client.

Volunteering is on Fridays, you can volunteer for a half day or full day, and you can choose how few or how many times per month you would like to help out. There are usually about 2–4 volunteers on at one time. You need basic bike maintenance skills; training and induction are provided.

Clinics

On site at Kew, under the supervision of our Occupational Therapist, change over parts etc. when a person is being assessed for their ability to ride a bike. You need to be fit as there is a bit of bending up and down, and to be patient and respectful of people with a disability. It's very rewarding when a client rides a bike, often for the first time in their life! Volunteering is on Wednesdays and Fridays and, as with Assembly, is flexible in hours and how often. Training and induction are provided.

Drop the Editor a line (nick.tapp@detail-ed.com.au) for a very informative pamphlet (PDF). You can also check the organisation's website (www.solve.org.au) for more information and details on how to apply for a volunteer role, or contact Jenny Stephen (jenny@solve.org.au) if you have any questions about volunteering.





Cycling Australia Masters National Championships

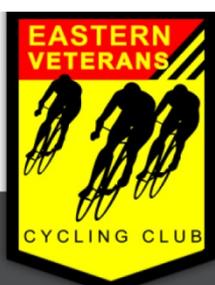
By Dale Maizels

I ventured to the Gold Coast on the weekend to compete in my fifth Cycling Australia Masters National Championships. Being an all-rounder, I raced all three events, the crit, ITT and road race, claiming Gold, Silver and Bronze, respectively. 2017 was my most successful campaign as I finally bagged a National Title in my pet event, the criterium. The four previous years I got three silvers and a bronze behind four different gold medalists. Finally it was my year – patience is a virtue, they say! To top it off, I secured enough points to win the ‘Champion of Champions’ title for Masters Women 50–54 years. I am extremely proud as well as grateful to my coach David Richards, my sponsor Croydon Cycleworks, my family, my friends and all my Eastern Vets cycling buddies for making my competitive cycling journey, which began back in 1998, so much fun!

It was wonderful having my 79-year-old father (he was a pro cyclist in the 1950s) watching me. He even made social media for being sun smart!



Far left: Dale on the crit podium. Top right: Champion of Champions. Bottom right: the bling. Photos: Dale Maizels collection





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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