

Newsletter

24 March 2018



Duty Roster

Saturday 24 March, Newham
 VVCC Referee, Frank Nyhuis (TC),
 David McCormack (TC), Ken
 Saxton (TC), Colin Mortley (TC),
 Paul James, Doug Page, Daniel
 Ives, Marg Noonan, Anthony
 Coxon, Bob Lewis, Nathan Dewar,
 Martin Peeters, Tayfun Ugrasbul,
 Max Michelson, Brad Jones

Saturday 31 March, Casey Fields
 Jim Swainston (R), Craig Stannard,
 Troy Drinan

*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*

Editor: Nick Tapp
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It was hot and windy last Saturday at Dunlop Road. Sixty-three riders were undeterred, and a few remembered enough of what happened to file race reports. You'll find them inside, along with the week's results from all three venues. The Croydon Cycleworks Summer Twilight Crit Series finishes up next Tuesday. The battle is on for series aggregate glory, and the Club will provide free soft drinks.

This Saturday at 1.30 pm, Eastern Vets hosts the VVCC Open 60 km handicap at Newham. Entries have closed. Best of luck to all those competing, and also to the many who will spend the afternoon making it all happen and keeping everyone safe. Registration is at the Mechanics Hall in Rochford Road, and there's more parking around the corner at the primary school. If you're racing at Newham, please bring a plate of food, or even a packet of biscuits, to contribute to the post-race refreshments.

Last Sunday at Sandown, a considerable number of Eastern riders took part in the Below the Belt Pedalthon to raise funds for research into 'below the belt' cancers. The official Eastern Vets team of Neil Cartledge, Rob Lackey, Peter Mackie and David McCormack rode approximately 95 kilometres in 3 hours. They also raised \$3661 (and counting) in sponsorship, which puts them third on the league ladder of funds raised – a fantastic effort for a very worthy cause. Several other Eastern members, including Dean Niclasen and Susan Williams, were also out there in the wind. You can still donate in support of the team at www.mycause.com.au/events/belowthebeltpedalthonmelbourne. For the full story, read Neil's 'race report' inside.



Team Eastern Vets in the pit lane at Sandown Raceway for the Below the Belt Pedalthon on Sunday. Chapeau!

Graded scratch races, Dunlop Road, 17 March

Grade	1st	2nd	3rd	4th
A Grade (16)	Chris Hughson	Glenn Newnham	Iain Clark (N)	Phil Cavaleri
B Grade (13)	Paul Webster	Ross Clark (N)	Dean Niclasen	--
C Grade (14)	David McCormack	Darryl Blanchett	Paul James	--
D Grade (11)	Rob Castellani	Dale Walton	Neil Cartledge	--
E Grade (5)	John Eddy	Alan Cunneen	Jim Swainston	--
F Grade (4)	Ray Watts	Petra Niclasen	Clive Wright	--

B Grade (I)

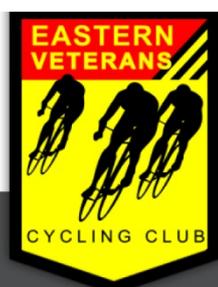
By Pete Morris

Dunlop Road always tests me. Factor in a gammy shoulder due to a fall a couple of weeks ago and the ensuing slump in form because of it, and I didn't expect big things – especially with an inclement weather forecast. In my favour was my new (second-hand) secret weapon, a Giant Propel, previously owned by Col Doherty and, prior to that, John Clarkson. This bike has a pretty good wrap-sheet as John cleaned up the Tour of Bright with it, and no doubt Col used it to put some serious hurt into his fellow competitors – as he does. I had spent an hour on Blackburn velodrome on Friday putting the finishing fit touches to it and making sure it and I were race-fit.

Thirteen lined up for the B Grade start, down a bit on the previous hit-out at Dunlop. The pace was relatively consistent for the whole race, but high enough for me to play anchor man down the back for the most part. There were the usual surges and attacks, but anything serious seemed well covered. The block headwind down McDonalds Lane tended to nullify any solo attacks, and no one seemed to manage to pull off a group assault. I think I foiled a Webby-inspired plan to do just that as I had him wedged in the gutter when his partners in crime had a crack.

At about the 30-minute mark, I half-heartedly pushed off the front through the start/finish line and continued the length of McDonalds Lane with at least a couple of wheel-suckers. Rounding the sweeper into Geddes Street, I was confronted with a fast slowing D Grade due to a rubbish truck that was partially blocking the road. Hesitant to hit the brakes hard due to my suckers, I rolled in amongst the D Grade bunch with shouts from behind, something about a red flag. With the race neutralised, D Grade finally extricated itself from B Grade and we got back to racing.

The next lap, we were all halted at the finish line by a visible red flag and given a talking to by Herr Ref. Then it was back to the race for a few more laps. With a couple to go, Mackie broke clear and everyone else looked at each other expectantly – sigh. I was about fourth wheel so with the gap to Mackie ever widening I stepped on it and got the gap back down to something at least manageable. We were all back together when the bell rang. I was still recovering from dealing with Mackie and the sprint seem to wind up well before the last bend. I was already in the big gear but didn't have enough in me to push it earnestly all the way to the line. I blame Mackie and reckon he cost me at least two positions. Paul Webster took the honours from Ross Clark (Northern) and Dean Niclasen in the minor places. I rolled in sixth behind Gooch (4th) and Webby (5th). Thanks to all who made this race happen today.





B Grade (II)

By Peter Webb

Another hot Saturday with the temperature expected to be about 33 degrees and a strong northerly wind. At Dunlop Road this sort of forecast dictates that it's going to be a hard day.

Thirteen of us B Graders set off at a nice pace until Dean Niclasen decided to up the pace into the wind. This caused quite a flurry of excitement amongst the peloton, with those at the back scrambling for a wheel to follow. We had a bit of a lull in the racing when a truck was partially blocking the road and the race was neutralised. Then race referee Mark Edwards halted the race to remind us what a red flag looks like. After that nice little rest, we got back to the business at hand. It was obvious that no one was going to get away – that strong northerly was seeing to that. Peter Gray called it a day, as did Geoff O'Loghlen. Many tried to create a gap, most notably Doug Page, Anthony Gullace, Dean Niclasen and Rob Suter. Peter Morris was doing a good job of shutting down a few of those attacks and Dale Maizels was always there near the front.

It became apparent that the sprint would decide the day. On the bell lap, nobody wanted to be at the front going into the wind. Finally Pete Mackie decided to attack, Paul Webster jumped across to cover Pete and little me was on Paul's wheel. Paul went into the drops and I tried to stay with him but got gapped. Dean and Ross Clark came past me. Paul went on to win, with Ross Clark and Dean taking 2nd and 3rd, respectively. Thanks to everyone who officiated on the day and to all the volunteers.

Some stats: Average speed 37.8 km/h, max. HR 184 bpm, max. power 803 watts

E Grade

By Jim Swainston

The numbers looked a bit light on Saturday but the hot and windy conditions discouraged a lot of people from 'doubling up'. We rounded up six starters for E Grade, J.C. Wilson, Petra Niclasen (after her 2nd in F Grade), Ron Stranks, John Eddy, Doc Cunneen and myself. The pace was reasonably solid with a few skirmishes but no one keen to attack the headwind. J.C. hasn't put in one of his better efforts for a while and he departed after about 20 minutes. Petra also departed but battled on doggedly and rejoined us after about 20 minutes, a great effort in the conditions.

John Eddy was covering any attacks and making a few of his own but it was Ronnie who threw in a hard turn with about 10 minutes to race. He had us at his mercy but eased as he put his nose into the headwind. We then settled down for the inevitable sprint finish, which became rather tactical with Ron and John almost balancing down the back straight. I went to the front and wound the pace up but the Doc had my wheel and went past halfway down the finishing straight. He was soon challenged by John, who wore him down and recorded a good win, while I hung on for 3rd.

It is great to report that I called and saw Rod Goodes at Monash today (Monday) and he looks good again. Pardon the pun.

One can only speculate what Chris Hughson might have achieved as a cyclist had he not chosen to be a quality footballer. He is making the 53 on 11 look like child's play.

Thanks to all for another enjoyable day.



Croydon Cycleworks Summer Twilight Crit Series, METEC, 20 March

Grade	1st	2nd	3rd	4th
A Grade (13)	Chris Hughson	Richard Abel	Stefan Kirsch	Daniel Hulbert
B Grade (12)	Darren Woolhouse	Brad Jones	Max Kornhofer	Dean Niclasen
C Grade (10)	Peter Gray	Craig Oliver	Bob Lewis	Kym Petersen
D Grade (9)	Dean Tune	David Brown	Rob Castellani	Peter Brann
E Grade (2)	J.C. Wilson	Leon Bishop	--	--

C Grade

By Peter Gray

Nothing for me to crow about last Saturday at Dunlop Road. Handicapper Mackie suggested that I might like to 'dive into the deep end' of the peloton pool, so to speak, and we agreed that's where I'd start.

Well, I stayed with the bunch for about eight laps until 'legs' decided it was all too much. So we (legs, lungs and brain) retired to the sidelines after referee Edwards suggested that a run with C Grade in the following race might be a better option. Hmm! Maybe that's what 'ego' should have done to begin with.

Up the rear of C Grade (customary position for tacker-on) seemed easy enough until I punctured after 15 minutes. Oh well, it was nice while it lasted. Retired once again to the sidelines, with absolutely no intention of replacing tube and resuming racing. My focus was now squarely on the penultimate round of the Croydon Cycleworks Summer Series.

---o&o---

A return to form after several poor performances, and a rather freakish win last week, encouraged me in my quest to secure a podium placing.

With the series more or less wrapped up a couple of weeks ago, Richard Abel could relax and look forward to attaining his second consecutive title.

Not so for Darren Woolhouse and Peter Gray (me). Darren, who finished 3rd last year, is currently in 2nd position, 5 points ahead of Peter, with J-P, reigning

club champion, a further 6 points behind. Even Chris Hughson couldn't be ruled out for an aggregate podium if I didn't place in the final two races.

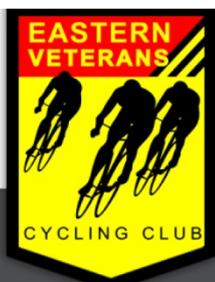
There was a significant reduction in the number of C Grade starters, compared to the regular 20-plus riders we had come to expect at METEC. The best tactic I could employ was that which had worked successfully throughout the series: stay near to the front and jump on anything that moves. Easier said than done, as it turned out.

A cold and moderate-strength southerly was blowing across the circuit. There weren't too many places one could shelter, so it might as well be up the pointy end as the rear.

Adam Hinds started the ball rolling with a sneaky surge, followed a couple of laps later by Kym Petersen, Hylton Preece and Darryl Blanchett. I think it was Wes Black who launched the first significant attack while Adam was leading. Things came back together and the following 20 minutes was a rotation of single attacks with much the same result.

My second (cameo) appearance at the head seemed the catalyst for Adam and Darryl to attack the bunch. In keeping with my race strategy, I proceeded to pull them back. As had happened in some previous races, I nearly blew myself up trying.

The pursuers counterattacked, led by Craig Oliver and Chris Beard, with little old me struggling to hold on at the rear. I kept telling myself, 'Hang on, keep pedalling, it'll all (the surge) be over soon!'





Well, it did ease off as the bell for E and D Grades was rung. With no casualties, we waited for our turn to be given 'clearance to land' and, like fathers to be, paced the southbound straight for Paul James to launch his expected attack.

It didn't come! Instead, Kym took it upon herself to deliver the bunch to the finish. Well, almost. I think she suprised everyone by opening up a 10-metre gap approaching the crossing. I sensed this was crunch time and decided to go after her after being challenged by Chris or Craig for a comfortable wheel to follow in the pursuing group.

Despite having practised a few sprints during warm-up, something felt different. I was having trouble closing the gap. It wasn't a pretty finish but I just managed to get my nose in front for the win.

The finish must have been very close because Craig and Bob Lewis just pipped Kym on the line. Kym very adamant she is going to 'smash' her opposition at the Maryborough championships. I think she will.

P.S. I discovered later that evening that my bike's rear tube had developed a slow leak. I estimate the air pressure at sprint time must have been about 45 psi. That's why something felt different!

Wednesday criterium, the Loop, Yarra Boulevard, 21 March

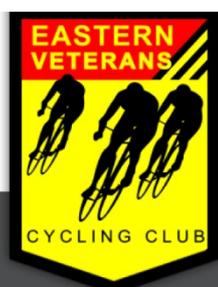
Division	1st	2nd	3rd
Division 1 (6)	David Holt	Fraser Short (N)	Iain Clark (N)
Division 2 (14)	Ross Clark (N)	Dean Niclasen	Peter Webb
Division 3 (9)	David Browne	Ian Smith	Mick Dewdney
Division 4 (3)	Susan Williams	Barry Rodgers	Barry Ellem

Referee was Nick Tapp. Thanks to Dean Niclasen for bringing the stuff, and to Keith Bowen for general support and wise counsel.

News etc.

One, two, buckle my shoe

Many of our cycling shoes these days feature Boa buckles, those neat buttons that ratchet in a thin cable and tighten your shoe up just so. They are easily adjusted and, just occasionally, they break. When one of my cables broke recently, I found the Boa website, filled in an easy online form – which asked for the make and model of shoe and a few other details –and clicked on the culprit from an ID parade of different models. In less than a week, a replacement buckle kit arrived by express FedEx, including instructions and the necessary tool – all free of charge – and the next day I was back in action with a brand new buckle installed. Definitely recommended if yours should break.



Below the Belt Pedalthon, Sandown Raceway, Sunday 18 March

By Neil Cartledge

First and foremost, the members of Team Eastern Vets, Peter Mackie, David McCormack, Rob Lackey and Neil Cartledge, would like to thank all those who generously donated to 'the Cause', that is, fundraising for research into cures for urogenital cancers. Eastern Vets members contributed a large proportion of the grand total to date of \$3661 raised by Team EV. This was the third highest of all the teams involved in the event. At the last count, the grand total was more than \$75K, and you can still donate up until the end of March. Thank you very much!

The organisation was first class. There was a table laden with merchandise such as race jerseys, hats, socks, scarves, food and drinks in a garage on pit lane for every team. In addition, there followed an excellent breakfast, perfect for bike racers, it took minimal effort to register and there were most helpful officials for any issues.

Right on 8 am, the race started, and it was tough from beginning to end. But that's what Eastern Vets enjoy, isn't it? The early heat and wind, then rain and wind with patches of cold and even more wind, magnified the challenge. Three hours down on the drops, pushing as hard as possible without the respite that can be found in a road race, was not easy. It was a 'time trial peloton' as opposed to a team or individual TT. There were many who rode for the social aspect, the joy of riding together, having a laugh and stopping from time to time to survey the landscape, take a selfie or wait for friends. Then there was a smaller group of riders who wanted to push themselves to their limit and get as many aggregate laps as possible for their team and individually. Team EV was in that group. David, Rob and Peter went with the frontrunners after the neutral lap and between them accumulated, at a guess, more than 90 laps. David McCormack completed the most laps of the 60+ age group. Well done, Dave! Team EV was 4th in the aggregated total. Team EV would have done better had there been more members in the team. Will you join Team EV next year?

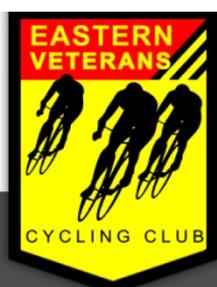
Ten or so Eastern Vets members entered and finished the 3-hour challenge. The family challenge followed, in which mostly parents and children did their version of a time trial – and that included a rickshaw. The passengers were forced to get out and push up the hill and into the wind, testament to the harsh conditions, the large frontal area and the weight of the ancient taxi. Thankfully, Eastern Vets has not introduced rickshaw racing yet!

The final event was a two-lap sprint and Rob Lackey was one of only a dozen or so (pictured right) with the energy to compete. Well done, Rob!



All from Team EV have indicated that they will enter next year, and Rob's wife and kids plan to enter the family challenge. It will be bigger and better next year, with an expanded format that will focus on clubs and organisations – so put it in your calendar and start training.

Thank you again for your fantastic generosity, which will impact on future cancer treatment.



One fast hour

As Anna Davis, then an Eastern Vets member, bent over a bucket after setting a new UCI Women Masters Best Hour Performance (50–54 years) at DISC velodrome in March 2017, I wonder whether she was thinking, 'Yeah, I want to do that again!' A year later, on 9 March this year, Anna was indeed back for another go, and bettered her own mark of 43.206 km by completing 44.427 km in an hour. An awesome effort once again.

Track bike for sale

- DEVER 3R TRACK BIKE \$1200
- Used four times indoors
- Alloy frame, DEVER carbon composite fork
- Carbon bars
- 3R alloy track 30 mm deep wheelset
- San Marco Blaze saddle
- Padded tape on bars
- Not included: pedals and bike computer

A quality, super light, fast bike, **make an offer**.
Pick up at Richmond or I can bring it to a crit.

Susan Williams 0412 787 785,
susan.williams@netspace.net.au



Future events

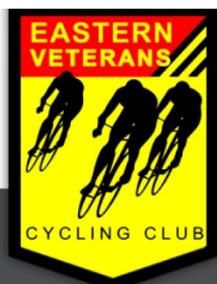
Eastern Vets

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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