

Newsletter

28 October 2017



Duty Roster

Saturday 28 October, Thornton

Nigel Kimber (R), Steve Short (TC), David Brown (TC), John McLeod (TC), Darren Smith, Barry Ellem, Peter Morris, Michael Allen, Tony Sloan, Mark Wallace, Alison Skene, John Cochrane, Liz Randall, Mike Joss

Saturday 4 November, Casey Fields

Nigel Kimber (R), Colin Blackley, Boyd Williams

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, tjptop2@optusnet.com.au

Editor: Nick Tapp
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It was cloudy and cool but fine, apart from the odd drop, at Jindivick last Saturday for the 2017 Club Road Championships. It might have appeared from the low numbers on the start line that many of Saturday's races were decided already. This is a perennial factor in an age-based fixture, but it always seems a shame. Congratulations to all who did race, and especially to those who may have turned up despite having low expectations of getting among the medals. All did themselves proud, and the standard of the racing was high. The Croydon Cycleworks Summer Twilight Crits continued on Tuesday evening at METEC, and the showers stayed away as well for Wednesday morning racing at the Loop, in Kew. Results from all courses and reports from Jindivick are inside. Also inside, as foreshadowed last week, you'll find one report from Tuesday evening at METEC. The invitation is open to anyone who wishes to submit a report from the Tuesday twilight crits. Please send contributions – at this stage, try to keep them to 100 words or less – *by Wednesday night* to the Editor at the email address on this page.

We're at Thornton this Saturday for the Royce Bennett Memorial Handicap. This is a 50 km race, over two laps of the circuit used for time trials and road races, from Thornton to Eildon on the Goulburn Valley Highway and returning on Back Eildon Road. Just the one small bump, and usually very little traffic. Limit riders will head off at 1 pm. Entries have closed. The following week it's back to Casey Fields.



The effort shows as Dean Niclasen crosses the line at Jindivick last Saturday. Photo: Nick Tapp

Club Road Championships at Jindivick, 21 October

Age group	1st	2nd	3rd
Men 40–44 (1)	Nathan White	--	--
Men 45–49 (4)	Jean-Philippe Leclercq	Peter Howard	Paul Webster
Men 50–54 (5)	Phil Smith	Paul Anderson	Peter Morris
Men 55–59 (5)	Nigel Kimber	Phil Cavaleri	Nick Tapp
Men 60–64 (6)	Ken Mayberry	Chris Ellenby	David Moreland
Men 65–69 (4)	Peter Webb	Mark Edwards	David McCormack
Men 70–74 (4)	Bob Lewis	Neil Cartledge	Harry Hibgame
Men 75+ (2)	Keith Wade	John Eddy	--
Women 45–49 (1)	Paula McGovern	--	--
Women 50–54 (1)	Alison Skene	--	--
Women 55–59 (1)	Susan Williams	--	--

Men 50–54

By Peter Morris

When it was announced that the EVCC road race champs were to be held at Jindivick, my initial reaction was, 'Nup, not for me.' The horror stories of this circuit with its high relief (topographic, not comfort) had well preceded it, and in my opinion it should only be attempted by whippets, Colombians, those on the juice or a combination of all three. However, with a couple of weeks to go I tried to kick my lagging form into shape with a Red Hill/Arthurs Seat circuit and a good go at the 1:20, as well as the usual sprinkle of EVCC crits.

A close eye was kept on TeamApp, and in my age group the very in-form Dean Niclasen was an early entrant. But with a couple of days to go the app showed Phil Smith as a 'No'. With this supposed gem of knowledge, I committed to the journey to Jindivick. With a couple of hours to spare, I rode the fearsome but spectacularly beautiful circuit, but had serious reservations whether I had three laps in me at race pace. As I was digesting this and last night's leftover San Choy Bau, I noticed an unmistakable

blue bike arrive in the parking area – Phil Smith. Apparently he entered 'No' on the app in an attempt to sucker Ray Russo into coming out! Ray was not fooled, but I was.

My 50–54 years companions consisted of two whippets (Phil and John Blyth) and two powerhouses (Dean and Paul Anderson). It proved to be a race of attrition, with Dean getting gapped towards the end of the first lap, and John and me gapped on the second lap. John gapped me as well on the second lap, but I think he suffered a mechanical drama because I got back onto him and gapped him in turn. I believe Phil rode away from Paul on the third lap. So it was Phil 1st, Paul 2nd and I crawled over the line for 3rd. I hope I never have to sprint up that hideous finish!

Congrats to all who indeed attempted this tortuous course and thanks to the club, the volunteers and marshals for putting on a cracking road race.

To top off a great day, I managed to fool a trout (see over) with a fly in the Tarago River before heading back to the burbs!





Pete's trout. Photo: Peter Morris

Men 55–59

By Nigel Kimber

You know you've had a good hit out when your eyes are stinging from the sweat running into them and your legs are burning from the lactic acid.

Jindivick, 1.00 pm start. The Saturday morning coffee ride to Ricketts was truncated to a run with Susan to Port Melbourne, where we parted ways, she joining the crew for the ride to coffee, me to home. Sorted, I was back on the road before 9.30, bike on roof, kit in boot, two cold sausages on bread beside me. The drive east wasn't pleasant: not only traffic and roadworks conspiring to make it less enjoyable than it needed to be, but the weather getting in on the act as well. It was closing in to the point that, the closer I got to my destination, the more I was considering pulling rank and making an executive decision to call the race off. Drizzle, low clouds and patches of real rain dampening the desire to swap the warmth and comfort of the inside of the car for the fresh air and exertion of the bike.

It was still early enough and there was time for things to improve. The pre-race sweep of the course – picked up one live chick (starling) and scraped some bark from the road on a couple of the corners on the descent. At one point watched by a herd of curious locals – it was bizarre, I've looked up and there were these steers gathering along the fence to watch me sweep the bark and debris from the road with my


foot. They spread out along the fence to get a better look, then turned tail and disappeared down the paddock.

By the time I'd cleared the circuit and gotten back to Jindivick, things were beginning to brighten a bit, not enough to take coffee outside but enough to set aside ideas of cancellation/postponement. Takeaway coffee, pie and bun in hand, it was off to the Rec Reserve for brunch and to await the hordes. I must admit, I was a little surprised (and pleased) to find half-a-dozen fellow club members already at the reserve. Unfortunately, the enthusiasm of the early arrivers was not followed through and it was a disappointing turnout of 33 across three women's and eight men's age groups.

Five starters in the 55–59 age group: two entrenched A Graders, myself and Phil Cavaleri; an A-reservist, Nick Tapp; a B Grader, Colin Doherty; and a borderline D/C Grader in Greg Harvey. This augured well for me given last week's performance, where I'd managed to follow Phil Smith up the outbound climb at Arthurs Creek while Phil and Nick had been unable. The plan then was quite simple: don't do anything stupid. The final climb to Jindivick and the finish is longer than that at Arthurs Creek, stamina may be an issue and Nick may be a concern. Nick had plans of his own, he'd researched the previous race's splits on Strava and was aware where he stood re: timings. But with the Cav pushing 5-foot very little and me at 5-foot 15, it wasn't hard to figure what Nick's plans would be – sit on the big guy's wheel and trust him not to let the race get away (and to stay upright).

With three laps to cover and the younger age group just ahead, there was no rush to start racing and the lower grade riders were encouraged to set the early pace. We all managed to round the first corner into Old Telegraph Road together and proceeded toward the first test of the race – Jindi Cheese Climb (Strava). Unfortunately, the tempo set by Phil, which was determined by his choice of gearing (I thought he was taking the piss, riding the big chain-ring, until I realised he had only the one chain-ring), proved too much for Colin and Greg, who were tailed off up the short (600 m) sharp (7%) climb. Colin was able to drag himself back on once over the top while the three of us took the opportunity to assess each other's form and watch the race of the younger group unfold ahead.





It was fairly civilised across the undulations to the turn onto Main Jindivick Road and still no real pressure on the climb to complete the first lap. Again the tempo was a bit much for Colin, who again tailed off, but not so far that he wasn't able to again drag himself back onto the small train once over the top. Colin wasn't the only one to close the gap, the 60–65 year-olds racing past as we headed out of Jindivick to start our second lap (of three). Ken Mayberry, Chris Ellenby and Dave Moreland making the most of their two-lap race to hurt each other.

By now the thoughts and capabilities of the others had been sussed: despite his tenacity, Colin was not going to hold wheels going up hills and would undoubtedly be tailed off again on the climbs and eventually not have enough left to drag himself back on after the crest; Phil Cav did not consider the climbs his friend either – he'd be looking to the descents, the small humps and the flat spots to get a gap that he could hopefully build and hold; Nick was looking to the climbs for his advantage and holding my wheel elsewhere, hoping I'd not let the Cav run; and I was going to live up to expectation. In my mind Phil was only a threat if he hit the last climb with a significant lead, and Nick, only if he was on my wheel up the last climb. So I rode accordingly, not too concerned about where Nick was and content to give Phil some leeway on the descent, but not so much that it would be difficult to close the gap once the gradient levelled. True to expectation, Phil pushed on the small humps on the descent; trying to get a gap he could build when the road dipped again, and again on the flat sections at the bottom and the first part of Old Telegraph Road, while Nick spent the bulk of the second lap, and start of the third, following wheels. I simply did enough to keep Phil within a bidon's throw, bringing it right back as soon as the gradient went flat. I was a little surprised when Phil attacked up the Jindi Cheese Climb on the second lap. I figured that maybe he'd conferred with Phil Smith before the race about how to drop the challengers. I think that little move dislodged Colin for the last time, but Nick and I were up to it and we three crested together to head on to Main Jindivick Road and to complete the lap together.

A turtle crossing Old Telegraph Road just before the third (and last) time up the Jindi Cheese Climb provided a little distraction before it was my turn to

turn the screws. Upping the rate of rotation, I rode away from Nick and Phil, cresting with a good gap that became a great gap by the time they saw me again. It had been intended as a bit of a tester, but given the result it became 'the move', and I kept the pressure on all the way to the finish with no sign of the chase. Back in said chase, Phil hit Nick after they crested and purchased himself a break that Nick was unable to close down, Phil building the gap on the run to Main Jindivick Road and holding it on the climb to the finish.

Figures for the race: 59.4 km @ 32.8 km/h, 1:48:43

Strava: www.strava.com/activities/1240040822

Post presentations and pack-up, and with the website updated with results and next week's race details, I grabbed a cold one and wandered over to the oval to enjoy the view across the valley and catch a couple of overs of the Division 2 game between Jindivick and Warragul. A dozen overs and a few runs later, the beer was done and I'd drunk in all the serenity I needed to face the hour-and-a-half drive home.

Results of the game: Jindivick 167 (G. Interlandi 60, S. Dillon 42, J. Buckingham 5/26, P.R. Bridges-Black 2/12) def. Warragul 94 (K. Murtaza 4/26, J. Langley 3/2).

Men 60–64

By John Williams

The problem with being born in 1954 is that it puts you in the same age category as Ken Mayberry and Chris Ellenby. Every fifth year you go up an age group, and guess who else goes up as well? The records show that these two guys have had a monopoly on gold and silver for the last 150 years, leaving the rest of us to fight for the bronze. Depending on the year, that may include competitors such as Webby, Rob De Bernardi, Phil Thompson, Dave Moreland, Mark Edwards ... Yes, 1954 was a great year to be born, so long as your name is Mayberry or Ellenby.

This year followed a familiar routine, starting with an easy tempo before the hammer goes down and the medals are decided. By the left turn into Old Telegraph Road the old guys (65–69) had just about





caught us, but when we hit the first climb at 10 km, Ken and Dave Moreland were away. Nearing the top of the hill, I thought I had done just enough to hold on to them, while I felt that Chris was struggling behind me. At that point my legs failed me while Chris turned on the turbos. The result was I crested too far back to catch on the downside, while Chris was able to bridge across after a tough chase.

From that point on I rode 30 km solo, and was reasonably happy to average over 30 km/h on such a brute of a course and stay ahead of the old-timers behind.

Meanwhile, Ken, Dave and Chris burned away. They caught the 55–59 group and also the Gen X-ers born around the time we were at Woodstock. Not many riders on the day would have ridden a faster two laps. Chapeau! I hear that Ken burned away before the finish. Chris was dropped, while Dave hung on but cooked himself in doing so, allowing Chris to pass before the line. Full marks to Dave for going for gold rather than settling for a safe silver. My consolation was that, even if I had bridged, I would surely have been dropped on the next rise. In the circumstances, I am proud of my sixth 4th placing at EVCC Road and Crit Champs in the last four years.

Great job by all officials and helpers on an excellent course, which I hope will be the home of exceptional racing over the next few years – fair yet challenging.

The Club Championships are without doubt the Club's most prestigious awards – the only medals that are not won at the discretion of the handicapper, the pinnacle for all true competitors. In comparison, a GSR win (excluding A Grade) is akin to winning a bunch sprint on Beach Road. So I am surprised at the low turnout – the biggest bunch was only six riders. Congratulations to all medal winners! You are champions. You can only beat those that show up. To all other riders, well done for having a crack!

We should all make the Club Championships a 'must do' race in the calendar. Even if you don't expect to score a medal, it is a mark of respect to the Championships and the eventual champions, and of your own fortitude. Absence is like hoisting the white flag and, worst of all, undermines the perceived achievement of the medal winners.

Men 65–69 (I)

By Peter Webb

The weather at Jindivick wasn't the best, with occasional drizzle, temperature in the low teens and a light westerly blowing. Only four silly souls turned up to contest the Club Championships in the 65–69 age group.


We set off and headed down the hill for the first of our two laps around the nearly 20 kilometre course. Mark Edwards showed his intentions by going hard virtually from the start and the rest of us responded. After about 2 kilometres Andrew Buchanan went to the front for a while and was caught out by another savage acceleration by Mark. Dave McCormack and myself were just able to hang onto Mark. Mark slowed down a bit on a little rise and – bummer me! – Dave came flying past. Finally we got to the bottom of the hill and I went to the front and we started to roll turns to keep the pace up. After we turned onto Old Telegraph Road I checked to see where Andrew was but he wasn't anywhere to be seen.

We pressed on and when we got to the small hill (in length, not height) on Old Telegraph Road I rode up at 290 watts to see how the other two were travelling. I had a small break but decided to not press on as I knew that with their big engines they would catch me on the downhill and along the flat. We turned onto the road that leads back to Jindivick and when the elevation started to go up, Dave began dropping behind myself and Mark. We kept the pace up all the way to the top. We started our next lap and Mark was doing a great job on the descent and I thought we would gap Dave by a big margin by the time we reached the bottom. When we turned onto Old Telegraph Road, Dave was nowhere to be seen so Mark and I slowed a little bit.

About halfway along Old Telegraph Road, Dave came into view; he must have used all his time trialling skills to get back to within striking distance. Mark and I then pressed on, me doing the uphill bits and Mark doing the downhill with both of us swapping turns on the flat. Mark and I stayed together all the way to the finish, with me moving away in the last 100 metres to take the win.

Given the weight difference, Mark did a remarkable job on the hills, showing just how strong he is. It was probably a good thing that he didn't have his heart





rate monitor on because I reckon it was into stratospheric numbers at times. Dave pressed on to get the bronze medal with Andrew coming 4th.

Thanks again to everyone who travelled to Jindivick to do duty or officiate.

Some Strava stats: Average speed 29.9 km/h, max. speed 71 km/h, average HR 157 bpm, max. power 659 W.

Men 65–69 (II)

By Andrew Buchanan

Four of us set off from the hilltop: Peter Webb, Dave McCormack, Mark Edwards and myself. A quick summing up and it was pretty clear that it was two with a climbing edge vs two with a speed edge. Probably being the junior member, I was facing the stiffest challenge to squeeze onto the podium!

The first descent had barely begun when Mark cranked up, followed by Webby, Dave, and myself scrambling to get aboard. Dave took the front and kept the charge going, and the move worked, as four became three. Being outpaced getting towards Old Telegraph Road, I had to concentrate on pulling some of the 200 m margin back before the climbs back up to Jindivick. Pushing up the hill I could see Dave had lost touch with Mark and Webby, which gave me something to chase. I got to within 20 m of Dave turning into the town, but then of course it was time for the downhill!

I was never quite able to find Dave's wheel, and he rode strongly down the hill to again open up a break. And so it was, with the chasing effort taking its toll, a widening gap had appeared, and Dave had built a nice buffer to take into the climbs. The final uphill was a formality. Ahead of us, Webby had ridden a good tactical race to outstay a gallant Mark in the battle for 1st. Dave made the most of his strengths to earn his podium spot. Well done to all.

Women (all ages) & Men 70–74

By Paula McGovern

Well, it was off down the road to Jindivick, land of the cheese and quarry! Last time we were here, I was on marshalling duties so this was going to be a new experience.

There were three ladies, all in different age groups (geez, no secrets at the club!) – Alison Skene, Susan Williams and yours truly. We were to head off with the 70–74 men, Robert Lewis, Neil Cartledge and Harry Hibgame. Our small peloton was to complete two laps of the circuit. Should be fun! Ha! The first part is a lovely downhill but it was obvious Alison had itchy feet and was ready to go. We stayed together for 10 km until the first hill, at the Quarry. Then, bang! Alison launched her attack hard up the hill. Didn't see her again for the next 1.5 laps! Robert and Neil were ahead of me and Harry and Susan were on my wheel for a while. Neil caught Robert and I could see these two for most of the race but just could not catch them. I had lost sight of both Harry and Susan.

Second time round it was time to have a bit of fun on the downhill and enjoy the pain of the ups! The order did not change. Alison was streets ahead, well done! When I crossed the line after the boys, Alison had been back to the car, grabbed her lunch and was munching on a sandwich back at the finish line. I have unconfirmed reports that she may have had time for a shower. Harry and Susan made it home safely as well, all in good spirits. Congrats to Robert, who took the honours in his grade, Alison in the 50–54 women, Susan 55–59 and me (Paula) 44–49.

Thanks to all the marshals and first aiders for a safe race – and for the music at the finish line: 'Ain't no mountain high enough ...'



Susan and Paula after the race. In good spirits? I'd say so.
Photo: Paula McGovern





Croydon Cycleworks Summer Twilight Crit Series, 24 October

Grade	1st	2nd	3rd	4th
A Grade (12)	Richard Abel	Jean-Philippe Leclercq	Perry Peters	Alex Randall
B Grade (15)	Grant Greenhalgh	Dean Niclasen	Darren Woolhouse	Phil Taylor
C Grade (15)	Peter Gray	Sam Bruzzese	Nathan Dewar	Bob Lewis
D Grade (9)	Steve Short	Chris Beard	Geoff Mackay	Max Michelson
E Grade (6)	John C. Wilson	Tony Sloan	Andrew Rutherford	--

C Grade

By Peter Gray

Where you lead I will follow

This song title pretty much summarises my successful C Grade race strategy last Tuesday.

Aggressive attacks were instigated immediately after the neutral lap. Paul James bolted first, followed later by Sam Bruzzese, Peter Ransome and a string of eager beavers. The strategy was to chase down everything, however trying to close down an

extended pursuit nearly became my undoing when some 'young pups' started to pair up. Sam was counting on some breakaway support but that role wasn't on my agenda.

The final lap was going to be hotly contested, with many riders refreshed following a few slow 'holding pattern' laps. Peter Ransome, aka Mark Renshaw, effectively provided the perfect lead-out and delivery, from which I could launch a winning sprint. Thank you, Peter, and well done, everyone.

Wednesday criterium at the Loop, Kew, 25 October

Division	1st	2nd	3rd
Division 1 (6)	Paul Firth	Nick Tapp	Grant Farr
Division 2 (8)	John Williams	Tom McDonough (N)	Russell Wheelhouse
Division 3 (0)	--	--	--
Division 4 (3)	Shane Dwyer	Barry Rodgers	Barry Ellem

Thanks to referee Keith Bowen and his helpers.





News etc.

Audax Alpine Classic sold

Audax Australia Cycling Club announced this week that it had sold its most popular event – and one enjoyed by many Eastern Vets members over the years – the Audax Alpine Classic. In an email to members, Audax President Brian Beardon wrote that the Alpine Classic ‘... has been Audax Australia’s marquee event and one of Australia’s premier cycling events for over three decades. ... In recent years a number of key personnel ... have decided to retire or reduce their commitment to running the Alpine Classic. Despite our best efforts the club has been unable to recruit members to fill these key positions. It was therefore decided to consider options for the future of the event. ... Disbanding the event was only ever fleetingly considered. Ultimately, after extensive consultation, to ensure the Alpine Classic’s continuation the difficult decision was made to sell the event.’

The Alpine Classic has been sold to event management and marketing company SME360, which is already involved with Amy’s Grand Fondo and the Great Ocean Road and Otway Classic. There will be a transition to the new arrangement, with Phil Bellette and Dan Shannon continuing as the event directors for the 2018 edition. Audax members can still complete this event as a Brevet Ride.

Volunteers needed for cycling program for people with a disability

Jenny Stephen, Volunteer Coordinator at Solve Disability Solutions (based at Royal Talbot Rehabilitation Centre, on Yarra Boulevard in Kew) writes:

We are looking for volunteers to assist with our ‘Freedom Wheels’ customised bike program for people with a disability, where we assess people for their suitability for a standard bike (with added components) and then assemble the bikes for the clients.

We have two types of roles, which I have briefly summarised:

Assembly

In our workshop at Kew, under the supervision of a bike mechanic, follow a prescription sheet adding on components to a bike that is customised for a client.

Volunteering is on Fridays, you can volunteer for a half day or full day, and you can choose how few or how many times per month you would like to help out. There are usually about 2–4 volunteers on at one time. You need basic bike maintenance skills; training and induction are provided.

Clinics

On site at Kew, under the supervision of our Occupational Therapist, change over parts etc. when a person is being assessed for their ability to ride a bike. You need to be fit as there is a bit of bending up and down, and to be patient and respectful of people with a disability. It’s very rewarding when a client rides a bike, often for the first time in their life! Volunteering is on Wednesdays and Fridays and, as with Assembly, is flexible in hours and how often. Training and induction are provided.

Drop the Editor a line (nick.tapp@detail-ed.com.au) for a very informative pamphlet (PDF). You can also check the organisation’s website (www.solve.org.au) for more information and details on how to apply for a volunteer role, or contact Jenny Stephen (jenny@solve.org.au) if you have any questions about volunteering.





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.

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