

Newsletter

10 March 2018



Duty Roster

Saturday 10 March, Casey Fields

Susan Williams (R), Laurie Gates,
Andrew Rutherford

Saturday 17 March, Dunlop Road

Mark Edwards (R), Ray Russo
(TC), David Brown (TC), Mark
Granland (TC), Ed Holmes, Paul
Anderson, Darren Rutherford,
Anthony Gullace, Jean-Philippe
Leclercq, Chris Ellenby, Ian
McGeoch, Steve Ross, Trevor
Mays, Greg Harvey, Paula
McGovern

*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 new hot-dog criterium circuit on Enterprise Drive, Rowville, made for a different style of racing on Saturday. It seems most grades were well broken apart by the short, fast and technical course – but many people seem to have enjoyed it! Nice work from Colin Mortley and the race committee. There's a good selection of race reports inside.

This week, at 2 pm Saturday, we're at Casey Fields, and next week at Dunlop Road – two old favourites. Put 1.30 pm on the Saturday after that, 24 March, in your calendar. That's when the flag drops on the VVCC Open 60 km handicap at Newham, hosted by Eastern Vets. If you needed any more reasons to ride, additional sponsorship from Croydon Cycleworks means there's \$2000 in prize money up for grabs. See the flyer over the page for more details, and get along to www.veterancycling.com.au to sign up.

In News etc. is more from Neil Cartledge about the Below the Belt Pedalthon, with a link so you can donate to cancer research in support of the EVCC team; and a call from Hylton Preece for some mates to join his Labour Day ride out Yea way.



C Grade was the biggest field at Enterprise Drive on Saturday. From left to right, Darryl Blanchett (4th), Brendan Wain (2nd), Craig Stannard (1st), Colin O'Brien (3rd), Rob Truscott (5th).

**Eastern Vets
Cycling Club in
partnership with
Croydon Cycleworks
presents the...**

60km OPEN HANDICAP at Newham

Saturday 24th March

Online entry: www.veterancycling.com.au
Entries close at midnight on Tuesday 20th March

Prizes from 1st to 10th

\$1st - \$500

2nd - \$250

3rd - \$200

4th - \$180

5th - \$150

6th - \$120

7th - \$100

8th - \$80

9th - \$70

10th - \$50

Fastest overall - \$250

First unplaced female - \$50

Race Start Time 1.30pm

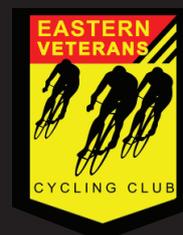
**Registration at Mechanics Hall
1292 Rochford Rd Newham**

Additional parking at Primary School

\$2000 in Prize Money + Trophies



www.croydoncycleworks.com.au



Proudly sponsored by www.croydoncycleworks.com.au

Graded scratch races, Enterprise Drive, 3 March

Grade	1st	2nd	3rd	4th	5th
A Grade (12)	Chris Hughson	Guy Green	Kevin King	--	--
B Grade (12)	Peter Webb	Dean Niclasen	Anthony Gullace	--	--
C Grade (23)	Craig Stannard	Brendan Wain	Colin O'Brien	Darryl Blanchett	Rob Truscott
D Grade (12)	Rob Castellani	Max Michelson	Dean Tune	--	--
E Grade (5)	Tony Lateo	John Eddy	Ron Stranks	--	--
F Grade (4)	Ray Watts	Jim Swainston	Clive Wright	--	--

B Grade (I)

By Peter Webb

Welcome to our new course at Rowville, a so-called 'hot dog' course, except we decided to make the southern end a neutral turn (a decision with which I don't agree).

B Grade had 12 riders and after the obligatory neutral lap, Dean Niclasen put the hammer down and away we went. The pace was really snappy and a few got caught out and were quickly dropped. The top corner was rather technical; with a good line and some early power you could go up a few metres, or get it wrong and you go backwards really quickly. Perry Peters did some long turns at the front but his damaged back wasn't letting him ride to his full potential. Dean was doing the bulk of the chasing and I tried to break the field with some savage attacks on the little rise before the northern turn. A few of us tried to get away, notably Dean, Rob Suter and Anthony Gullace.

Towards the finish a withering attack by Russell Wheelhouse stunned us into some fast accelerations to catch him, which we did. Next lap and Russel did it again; not funny, this is hurting. The bell rang and we settled into a fast but manageable pace. I sat behind Dean into the wind and waited until we turned at the northern end. Dean upped the pace out of the loop and we really started to go. As we turned left, he hit it

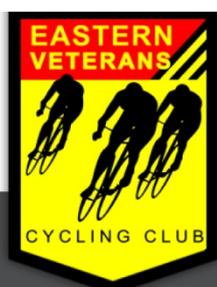
again, and with a nice tail wind blowing, I came off his wheel and pumped these little skinny legs as hard as they could go. Around the last turn it was just go as hard as you can (50 km/h) and hope no one can pass you all the way to the finish. Happy days: winner winner chicken dinner!

Thanks to my B Grade mates, who all raced safe and fast. And a big thanks to Colin Mortley for finding us a new course that isn't a million miles away.

Some Strava stats: maximum heart rate 192 bpm; maximum speed 50 km/h; average heart rate 172 bpm (wow); and over 1000 watts out of the corners (sometimes).



The B Grade podium. Webby needs a higher step.





B Grade (II)

By Rob Suter

A Mr Squiggle hot-dog circuit exactly 1 km around on a warm afternoon left many wanting. B and C Grades were reduced to a third of their starting numbers by the finish, dealing with two 180-degree turns and then two right-handers on each leg. I suspect the surface will be OK in the wet, being a good hot-mix surface, unlike concerns at Yarra Bend last week. It was problematical getting large bunches past each other, but all seemed to travel OK, and deal with that as gentlemen and ladies should.

The secret to survival was being able to continuously accelerate out of each hot-dog corner and get onto the wheel quickly, but without blowing oneself up. Getting a wheel close to the front was also ideal from the off, as there was little opportunity to move up, and I didn't want to have to waste energy jumping around dropped riders (hoping, of course, that I wouldn't end up as one of those leaving the ever widening gap!). Only the strongest wanted to do many laps on the front, and I noticed only Phil Cav as one who managed to get back on after being distanced. The other challenge the frequent corners and turns offered was getting somewhere to suck on the bidon, and I needed to do that often in the heat!

First or second around the last corner and an 80 m sprint up the slight rise to the line meant you were the winner. I was third on the corner by a distance, and finished 5th (I think). Webby kicked past Dean through the inside of the corner and rode away to record the win in B Grade, Dean had ridden as strongly as an ox for much of the race. Dean must have smaller wheels (or wheel settings on his computer) than me, because he always records a faster average: somewhere between 34 and 35 km/h for the 30 km in 50+ minutes. That means 60 hot-dog corners, folks!

C Grade

By Colin O'Brien

Not having raced a crit for four years until the past two weeks, Saturday's course was not one in which you could potter along at the rear and make up the occasional gap when required. With such a short out-and-back course on a very hot day and with 25+

laps, there was a sprint every time at the finish turnaround to make up the two to three bike lengths I found myself dropping at the rear of the field. I found it so hot that at 17 minutes I contemplated pulling out. I had already spent an hour in the sun pedalling around before the event. I'm not sure how I managed to finish the race, but it was hot and challenging.

Clearly, trying to break away from the field with a hot northerly beating down was out of the question. Not so for Craig Stannard, who did just that – which was just reward for his effort. The course does lend itself to a breakaway staying away – if you can make that gap. Position was everything in the last lap, and it was the only lap on which I was not at the rear of the diminishing field. The twists and turns of the course mean that unless you are near the front at the business end you might as well enjoy the hard bursts of speed as you play catch-up during the race.

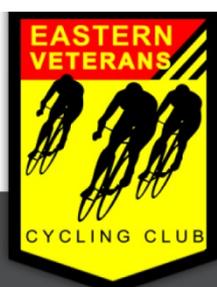
It's a good training course even if you don't place as high as you would like or expect.

D Grade

By Mike Joss

A new course and closer to the city, so bonus for me, hot day though so plenty of fluids called for. I must have left home earlier than usual because I got to Enterprise Drive well before opening time so had to go looking for shade – had a good old yarn with Jim Swainston about all the gun Tassie riders that we both knew – go for warm-up laps and only then saw how short and twisty the course was so decided I needed to be up the first three or four at all times.

Briefing and we're told race time will be around 50 mins and we're off for neutral lap, the first half of the race was a usual D Grade ride with no real attempt at a breakaway and close marking. I note that while a few guys have already gone out the back, a few others seem to be going real easy as they are having a chat. I'm having a funny ride as one minute my legs feel good and the next they are moaning at me. So not going bad but not going easy either. Around that time, Max Michelson comes past me and tells me to get moving, and quite rightly as well, but I find I'm having a bad moment with me legs so I just watch him go away and since nobody chases, Max does go away.





We go round another couple of laps, then Dean Tune and one other, sorry I can't remember the number, put the foot down and we go very close to pulling Max in. Another couple of laps and Rob Castellani joins Max out in front but they are not far. By this time I seem to have ridden me legs in a bit 'cause I'm enjoying all the bends on this course and I now see that there are only six of us left: Max and Rob out front, Dean Tune, Ken Allan, and sorry still can't remember his number, plus me, and we're starting to put the pace on and we come very close to picking up Max and Rob just before the big circle at the bottom of the course, but just after we go round the big circle B Grade comes past. They seem to slow a bit after they have gone past us, which causes some confusion in our ranks – can we pass them, will they speed up? That takes a couple of laps to sort itself out, but now we can see that Rob has left Max and is in front by himself.

I look at me clock, which says 45 minutes raced and I think, 5 minutes left, we'll catch them now. But at that precise moment I get told to be careful as E Grade is on the bell, and I'm not thinking 'cause I don't immediately realise that means we will get the bell at end of that particular lap, but that's what happened and we now have no chance to catch Max and Rob so we go round for a final time and sprint for 3rd place. I am in my customary position in these sprints, and that's out of position, so I don't get a look in as Dean and the guy whose number I can't remember, again my apologies here, duke it out.

Well done to Max, great ride, and also to Rob for a big effort, thanks to all the rest of the D Grade boys for a good safe ride.

Also thanks to all the officials.

F Grade

By Jim Swainston

Great to get a dry day even though it was on the warm side. No coffees at the Boathouse! I had a couple of skin grafts two weeks ago and then I strained my tummy muscles early in the week, so I pleaded my case to Peter, who gave me an outing in F Grade. Just as well – we were pretty light on as Rod had been a bit unwell and retired to the shade early on. The circuit was anything but boring as you

had to keep thinking all the time. Our group were happy with the quicker groups' treatment as they gave us plenty of warning of their overtaking.

Clive Wright, Ray Watts and myself swapped turns for the duration and were kept entertained by the attrition happening in B and D Grades. It soon showed up the people who liked a steady rhythm (mostly the climbers) as opposed to those who liked bouncing out of corners. It was like a small version of Casey Fields as you could keep track of everyone's fortunes.

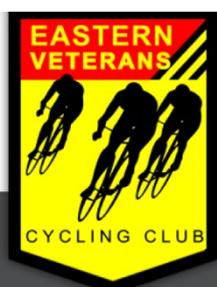
I did the turn of pace from the bell and stepped it up a bit but my clicking up a couple of cogs coming to the last corner got Ray excited. He jumped well into the corner, opened a couple of lengths break, and held it to the line. He must have bounced Clive off the wheel as he didn't come by me. It was good to see Ray have a dip as he has copped some hidings in the last few months.

The locality of the course was very good but that last corner is a test for A Grade, as demonstrated by J-P, who wanted to go around the corner but his back wheel wasn't so keen! A couple of our members managed to get a tour through the magnificent Stamford Mansion, which is almost restored. A true landmark.

Thanks to all.



Jim, Ray and Clive grace the F Grade podium.



Croydon Cycleworks Summer Twilight Crit Series, METEC, 6 March

Grade	1st	2nd	3rd	4th
A Grade (12)	Richard Abel	Chris Hughson	Jean-Philippe Leclercq	David Pyne
B Grade (9)	Darren Woolhouse	Damien Toohey	Dean Niclasen	Rob Amos
C Grade (16)	Matt Clarke	Max Kornhofer	Chris Beard	Andrew Wedderburn
D Grade (14)	Geoff Mackay	David Brown	Rob Castellani	Peter Brann
E Grade (4)	Leon Bishop	Harry Hibgame	Phil Johns	--

Wednesday criterium, the Loop, Yarra Boulevard, 7 March

Division	1st	2nd	3rd
Division 1 (11)	Chris Munro (CV)	Mark Reynolds	D. Younger (N)
Division 2 (13)	Dean Niclasen	John Williams	Russell Wheelhouse
Division 3 (10)	Stephanie Coulson	Simon Bol (N)	Neil Cartledge
Division 4 (1)	Susan Williams	--	--

Thanks to referee Keith Bowen and the usual cast of helpers. Wednesday riders continued with their history of supporting worthy causes by generously forgoing prize money and donating it to Neil Cartledge's team in the Below the Belt Pedalthon (see News etc.)

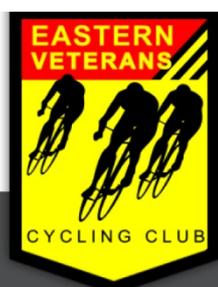
News etc.

'Below the belt' cancers

From Neil Cartledge

On Sunday 18 March at Sandown Racecourse there is a fundraising event called Below the Belt Pedalthon to raise money for research into testicular, prostate, bladder and kidney cancers.

EVCC members have formed a team, which will consist of Peter Mackie, Dave McCormack, Rob Lackey and Neil Cartledge. Teams will compete to ride the greatest number of laps in three hours. Entry fees go to fund clinical trials research. We encourage you to also donate to this worthwhile fundraiser. These particular cancers are common in men as they age; and the more active you are, the longer you are likely to live and the more likely, therefore, to contract one of these cancers. You are potentially helping yourself by finding cures and treatments. You can donate in support of the Eastern Vets team by clicking www.mycause.com.au/page/171115/eastern-vets and selecting 'Donate' on the right-hand side.





The team has been allocated a garage in pit lane. Members and friends are encouraged to visit Sandown on Sunday 18 March, anytime between 7 am and beyond midday, to encourage the four riders from the club. You could make it part of your Sunday ride and finish with a coffee or lunch, available at the venue. The race starts at 8 am and goes for 3 hours, and there will be a three-lap crit race for one member of each team shortly after the end of the TT – if they are up to it!

It is not too late to enter if you would like to form your own team. It is for road and other bikes only, no TT bikes or tri bars are permitted. If you don't have a team, simply register as an individual or a pair. Teams can be formed closer to the event. The choice is yours! There is a family challenge for two adults and two children (under 16 ride free) over 1 hour.

For more information, click this link: www.mycause.com.au/events/belowthebeltpedalthonmelbourne.

Labour Day ride

Hylton Preece is looking to get a group together to ride the rail trail from Yea to Tallarook and back on the Labour Day holiday, next Monday 12 March – weather permitting, i.e. not too hot (over 33 degrees) or too wet (rain predicted).

It is a round trip of about 76 km on a largely flat rail trail and would suit any type of bike – mountain, CX or road bike – but is probably more suited to a CX or road bike. Nick Hainal and Hylton did it last year and Nick rode his road bike while Hylton rode a CX bike and had no dramas at all with the trail surface.

Hylton is looking to start riding from Yea at around 9 am with a coffee/lunch stop at Tallarook, and reckons you should plan on about 4 to 5 hours of riding.

Given the vagaries of the weather, the call on whether to go ahead will be made at this Saturday's race at Casey Fields.

Track bike for sale

- DEVER 3R TRACK BIKE \$1200
- Used four times indoors
- Alloy frame, DEVER carbon composite fork
- Carbon bars
- 3R alloy track 30 mm deep wheelset
- San Marco Blaze saddle
- Padded tape on bars
- Not included: pedals and bike computer

A quality, super light, fast bike, **make an offer**.
Pick up at Richmond or I can bring it to a crit.

Susan Williams 0412 787 785,
susan.williams@netspace.net.au





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.

Sponsors



AUTOMOTIVE ENGINE SHOP

