

# Newsletter



## Duty Roster

### Saturday 19 May, Gruyere

Tony Curulli (R), Graham Cadd (TC), Ray Watts (TC), Juanita Cadd (TC), Rob Castellani, Brendan Wain, Chris Joy, John Pritchard, Brad Thexton, Dean Tune, Pat Ruys

### Saturday 26 May, Seymour

TBA (R), Neil Cartledge (TC), Russell Newnham, Darren Woolhouse, Alex Randall, Russell Wheelhouse, Stefan Goring, Gavin Plummer, 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](mailto:tiptop2@optusnet.com.au)*

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The four-race Toughen Up series, sponsored by Toy Bricks in Bayswater, got off to a successful start last Saturday with a round of graded scratch races at Yarra Glen. Nearly 60 riders braved the up-and-down kermesse course, and most would agree it was a little easier with a tailwind up Glenview Road – easier, but still tough. Results and reports are inside.

This Saturday 19 May we 'Toughen Up' again on another kermesse course at Gruyere. Racing begins at 2 pm and the registration desk will close at 1.45 pm at the recreation reserve, cnr Killara Road and Cahillton Road. Park at the reserve or around in Cahillton Road heading south. Or ride there, of course! And don't forget your tail light.

The following Saturday 26 May it's a handicap at Seymour. Note that entries (via TeamApp) close at 5 pm on Wednesday 23 May.



Delightful Gruyere awaits us this Saturday. Photo: Nick Tapp





## Letter from the President

Greetings members,

I just want to update you on a few matters from last week's committee meeting.

Your committee discussed the accidents that occurred at Enterprise Drive, Rowville, on 28 April and also the merits of continuing to race at Enterprise Drive or not. The three incidents that occurred on the 28th were a result of rider error and not the fault of the course. In two of the accidents, the rider who erred also took out other, innocent riders. However, it has been acknowledged that the course is quite/very technical, and members have differing views as to whether this venue is safe or not, with a 50/50 split. We also acknowledge and understand that this is a part of racing, that it's impossible to predict if and when a fall might happen, and that falls do occur in the safest of venues as well.

As we have no further races scheduled back at Enterprise Drive this year, the committee decided to park whether we continue to race there, and the race committee will revisit it later in the year when we start planning the 2018–19 summer race calendar.

We also want to reinforce that all riders have a duty of care to 'self-police' themselves during a race. If there is any doubt about your ability to make sound decisions during a race, you are expected to self-police your actions. If you aren't feeling well, you must exercise a duty of care, not only to yourself but to all other riders, and take yourself out of the race and not re-enter the course. Your committee have agreed to ensure the enforcement of this duty of care, and more formal consequences (for example, suspension) may apply in the future.

It has also been decided that, effective immediately, any rider seriously injured will be required to provide the club with a medical certificate stating they are fit to race. The definition of 'serious' is still being clarified; however, if you have been hospitalised or laid off riding for more than a few weeks, that is considered serious. Please ensure you produce this without having to be asked. Once again you have a duty of care to do so, for your own welfare and that of your fellow members.

Can all members, not just those on duty, please pitch in to assist with packing the trailer after racing on Saturdays. Pete Gray is there to supervise. Many hands make light work, guys.

Finally, a call for help please to all members: we need more Traffic Controllers. Please discuss with Andrew Buchanan or Mark Edwards if you might be interested.

See you all out at Gruyere on Saturday – are you tough enough?

Cheers,  
Adam





## Graded scratch races, Yarra Glen, 12 May

Grade	1st	2nd	3rd	4th
A Grade (17)	Phil Smith	David Holt	Richard Abel	Guy Green
B Grade (12)	Gavin Plummer	Mark Edwards	Peter Webb	--
C Grade (17)	Tim Crowe	Sam Bruzzese	Dean Tune	Rob Lackey
D Grade (6)	Anthony Van der Spek	David Brown	Neil Cartledge	--
E Grade (7)	Harry Hibgame	John Eddy	Colin Mortley	--

### B Grade (I)

By Mark Edwards

I loved the long summer of flat track crits. I'm not keen on hills. The first race of the #TBTU series at Yarra Glen would test my toughness. Since the last race I tapered too much and got dropped midweek at the Loop. Welcome to winter.

With serial pests Pete Morris marshalling, Chris Ellenby up where he belongs, Nick Tapp in off mode and TU sponsor big Dean Niclasen doing secret training in the Dolomites, some of the meanest bullies were out. That left a keen field with a few bums I didn't know, a few I knew too well, and Webby's I could hear but couldn't see.


A neutral warm-up and it's on. A stiff tail breeze up the climb. Sweet. The long down, I had to roll to the front or feather the brakes. I have a quick bike, an S5 with Aeolus wheels. Rule 65: drop 86 kegs on it, point it downhill and hang on! Hmm ... Could I use that somehow?

We played the first few laps on shuffle, a bit of tempo for the old-timers, some favourites, some classics, nothing way out there. No one wanted to attack. Someone went up once pretty quick, maybe as a softener. It shook a few off but it wasn't so hard for most of us to follow. Twelve laps is a lot and many were out for a long autumn roll and a sprint, perhaps waiting until lap 9 or 10. I dunno. The early excitement was Walter's new trick when he called a flat, then sped up to see if he could beat it back to the car for a switch.

I got restless. I knew I couldn't duke out a sprint so I thought to make it interesting. Maybe shake a few more off, maybe get a few away, anything but a long victory preamble for the sprinters. Maybe attack, fall back, go again, generally be annoying? I can do that. I slunk near the front, hid until just before the crest, then stomped. It's no good going happy hard, you gotta go misery hard. If you want to know the answer, you have to ask the question. Usually the bunch sniggers away, there he goes again, lets me dangle and suffer, then hauls me in, mostly dropping me in the process. This time young Gavin P. was loitering behind, noticed me drop a few cogs and thought, 'I might sit on this and see what happens'. I went full gas, free at last, till I turned to survey the damage. I saw one calm face, just sat there. A nod, an elbow flick and we're free flying.

Here we get into the legend of Gavin. Webby had confided early that Gavin was 'looking strong'. He's a jet or, better, a jet pilot. I love to X-Plane on my Mac. I'm way good if you don't count the crash and burns. Gavin is for real. So, including the break, we had a lot in common. We just had to decide who was the Captain and First Officer. I haven't got a uniform so I defer. Gavin takes us up to cruising speed and we level off, echeloning, swapping and rubbernecking to see who is where. Can you see them? He tells me I went too early, we don't have enough fuel to do the five laps full gas. I hadn't thought of that. It wasn't supposed to stick the first time, who knew they would sit up and cruelly watch?





I whined like an A380 full of pommy tourists: 'I've got nothing left.' Gavin said he didn't have anything, either, but he had a lot more of nothing than me. I volunteered if we made it he could salute as he'd be doing the most. Strava says the lap we escaped was my best ever, after that they got slower and slower until I was willing the bunch to catch so I could give in. A gone wrong Charlie Dore was looping: 'Pilot of the highway, here is my request ... people say I look weary ... but that's just the company I keep ...' On the penultimate climb Gavin jettisoned my dead weight, got clearance and cruised in to a well-deserved win. I limped in for 2nd, curious where the bunch had disappeared. I found out later they had to stop and wait for a C Grade fall. Taking up the #AYTE? challenge, Webby and Tappy went mano a mano to lead the rest to the tape and proved crane drivers are tougher than editors, this time at least.

Thanks to all. Another great day out. I'm off with the gorgeous H. to France for a bit, seeing how far we can torture their language and stretch the retirement budget, the old legs (me, panniers x 6; her, x 0), the gut and the relationship. Happy racing.

## **B Grade (II)**

**By Peter Webb**

Yarra Glen was going to be tough, especially for the heavier riders, with the strong southerly giving an advantage to the lighter riders by blowing them up the hill, a bit like autumn leaves. And if you can find someone to hide behind into the wind, then life is good. B Grade was its usual mix of riders, big, small, old and new.

Our first laps were pretty uneventful except for poor Walter Savini, who had a puncture and withdrew. Dave McCormack was pushing hard on the downhill and along the finishing straight. About lap four or five I decided to up the pace on the hill to try and put some riders into the hurt box; this worked, with a few getting dropped. Gavin Plummer was looking very comfortable and not sticking his nose into the wind but following every attack.

I think it was on lap six that Mark Edwards did one of his hard attacks up the hill. I chased him down and Mark dropped back into the group while I

stayed on the front. Next minute, Mark came flying past again, but this time Gavin was hard on his tail, the two of them establishing a significant gap. Martin Peeters and I were swapping turns in an attempt to close the gap but it took some harsh words from me to get the rest of the group to join in and help. I intimated that the two oldest blokes should not be doing the majority of the work.

Mark and Gavin were quite a long distance away and we weren't gaining much ground. With a lap and a half to go we had to stop on the hill because two fallen riders from C Grade were still lying on the road and we needed to call for first aid. Peter Mackie went back to get Kevin (first aid) to attend the scene.

After we started again, we decided to race on for 3rd place. Peter Mackie rejoined us at the start/finish line and the last lap began. Things remained fairly easy up the hill; the action wasn't going to ramp up until we got onto the finishing straight. With a strong headwind blowing, timing was going to be critical. John Blyth led down towards the line and Nick Tapp and myself were more than happy to leave him there. With about 120 metres to go, Nick decided to sprint and I was right behind him. I waited as long as I possibly could and pulled out of Nick's slipstream with about 50 metres to go, just managing to pip him on the line.

A great race with no incidents and a very impressive 1st and 2nd to Gavin and Mark. Thanks to all the officials and volunteers for your great work on a cold and windy day.

## **C Grade**

**By Dean Tune**

After a gentle roll out to the start/finish line, things didn't really fire up until we made the turn to take on the climb for the first time. Adam Dymond came to the front for a brief stint and then a number of the lighter guys moved to the front and pushed in to the hill. It was at this point that I realised pretty quickly that if I was going to survive this race, I could never fall too far from the front and would need to hold onto any wheel going past for as long as I could.





It was pretty obvious though from the first couple of times up the hill that at some point Sam Bruzese would get away; it would just be a case of when, and who could go with him up the hill. I think it was about the fourth (maybe fifth) time up the hill that Sam went, and the only person who could go with him was Tim Crowe. The rest of us never saw them again.

Rob Lackey did make a valiant effort to try and get across to them later, but ended up being reeled in by the main group on our final climb up the hill. Just as we picked Rob up and I was jumping on Kym Petersen's wheel (again), I heard the unfortunate yells and bangs from behind that indicated someone was down. The incident basically neutralised the rest of the final climb, but as we turned into King Street for the last time racing was back in full swing.

As we turned into Yarraview Road, what was left of the main group (about five or six of us, I think)

were racing for 3rd and 4th. I found myself at the front but, not willing to pull everyone else to the line, I decided to sit up. With no-one else willing to come to the front, it became a relatively gentle roll towards the finish line and a game of tactics as to who would be the first to sprint. Added to the tactical mix was a D Grade rider looming in front of us and a car pulling onto the road near the finish line on the other side of the road.

Ever the impatient one, I went first from the front of the group about 200 metres from home and as Rob began to loom up on my right-hand side, I began to think I'd gone too soon. Fortunately, the finish line appeared on the road and I'd managed to hold Rob off by the proverbial bee's ...

Thanks for a great race, everyone. Bob, I hope you've recovered OK, and special thanks to Kym, who dragged me up that climb for most of the second half of the race (not that I think she wanted to).

### Wednesday criterium at the Loop, Yarra Boulevard, 16 May

Division	1st	2nd	3rd
Division 1a (6)	David Holt	Fraser Short (N)	Chris Munro (CV)
Division 1b (14)	Chris Ellenby	Nick Gibson	Glenn Wright
Division 2 (5)	John Williams	Richard Dobson	Stephanie Coulson
Division 3 (6)	Mick Dewdney	Ken Allan	Davina Calhaem
Division 4 (2)	Barry Rodgers	Michael Waterfield	--

Thanks to referee Steve Barnard, Keith Bowen and the usual band of helpers.







## 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](http://www.northerncycling.com).

## Sponsors

