

Newsletter

2 December 2017



Duty Roster

Saturday 2 December

No racing

Sunday 3 December,

National Boulevard

(Northern Cycling)

Saturday 9 December,

Casey Fields

Nick Tapp (R), Shane Crowhurst,
Rob Harris

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 new road circuit at Garfield, where last Saturday's racing took place, seems to have met with general approval – flat, open, a good surface, not much traffic. A couple of race reports are inside.

Don't forget the annual race for the Dave Ryan Memorial Trophy, at 9 am this Sunday 3 December at National Boulevard, Campbellfield – weather permitting! (There will be no Saturday racing this weekend.) Members are encouraged to enter by midday Saturday via the Entry Boss link on the NVCC website (<https://entryboss.cc/calendar/nvca>), which costs \$12. You can enter on the day for \$15; however, to help with timely registrations, online entry is preferred. Registrations from 8 to 8.45 am; racing starts at 9 am.

And Peter and Ben Morris took some cracking photos a couple of weeks ago at Dunlop Road. There's a selection for your viewing pleasure on page 4.



Let's race! Eastern Vets has never won the Dave Ryan Memorial Trophy. Let's change that this Sunday.



Graded scratch races at Garfield, 25 November

Grade	1st	2nd	3rd
A Grade (8)	Phil Smith	Jean-Philippe Leclercq	Paul Firth
B Grade (12)	Chris Ellenby	John Williams	Peter Mackie
C Grade (12)	Brendan Wain	Hylton Preece	Andrew Wedderburn
D Grade (5)	Rob Castellani	Ken Allen	Paula McGovern
E Grade (6)	Andrew Rutherford	Pat Ruys	Susan Williams

B Grade

By John Williams

Mount Garfield this is not! With just 20 m ascent per 22 km lap, the previous weekend's ascents of Hotham and Buffalo may not have been the most targeted training for this event.

We arrived to hot, sunny, humid conditions, although the weather man was promising storms (but what does he know?).

The field of 12 looked far more balanced than it has been recently, with three Pauls (Anderson, Firth and Webster) banished to A Grade. Chris Ellenby and the ever improving Dean Niclasen were clear favourites, but the entire field comprised accomplished, classy riders.

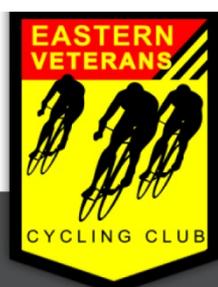
Dean led us out and seemed happy to pull us along at a brisk but easy downwind tempo for 10 km or so, after which nobody wanted to take over. For the next 30 km we dawdled along at a lazy pace, punctuated by attacks from Chris Ellenby, Rob Suter (both twice) and Tim Crowe, while Peter Mackie seemed keen to jump across and work the breakaway. For the most part, the rest of the pack seemed content to give them 200 m and reel them in gradually, or simply wait until they got bored of being isolated. Dean, John Thomson, Rob Suter, Tim Crowe and Frank Tomsic were sharing turns on the front, but we weren't motoring along, and apparently C Grade were queued up behind us.

At the bell, race referee Richard Dobson yelled at us to get a move on or get out of C Grade's way, and I had a sudden impulse try my luck so I accelerated away. It wasn't a blistering acceleration, but off a pedestrian pace it worked well enough. By the turn into Nar Nar Goon – Longwarry Road, I saw I had a clear break, so set out to time trial to the finish, and hoped the prevailing attitude (and pace) of the bunch would last for another 20 kilometres.

Ten minutes later, without any warning, Chris Ellenby drew alongside. He had bridged alone, and we had a substantial break. Taking solid turns of 2–3 minutes each, we felt we were going well enough to hold the gap. Turning left into Nine Mile Road we were still going well, but soon I started feeling that Nine Mile Road was somewhat longer than it had been on previous laps. I spied a bridge ahead and anticipated the left turn into Bunyip River Road, but I had been fooled by mirage, the turn was several ks yet.

While I didn't want to acknowledge it, I was tiring badly – and out of water. I was aware that Chris's turns were getting longer while mine were getting slower. The relief of getting to the turn was more than offset by the turn into a head breeze, and while I tried to convince myself that this would be a bigger disincentive for the chasers than for us, a glance back at the turn showed the pack were in sight – this was getting real tough.

Bunyip River Road had also increased its length for the final lap, and after several false horizons the final turn came into sight. Just 4.5 km to go into the north-easterly.





Chris estimated we had 200 m lead at the turn, which didn't seem enough to me. I lost aspiration for the win, just to hang on to the finish would be fine. I considered telling Chris to go it alone, or telling him it was my birthday, so he should let me win, but in the end I kept stum and battled on. Continuing to take turns was my best chance of survival. Behind us, unknown to me, the pack was having real trouble coordinating turns, while Peter Mackie was uncharacteristically aggressive, with several attacks.

I led into the final 300, Chris attacked for a clear win, while I glanced back to see that I was safe to roll in for 2nd. The bunch showed up 90 seconds later, chasing the handicapper, who held on for a well-deserved 3rd.

Well done, Colin, for getting us a new course. It was safe with a good riding surface. With a bit more elevation it could be a great course. Great that we were able to use the pub facilities post race, and put some money back into the communities that cooperate with our racing!

D Grade

By Paula McGovern

Off to try a new circuit! It was exciting to see something different that caters for all members of the club. A flatter course (a bit of relief from the undulations of Jindivick, Yarra Glen and Gruyere). Well done to Colin Mortley and crew for sourcing the course.

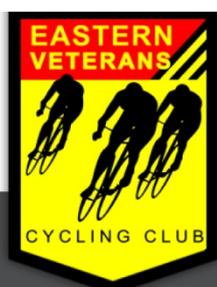
D Grade had five starters in the heat: Captain Col Mortley, Ken Allan, Rob Castellani, Ian Smith and myself. The orders from the captain were to stick together on the first lap (so he didn't get dropped!). So off we went and up the rise, and we worked as a

team, taking turns at the front for the whole lap. The course may be flat but it is exposed to the wind. We flew down Nine Mile Road but then we turned into the wind on Bunyip River Road. It was not comfortable at the front and we worked hard to keep our speed. We turned to complete the lap up Thirteen Mile Road and we were still all together.

Bell lap for us. It was stinking hot out there! Up the rise again and our pace increased and so did the heavy breathing. The speed had increased by a couple of km/h and things went a bit quiet out on the road. We couldn't see C Grade ahead of us or E Grade behind us. Thank goodness for the marshals on the corners to direct us! We belted down Nine Mile Road again (that was fun) but we knew the wind awaited on the turn. The group was still together and working well. We did shorter stints in the wind and as we were getting closer to the finish. A couple of kilometres before the final turn for home, Col dropped back. Ian was powering away at the front for a longer turn, then Ken and I chipped in a bit. Rob was lurking behind! I thought this was dangerous!

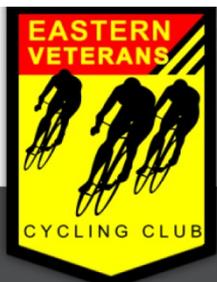
With less than a kilometre to go, we started to slow up and play funny buggers. Ian went to the front and we all jumped behind. Then Rob jumped out and Ken was on his wheel and I was a couple of lengths back. Ian had done his work and Rob took the honours on the line, followed by Ken and myself. We were a bit worried about Col and turned back to get him, but there he was, coming over the line safe and sound. D Grade all in, rubber side down!

Big shout out to all the marshals, first aid and volunteers in what must have been tough conditions for them as well. I think I was like everyone else and drank a truckload post race. Thanks all. Great course.



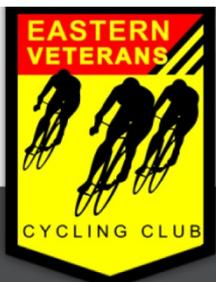


Graded scratch races at Dunlop Road, 18 November





All photos: Peter and Ben Morris



Croydon Cycleworks Summer Twilight Crit Series, 28 November

Grade	1st	2nd	3rd	4th
A Grade (14)	Richard Abel	Jean-Philippe Leclercq	Chris Hughson	Lawrence Lee
B Grade (19)	Shane Crowhurst	Boyd Williams	Grant Greenhalgh	Brad Thexton
C Grade (21)	Darryl Blanchett	Peter Gray	Bob Lewis	Rob Lackey
D Grade (11)	Geoff Mackay	Veronica Vandebroeck	Max Michelson	Colin Mortley
E Grade (4)	John C. Wilson	Andrew Rutherford	Mark Granland	--
Ride of the Night	Shane Crowhurst	Anthony van der Spek		

Wednesday criterium at the Loop, Kew, 29 November

Division	1st	2nd	3rd
Division 1 (13)	Jean-Philippe Leclercq	Chris Munro (CV)	Matt Arthur
Division 2 (15)	Craig Tucker	Chris Ellenby	Tom McDonough (N)
Division 3 (9)	Peter Gray	Michael Allen	Stephen Barnard
Division 4 (3)	Barry Rodgers	Barry Ellem	Shane Dwyer

Thanks to Keith Bowen, Barry Rodgers, Laurie Bohn and anyone else who helped out.

News, etc.

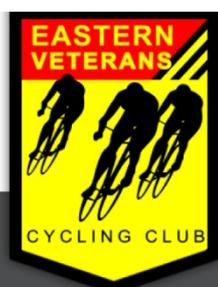
Eastern Vets

By Peter Gray

'Up' around the bend

Written by John Fogarty and performed by Creedence Clearwater Revival, this song title describes many places I passed through during my recent visit to the south-west of Western Australia. John is inviting the listener to meet at a distant country location to talk, listen and contemplate life. Similarly, the Indigenous Noongar Aboriginal people used the word 'up', meaning 'place of', as a suffix to describe the function the land performed. Examples:

- Nannup – stopping place; place of parrots
- Dwellingup – place of nearby water
- Wadjemup (Rottnest Island) – place across the water.





There are dozens of examples of 'up' dotted amongst traditional English place names, which might understandably drive the weary driver (or cyclist) around the bend, if not 'up' it.

So enough of the history lesson and I promise not to bore you to distraction (Yornup) by describing in endless detail my 10 days of countryside touring.

Café junkies

I had the pleasure of connecting 'up' with the WA Over 55s Cycling Club. They invited me to ride four half-day excursions with 30 of their 300-odd membership. A lovely bunch of people, some of whom rode Melbourne's Around the Bay ride. Together we visited many of the cafés in the district and sampled the local cuisine (muffins, scones, slices) and chatted endlessly (Yabberup) about bikes and tours etc.

The only way is 'up'

Located approximately 280 km from Perth, Nannup became the 'up'-town part of the Tour of Margaret River, (TOMR) a 3-day/4-stage Pro-Am bicycle race. The irony was that the race is not conducted anywhere near Margaret River. Organisers preferred to establish their headquarters at the crossroads of the Vasse and Brockman Highways.

The principal event is a graded teams points series, but there are a number of peripheral events conducted before and around the main one. The first stage was a 42 km, 6-rider team time trial, to establish grading for nearly 100 teams. That's about 600 riders if you hadn't already done the arithmetic. No TT bikes permitted.

The final day was particularly tough as stage 3, a road race, takes the participants from Nannup to Kirup (via Cundinup) arriving in Balingup some 70 km later. The gradient for the final 200 m was a staggering 20 per cent. I didn't attempt to emulate that one! If the undulating terrain wasn't enough to empty the legs, the organisers 'upped' the ante with a final stage, a 42 km TTT return in the afternoon. The event organisation was exceptional.

Someone to watch over me

After the TOMRs and the Over 55s had all departed, I had time to tour solo over many hundreds of miles. I think 'Froome', the god of cycling, was looking over me, as the weather and wind conditions were near perfect and suited my riding style (inabilities). The longest day in the saddle was 180 km, which I reckon is equivalent to 240 clicks on the flat. There are no big mountains to climb or deep rivers to cross, just an endless series of 'up'dulations to negotiate.

So that's my respite holiday in a nutshell. Oh! That's something you need to look out for on the road at all times: gumnuts and roos.

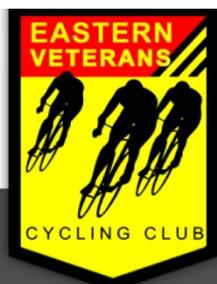
Just a point of common interest: WA is introducing the 1 metre cyclist passing rule on 30 November this year. Their slogan is, 'Might be a mate, make it a metre.'

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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