

# Newsletter

15 July 2017



## Duty Roster

### Saturday 15 July, Arthurs Creek

Tony Curulli (R), Ken Saxton (TC), Nick Hainal (TC), Laurie Gates, Colin Doherty, Harry Hibgame, Ed Holmes, Margaret Noonan, Mark McGillivray, Andrew Rutherford, Roy Clark

### Saturday 22 July, Yarra Glen

Richard Dobson (R), Juanita Stumbles (TC), Colin Mortley (TC), Lawrence Lee, David McIndoe, Darren Rutherford, Anthony Gullace, Kevin Mills, Michael Muscat, Darren Woolhouse

*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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Round 2 of the Tour de Metro at National Boulevard last Sunday saw our Northern brethren again outnumbered but fighting hard. For the second week running, Eastern won the day on points, by 95 points to 84, and after two rounds leads Northern by 205 points to 148. Results and reports are inside.

Round 3 this week is at our regular time of 2 pm Saturday, and on one of our regular courses at Arthurs Creek. Again, every rider will be needed. You can enter through TeamApp, but make sure you're there by 1.45 pm at the latest to pick up your number or if you need to register on the day. Racing starts at 2 pm. Don't forget your tail light.

And time is running out to secure your place at the annual awards night and celebration of the Tour de France on Saturday 22 July at the Kilsyth Club. Please book before 7 pm on Wednesday 19 July – from Nigel Kimber on Saturday (bring \$70 cash) or online at [www.registernow.com.au/secure/Register.aspx?E=25783](http://www.registernow.com.au/secure/Register.aspx?E=25783).



*That other Tour. Photo: ASO/Pauline Ballet*

## Graded scratch races at National Boulevard (Eastern vs Northern), 9 July

Grade (EVCC/NC)	1st	2nd	3rd	4th	5th
A Grade (11/6)	Kosmos Samaris (N)	JP Leclercq	Rob Amos	Emilio Romano (N)	Phil Smith
B Grade (18/12)	Perry Peters	George Micevski (N)	Ray Russo	Paul Webster	Dave Pyne
C Grade (15/10)	Olly Reid (N)	Dean Niclasen	David Watts (N)	Nick Nomikos (N)	Franc Tomsic
D Grade (10/6)	George Goodrope (N)	Greg Foster	Rob Lackey	David Halliday (N)	Peter Gray
E Grade (8/3)	Barry Rodgers	John C. Wilson	Stacey Hatton (N)	Zenon Gawronski	Paula McGovern
F Grade (3/1)	Meredith Kelly-Smith	Michael Waterfield	Barry Beachley		

After two rounds, the top 20 riders in the individual aggregate standings for the Tour de Metro series are as set out below. Note that Michael Waterfield (12 points), Barry Beachley (12) and Ron Stranks (10) do not appear here. Since Michael, Barry and Ron have been the only three riders competing in F Grade, and there must be more than five riders in a race before points accrued qualify for the individual aggregate, their points count towards the team total but not towards the individual aggregate.

Rider	R1	R2	Total
1 Olly Reid (N)	7	10	17
2 Stacey Hatton (N)	10	5	15
2 Kosmos Samaras (N)	5	10	15
2 Perry Peters	5	10	15
5 Jean-Philippe Leclercq	7	7	14
6 Peter Gray	10	2	12
6 John C. Wilson	5	7	12
8 Meredith Kelly-Smith (N)	1	10	11
8 George Goodrope (N)	1	10	11
8 Stuart Bendall	10	1	11

Rider	R1	R2	Total
8 Tony Giuliano (N)	10	1	11
12 Barry Rodgers	–	10	10
12 Paul Webster	7	3	10
12 Phil Taylor	10	–	10
15 George Micevski (N)	2	7	9
16 Dean Niclasen	–	7	7
16 Greg Foster (N)	–	7	7
16 Rob Lackey	2	5	7
16 Franc Tomsic	5	2	7
16 Harry Hibgame	7	–	7





## A Grade (I)

By Jean-Philippe Leclercq

All the week, I thought about this coming Sunday race. However, it was not good timing for training as I was traveling in Adelaide and Perth from Tuesday to Friday. But I managed to sneak a couple of indoor sessions at the hotel gym on the Wednesday and Thursday (have to be a smart frog sometimes).

Arrived around 7.20 am to National Boulevard and started the usual warm-up. Legs were feeling fine but I was not convinced I could place again today. No way could I do this twice in a row, no way.

Race was starting, there was no neutral period as riders were attacking straight away. I was towards the back and, same as the previous week, went quickly towards the front as I could tell some early break(s) was going to happen. After 5 minutes or so, bang, Kosmos Samaris and David Moreland took off. I was in the middle of the bunch, watching this development and quite concerned. I did not think too long, I took off on my own and chased them (think the Eastern guys were kind enough to let me go ...). It took me half a lap to get back onto Kos and David. Pace was super high but still, I was quickly starting to roll too.

After 5 minutes or so, unfortunately, David dropped back to the bunch. So the pressure was high, it was Kos and myself rolling and keeping up this crazy pace. Kos was hammering this circuit and I was doing my best to match it. After 20 minutes or so, the intensity slightly decreased, which was good for me. Kos and I were still taking even turns, but we were watching each other, looking for weakness and a way drop the other one if the opportunity arose (it did not). On the last lap, we played a bit cat and mouse, and Kos showed his experience. In the last 200 metres, I took off with Kos in my wheel, he passed me and that was it, he got it. Kos 1st and Frog 2nd.

Extremely happy with today's race and our Eastern club smashing it again!

## A Grade (II)

By Nigel Kimber

The instructions from the boss this week were to simply 'chase JP down'. I don't think he was serious, but then again we had the numbers and maybe it wasn't a bad idea. Phil Smith tapped me on the shoulder during warm-up to say he was planning to follow last week's orders and would be sitting at the back and not being his usual animated self – yeah, you and me both, Phil.

On the start line, rapidly chilling down – it was nothing like last week but short sleeves, no duff and mitts instead of long-fingered gloves meant the chill north wind was getting into places it wasn't last week and rapidly decreasing body temperature whilst increasing the rate of shivering. This week Northern were well outnumbered with just over one-third the field – a decrease on their part rather than an increase on ours, what were their tactics going to be? Were they going to take the aggressive role like last week or would they be forced onto the back foot and defend? As we were sent off for 75 minutes of racing we were about to find out.

Relief as cleat engaged pedal on first attempt because Tony Giulano wasn't waiting for anybody and although it wasn't flat chat any delay would have stressed the heart early. A solid (near) first lap at Tony's tempo before Kos Samaras has hit the turbo and launched himself around the top corner and down the gradient to complete the lap, David Moreland in tow. OK, we got one and one away, probably should try to hitch at least one more to the express before letting sleeping frogs lie. Just about to (honestly) drop a few teeth and stand on the pedals when said frog has flashed by – OK that's a wrap.

As soon as it was obvious JP was going to find the slipstream all weight came off the pedals and we had the day's break. Two against one, the worst we could do was 12 of the 22 podium points, but with Dave's experience and JP's *ténacité* we were looking at a minimum 15 if not the top of the pot – 17. Regardless of the final outcome it was acceptable and the Easterners shut down, allowing the three ahead to quickly





move out to almost the length of the long straights. After only a couple of laps a lone figure ahead, interspersed amongst the other races, tweaked pangs of concern. It looked like the Croydon Cycle Works kit of Dave. It was. Bananas!

Rethink. JP and Kos were a long way ahead – too far for one to bridge and Northern weren't going to allow a couple of Eastern riders the luxury of riding off the front in gay pursuit. The tempo increased a tad, maybe if we could get a bit closer a solo effort might be feasible. After a couple of laps the lead pair failed to materialise and the intermittent calls coming from the sidelines indicated we weren't gaining on them.

Rethink. Maximise the take from the remaining available points which meant dropping, or at least tiring, the opposition. This meant attack, follow, counterattack, follow, counter-counterattack and so on. Relishing the opportunity, I launched three blistering attacks up the back straight on successive laps – well, one blistering attack, one hot one and a tepid impression of one, each starting a little later than the previous and ending a little earlier. They may not have stuck, but they were enough to force a Northern rider to burn some biscuits over the remainder of the lap to bring me back. Peter Howard, Phil Smith ('not going to be my usual animated self'), Rob Amos and Guy Green also spent time off the front, allowing the rest of us the opportunity to assess the condition of the Northern riders from behind.

As the lower grades were finishing off it was time for another effort. Starting early on Link Drive, the acceleration lasted long enough to open a big gap, the legs having a go at me as we turned onto National Boulevard and then screaming at me as we approached the turn onto the long finish straight. A bit of downhill respite before the turn back around onto Link and more complaining, but we still had a gap so it was a case of ignoring the suggestions to stop and keep pushing. It took them another lap to catch me, the group size diminished and our odds shortened.

Then it was Phil Smith, who kindly waited till I'd chased myself back onto the shortened train before attacking, Emilio Romano quick to respond

with Rob Amos on his wheel. No interest behind, making it 1 and 1, 2 and 1 and 7 and 2 – acceptable.

Another lap passed and another grade finished, we were getting to our own pointy end. This was confirmed next time down to the line with the sound of ringing emanating from somewhere ahead. Hesus! it's right in my right ear (which was attached to the right side of my head which was on my body which was on my bicycle that was following wheels down the middle of the lane – lane, not road – at 45+ km/h). Just as well I hadn't contemplated attacking 'on the bell', it would have been carnage had I pulled out of the line at that point – I'd have run straight into quasi.

I hadn't planned on attacking but apparently Guy had and early on the last lap he's jumped with no response from the rest, leaving him to 6th and us to divvy up the last four points. Knowing my sprint limitations, and with Peter Howard, Roy Clark and Dave in the group, I worked my way up the line to take the lead-out from Peter. As I was explaining things to Peter at the head of the troupe, a tap to the ribcage indicated somebody wanted to get through and take the lead – oh, no he didn't, he just wanted to butt in on the conversation. As we rounded onto the top of the straight I'm at the head and we're back to line astern and I start the sprint soon after – a long way out but that downhill was just too good to waste. I felt good, it felt good and it took 'em a long time to kick, eventually swamped 20 or so from the line, I've eased up and cruised across for 10th. In the wash Northern did well for the numbers they had: 1st, 4th and 7th (14 points) against 2nd, 3rd, 5th, 6th, 8th, 9th and 10th (18).

Figures for the race: 54.9 km covered in 1:24 @ 39.2 km/h (ave.)

[www.strava.com/activities/1078029844/analysis](http://www.strava.com/activities/1078029844/analysis)

There were some seriously slow sections (mid-20s), passed by D Grade at one point, and some seriously fast ones – max. of 62 km/h.





## B Grade

By Nick Tapp

I arrived at chilly National Boulevard nicely warmed up after the ride out from Thornbury, found race HQ (this was only my first or second ever race here, and everything was new) and gradually spotted more and more Eastern riders in green hats. By the time we gathered to talk tactics before the start there were 18 of us to Northern's 12, an even better number, and a better ratio, than the previous week.

As we expected, Northern riders attacked early and often, and those of us who had ridden the previous round agree that the pace was higher this week. With numbers on our side and 36 good legs we had the luxury of attaching ourselves to every attack. Paul Webster and Paul Semmens did a lot of this, also Anthony Gullace, David Chesney, Paul Anderson, and Kevin King until he punctured. Chris Ellenby tagged serial escapee Tom McDonough early in the race before Tom gave him the slip. At about halfway I noticed one of the Ferry brothers, a regular in Div. 1 at the Loop on Wednesday, driving up the inside so I followed his wheel and spent the next four laps or so working with him off the front before it all came back together. Others including Roman Suran threw in attacks of their own and obliged Northern to chase.

All in all, the race was unfolding to plan. When the bell finally went, it was time to turn our numbers and our plan into points on the board. This time it was Perry Peters who got the jump early and took a good win. Northern's George Micevski crossed in 2nd, followed by Ray Russo 3rd, Paul Webster 4th – a good effort after much early chasing – and Dave Pyne 5th. Last week's winner Stuart Bendall collected another point in 10th place.

Once again an Eastern winner and four in the top five. Nice work by the green machine! Looking forward to seeing what we can do on home turf this week.

45.2 km covered in 1:12:40 @ 37.3 km/h (ave.), max. 65.2 km/h.

## C Grade

By Rob Giles

Trundling around warming up there were Eastern blue hats everywhere, at one stage it looked like Northern only had six starters – this was going to be interesting! A few more appeared to balance up the numbers with a field of 25 starting (15 of whom were Easterners).

A quick team huddle with the President as bunch captain, the race plan was Franc Tomsic, Dean Niclasen and myself as protected riders with everyone else to cover the moves by Northern and, if things were quiet, to surge off the front and try to wear them out.


We knew it would be on from the get-go ... but the race referee sent us on our way and by the time we got to the roundabout there were five Northerners about 50 metres up the road. Fortunately, I don't think they realised. Webby, sensing the danger, drove hard on the front and coming into the roundabout we were all back together – breathing hard!

We had a few steady laps until a Northern rider surged away down the back straight taking Walter Savini (I think) with him. A strong effort from the Northern rider saw them establish a good gap and stay away for a few laps. A secondary, Northern-led surge saw about three riders try to bridge across. They were temptingly close to the bunch so, as they closed on the break, so we closed on them and it was all back together.

Things then settled into a pattern, with mainly Northerners surging off the front and Eastern riders covering. Many of the stronger Northern moves were covered by Franc, who was obviously feeling full of beans as he could have legitimately sat in as a protected rider but he put himself out there. Dave McCormack and Steve Barnard kept the Eastern flag flying with a couple of efforts off the front.

Three to go, we are all together and a Northerner surges clear up the hill and gets a good gap. Kym Petersen goes hard to cover but can only get about halfway across. Bernie Evans then took up the running to bring things back together.





It's all together at the bell and the pace goes up a notch, all quiet down the back straight with everyone hedging their bets. With 25 metres to go until the final corner, Olly Reid (N) takes off like a greyhound to the sound of much shouted encouragement from his colleagues – it's obviously part of the plan.

I am third wheel back and thinking I am looking good amongst a blanket of Northern riders. We all dial it up at the top of the straight. I hear a mighty rushing noise and Dean Niclasen comes thundering by on my right. I drift right, he drifts left – if we didn't touch there was only a cigarette paper between us. Dean charged on to take 2nd behind Olly, who held on until the line. Franc, who was probably a bit cooked, came in 5th and I was 6th or 7th.

So bragging rights go to Northern – not only were they down on numbers but they took it out 21 points to 11. This Saturday at Arthurs Creek will be interesting to say the least.

## D Grade

By Peter Gray

### *Pernicious Pyrenees punctures!*

You could be excused for thinking that the 100-odd riders competing in round 2 of our Tour de Metro had been transported back in time to stage 14 of the 2012 Tour de France. This infamous stage in the French Pyrenees between Limoux and Foix generated much publicity when tacks were deliberately deposited on the climb of the Mur de Pèguère. This sabotage resulted in many punctures and mass disruption to the pursuant peloton. This Saturday 15 July marks the fifth anniversary of this pernicious event.

So what's that got to do with a graded scratch race conducted at Campbellfield, Australia? Answer: not a great deal, I just thought it might grab your attention. Ha! Ha!

No, seriously, an estimated 16 Northern and Eastern riders punctured due to wire shards (right) left on Link Road by hoon drivers doing burn-outs down to their metal tyre reinforcement. But it didn't affect the competitive nature of the racing, only the numbers that were able to finish.

### *No walk in the park*

Although the D Grade numbers were in favour of Eastern, we were under no illusion that round 2 was going to be a walk in the park. We had lost a strong performer in Kevin Mills, due to his crash at the Loop on Wednesday but, as luck would have it, picked up a few handy strongmen including Ron Chapman, Michael Muscat and David Worland. Northern had inserted a few of their own 'strongies', including Greg Foster, George Goodrope and David Halliday, who have done well at Eastern venues in the past.

The opening 30 minutes rolled around fairly quietly with everyone a little cautious of the damp roads. The pace wasn't as high as I might have expected, especially on the wind-assisted Northern Boulevard descent. Of our guys, Max Michelson and Ron seemed to be putting in big efforts at the front. Although the pre-departure strategy was to form pairs of team riders for protective, aggressive and reactive pursuits, the plan was modified somewhat during this period.

Similar to round 1, my job was to follow Michael Muscat and Keith Wade and conserve all energy for the final sprint. That directive was changed as the race progressed by our DS, Rob Lackey. During last week's sprint, I felt limited in power output due to overspinning. I chose the Cannondale Super Six this week for better stability and fitted a 55 outer chainring for lower cadence. The modification performed satisfactorily but I was still overtaken in the final few metres. I'll have to work on leg strength now!



*The wiry culprit (right). Check your tyres before Saturday!*





### *The Northern breakaway*

About 45 minutes in, E Grade had just received their bell as D were about to overtake. Max was on the front but apparently didn't hear the requests to hold back as both groups approached the roundabout. The subsequent procrastination allowed George and Greg to up the pace, which led to an eventual successful breakaway. The Northern pair were able to extend their lead unchallenged for a 300 metre victory.

### *Sprint for minor placings*

A juxtaposition occurred when D Grade received their bell. With Northern assured of 1st and 2nd, the pace slowed in preparation for a bunch sprint. A grade had overtaken us in two groups (I think). Northern's Ron Peel attacked on the back rise with about 400 or 500 metres to go. I jumped with him but not on the optimum wheel to be. Ron backed off at the top, leaving me little option other

than to change up to the 55/11 and push as hard as these little legs could. It went well until I sighted David creeping up. Head down and #@# up was futile as David rolled over me just alongside A Grade. However, all was not lost. With a Kamikaze scream, Rob flew up from behind to take the sprint and 3rd place overall.

### *Wrap-up*

Northern's D Grade outperformed Eastern by quite a large margin. When you compare points to rider numbers, the ratio was Northern 3.8:1, Eastern 0.9:1. Lesson learnt, I think the enthusiasm is still there to do well next week on our home turf at Arthurs Creek. Hope to see you there.

## News etc.

### **Tour de France and Awards Night**

One final reminder that 2017 summer trophies will be presented at the Tour de France Night at the Kilsyth Club on Saturday 22 July. Not to mention a great line-up of speakers: Olympian and UCI Masters World Champion Steve Fairless, and our own Nic Skewes. Plus good food, good company and the chance to watch the potentially crucial Individual Time Trial of the 2017 Tour de France on the big screen. Tickets are \$70 and can be bought until 7 pm on Wednesday 19 July only, from Nigel Kimber or another committee member on any race day, or online at [www.registernow.com.au/secure/Register.aspx?E=25783](http://www.registernow.com.au/secure/Register.aspx?E=25783). There will be no ticket sales on the night.

### **Help wanted**

The club is in need of some DL printing for the Get Into Road Racing flyers and would like to see if we have any members in this field willing to undertake the task for us. Any questions should be directed to Emma Smith on 0437 437 800.





## 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 entering a handicap MUST pay the entry fee regardless of participation. 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).

## Training rides

Day/Time/Place	Route	Style
Sunday mornings Beach Road Ride. Leave 8.00 am sharp. Meet at Peanut Farm Reserve, cnr Blessington & Chaucer Sts, St Kilda	Ride along Beach Rd to Frankston. 10 min stop. Then ride back to St Kilda (approx. 65 km)	Social ride, coffee back at St Kilda
Saturday mornings (7.30 am) and Sundays/public holidays (8.00 am) Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social

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