

Newsletter

17 November 2018



Duty Roster

Saturday 17 November, Dunlop Road

Richard Dobson (R), David Brown (TC), John MacLeod (TC), John Eddy, Graham Haines, Rob Castellani, Greg Harvey, Richard Harvey, John Pritchard, Kevin Mills, Peter Morris, Tony Lateo, Phil Cavaleri, Andre Weber

Saturday 24 November, Yarra Glen

Tony Curulli (R), Ken Saxton (TC), Walter Savini (TC), Dale Walton, Pat Ruys, Glenn Newnham, Brad Thexton, Rob Amos, Brendan Wain

If rostered for duty, you must be there at least 1 hour prior to start time. If unable to do your duty, it's your responsibility to find a replacement, then advise Andrew Buchanan, tip2@optusnet.com.au.

Editor: Nick Tapp
nick.tapp@detail-ed.com.au

We raced at the Loop, on Yarra Boulevard in Kew, on Saturday. Numbers were healthy and the weather was kind. Results and race reports are inside.

Results of Tuesday evening's racing in the Croydon Cycleworks Summer Twilight Crit Series at METEC are also inside. There was no racing at the Loop on Wednesday – the track was wet and the rain kept coming down.

This Saturday we are at Dunlop Road, Mulgrave, for graded scratch races. B, D and F Grades will start at 1.30 pm (entries close 1.15 pm) and A, C and E Grades will start at 3 pm (entries close at 1.45 pm). All entries via TeamApp close at 1.15 pm. Don't forget your (fully charged) tail light. Please note also that the race entry fee at Dunlop Road is \$12. This includes \$2 to cover the hire of a portable toilet, which is a requirement of our permit.

Best of luck to all those Eastern CC members competing in the VCV State Road Race Championships at Lake Learmonth on Sunday!

And the annual Awards Night starts at 7 pm on Saturday with guest speaker Matt Keenan. I hope you have your ticket. If you're going, have a great night!



Riders under starter's orders at the Loop, Yarra Boulevard, on Saturday. Photo: Peter Gray



From the Race Committee

On Sunday 16 December at 9 am we will race at [Rocco Drive, Scoresby](#). This is a new circuit for Eastern Cycling Club, one that is centrally located for most members.

It is very similar to the Loop at Yarra Boulevard in Kew. It is a triangular circuit, approximately 1.1 km in length. It has a wide sweeping bend at the bottom end and a bit of a hill at the top, where the start/finish line is located. There is ample parking. The road surface is very good and is wide with no through traffic.

We are trialling this circuit (in lieu of Enterprise Drive) on Sunday morning because there is a car sales yard that is open between 10 am and 4.30 pm on Saturday, with a lot of vehicle traffic. There is a gym and yoga centre that runs an 8 am class on Sunday for about a dozen attendees (at last inspection), which may have a minor impact. We will be notifying the gym well in advance so that they can advise their members to park on the opposite side of the road.

The Race Committee encourages all members to try this circuit out on 16 December and give us your feedback – both on the circuit itself and on the idea of an occasional Sunday race. If we have sufficient numbers attending and the response is positive, then this circuit can be scheduled again in the new year.

Graded scratch races, Yarra Boulevard, 10 November

Grade	1st	2nd	3rd
A Grade (16)	Jean-Philippe Leclercq	Scott Riddell (N)	Phil Smith
B Grade (11)	Grant Farr	Nick Tapp	Craig Oliver
C Grade (15)	Adam Hinds	Ian Smith	Ross Bowlby
D Grade (9)	Peter Gray	Rob Castellani	Ken Allan
E Grade (7)	Laurie Bohn	Barry Rodgers	John Eddy

A Grade

By Jean-Philippe Leclercq

I was looking forward to this race, the Loop is always good. It was a nice day, could not miss this one. Warm up with a few guys to feel the circuit, the other riders and my legs.

Race was starting, I stayed towards the back at the beginning, and then could not stop myself to jump towards the front to test my legs and the others' reaction, was a good test, back in the bunch. From there, I could see some attacks and good drives from many riders, was good to see some firing actions from other riders. After about

20 minutes, I made a move with Scott Riddell. We had a little gap and decided to commit. We were rolling well, and the gap gradually increased. In the last 5 minutes, considering Scott is a better sprinter than me, I decided to attack him. But this did not work. From there we slowed down a little bit, and then, guess what, Phil Smith arrives!

We were now three riders in the break, two laps were remaining (bad timing, Phil). In the last lap, Phil tried to break away but I got on his wheel (sorry, Phil). On the last corner before the hill sprint, it was Phil, me and Scott. I took a sharp angle on the corner, started my sprint and hoped for the best, got it and happy.





J-P (left) and Scott Riddell from Northern. Photo: Peter Gray

Recovery was at the boathouse for a coffee and carrot cake with the lads, was good to talk about anything and everything, good people there.

Note: Special mention of Phil Smith, no idea how he managed to come back on his own to Scott and myself, there was a 30-second gap. Glenn had a bad day, but made up for it the following race at METEC on Tuesday with 3rd place.

B Grade

By John Williams

What a testing course this is. The sharp, off-camber left-hander at the start needs practice even for good bike handlers, and is followed by a testing little hill up to the finish line. It's a fair hill. Sprinters can just about power up it and climbers can do their thing, but after 30 repeats, with an 80-second recovery, everyone finds it a bit of a

struggle. (If anyone disagrees, please see the handicapper and request promotion to a higher grade.)

The 80-second recovery is not passive recovery. If you dropped a couple of bike lengths on the climb, you are working damn hard over the top and down the hill to get back on. Here is where the big guys like to use gravity to their advantage and attempt to gap the field, adding further to the strife of stragglers. Then you hit the false flat, which I am sure has a treacle coating, before lining up for the U-turn. Repeat 30-plus times.

B Grade lined up with the usual heavy hitters: Ellenby, Tapp, Farr, and Dodgy Savini, supplemented by Dave Richards and Craig Oliver making a rare appearance. Add to that the in-form Rocket Rob Suter, and the rapidly returning-to-form Pete Morris, and the rest of the field are asking ourselves, how long until we're dropped?

The early pace was solid enough to deter any serious breaks. After eight laps we were hovering around the 36.5 km/h average. Dave Richards was doing a heap of work at the front, with Nick Tapp, while Dodgy Walter, Grant Farr and Rob Suter each had breakaway attempts that soon left them sitting afront the pack.

Local knowledge is invaluable. Wednesday morning regulars know that at 36 km/h average, no B Grader is going to make a breakaway stick. The bottom corner was also interesting. I started backing off three or four bike lengths before the corner if I was following a non-Loop-regular, as I was easily picking this distance up on the turn. Most amusing of all was Walter's respect for the hill. Several times he took off from the bottom corner, dancing on his pedals up two-thirds of the hill before dying in the arse and sitting up. 'Hope I get him to lead me out on the last lap', thinks I.

Although the pressure was unrelenting, the pace dropped as the race wore on, and I started to believe I might finish with the pack. With two to go, Rocket Rob took off in a courageous (to quote Sir Humphrey Appleby) bid for glory. Sitting 3rd wheel, I urged the club's major sponsor to chase him down, but Sanchez showed little interest. On the bell Grant Farr hit with an Ellenby-style attack, and was away before anyone could respond.





Great move! Anyone game enough to chase him was only going to drag the rest of the pack with them. Even if they caught Grant (or Rob), they would be well and truly punished in the sprint.

By now Rob must be suffering big-time. Dave kept the pace solid and led the pack down the back before Pete Morris slipped past to lead the chasers through the corner.

Nick Tapp exploded out of the corner, with me hot on his tail. I passed Dave, and as the line was approaching I drew alongside Pete and Rob, when a flash on my left saw Craig Oliver pass us all for 3rd. By this time Grant was already warming down and Nick had claimed 2nd. I was amazed that Walter hadn't come past, but apparently after his earlier efforts on the hill he had decided you can't sprint the entire length of the hill and was left flat-footed when we all took off out of the corner.

Big thanks to ref. Mark Edwards – well done for a clean sheet – and of course to all the other helpers.

D Grade

By Peter Gray

With a couple of recent Wednesday morning wins at the Loop under my belt, not to mention a couple of rolls of accumulating winter fat, I was wondering if the handicapper might think 'This one's ready for the market (or a retirement plan)'. PAM (Peter Mackie, our handicapper) was away. The C Grade list just looked too daunting. Could I sneak under the radar?

Many of the D Grade bunch are Wednesday regulars, so I figured there weren't going to be too many surprises during this race. Everyone was well aware of the commitment one has to make to maintain a breakaway, given the repetitive terrain of this circuit.

So off went D Grade on the call of race referee Mark Edwards, leaving this little 'ADD' bunny daydreaming in the briefing area. Oops, lucky we have a neutral lap!

The first dozen laps were fairly sedentary with no significant surges or breakaway attempts. With Colin Mortley in good form, I'd decided he was one to keep a close eye on today. Greg Harvey

took on a large proportion of the work. This bloke can drive the bunch from the front, lap after lap after lap, and never complain. Greg was relieved from time to time by Ken Allan and Neil Cartledge, those three pretty much doing the lion's share.

Nick Hainal launched a couple of surges 'on the summit' as the race progressed but thankfully our pace eased regularly as the higher grades were overtaking. To me, Colin was conspicuous by his absence at the front, and I expected him to try an inconspicuous roll-off nearing the race's pointy end. Also Rob Castellani seemed to be responding effortlessly to the 'on and off' pace.

The 'two laps to go' warning from ref. Edwards came at an awkward time due to a hovering B Grade preparing to overtake. They passed us, but were only 100 metres ahead when the bell sounded for our final lap. In the meantime, Ken made his jump for freedom on the climb preceding the bell, opening up a gap of 50m. Nobody went after him and I recall thinking, 'Well, that's 1st place gone'.

Greg led the pursuants down the descent on the final lap, with Neil following a length or two behind and me patiently waiting on his wheel for a tow.

The truck didn't come! Through the dip and onto the flat. Ahead I could see Ken, who seemed to have extended his lead. The 'hairpin' corner was rapidly approaching and I wanted to be first chaser around it. Time to swap Neil's wheel for Greg's, but I had no time for drafting now.

Must have taken the corner at about 30 klicks – very, very wide. At this point, it appeared I'd have to be content with a 2nd place, but Ken was slowing behind the remnant B Graders, and I was accelerating. The catch was made just before the 'dog leg' and I felt justified in sitting up to rest my weary legs on the way to the line.

Not to be. With about 20 metres to go, Castellani made a surge on the outside to try to 'Rob' me of victory. Out of the seat again, Pete. Whew! That was close. Just a wheel in it.

A big thanks as usual to all officials and marshals, including assistant handicapper Shelly (is there anything this woman can't do?) and Susan (show me your money) Williams.



Croydon Cycleworks Summer Twilight Crit Series, METEC, 13 November

Grade	1st	2nd	3rd	4th
A Grade (13)	Jean-Philippe Leclercq	Lawrence Lee	Glenn Newnham	Steve Ross
B Grade (9)	Walter Savini	Craig Oliver	Doug Reynolds	Dave Richards
C Grade (11)	Sam Bruzese	Franc Tomsic	Chris Joy	Bob Lewis
D Grade (8)	Colin Mortley	Neil Cartledge	Peter Brann	Murray Howlett
E Grade (7)	Michael Muscat	Ed Holmes	Leon Bishop	--

News etc.

Tour de Cure

In May 2019, on the third anniversary of my breast cancer diagnosis, I will be riding from Sydney to Geelong – a mere 1275 km – over eight days as part of the Tour de Cure team. The tour raises money to find a cure for cancer and promotes a healthy lifestyle among the communities we visit en route. Each participant in the tour must raise a minimum of \$11,000.

We all know that research is the key to beating this beast, so this is why I want to do my bit. It's one thing for my generation to deal with cancer, but I worry about the next generation and am determined that, by helping to fund research and clinical trials, they will make huge progress in the next few years.

You can help too – by sponsoring me!

Sponsor me for 5 cents per kilometre = Rounded up to \$60.00

OR

10 cents per kilometre = Rounded up to \$120.00

Click on this link to donate: <https://tourdecure.com.au/profile/?memberId=87580&tourId=1018>.



Susan Williams





National Road Champs, Sunday 6 January 2019: Ride from Ballan to Buninyong

For the last five years a small group of Vets have met up at Ballan Station (70 minutes drive from Camberwell) to ride 35 km to the Nationals at Buninyong, and then make the return trip after the events have concluded. This has proved to be a fantastic ride, and provides the following benefits:

- No parking problems – plenty of space at Ballan Station, just a few minutes off the Western Freeway
- Get to see the Nationals *and* get your own ride in (just under 70 km return)
- Leisurely start – no need to be up at sparrow's. Leave Melbourne around 7.15 am for an 8.30 depart from Ballan. That will get us to Buninyong in time for breakfast near the finish line before the halfway mark of the women's race. We then watch the entire men's race on the hill and the big screen
- Safe, low-traffic ride through attractive 'undulating' countryside.

If you are interested, let me know at John.Williams@jhw.com.au or 0419 713 087. If we have enough numbers, Col Mortley and Mark Edwards have agreed to take the tent and barbecue.

John Williams

Social notes

Buninyong tent, National Road Champs 2019

More on Buninyong as we get a bit closer (and see above re: riding from Ballan Station with John Williams et al.) Col Mortley has kindly offered to set up again with a bit of help with the transport.

Thanks to all.

Mark & Helen Edwards markedwardsmac@gmail.com

Future events

Eastern CC events

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 until 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 ECC 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 CC events

For details, go to <http://northernbicycling.com.au>. Please note that Northern has a new start time of 10 am for road races. Start time for criterium races at National Boulevard remains unchanged at 9 am.





VCV events

Scroll down to see a flyer for details of the Geelong and Surf Coast Women's Handicap (supported by men's scratch races) on 2 December.

CAMS 2019, Adelaide, 12–17 January 2019

You are welcomed as an interstate rider to this important AVCC/SAMCA event.

What's new?

- A Sprint, Hill Climb and KOM on Willunga Hill (just like TDU)
- You can enter five events: Criterium, Sprint, Road Race, Time Trial and Hill Climb
- Aggregate Mens/Womens trophy with 2nd and 3rd being recognised

Here's what we are offering

- Saturday 12 January: Graded Criteriums at Victoria Park Crit Track followed by Sprints, both using Mylaps timing (\$5 hire covers both events)
- Sunday 13 January: Graded Road Race at McLaren Flat with KOM on Willunga Hill – just like TDU – using Orion timing (\$5 hire)
- Monday 14 January: Individual Time Trial at McLaren Flat using Orion timing (\$5 hire)
- Thursday 17 January: 6 km Hill Climb along Old Mt Barker Bike Track using Mylaps timing (\$5 hire)

We have deliberately kept the transponder hire as low as possible.

The events are being run as close to the city as possible and finished in time for you to get to the TDU.

Road Race and Time Trial are in the McLaren Vale premium wine district in beautiful countryside.

Photos of you racing and on the podium, with results, will be posted on the website that day.

We are asking our riders if they would be willing to host a fellow cyclist from interstate. If you are interested, please contact me: rfreak@bigpond.com.

The usual attractive prize money, recognising more riders in bigger fields; giveaways; incentives for being there at presentations.

We look forward to having some of the best Masters/Vets cycling in Australia. You have to experience the fantastic hype around the TDU to believe it!

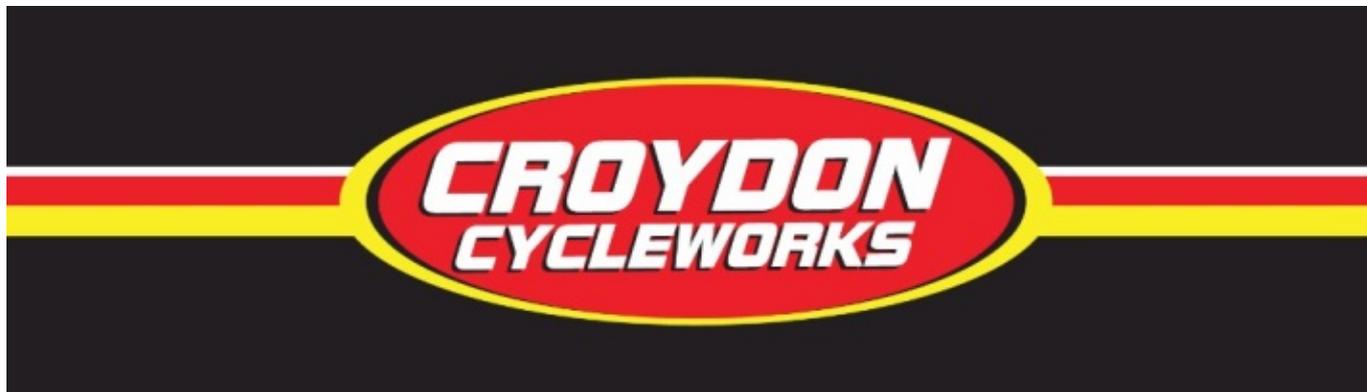
Nominations for CAMS events are now live on the SAMCA website: <https://www.samc.org.au/cams/>.

Robert Freak – CAMS Race Director, on behalf of the CAMS committee





Sponsors



WOMEN'S HANDICAP RACE

SUNDAY 2ND OF DECEMBER 2018 10AM

GSCC CLUB ROOMS, HENDY MAIN AND
GRASSDALE ROAD

MEN'S SCRATCH RACES 9:30AM



GEELONG & SURF COAST CYCLING CLUB INC



VETERAN CYCLING Victoria

TROPHIES

PRIZE MONEY

51.6 KM

<https://ridewithgps.com/routes/28628201>

AFTER RACE BBQ

ONLINE ENTRY ONLY: \$20 FOR WOMEN'S RACE

<http://www.veterancycling.com.au/>

MALE SCRATCH RACES: EMAIL GSCC AT

daverobbo@hotmail.com NO LATER THAN

30th NOVEMBER 6PM: \$15



simply
helping

In-home Care & Support Service