

Newsletter

12 August 2017



Duty Roster

Saturday 12 August, Jindivick

Andrew Buchanan (R), Zenon Gawronski (TC), Rob Lackey (TC), Anthony Coxon, Jean-Philippe Leclercq, Mark Edwards, Steve Ross, Paula McGovern, Paul Anderson, Daniel Couzens, Doug Page

Saturday 19 August, Gruyere

Richard Dobson (R), Ray Watts (TC), Neil Cartledge (TC), Frank Nyhuis (TC), Rob Amos, Chris Norbury, Bob Lewis, Martin Peeters, Max Michelson, Craig Stannard, Owen Lewis

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, tjtop2@optusnet.com.au

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Last Saturday at Casey was windy, but well down the Beaufort scale on the previous week. There's a good crop of race reports inside, including a short frog story (from A Grade) and a double feature from F Grade.

This Saturday we break new ground for the club on a new road course at Jindivick. Registration, parking, toilets and the start line are at Kydd Reserve, 800 metres east of the intersection of Jacksons Track and Main Jindivick Road. Registrations close at 1.45 pm and racing begins at 2 pm. Detailed directions to Jindivick have appeared in a few places now (and your little electronic friend will get you there); if you need more help, see the attached directions and map. Best of luck to all – and spare a thought for Colin Mortley and the race committee. Big day for them. Next week we race at Gruyere.



Nice one, Cav. Phil Cavaleri edged out Jean-Philippe Leclercq and Phil Smith in A Grade last Saturday. Photo: Emma Smith



Graded scratch races at Casey Fields, 5 August

Grade	1st	2nd	3rd
A Grade (9)	Phil Cavaleri	Jean-Philippe Leclercq	Phil Smith
B Grade (12)	Mark Edwards	Anthony Gullace	Paul Anderson
C Grade (12)	Dean Niclasen	Paul James	Craig Stannard
D Grade (6)	Peter Gray	Colin Mortley	Max Michelson
E Grade (5)	John C. Wilson	Zenon Gawronski	Ron Stranks
F Grade (4)	Petra Niclasen	Rod Goodes	Jim Swainston

A Grade

By Jean-Philippe Leclercq

All strong riders at the start, ready to face Casey and the wind. Once again, Phil Smith kept attacking from the second lap (he must be on special batteries!) and never stopped until the last lap. A break of four was formed mid-race, with Steve Ross, Phil Cavaleri, Phil Smith and me (frog). Phil S. did his best to break on his own and almost did it. It finished in a brutal headwind sprint with Cav taking 1st place, well deserved to Phil.

Special race and with good spirit around, great.

B Grade

By Mark Edwards

Beaufort scale 5 Fresh breeze ~ wind speed approx. 35 km/h ~ small trees sway; waves form on lakes

The hard core turned out for the previous week in a near gale. This time a few more of us turned up, some more enthusiastic than others and everyone hopeful. With Nick Tapp safely up in A Grade and Dean Niclasen safely still down in C Grade, the handicapper looked like he had given us all a chance. The flat, windy Casey circuit suits us more solid blokes as our power-to-drag ratio is good,


whereas we struggle on the hilly circuits as our power-to-weight climbing ratios suffer. So it's a big boys' day, hopefully.

After the warm-up lap no one was overly enthusiastic except for Paul Anderson, who was feeling a little frisky with only 60 km in the legs that morning. He made a good early strong break that looked promising (for him) until Nathan White did most of the work pulling him back. We bounced about in the wind for a couple of laps, slapped, pushed, pulled and knocked around the circuit depending on where we were – then it got a bit weird.

Normally breaks are made, someone has to do something, a big attack, but on Saturday riders just seemed to drift off the back. Twelve to about nine, a few more off, then it's just five without any malice, then somehow, half a lap or so later, still pedalling, just three. Ando, Gooch and me, with Nate and (I think) Franc less than 100 metres behind but stuck. We just kept pedalling, inching away, Paul doing most of the work, especially pushing himself uphill and into the wind, with us two doing a bit here and there. PA is a bullock, a diesel, I reckon we could yoke him up with the huskies or the plough horses and he would slot right in.

We rolled round and round, lapped a couple of B Graders (welcome to B Grade, Robbie G!) and even





rolled over a couple A Graders, a rare event in my life. Later on I thought we'd lost a spent Paul for a bit as we picked up the pace downwind, AG and I looked at each other, wondering if we should wait as he'd dragged us around so long, but our baser instincts kicked in and we rolled on only to hear Ando heroically clamber back on again upwind, happy to be back in the fold and not at all bitter and twisted that we'd tried to drop him. He's just this big Lab you gotta love and can't lose.

When we got the two lap sign we made a gentlemen's agreement to wax the winnings. Ando had pretty much done and run everything he wanted, he was happy, but Gooch and I still had a race on. I wasn't real fresh or strong and I especially didn't want to do the dancing with your sister thing, that awkward last upwind S leg before the U-turn playing ducks and drakes, so I thought, 'What would Ellenby do here?' and came up with a 'hold back and swoop downwind' sneak attack. It was going beautifully until I came across a C Grade bunch 'staying left' so far to the right they were off the main track and on the apron and I had to make a brake and swerve (Gooch told me he did too!) and go round them on the left. By the time I got to the last left, I was cooked and resigned to being reeled in. I looked around and realised I still had a gap and sad rolled to the line, so pathetic they left my 'sprint finish' off Facebook.

Hats off to those who rode there and home again after, and thanks to everyone, another enjoyable race day and a nice excuse for a couple too many Negronis.

D Grade

By Peter Gray

What doesn't kill you ...

What more could you expect from a day's racing at Casey? Well, I can think of a few things but they don't involve a bicycle or sheep. Oh! Almost forgot, could've done without 'hurricane two'.

Is it true, 'What doesn't kill you only makes you stronger'? If this is correct, then almost 50 persistent riders who flirted with their mortality last Saturday came away the better for it despite an increase in sausage sizzle consumption. Like Superman after a kryptonite exposure, we shouted 'Up, up and away!' only to be presented by 'Down, down and astray'.

Ghost rider

Six D Grade riders departed the muster under the watchful eye of referee Steven Barnard, but I could have sworn there were seven listed starters! Hmm! I thought Greg Harvey was at the front a bit more often than usual. He must have a double, twin or something. Was I losing my marbles, or was it the delirious effects of last week's cyclonic grazing. No! To all of the above. It transpired that Greg had been entered twice.

Just to add to the confusion, one Dean Niclasen powered past the D Grade bunch during the early laps. Initially, I thought he had been dropped by C Grade, but it seems the '50th Birthday Boy' was making a statement to our handicapper that he was in preparation to join the ranks of B Grade – the 'Green Beret'.

We settled down to a shortened Casey circuit, which I think pleased most, as it meant not having to negotiate that far-end loop into an unrelenting strong nor'-nor'-westerly. The short course also encouraged more riders to contribute at the front end.

Nick Hainal was very proactive with his attacks, when the pace slowed following many of Max Michelson's downwind surges. One of these surges almost resulted in Max and myself being blown into the grassy run-off when a wind gust hit us both from the side.

Phantom pursuit

This is much the way things continued for the remainder of the race. It resembled more of a breakaway pursuit than anyone trying to establish one. At one stage Nick was allowed to go solo but when he was joined by Greg, Max decided the gap was becoming a little too risky for comfort and closed it down.

Harry Hibgame and Colin Mortley spent much of their time following wheels 'out back'. That's not to be critical of these tactics, I've often been there myself. Harry in his first D Grade race since surgery earlier this year was not to be underestimated in a bunch sprint. I'm certain Colin, too, was saving himself for the final couple of hundred metres.

I think it was the full moon

So, come the bell, everyone was together and ready to rumble or tumble. Once again Max instigated his





customary increase of pace on the downwind section but lost all momentum prior to the full circuit bypass. I thought I was nicely positioned behind Nick coming out of the bypass turn, but the order rapidly changed as the tight-knit group accelerated toward the sprint straight left-hander. Max came up the inside and looked to be in prime position. Colin and Greg moved up either side of me, relegating me last to enter the 'lefty'. As it turned out, it wasn't a bad spot to be, as I was able to attack at speed while the others lost theirs into the cross-headwind. The finish line seemed to take forever but a glimpse under the armpits assured me I was safe for 1st possie. Colin, as I suspected, reserved his best for last, finishing 2nd just ahead of Max.

The 'trifecta'

It's a family saying when Dad (me) has a cycling win on the same weekend as AFL clubs Essendon and Richmond. Unfortunately, it only happens once in a blue moon.

F Grade (I)

By Rod Goodes

Wind! Love it or hate it – Casey is always very obliging!

Warming up, I agree the wind was very gusty on Saturday and a bit of care was needed on the corners with the side winds – I noticed a few riders changing their wheels to less deep rims. Our start line had four riders today and I knew it was not going to be an easy ride with the wind.

Things started out OK with all riders contributing to the pace until about two-thirds through, when Petra came from behind with a strong attack into the headwind up the finishing straight and caught us unable to respond (great move, Petra).

Jim, Brian and Rod continued to work hard turns, but we were unable to bring her back before the finish, so this left Jim, Brian and Rod to contest the remaining places. Brian led out in the sprint for the line with Rod and Jim in hot pursuit, Rod caught and passed Brian with Jim challenging Rod to the line. With a throw on the line Rod prevailed. Final places: 1st Petra Niclasen, 2nd Rod Goodes, 3rd Jim Swainston.

F Grade (II)

By Jim Swainston

How easy it is to get out of the routine! I took a day off to go to the Basin to watch 'Big Bad Bustling Barry Hall' do a guest appearance with the home club. Amazing, a little suburban ground that might have 500 people in attendance normally, pulled around 5000. It was almost a once-in-a-lifetime experience – a tremendous carnival atmosphere. Next weekend I went down with the chest infection that is prevalent at the moment and it lasted three weeks. Then it was real hard getting out training! No Tour de Metro, no nothing! I went from pushing the crafty Harry Hibgame some weeks ago to being glad to get around!

I was glad Peter offered me a purple hat as I had a chance of keeping up, but ran into the in-form Petra Niclasen, who completed an almost perfect week – two wins and a 2nd. I couldn't think of a more deserving person! The amazing Rod Goodes and Brian Farrell made up the foursome. We worked along tidily in the windy conditions and I'm still pondering whether the short circuit made the time go quicker or slower. Brian seemed to be going better than he was in the Soft Tissue handicap and worked honestly all day.

Petra appeared to stretch her legs with about 10 minutes to go, at the top of the straight, but in reality it was a well-disguised attack. By the time us three gents had gathered our thoughts, Petra had daylight as her friend and proceeded to put more distance between her and us. We realised it was all over and there were only two places on offer.

Brian led the last half lap with Rod putting in his usual rapid finish, and I chased him home for 3rd.

I hope all members read Peter Gray's D Grade story on the 'hurricane day' as he has mixed sheep language with bike language to make an entertaining story. Another hundred years and he could rank with Banjo Paterson and Henry Lawson! I loved the 'Head Ringer', couldn't be more appropriate.

Thanks to all for the day and for the barby.

PS Aggregate age for our group (of four): 280 years.





Wednesday criterium at the Loop, Kew, 2 August

Division	1st	2nd	3rd
Division 1 (9)	Phil Cavaleri	Anthony Coxon	Paul Firth
Division 2 (10)	Roman Suran	Richard Dobson	Peter Webb
Division 3 (8)	Russell Wheelhouse	Peter Gray	Neil Cartledge
Division 4 (5)	Michael Waterfield	John Eddy	Barry Rodgers

Thanks to Stephen Barnard, Laurie Bohn and anyone else who helped out.

News etc.

GIRR

By now you've probably heard about Get Into Road Racing (GIRR), an introduction to road racing that Eastern Vets is offering to new and prospective members this September. For more details, see the flier on the following page. David Richards and Paula McGovern as qualified Cycling Australia coaches will be taking the lead on GIRR. However, we are looking for three or four members to assist in the training sessions. If anyone is able to help out, they should speak to Adam Dymond or Emma Smith on race day, or email Emma at fortune5@live.com.

Referees

To meet insurance requirements to race we must have an AVCC accredited Club Referee in charge of the race. We currently have a pool of half a dozen referees who take turns to fulfil the association's requirements. We have lost a few over the past 12 months and will undoubtedly lose a few more going forward – it's just the way things happen.

We need more referees to enable us to rotate the referees on bigger rosters so they can race more frequently. We are also at risk of being unable to race midweek (Wednesdays and Tuesdays) if we do not have more accredited referees to be in charge of those races.

At the moment, accreditation involves completing a couple of forms, obtaining a letter of recommendation from the club and submitting them to the AVCC along with a passport photo. It would be helpful if the applicant was familiar with the AVCC and Club racing rules. Going forward, the AVCC is looking at introducing an accreditation process that will involve practical and written tests – the club will support its referees in getting through these tests.

If you are interested and would like to assist the club in bringing good, safe racing to its members, please contact Nigel Kimber to start the process.





Thornton weekend

The Rob Graham Memorial Individual Time Trial, to be held at Thornton on Saturday 9 September, is also the Club Championship for the ITT. The club is making a weekend of the event with dinner at the Rubicon Hotel on Saturday night, accommodation at the hotel and a social ride on Sunday morning. A couple of rides are planned, an easy roll and a not-so-easy roll, both meeting for coffee before the run back to Thornton. Speak to Nigel Kimber or Peter Gray if you think you might like to join us.

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.

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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