

Newsletter

25 November 2017



Duty Roster

Saturday 25 November, Garfield

Richard Dobson (R), Nick Hainal (TC), Rob Lackey (TC), Ian R. Smith (TC), Rob Birch, Rob Harris, Tony Sloan, Lee Harper, Peter Bracka, Darren Woolhouse, David Casey, Shane Crowhurst

Saturday 2 December

No racing

Sunday 3 December, National Boulevard

(Northern Cycling)

If rostered for duty, you must be at there at least 1 hour prior to start time. It's your responsibility to find a replacement if unable to do your duty, then advise Andrew Buchanan, tjtop2@optusnet.com.au

Editor: Nick Tapp

nick.tapp@detail-ed.com.au

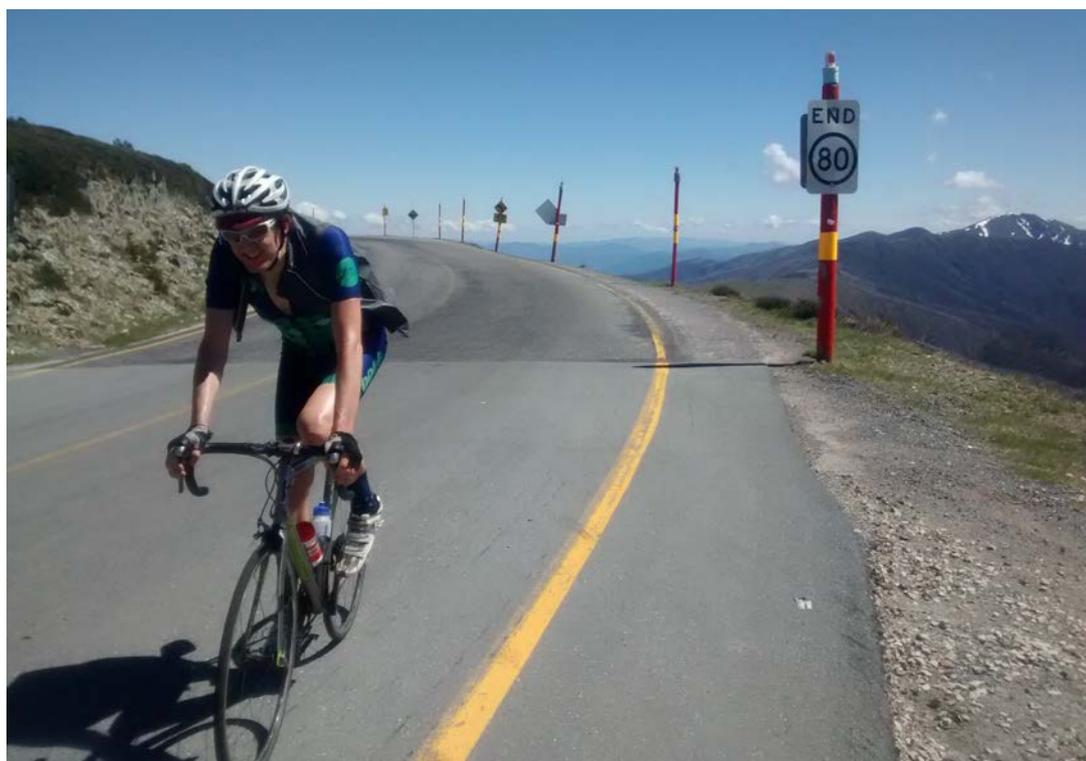


The annual charity day at Dunlop Road last Saturday raised in excess of \$1000 for the Asylum Seekers Resource Centre in memory of Paul Semmens. Results and reports from the week's racing are inside. This week we are at Garfield to try out a new road circuit. It's a 1 pm start, so don't be late. For directions, see TeamApp or the website: easternvets.com/wp-content/uploads/2017/11/EVCC.Circuit.Garfield.pdf.

Corrections and apologies

In last week's newsletter, the late Dave Ryan's dog was identified as Neville. It appears Dave Ryan's dog was actually named Roger. Woof. Don't forget the annual race for the Dave Ryan Memorial Trophy, at 9 am on Sunday 3 December at National Boulevard, Cambellfield. Note that there will be no racing on Saturday 2 December.

And a real apology. This week's newsletter is a cut-price issue. The Editor has been skiving off in the hills (see photo below). Special thanks to those who sent reports regardless. Normal transmission should resume next week.



Tim Fitzgerald on top of the world, Mt Hotham. Photo: Nick Tapp



Graded scratch races at Dunlop Road, 18 November

Grade	1st	2nd	3rd
A Grade (16)	Phil Cavaleri	Chris Hughson	Steve Ross
B Grade (16)	Ian Smith	Chris Ellenby	Boyd Williams
C Grade (13)	Chris Joy	Chris Beard	Greg Harvey
D Grade (12)	Darryl Blanchett	Geoff Mackay	Rob Castellani
E Grade (10)	Alan Cunneen	Andrew Rutherford	Ron Stranks
F Grade (5)	Petra Niclasen	Michael Waterfield	Brian Farrell

A Grade

By Nigel Kimber

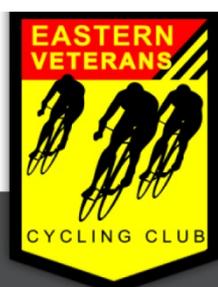
Did it rain? We were doing 60, visibility was down to 60 metres, and motorcyclists were huddled under the bridges along the freeway like the homeless in Swanston Street – it came down with a vengeance; it wasn't raining cats and dogs, it was raining Barong and Cerberus. Fortunately, the numbers were away, the tent packed and presentations completed – just.

Three hours earlier there was not a cloud in the sky and racing was going to be hot. By the time the 16-strong A Grade bunch took to the circuit, the clouds were gathering to the north and looking a tad menacing, anyone looking in their general direction might have wondered if we'd get an hour's racing in. On the neutral lap, in an effort to be sociable, I let slip to Alex Randall that my sole warm-up lap begged the question was it a good idea to be putting my legs through what was about to unfold. Alex assured me that maybe the race would start slowly.

The neutral lap behind us and racing underway it was ?? making the first move – never admit weakness. We survived that with a little help from some friends but that wasn't going to be the end of it, in fact that was just the beginning of it. Over the next hour and five, as the clouds piled up to the north, a few in the group piled on the pressure. If it wasn't a full-blown attack it was a solid surge, the pace alternating from full-on to full freewheel.

Fifteen in, the bunch freewheeling onto MacDonalds Lane after a Cav attack, I'm rolling faster than most and by the corner there was a good 50 metre gap to the next wheel. Yeah, minimum 45 to go, no Kiwis in the chase, it wasn't going to last, but heh, sometimes you just need to put the head down and say 'was zum Teufel'. They must have been content to let me run for a bit, a couple of laps later my failing eyesight picked up a couple of lone jerseys split from the front of the chase and making the effort up Geddes. First it was Ken Mayberry and then Peter Howard, Peter keen to make something of his effort and upping the pace down MacDonalds, but unfortunately critical mass had been attained and the bunch started to pump and reel – bringing us (me first) to heel before we rounded onto Dunlop Road next time round.

The briefest of respite as I allowed the line to file past before digging in once more to catch the tail of what was now a responding train – J-P having surged out of the corner in a counter move. This was hurting. Fortunately, J-P's little foray didn't last long, but neither did the subsequent lull and it wasn't long before we were reacting to yet another attack. The moves came constantly and were responded to in varying ways: some, like mine, were allowed a leash until they either fell back or two somebodies decided to build the bridge and make it a real threat; others were stomped on fast, real fast, the thinking being that it would be easier to put a quick end to it rather than the effort of a dragged-out chase.





The antagonists were as varied as the methods, J-P probably the most aggressive although also the most anticipated and most quickly quashed. The experienced Peter Howard and Ken Mayberry, on occasion, taking advantage of the post-attack lull to counterattack. Phil Cavaleri was not afraid to have a dig either, nor were a few others, and that kept it interesting. Of most interest though was Guy Green, a face not seen since before his departure to Europe (from whence he again returned with a swag of Austrian silverware) who, in an uncharacteristic manner, hit the group just before mid-race and opened a significant gap. Once recovered from the shock of the audacity the bunch seemed content to allow Guy a bit of leeway, upping the tempo to maintain a 100–120 metre gap for the next couple of laps. In the end it was more a case of Guy coming back to the race rather than the race going and getting him. And still the attacks, the surges and the lulls came.

For me the constant action meant it was a case of constantly assessing the aggressor; the possibility that the individual might hold off a chase, the likelihood the bunch would or wouldn't chase, the presence and position of 'friends' in the train, the position, threat and stance of potential bridge-builders (and subsequent co-workers). Weighing all this up determined my response – was I content sitting toward the back and allow things to play out, or should I push up the bunch to be in position to respond if things got warmer, or seek out and sit a specific wheel in anticipation of it getting warmer? And when they did get warm, the quandary was: do I go? do I go to work? do I go to quash? or do I sit back and let others worry about it?

The final attack came around 10 minutes from the bell, and again it was Guy Green – slipping the old one-two routine he'd been working Sunday mornings with his son Brendan at St Kilda into his Saturday afternoon Vets' race. This was a move that warranted respect but could also be used to stabilise the race to the finish – we kept the leash a bit tighter this time round, eventually returning Guy to the throng in time to get one lap in before the bell was tolled, it was going to end as Ladbrokes had foreseen – a bunch kick.

A sprint is no place for me and I've contentedly allowed those behind to slip by before tacking onto

the end of the gradually accelerating line. Around the last corner the big legs have wound it up and we're out of the saddle vying for wheels and real estate in the rush for the line. Hang on, a sprint is no place for me, and 55 is not exactly cruising it home. Back in the saddle, I was too far back to see Phil Cavaleri take the win from Chris Hughson and Steve Ross in what must have been a challenge for the officials on the line, the majority of the original 16 crossing the tape over a matter of seconds.

Still averaged 55 for the Strava sprint segment, other figures were 44.8 km over 1:07 for an average of 39.9 km/h.

F Grade

By Jim Swainston

It was a bit like a reunion on Saturday as we saw so many faces we hadn't seen for months. A great bit of timing to get it all in prior to too much rain, but some of our further away members might have got pretty damp riding home! Also the lightest traffic we had seen for some time at Dunlop. The numbers were so heartening and E and F looked good.

We had six in F, including Barry Ellem doubling up, Petra who had a school reunion to go to and myself getting over a change in my cancer treatment. Petra showed her intentions, at the end of the neutral lap, by leaping out of the saddle and powering away. We were doing a reasonably good job of chasing her with Brian Farrell, 'Doc' Waterfield, Laurie Bohn and myself all contributing. Barry Ellem was faithfully on the back as he was told. I'm sure Barry, an ex marathon runner, eats kms for breakfast.

Petra's reunion was at Berwick and during her secondary years she lived at South Cranbourne. When she told me her roundabout method of getting to school I thought a dash up Clyde Road on her treadly would have been a lot simpler.

About halfway in, Petra was getting larger in our viewfinders, which got Brian's adrenaline flowing and the tempo of his turns shot up, making it hard to work over him. When we made the catch, the pace came off but I thought I was cooked and I told Barry to come past me. About 400 metres later I told him I had changed my mind and hung in for a few more laps until another attack saw me retire to the pits.





As the end neared, the bunch was all together and it was no surprise that Petra took the chocolates from the consistent 'Doc' Waterfield and Brian Farrell.

Laurie Bohn managed to get a good ride under his belt. Thanks to all for another excellent Charity Day.

Croydon Cycleworks Summer Twilight Crit Series, 21 November

Grade	1st	2nd	3rd	4th
A Grade (9)	Richard Abel	Jean-Philippe Leclercq	Alex Randall	Ken Mayberry
B Grade (12)	Brad Thexton	Darren Woolhouse	Dean Niclasen	Shane Crowhurst
C Grade (15)	Paul James	Chris Joy	Rob Lewis	Brendan Wain
D Grade (11)	Darryl Blanchett	David Griffin	Ken Allan	Geoff Mackay
E Grade (4)	Veronica Vandebroeck	Andrew Rutherford	Mark Granland	--

Wednesday criterium at the Loop, Kew, 22 November

Division	1st	2nd	3rd
Division 1 (11)	Phil Cavaleri	Fraser Short (N)	Mark Reynolds
Division 2 (13)	Chris Ellenby	Tom McDonough (N)	Peter Webb
Division 3 (7)	Davina Calhaem	Tony Curulli	Stephen Barnard
Division 4 (5)	Barry Ellem	Barry Rodgers	Alan Cunneen

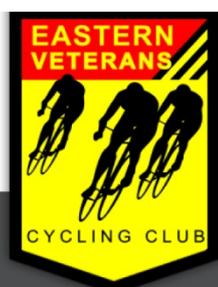
Thanks to Keith Bowen and crew.

Future events

Eastern Vets

For other events, please refer to page 1 of this newsletter, or go to <http://eastervets.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.

Sponsors



AUTOMOTIVE ENGINE SHOP

BikeGearNow

