

behind
bars

Newsletter

Eastern Veterans Cycling Club



Newsletter, May 31st 2013

Duty Roster

This Week on 1st June - Casey Fields: Nigel Kimber, Dale Maizels, Stephan Kirsch, Geoff Miller.

Next Week on 8th June – Metec: Richard Dobson, Rob Harris, Richard Maggs, Ciaran Jones.

Note: Members rostered for marshal or traffic control duties must be at the circuit at least one hour before the scheduled start time to assist with the setting up of the course. (But bring your bike, you just never know). If a marshal fails to turn up for duty, a rider will be balloted to do that duty. If you cannot turn up for duty, you must find a replacement and please advise Andrew Buchanan at tiptop2@optusnet.com.au

The following race reports are from the road race held out at Yarra Junction on 25th May 2013. Thank you to all contributors.

A Grade (Nigel Kimber)

If these legs could talk they wouldn't be talking to me and if they did I'd have to censor the bulk of it.

With twenty odd riders in the bunch it should have been fairly easy to hide away and do minimal work. With 72 kilometres to travel and 'the bump' in the middle it should have meant a civilised start, at least to Powelltown. But, being a Team's race meant there were responsibilities and there were teams there who wanted to make a race of it from the start - well, one team.

With the return of Tom Leaper (Croydon Cycleworks/Pick-a-Part) to the field there were two likely scenarios, Tom would ride away up the hill and we'd only see him on his way back, or, Tom would ride away up the hill and a working group of half a dozen or more might chase him down before the finish. You just don't know; this cycling is a funny game, heck somebody might even go over the top with him and make a race of it from there.

As it happened it was a far from a civil start, Croydon Cycleworks/Pick-a-Part seemed to have a plan, a plan to soften everybody's legs before the climb and the attacks started almost before we were out of sight of the officials on the start line. The responses to these moves were optimistic, individuals or teams seeing them as a possibility to get a rider up the road in a break that may provide an advantage later in the race. But it wasn't to be. Not even a bit of active blocking was enough to get a couple up the road (yes, I may have lost some weight but I have learnt how to make myself big).

Consequently, Powelltown saw the full bunch roll through and make its way across Boys' Camp Creek and onto the climb. As the road went up the only surprise was the lone blue and white Adriatic jersey of James Steward disappearing up the road in pursuit of the red and black jersey of Tom Leaper. Experience has shown (this author) that the first couple of hundred metres of this climb are the worst, it is the steepest section, and coming off the flat it doesn't take long for the heart rate to max out and for the legs to fold. It was either optimism or ignorance that had



James on the pursuit but he had the wherewithal to keep one eye on his heart-rate whilst the other was on the wheel ahead. As the numbers went through the 170s and into the 180s discretion took precedence over valour and he gently eased his heart-rate back into the black and himself back to the bunch.

I have little idea as to how the climb went, there are recollections of seeing the flashing lights of the lead car through the trees ahead, the occasional sighting of the lone figure of Tom labouring away as the road opened enough to see that far ahead. Then there was the road on the right, indicating just over a kilometre to go, and then the false penultimate corner before the true penultimate corner and finally the cutting that marked the top of the climb. Having held fourth or fifth wheel to the top, and with the sound of heavy breathing over my right shoulder, there were at least half-a-dozen of us cresting together. Phil Smith (Adriatic) had done most of the pace setting up the hill and backed off just before the top allowing yours truly to take the honours (of second place) and start the descent in the lead, a lead that didn't last long as Stef Kirsch (BikeGearNow/VeloEx) quickly took control.

A kilometre into the descent, with Stef still leading the way, a lone Tom was seen standing on the side of the road looking for his support vehicle (sorry Tom but Mick was following the e-grade bunch). The sight scrubbed a lot of speed from the leaders until it was realised that it was just a flat tyre that had Tom standing there and nothing more serious. Now, with the top step of the podium opened up, it did get serious. As the road flattened out those in the lead started to roll through; Stef, Roy Clark and Guy Green (Bike Force), James Steward (Adriatic), and myself (OMara cycles). A break of five that would require some serious chasing if it were to be kept from taking the top five places. With the exception of myself (who was seriously out of his depth and missed a few rotations) the five shared the work load to the turnaround.

After the turnaround I had the excuse to stop contributing altogether, Justin Davis (OMara cycles) was not too far behind and chasing, Phil Smith with him. As for the remainder of the grade I have no recollection, I had my head down and didn't see who was where in relation to us – like ships in the night.

Two-thirds of the way back to the top the toll became due and a lost metre quickly became two, then three, then the lead car was disappearing round bends where it hadn't done so before. The elastic held at around twenty metres for a while but then broke with an almighty 'twang' and I was left to the solitude of the forest and the dilemma of either waiting for Justin and Phil and hope to be able to hold them going up the steepest part of the return or to push on and hope to crest ahead of them and then ride in with them.

The decision wasn't left to me, with 8-900 metres to go, just as the gradient notched it up another couple of degrees,

Justin's voice came from behind urging me for more power. I was inclined to reply with a Montgomery quote but couldn't find my Scottish accent. Somehow I managed to hang on - Justin backing off helped a bit lot. Over the top the pair deferred to me, mumbling something about only holding me up. And we headed down the other side.

I was alone at the bottom, those mumbblings had substance, and made my way through Powelltown with the expectation of being reunited with the other two shortly.

It wasn't the yellow and blue, and blue and white of OMara and Adriatic that I saw next but a blur of black, yellow and red (of Croydon Cycleworks/Pick-a-Part) as the number 1 saddle cloth of Tom Leaper flashed past – he'd found a wheel. And desperately trying to find his wheel were Justin and Phil. At whatever speed they were doing it was more than I could contemplate and I watched fifth, sixth and seventh place disappear up the road. It didn't take long for them to vanish from sight as the previous 55-odd kilometres finally caught up with my legs. It was going to be a long, hopefully lonely, slog home.

My solitude wasn't to last, 9-10 kilometres from home there was the sound of wheels from behind, a pat on the back and some words of encouragement, it was the 'chase group', eight or so who had banded together to ride home together. Hitching my wagon to their train things got a lot easier and, despite the undoubted loss of eighth, ninth and tenth place, spirits were raised. That was until Frank Nyhuis (Skoda) spat a minor dummy and attacked the bunch two kilometres later, the response was pretty much instant and I was again alone, Frank didn't fare any better as the bunch hauled him in and then spat him.

The remaining half-dozen kilometres were a chore, the prospect of the dead road through Gladysdale not doing the spirits any favours.

And the wash - from the gossip and summation. A few got left behind on the hill but were able to regroup on the other side, some using the re-wheeled Tom Leaper to drag themselves back to 'the bunch' but no further. Justin and Phil Smith managed to attain, and retain, Tom's wheel as he powered through Powelltown. At the finish it was the original four, Guy and Roy (Bike Force) working over James (Adriatic) and Stef (BikeGearNow/VeloEx) with Guy eventually winning the sprint from James (just), Roy in third and Stef taking fourth. Just behind, and in sight, were the threesome of Tom (Croydon Cycleworks/Pick-a-Part), Justin (OMara cycles) and Phil (Adriatic) who finished in that order. Being a Teams' race there were still points on offer and the race for eighth to tenth was on, this was won by perennial sprinter Phil Cavaleri (Adriatic) from Jean-Philippe Leclercq (independent) and Gareth Martyn (OMara cycles).

Figures for my race: 71.9k @ 35.5kph (2:01:25)

A Grade (James Steward)

Tough racing at Yarra Junction yesterday. It was mild and didn't rain, but the roads over the bump passed Powelltown were wet. There were a few attacks before the climb, as riders tried to gain an



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advantage over Tom Leaper, knowing he'd burn us all if he wanted to up the climb.

I started the climb at the front of the bunch, trying to keep the pace high enough, but it was not to be. Leaper attacked almost as soon as the road pointed skyward. I desperately tried to match his effort, and managed to hold him at a few bike lengths. The gap stretched and my heart rate headed passed 180. I thought, I only have to do this for a few minutes and he'll ease. Pfft – I gave up after a minute or so, watched Tom ride away, and headed back to the bunch. Had I tried for longer I would have certainly exploded and lost all hope of claiming any points.

But Leaper had bad luck with a puncture, just after he showed us all how amateur we are, by climbing the bump about a minute quicker than our Beetle and what was left of the bunch. We passed Tom near the bottom of the descent as he waited for his team mate, Matt Davis, who stopped and gave his wheel to their team leader.

D Grade (Colin Mortley)

The day's race started off with 7 riders in cool conditions with rain threatening. Right from the beginning Adrian Dickinson took the lead and stayed out front until the hill. Along the road I noticed a white concrete bunny on a gatepost and was tempted to make comment about it to Peter Mackie but thought better of it. It may have just "fired" him up. At the start of the hill we caught up to Adrian who yelled out as we passed "OK, just go off and leave me you bastards". Heading up the hill Geoff Darroch was organising a rotating lead and encouraging all riders. However, David Coull just headed straight up and over the hill thinking we were still behind him (yeah, 200 to 300 metres behind). One rider (we know who was wearing booties) suggested that we just let him stay out there for a while and tire himself out. But David Brown and Geoff made a big effort to haul him back in. Half way back up the climb we lost Nick Hainal. About 1km from the top of the climb I made a point of watching Peter to see when he was going

Meanwhile I'd made it into a select group with Guy Green, Roy Clark, Stefan Kirsch and Nigel Kimber. Beetle and Justin Davis were chasing after taking it a bit more cautiously on the wet descent. At 'le tete de la course', we rode solidly, swapping turns and keeping the pace high. After the turn at 35 km, Nigel tried to eat and lost a few bike lengths, and then lost contact altogether. The group rode conservatively over the bump going back, and took note of the ambulance at the side of the road tending a fallen rider. There were no bonuses for extra time. This was not a tour. All we had to do was stay ahead of Tom and Justin.

As the line drew closer, I took the lead up the rise – too much confidence perhaps? Roy threw in a dummy attack that caused me to open up the throttle. Guy managed to get my wheel, and as we crested the hill, managed to edge passed me for the win – by a few inches. Roy was next, then Stef, Tom, Justin, Beetle, and I think Cav took out the bunch gallop – of what remained of the bunch. 25 points to Bike Force, and 19 for Team Adriatic. Not a bad start to the season.

to attack as I knew from Gruyere (two weeks earlier) that he had the strength to make a break and stay away till the finish. Near the top he did exactly that and I went straight after him with Geoff behind. Half way down I passed Peter but started cramping in both legs. At the bottom it was myself, Peter, David Brown and Geoff. Peter, Geoff and myself put in fast turns in order to whittle away the opposition (sorry David). Halfway home Peter suggested that we could ease up as David could not be seen and so that all 3 of us could make it to the finish. Near the top of the final little rise Geoff attacked on my outside so I had one eye on the finish line and one eye focused on the leading edge of his wheel as I slowly overtook him (or he just tired). Peter then shouted encouragement for me to "go harder". With heart rate and breathing at a maximum I managed my first win with Peter second and Geoff third. Our friendly handicapper really does have a heart of gold.



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D Grade (Geoff Darroch)

Looking around at the starting line, I noticed that there were only the 7 of us in D grade – less than usual however the weather conditions were a lot more pleasant for riding compared to the last time I was at this circuit (which was the Omara, held in February in 35deg heat) when I had become badly de-hydrated. The temperature was mild, there was no wind and the rain was hanging off, so all was looking good.

After a neutral start, the first to lead out was Adrian Dickinson however nobody else seemed interested to leave the bunch so he led almost to the start of “that hill”.

Once we started to climb, David Coull led out & opened out a fair lead. After David, Geoff Darroch led the bunch for the first 3 kms or so until overtaken by Colin Mortley who led until the top. After we got over the hill, a bunch of 5 worked well together to get back with David (after approx 5kms) who then joined the bunch also.

That bunch of 6 stayed together to the turn, then after the turn until the start of the return climb with all riders “taking turns” out front.

Going up the hill again seemed to reduce the bunch to 5, then with about 100 metres to go, Pete Mackie seemed to “find another gear” & increased the pace.

Whilst descending, a lot of the road was wet & everybody went into “preservation mode” showing caution on the bends, trying to keep the bikes as vertical as possible. Luckily, all riders got down safely. Once on the flat again, Pete Mackie again kicked strongly & a lead bunch of Pete, Colin Mortley & Geoff Darroch broke away from the others.

It stayed that way until the final slope up to the finish line with Pete Mackie doing the lion’s share of the work and the speed getting up to 40km/hr in places.

Coming up the slope, Colin was leading then Geoff, then Pete. Geoff started to sprint & passed Colin but after 72kms & climbing “that hill” twice didn’t have the legs to keep up the pace. Colin then counter attacked to pass Geoff & take out 1st place, followed by Pete Mackie, then Geoff.

The Garmin showed an average speed of 28.8km/hr which didn’t seem too bad considering the “undulating course”

D Grade (Peter Mackie)

Seven starters and Adrian thought he’d try and get a gap between the other six prior to the ‘the bump’ riding off the front. This was short lived and before we warmed up ‘the bump’ was upon us. Adrian said good bye at the base and the other six set about putting distance between them and Adrian. About 1km into the climb David Coull thought the pace was too slow and set about riding by himself, whilst the rest climbed and descended together. David never really disappeared from sight, however Geoff was keen to chase him down, the rest were happy to leave him out by himself. Rolling turns by the group (no great speed) saw David caught well before the turn. After the turn, the group rolled turns again, approximately 1km each. Again the pace wasn’t high and it was looking like we would continue to ride together until the end. However, Peter lifted the intensity up one of the smaller climbs prior to ‘the bump.’ This saw six become four, as Nick & David Brown were dropped, David had gear issues and caught up shortly afterwards (four became five), whilst Nick had a lonely ride back. Again everybody did a turn as we ascended back up ‘the bump.’

David B & David C led the group up 90% of the climb until Peter had a rush of blood about 1km from the top, creating a gap between each of the five riders. With wet roads the descent was fast but safely navigated by all, however David C wasn’t able to close the gap. So there was four. The pace was increased through Powelltown to ensure numbers were kept to a minimum. On the first little climb out of Powelltown, Peter again got a rush of blood stretching the four, resulting with David B dropping off the bunch. Having noted David off the back, Colin, Geoff & Peter worked hard to increase the gap and successfully did just that. It was now down to positioning, however Geoff and Colin both appearing to suffer (Colin cramping, Geoff tiring), Peter kept the pace up with Colin soon recovering and working turns with him. With the finish line nearing and nobody in sight from behind, the pace reduced for the last 3 - 4km and positioning started. Geoff who played the tired rider for the last 10km, was the first to jump, Colin followed with Peter joining the pair, Geoff’s legs actually did tire about 100 metres from the finish, leaving Peter and Colin to fight it



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out. Colin proved the stronger and better sprinter leaving Peter in his dust. Well done to all!

Results Yarra Junction 25/5/13

	First	Second	Third
A-grade (9)	G Green	J Steward	R Clark
B-grade (16)	D Woolhouse	C Gough	J Alymer
C-grade (13)	I Smith	T Crowe	R Debernardi
D-grade (7)	C Mortley	P Mackie	G. Darroch
E-grade (4)	R Stranks	D Niclasen	M Paull

Officials at Yarra Junction 18th May 2013.

Thanks to Keith Bowen for refereeing and to our marshals and traffic controllers; Ray Russo, John Thomson, Geoff Mackay, Steve Martin, Neil Cartledge, Tim Maffey, and Ken Mayberry. Special thanks Mick Jamieson in the follow car. Thanks to Andrew Buchanan who manages the duty roster and ensures we have enough people on the day for our races and to JC Wilson for the trailer and Dean Niclasen on hand with the drinks. Thanks also to anybody else who helped and to all the riders for making the day.

Results: The Loop May 29

	Division 1	Division 2	Division 3
First	A Mapstone	R Debernardi	L Bohn
Second	D Hyde	L Welling	J Eddy
Third	P Thompson	G Foster (N)	A Cunneen

Future events:-

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
June					
Sat	1	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	8	2:00pm	METEC	51 D8	Graded Scratch Races
Sat	15	2:00pm	Arthurs Creek	510 N12	Graded Scratch Races
Sat	22	2:00pm	Yarra Glen	266 J11	Graded Scratch Races - Kermesse
Mon	24	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
Sat	29	2:00pm	Gruyere	282 F10	Graded Scratch Races
Wednesday's		10:15am	The Loop	44 G4	Graded Scratch Races

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 before the race. 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 via e-mail to the handicapper or on any race day prior to the event.





Northern Vets Program: <http://www.northerncycling.com/>

2-06-2013	Graded Scratch	1hr+Bell	National Boulevard	9.00am
01-06-2013	VVCC Handicap - "Oppy" Open			
9-06-2013	NO RACING - 3 Day Tours			
16-06-2013	Promains Winter Crit Series (Race 1)	1hr+Bell	National Boulevard	9.00am
23-06-2013	Promains Winter Crit Series (Race 2)	1hr+Bell	National Boulevard	9.00am
30-06-2013	Promains Winter Crit Series (Race 3)	1hr+Bell	National Boulevard	9.00am

Victorian Veterans Cycling Council program: www.veterancycling.com.au/

01/6/2013 1:00pm	'OPPY' race (Central Victorian Vets)	Rochester Football Ground	65k	27/5/2013 (\$25)
21/7/2013 10:00am	Geelong Open (Geelong Vets)	Paraparap	61k	not yet open

Note: Entries are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

Promotions

GIRAMONDO
SPORTSWEARE

CLEARANCE SALE
1 DAY ONLY
SATURDAY 1st JUNE 2013
8:30am - 5:00pm

COME AND GRAB A BARGAIN NOT TO BE MISSED!!!

6/6-8 Leo St, Fawkner VIC 3060, Australia
Ph: 9359 2155





Eastern Vets

Le
de TOUR
FRANCE

Night

Saturday 20th July 2013 - Stage 20

From 7:00pm till Late
The Kilsyth Club
Corner Canterbury & Colchester Rds. Bayswater Nth.

Guest Speaker – Trent Lowe
Former Pro rider – Jittery Joe's, Discovery Channel, Garmin-Cervelo
2008 TdF Rider

3 Course Meal, drinks at the Bar

Presentation of Summer Championship Medals

Tickets \$60, available from the Club (Saturday racing) or call David on 98763365 or
email davemacq@bigpond.com

All Club members, friends and bike fans invited

Lost a Jacket?

A waterproof Elite Cycling jacket was left behind last week at Yarra Junction. It was collected by Tim Maffey, who will bring it to Casey Fields this week for pick up.



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