

# behind bars

## Newsletter

Eastern Veterans Cycling Club



### Newsletter, June 28th 2013

#### Duty Roster

**This Week on 29th June – Gruyere:** Keith Bowen, Thorkild Muurholm, Matt White, Ian Milner, Michael Paull, Mark Peacock, David Pyne, Peter Ransome John Pritchard, Frank Lees, Lawrence Lee.

**Next Week on 6th July – Casey Fields:** Peter Ballas, Russell Newnham, Colin Mortley.

**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](mailto:tiptop2@optusnet.com.au)**

It was a beautiful crisp winter's day and with the sun shining on the scenic countryside of the Yarra valley, the Eastern Vets rolled around the Yarra Glen Kermesse for an afternoon of competitive racing.

The race reports below describe some of the action:-

#### **A Grade (Nigel Kimber)**

There was murmuring at the marshalling area, the word was going round, Tom Leaper was seen, inbound. And sure enough, of the sixteen on the line, Tom was one. Sixteen - fifteen should be able to keep a reign on the (not so) old pro.

As anticipated the first lap, incorporating a neutral component, was fairly sedate, a warm up, a feeler, a bedding in. The second lap was no more aggressive, it wasn't till the third time up the Glenview climb that feeling became testing and I went from the front to the back as Tom upped the

ante, dragging the bunch through as all responded to his first little acceleration.

Approaching the plateau it was obvious the mass had rallied and there were too many passengers so the pace came off and a collective sigh of relief was heard under the sucking in of oxygen as the peloton crested the hill grupetto and cruised past Sticks Winery.

But the lull had been broken and the pace was soon back on - three down, nine to go, and racing.

The next time up the hill Tom left his surge a little later and pushed it over the top, only Roy Clark and DR. Holt able to match his acceleration. Others, either still smarting from the previous lap's efforts or caught behind somebody who was still smarting, were left to watch in dismay and hope. Over the top Clem Fries (Gippsland) tried to encourage the mass to roll but unfortunately he was dealing with city boys who don't have the handicap experience.



With the blue and white of Adriatic in the break the chase could expect no assistance from the two Phils; Cavaleri & Smith, Tom's presence also removed similarly clad (Croydon Cycleworks/Pick-a-Part) David Depedro from the equation. Three away with arguably the two strongest sets of legs in the race and an, as yet to get organised, chase of ten. The fat lady may not have been in full voice but she was certainly gargling the brandy to loosen the vocal chords. Joining the dots before my eyes I saw the writing forming on the road, the vines, the back of the rider in front - in fact, anywhere I looked. Time to do something about it, as Sticks came and went I found a gap in the traffic, moved out, moved up and moved on.

Turning into King Street ten metres in arrears of the leaders I tucked down to let gravity and mass do its thing. A quick glance under the armpit showed no shadows but mine - a slight surprise. Tom was driving the break down the hill and slowly pulling it away but I had momentum on my side and backed it for 30m on the rise from the creek to the turn. And 30m it was good for, leaving me with five to close at the top of Yarraview Road as we raced for the line to get eight to go.

For the next two laps the work was shared disproportionately, Tom doing the bulk of it, Roy contributing to the demoralisation of the chase, David providing respite for the other two and, while nobody seemed to mind my tagging along, I took full advantage by only putting my nose to the wind a couple of times. The frequency becoming more so as the laps progressed.

Six to go and we still have it all to do again. Going up Glenview there was an almost audible 'snap' as David went from leader to follower to chaser and then back to the bunch, whether it was his head, his heart or his legs was unclear but the break was now down to three and there would be no more hiding. From the point of David's departure two laps passed with an almost equitable sharing of the work (with the young guy supporting his elders). Then it came, from behind, half way up Glenview, the sound of gears changing, the sound of power being put through carbon wheels, and then the visual as Tom rode from third to first. Roy started to give chase and

as he rode by a look across, I don't know what he saw or what went through his head, but the eyes suggested "Nigel's not going to chase", leaving him with the quandary of what to do. The options; flog his legs to catch and then stay with Tom up the climb and around the lap to have to do it all again and again and again and have nothing left to contest the finish or possibly get left behind somewhere along the way and have to finish alone, or, stay with Nigel and share the effort to stay away from the chase and then win the sprint - second place likely either way.

Or maybe he chose to stay with Nigel to help him stay away from the chase, whichever way it was Tom rode away, putting metres and lower grade riders into the gap, leaving Roy and I to complete the lap as 'les pursuants un' to get three to go. Make that two to go - that's what the board said. The metres came and went, the occasional twitch of Roy's elbow saw the lead change, the occasional slowing of pace saw the lead change as the two of us continued swapping and rolling, heads down and pedals turning. The bell next time past the judges cemented the lost lap as we continued to roll and swap, b-grade ahead providing a bit of a target and, as the lap unfolded, some distraction.

A planned attack on the rise from creek to turn didn't eventuate (legs unwilling), then it was on to Yarraview Road for the last time, just behind b-grade, to pass or to not pass? A moot question really, given that the legs were never going to respond to an affirmative answer from the brain. Sixty metres from the line, still trailing b-grade, Roy stood up and started the sprint, a look across as he has went by - the same expression, he sat back down for a comfortable (?) second place.

Nigel's figures: 53.1k in 1:25:33 = 37.3kph avg.  
(max = 60.8kph)



**Bayswater**





### **D Grade (John Neil)**

I went to Yarra Glen with the primary aim of finishing having ingloriously punctured in the first few kms of my D Grade debut at Arthur's Creek. My previous outing on the course had been spent chasing the handicapper and Juanita Cadd on a break-away in a six-lapper, getting dropped up the hill and being overtaken within sight of the finish for fourth. I figured I was probably a stronger rider and only possibly a smarter one given my racing experience in the intervening period, but the prospect of three added laps was daunting.

At the outset I tried to find a "comfortable" place in the bunch, but soon learned that this did not exist. After the first lap or so the pace moved up to the average 30+ kph that was maintained throughout. There were multiple surges to keep one's attention from straying, particularly on the uphill leg with the handicapper being an obvious and early culprit. I took various places in the field including the lead on occasion around the start/finish with no intent other than to at least start the main climb with the bunch.

Around the fifth lap I was feeling OK and thought "if only this was E Grade". As we moved into the closing laps nearly the whole bunch was still in it. Up the hill I was mostly at the back of the bunch and just managing to hold on to the last wheel (on one occasion with the help of an encouraging push from a rider we overtook). In the last couple of laps, the handicapper made a move and at one point I thought he was away and I was too far back to even think of doing anything about it. I made it to the top of the final main climb on the back of the main bunch and my aim went from "finish" to "finish with the bunch".

It was helter skelter heading down then up to the final right-hander where everyone seemed to come together. I found myself on the handicapper's wheel as he hunted up past several riders towards the head of proceedings. Someone then kindly suggested I get on another wheel (as he got on mine?).

With the finish line nearing I jumped (too far out?) and had clear air in front of me. As we

approached the line I felt like I was running up the down escalator as the pedals became increasingly more difficult to rotate in a gear more suited to the flat. The Davids Coull and Brown rounded me up on the right and I was thankful to creep over the line without being swamped. It was a highly enjoyable and competitive race thanks to the efforts of my fellow riders and the officials and organisers.

Ps I apologise for the egocentric nature of this report but I know too few of my competitors to highlight their efforts/ contributions.

### **D Grade (Peter Mackie)**

Great day for a ride, no wind, no clouds.

Rob Devolle returned from a couple of months off playing Mr. Handyman and got stuck into Peter Mackie and encouraged him to take off up the hill on lap one. Peter soon realised Rob didn't intend on following him and was content to roll until the group caught up.

The rest of the race was quiet with David Watts (Northern), Keith Wade and Nathan Dewar doing the bulk of the work up front, with the newly appointed D Grader John Neil poking his head up from time to time. Any breaks were quickly chased down by Colin Mortley and David Watts. On the bell lap David Brown and Colin created a gap at the top of the hill, David Watts pushing the big ring for the entire race tried his hardest to close the gap before the downhill, but he couldn't, and Nick Hainal decided he would, and did. Nick, David B and Colin had a 50 metre break into the long finishing straight, but Colin adopted the lead out position for the second week in a row and with neither David B or Nick helping saw Colin tire and David Coull, David Watts, John Neil, Keith Wade and Peter catching up in time to contest the sprint. Colin's legs were spent; Peter was pushed over the line by David Casey (dropped rider from C Grade); David Watts' legs couldn't push the big ring in the sprint; Nick went to the front but quickly returned to the rear before David Coull took the lead from David Brown and John Neil taking third.



**Bayswater**





### Results: Yarra Glen 22nd June 2013.

	First	Second	Third	Fourth	Fifth
<b>A-grade</b> ( 16)	T Leaper	R Clark	N Kimber	D Holt	
<b>B-grade</b> (15)	R Cardosi	D Hyde	R Russo		
<b>C-grade</b> (21)	D Eagle	T Crowe	T Tonkin	K Stagg	
<b>D-grade</b> (14)	D Coull	D Brown	J Neil		
<b>E-grade</b> (13)	G Youll	A Chiong	H Werner		

### Thanks to the officials

*Last Week* on 22nd June – Yarra Glen: Richard Dobson, Lance Wearne, John Thomas, Glenn Newnham, Kim Marshall, Chris Norbury, Reinhard Neuwirth, Peter O'Callaghan and Mary Lillycrapp.. Also thanks to Andrew Buchanan for managing the duty roster, J.C Wilson for bringing the trailer and to Dean Niclasen for the drinks. Special thanks to those that replaced rostered officials at short notice and of course thanks to all the riders for making the day.

### Eastern Vets points competition (latest table below)

For new members and those that don't know, the Eastern Vets run an annual points competition for Saturday and Tuesday night (Summer series) race days. Points are accrued for placing; trophies and prizes are awarded at the end of the year. Below is a summary of how it should work:-

**Saturday racing**;- points are aggregated through the calendar year which finishes the week prior to the Christmas handicap.

**Points allocation:** Scratch races - (the grade **must** have **7 riders**)

1<sup>st</sup> gets 5pts

2<sup>nd</sup> gets 3pts

3<sup>rd</sup> gets 2pts

All riders get 1pt

**Points allocation:** Handicaps

1<sup>st</sup> gets 10pts

2<sup>nd</sup> gets 8pts

3<sup>rd</sup> gets 6pts

4<sup>th</sup> gets 4pt

5<sup>th</sup> gets 2pts

All riders get 1pt

No points for marshalling

Aggregate winner gets to wear number #1 for the following year. Trophies and money awarded to first 3 place getters.



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**Tuesday night racing:-** The aggregate is accrued through the summer during daylight savings and finishes on the final Tuesday before daylight savings ends.

**Points allocation:** Scratch races - (the grade **must** have **8 riders**)

1<sup>st</sup> gets 10pts

2<sup>nd</sup> gets 6pts

3<sup>rd</sup> gets 4pts

All riders get 2pts

10 points for marshalling (volunteer system)

Handicaps - Nil

Trophies and money awarded to first 3 place getters for the aggregate. Depending on sponsorship, prizes have been awarded down to 14<sup>th</sup> place.

Saturday aggregate as of 26th June 2013

	<b>Surname</b>	<b>Name</b>	<b>Grade</b>	<b>Points</b>
<b>1</b>	<b>Mackie</b>	<b>Peter</b>	D	<b>38</b>
<b>2</b>	<b>Cartledge</b>	<b>Neil</b>	C	<b>33</b>
<b>3</b>	<b>Clark</b>	<b>Roy</b>	A	<b>33</b>
<b>4</b>	<b>Coull</b>	<b>David</b>	D	<b>33</b>
<b>5</b>	<b>Green</b>	<b>Guy</b>	A	<b>33</b>
<b>6</b>	<b>Wilson</b>	<b>John C</b>	D	<b>33</b>
<b>7</b>	<b>Neil</b>	<b>John</b>	D	<b>32</b>
<b>8</b>	<b>Watts</b>	<b>Ray</b>	E	<b>31</b>
<b>9</b>	<b>Hyde</b>	<b>David</b>	B	<b>27</b>
<b>10</b>	<b>Cranstone</b>	<b>Geoff</b>	D	<b>26</b>
<b>11</b>	Tomsic	Franc	C	<b>26</b>
<b>12</b>	Woolhouse	Darren	B	<b>26</b>
<b>13</b>	Mortley	Colin	D	<b>25</b>
<b>14</b>	Niclasen	Dean	C	<b>25</b>
<b>15</b>	Ransome	Peter	C	<b>25</b>
<b>16</b>	Smith	Ian R	B	<b>25</b>
<b>17</b>	Gray	Peter	E	<b>24</b>
<b>18</b>	Gullace	Anthony	B	<b>23</b>
<b>19</b>	Paull	Michael	D	<b>23</b>
<b>20</b>	Stranks	Ron	E	<b>23</b>
21	Miller	Geoff	E	22
22	Ross	Steven	A	22
23	Thompson	Phillip	B	22
24	Bone	Ken	C	21
25	Brown	David	D	21

In the future we are looking to provide updated information on this table via a page on our website.



**Bayswater**



*Eastern Vets* **Le Tour de France 100** *Night*

**Presents**



**Trent Lowe – The life of a Pro Cyclist**

**Saturday 20<sup>th</sup> July 2013**

Trent will tell us what it's really like to be a Pro!

Tickets are available on race day or contact David McCormack 98763365 or [davemacq@bigpond.com](mailto:davemacq@bigpond.com). Tables of 8, friends and family most welcome! (No tickets available on the night)

Last week we saw what the riders from Sky Pro Cycling had for breakfast. To see what's on the menu for Dinner click below :-

[http://www.youtube.com/watch?v=N6-A6eTzz4c&feature=player\\_detailpage#t=9s](http://www.youtube.com/watch?v=N6-A6eTzz4c&feature=player_detailpage#t=9s)



### Results for The Loop June 26th

	Division 1	Division 2	Division 3
<b>First</b>	D Beovich	A Weber	J Cadd
<b>Second</b>	R Cardosi	R Debernadi	A Cunneen
<b>Third</b>	P Thompson	J Williams	J Neil

### Future events:-

#### Eastern Vets Program: [www.easternvets.com/](http://www.easternvets.com/)

June	Date	Time	Location	Melway Ref	Event
Sat	29	2:00pm	Gruyere	282 F10	Graded Scratch Races
<b>July</b>					
Sat	6	2:00pm	Casey Fields	134 E8	Graded Scratch Races
Sat	13	2:00pm	Arthurs Creek	510 N12	Graded Scratch Races
Sat	20	1:00pm	Yarra Junction	288 G10	Rob Graham Memorial TT - Handicap Club Champ
Sat	20	7:30pm	The Kilsyth Club	51 D10	Tour de France night
Sat	27	2:00pm	Yarra Glen	266 J11	Graded Scratch Races Kermesse
Mon	29	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
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/>

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
7-07-2013	Promains Winter Crit Series (Race 4)	1hr+Bell	National Boulevard	9.00am
14-07-2013	MID WINTER BREAK - NO RACING			
21-07-2013	MID WINTER BREAK - NO RACING			
	VVCC Handicap - Paraparap			
28-07-2013	MID WINTER BREAK - NO RACING			

#### Victorian Veterans Cycling Council program: [www.veterancycling.com.au/](http://www.veterancycling.com.au/)

21/7/2013 10:00am	Geelong Open (Geelong Vets)	Paraparap	61k	not yet open
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**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.

Thank you to all the contributors for this week's newsletter.  
Ed. [davebrown01@optusnet.com.au](mailto:davebrown01@optusnet.com.au)



**Bayswater**

