

behind
bars

Newsletter

Eastern Veterans Cycling Club



Nov 15th 2013

Duty Roster

This Week on 16th November – Casey Fields:- Keith Bowen, Daryl Beovich, and David Birznieks.

Next Week on 23rd November – Dunlop Road:- Richard Dobson, Zenon Gawronski, Colin Tozer, Warren Steinicke, Cameron White, Sean Wilkinson, Boyd Williams, John Williams, Gary Wishart, Ken Badin, Ramon Cardosi, Rob Castellani, Mark Charlton, Ray Russo.

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

Yarra Glen 9/11/13; Race reports from across the grades:-

A Grade (Nigel Kimber)

Field of Dreams Sprinters

And a small field it was, seven; six familiar faces, one unknown. Given my recent form I was hoping for a not too aggressive race, and looking around those there, there was a good chance I would get my wish. I only had to survive the first 30k. Rob Amos, strong and aggressive on the crit circuit but the hill at Yarra Glen would temper that. Phil Cavaleri (sprinter), quick, unlikely to start anything but more than likely to be there to finish it off; Roy Clark (sprinter), the ace in the pack, in form, on song, likely to let someone else initiate hostilities and use that to his advantage; Jean-Philippe (sprinter), tenacious, if he weren't French I'd say a bulldog, if he held on up the up

he'd be in the mix; Steve Ross (sprinter), big and strong, proving his strength in recent finishes An unknown (??), a country boy (Colac vets) so there was no doubting he was strong - light too, so one to watch on the positive gradients. And yours truly – not in the best of form, but a good week in the legs reason for moderate optimism.

Across the line for the first time – twelve to go and racing got under way. Sense the first time round the bottom corner, sense on the first time up the hill as well. With Roy & Nick Kennedy (the unknown) seemingly happy to swap turns I was certainly happy to sit in their shadow. A few more were encouraged to the front along Yarraview,



the wind pushing those on the front back, but I managed to hold a place three back.

Laps two and three came and went, Nick showing on the incline that he was prepared to test the mettle of the others in the group. All were up to the challenge whilst I managed to stay out of the wind and in the midst.

Lap four and Nick was at it again and was this time allowed a measure of freedom, either that or we were too stuffed to chase up the hill and across the top. There was no real attempt to bring him back down King, the sentiment being to let him have his 1.5 minutes and suffer into the wind, but the consensus was that there was no way we could afford to allow him to take that gap round onto Glenview - it was time to work and as the chase started rolling I joined the queue and tasted the wind for the first time. The others must have been surprised to see me there or figured I owed some dues as no sooner had I got to the front than they stopped rolling. No matter the wind had done most of the damage and with a bit of effort Nick was back in the fold as we again tentatively turned onto Glenview.

Another surge on the climb and the other little guys were away; Phil Cav & Jean-Philippe and with JP in the yellow and blue of OMara cycles there was no inclination for me to chase. Along Yarraview the momentum of the bunch closed the gap, Phil seeing the writing on the wall sat up and allowed himself to be reintegrated as the a-grade bunch attempted to pass a (large) rampaging c-grade bunch - an unfortunate instance of timing, a c-grade attack making things a bit messy. And somehow I'd found myself on the front - sorry JP, but that 20m wasn't going to get any bigger, and you weren't going to do 6 laps solo, and we needed to clear c-grade.

With all but two behind us we started up Glenview, then there was one, then we were clear. But we had a passenger; Lindsay Bridgeford putting an end to his race and sending a signal to the handicapper that he may be ready for a-grade.

Half race distance. I was still in it and the legs were showing promise of going the distance, it was time to formulate a plan. Would be handy to have a goal but Nick seemed to have given up

the pressure on the climb so that seemed a good place as any to start.

Around lap eight, from third wheel I've upped the tempo and ridden away, a glance down and back as the road has leveled revealed a shadow following mine, past Sticks winery another look - the same shadow, a glance over the shoulder and nothing but clear road, over the other shoulder there's JP smiling face - just the two of us. It was early but sometimes you just have to quote the young Tom Cruise. By the time we'd made King Street there was another shadow - Nick had bridged. After King came Yarraview and the headwind, and I had two of the smallest guys in the race to help me.

To the finish line the chase was closing then Roy jumped across and the remainder dug in to close it down and once more the seven (plus one) headed back up to the top of the circuit. Having survived the previous effort it seemed a good idea to do the same this time round, and the next and the next. The last laps basically following a common theme; I'd push it up the hill, allow someone to come through at the top and take us round to Yarraview, get into the mix then sit back and catch my breath going into the tight double-right before moving from around third wheel to push again. Rob Amos the most likely to be the first relief at the top, Roy, Steve and Phil seeming happy to let the rest of us play for the bulk of the time.

Two to go and it was pretty much settled that it would be all in for the finish, nobody was going to be shaken on the climb, nobody was going to be allowed to get away. But that wasn't going to interfere with my fun because I was having fun. If memory serves I was allowed to lead the race for the majority of the last two laps. On the ultimate lap the effort up the climb created a small gap, which became apparent when JP & Phil C went through followed by nobody else. On to King the gap was 20m, the plan had been to put in a big effort on the bump from the creek to the Yarraview turn, get a gap and hope the others looked at each other long enough. To dream. A twenty metre head start at the top of the hill was too good to pass up so a call to the other two and we made an effort. Alas, the chase wasn't



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looking at itself and by the creek we were one. The plan was still good. The gap didn't eventuate, the group rounding the last turn together.

That was my race run and done, all that was left was to lead the contenders (everybody else) to the start of the sprint and then watch from the galleries. Somebody must have moved the gallery - I don't know what Jean-Philippe was thinking but starting the sprint 800+ from the line, into the wind, didn't seem like a good idea to me. Five seconds later he realised the error of his thinking and allowed me to resume my role. I was again caught by surprise a couple of hundred metres later when there was take-two. I'm no sprinter, but I'd have waited another two-three hundred before considering hitting the gas, the headwind and the uphill finish enough to dictate a short sprint - a very short sprint.

So, around four hundred out the sprint re-started. The race ending fifty metres later with the worst possible result - Phil Cav and Steve Ross coming together, the slight frame of Phil v. the solid Steve - there was only ever going to be one result. As the pair separated Phil was overbalanced and wobbled severely, sending Roy into Nick, Roy's derailleur ripping spokes from Nick's front wheel and his own back wheel, JP headed to the grass to avoid the carnage and Rob, who was a little behind, headed right to avoid the falling Phil - unfortunately not right enough, Rob having to draw on his mountain bike skills to avoid going over his handlebars as he was forced to go over the fallen Phil.

Everybody stopping to tend the fallen rider.
Figures for the race: 60k, 1:45, 34kph

B Grade (Nick Tapp)

The weather outlook kept most bunches small for the kermesse at Yarra Glen, but it stayed fine apart from a few drops. Which was good for several reasons, especially as the double right-hander at the foot of the uphill leg was covered in a layer of clay and road metal and could have turned into an ugly skating rink had it rained. Ross Tinkler did an awesome job sweeping it, which delayed the start by 15 minutes, but the pre-race briefing was clear: if it rained and got slippery, we would get the bell immediately.

Ian Smith looked to me like the main man in B grade, but Tim Crowe, Chris Ellenby and Thorkild also kept it interesting, while Andrew Nielsen would threaten if it came to a bunch sprint. We must have dropped Rob Giles quite early, and Tim commented: "I didn't expect to be in this much discomfort on the fourth lap!" So we were not exactly idling along.

Though not wet, it was windy: across from the right on the downhill leg, a left shoulder/headwind past the pony club and the finish line, and mercifully behind us up the hill. Several people had a crack at getting away: Smithy, me, Thorkild, Chris and Thorkild together, then Thorkild again. Nothing doing.

With just over four laps to go, A grade came past - like us, a group of seven, plus a new guy who had ridden away from C grade sitting at the back of them. At about the same time, we felt a few wet drops. The rain stopped almost immediately, but on the uphill leg, anticipating an early finish as per the briefing, Ian decided to attack. Thorkild tried to go with him but was left dangling in a rapidly widening gap. I waited a bit, then dug deep, leapfrogged Thorkild and got across to Ian's wheel. We made the corner to the downhill leg with a lead of 50 metres or so. No one goes down that hill faster than Smithy, and I certainly don't, so I stayed tucked on his wheel and, sure enough, the gap was still there when we turned into the wind. We were away!

We were now closing on A grade. Ian, still on the front, was careful to leave some distance between us and them, but they had slowed while we wanted to push on and increase our lead. As we passed the finish, Keith Bowen warned us not to sit on the bunch in front. Apparently Keith also told us it was OK to pass them. I didn't hear that bit, but had already had the same idea. "Let's go", I said to Ian, then called "Stay left!" and we overtook A grade before the tricky corner. They soon came powering past us again up the hill, but we had achieved the aim of increasing the pace. The new rider from C now joined jumped ship and joined us. He even went to the front until Ian had a word and explained that we needed to ride our own race, whereupon he sat



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behind us. Not set for a long stay in C grade, you'd have to think!

With two laps to go there was no sign of the chase group behind us, just beautiful empty road. A grade, just ahead, were on the bell. Ian led most of the way up the hill, then down the hill again. I went to the front from time to time, usually as we climbed, but was convinced he was the stronger. As we laboured into the wind towards the bell, there was an unpleasant noise up the road in the direction of the A-grade sprint. Ian said something that I didn't quite catch, and I looked up to see a rider down and others stopping. Nigel Kimber was signaling to the finish for the first-aid van. It was Phil Cavaleri on the deck.

Ian and I stopped and waited until Rob Amos said, "You guys keep going. We'll deal with it." So we remounted, weaved our way carefully through the gaps and pressed on. The bell rang as we passed the line. Still there was no sign of our pursuers. Again, Ian led most of the way up the hill and all the way down. As we turned into the wind towards the finish, I went to the front. It seemed only right. I would lead Ian out, I thought, we would sprint and he would come off my wheel for a well-deserved win. But no! Halfway to the line, Ian went to the front again. I still thought he would win, but now *he* was leading *me* out, and in the end it was me who had the legs up the hill and over the line. I apologised, Ian laughed and brushed it off, and we shook hands on a satisfying escapade. A while later, Andrew Nielsen got the better of the chase group and took 3rd place.

C Grade (Tony Tonkin)

A cool day with a strong south west wind and the threat of rain greeted our group of 18 riders for the Yarra Glen Kermesse.

After a neutral start, we got our sign, 9 laps to go, and the pace immediately picked up with a solid push up Glenview Rd. The race was on!! Dale Maziels set the pace out the front for what must have been a couple of laps. Mal Jones, going for glory, broke from the group on lap seven and got a good break of some 200 meters which he held for some time before being brought back to the peloton. I noted that we seemed to lose some riders off the back of the peloton after

lap three, and when the A graders came past us on lap four we lost rider Lindsay Bridgeford who jumped on the back and stayed with them all the way. Great effort but, he was disqualified from our group for.... drafting.

Apart from losing the odd rider the remaining peloton stayed pretty much together for the next few laps. As a matter of fact, not many riders, including myself were willing to take the front of the peloton up the finish line straight into a particularly strong head wind. Unfortunately, I can't name those few riders who were up the front but --- Well done!!!

The race hotted up in the second last lap with a very strong push up Glenview Rd. which again resulted in the loss of a few more riders. On the last lap Adam Dymond made an impressive and superbly timed attack out of the turn, maintained a good break up the hill and indeed all the way to the start of finish straight. Walter Savini, Mal Jones, Dave Worland, Russell Wheelhouse and myself responded and tried like hell to chase him down and make up our lost ground.

Coming into the finish straight the pace was on and our group finally caught Adam with about 300 meters to go, but behind us it seemed many other riders had also made up a lot of lost ground. We all began to line up right across the road for the final sprint. There was the inevitable jockeying for position, some opportunities opening up and others being stymied. Dale with her racing experience seemed to position herself very well, and put in a strong push to the line, for first place, Dave Worland (3rd) and myself (2nd) hit the line together with only a tyre width being the difference between us. Peter Webb held off the chasing riders for a great 4th place.

With plenty of time out in the front of our group, the win for Dale was well deserved and a classy effort. Congrats.

D Grade (Neil Cartledge)

As is the norm for d-grade, the first couple of laps of the kermesse circuit at Yarra Glen were taken at a sedate if not a leisurely pace of just under 10 minutes. Each time on the incline past the winery Peter Mackie picked up the tempo with Chris Norbury sitting on Peter's wheel just to annoy Peter and the remainder watching with interest.



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The bunch stretched a little each time but came back together well before the turn.

The enjoyable descents that then followed with the help of the wind was a pleasant interlude following the slogs up the finish leg and the efforts of keeping Peter in check on the hill. But Peter's attacks each lap were starting to take a toll. On lap 4 the bunch broke into several small groups. Peter, Chris and I think Geoff Darroch followed by Colin Mortley, Sam Bruzzese and Michael Paull. Then a gap to the remainder but most came together again by the turn.

The finish straight each time around was interesting, in as much as nobody was keen to lead into the wind until the shelter after the line. The sprinters sat in while the climbers got ready for another attempt to get rid of the rest. This left the bunnies providing shelter into the wind. Then it was the fast men that wanted to get around the corner first so as to cover any attacks going up the hill.

Most of the damage was done on lap 5. Peter put in a big effort and the bunch spread out. Most got back on except for Neil and Gordon Holland, both of whom just didn't have what was needed. That lap was 30 odd seconds quicker than the previous fastest and a similar lap time (8.5min) was maintained for the next couple of laps.

On the penultimate lap the bunch slowed possibly to prepare for the big one but also to allow a and c-grades to get clear. This allowed Neil to get back on. He was welcomed back with the question, "Where have you been"? An answer was not forth coming probably due to lack of breath. The remainder of the grade weren't so lucky.

As was now expected, the bell lap saw Peter put in a big effort up the climb and take a gap of about 300 hundred metres from the remainder. Even an energetic dig down the hill by the chase bunch made little difference to the gap. So this race was going to be decided with a long chase sprint (time trial?) to the line, but nobody wanted to lead out the sprinters and the sprinters weren't going to commit to a long solo into the wind without help. After the last turn, with Chris, Colin, Sam, Mick, Geoff and Neil all in a tight little bunch travelling at a good clip, the decision was made to go at the kink in Yarraview Road, maybe 5 to 600metres from the line. As Peter, while tiring

was still about 200metres up the road and it was going to take a strong effort to haul him in before the line. Neil went first but by the sound of gears being changed, at least 2 others were about to do the same. Geoff, waiting for the moment, jumped on to Neil's wheel and held it until the final little pinch, a pinch that is almost not noticed on other laps, but after a long sprint, feels more like the 'Bump' at Powelltown. With some 50 metres to go, Geoff went wide around Neil making it hard for Neil to get across to Geoff's wheel. Geoff then pushed past Peter who was pretty well done, for a strong first place. Peter had nothing left to challenge Geoff, but was able to hang on for a well-earned second place, while Neil staggered across the line in third with a completely empty tank. The final lap was covered in 8 minutes, a lap that Peter rode almost totally solo! Great effort Peter.

A good race by all. Thanks guys!

E Grade (Jim Swainston)

Strong winds and very cold conditions early saw our little group head off. Safely around the dirty corner where a lot of work had been put in to make it safe and things looked set to be pretty routine. JC was inclined to dash up the little rise but we remained together although I was struggling a bit.

Around lap 2 one of our people took a short cut on the wrong side of a witch's hat and next time around the corner man told us we may as well save our energy as we were all disqualified! Fair enough, Traffic Management Plans are meant to be complied with.

Our number was reduced to six as Rob departed and was followed a little later by JC. The little rise was getting harder each time despite the tail wind. At two to go Rob Giles, who was dropped from B grade, came past and one of our crew thought his wheel looked inviting and jumped on. This opened up about a 50 metre gap and the race was really on. Ronnie fired up and chased fiercely dominating the last lap and a half and going on to finish alone. In fact, we were all like Brown's cows-all over the place! A lot of effort for a nil result but still enjoyable. Thanks to everyone who officiated. An amazing mark of respect to Phil Cav. that all the A graders stopped when only 400 metres from the finish.



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Reminder: - Duty roster Tuesday night criteriums at Metec.

Date 2013		Marshall	Marshall
October 8th		Ian Smith	Steve Short 80
October 15 th		Phillip Aarons	Peter Norbury 83
October 22 nd		David MacDonald	David Brown
October 29 th		Rob Giles	John Thomas 82
** November 5th	Melb Cup	Charles Lethbridge	Phil Smith
November 12 th		Peter Brann	Colin Mortley
November 19 th		Not available	
November 26 th		Frank Nyhuis	David Hyde
December 3rd		Darren Smith	Craig Peachey
December 10 th		John Thomson	Dean Niclasen
December 17 th		Chris Ellenby	Grant Greenhalgh
*** Merry Christmas ***			
Date 2014			
January 7th		Andrew Buchanan	John Dunlop
January 14 th		Hylton Preece	Janita Keating
January 21 nd		Mark Edwards	Paul James
January 28 th		Liz Randall	Alex Randall
February 4th		David de Pedro	Leon Bishop
February 11 th		Marcus Herzog	Dayle Goodall
February 18 th		Steve Fothergill	Ian Milner
February 25 th		David McCormack	Peter Shanahan
March 4th		Maurice Weise	David Pyne
March 11 th		Darren Woolhouse	Ray Russo
March 18 th		Glenn Newnham	Neil Cartledge
March 25 th		Geoff Mackay	Stefan Kirsch
April 1st			
Reserves		James Alymer	Anthony Gullace
Reserves		David Brown	Andrew Roberts
Reserves		Peter Ransome	

- Racing will be cancelled should channel 7 News on the Monday night prior to racing predict temperatures to be 36Deg C or above.
- Nobody is to ride on the circuit until **AFTER** 5pm.

Contacts: Chris Norbury 0409 696 346;
Peter Mackie peter.mackie@parmalat.com.au 0400 710 610



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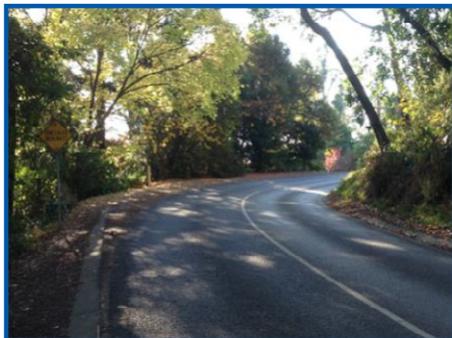
GRADIENT BLUE SHOP RIDES

Love riding the Dandenongs ?

Join the free Gradient Blue shop rides leaving The Basin and taking in some of the beautiful roads of the Dandenong Ranges for a couple of hours each weekend.

Generally social rides, with the aim to be for everyone to enjoy the ride looping out to Emerald before a return to The Basin a couple of hours later.

Riders of all capabilities are welcome and depending on numbers we may have two groups (quicker & slower) with different routes to ensure everyone is catered for on the day.



Meeting point: Pinnacle Cycles

(Mountain Hwy, The Basin)

Time: Most Saturdays 8am

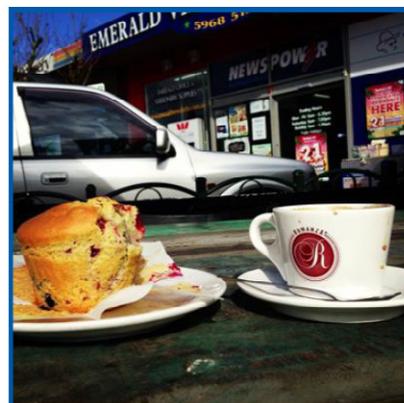
(Check Facebook/Website)

Duration: 2 to 3 hours

Pace: Fast & Slow Group

Check out at:

- **Facebook:** GradientBlue
- **Email:** david@gradientblue.com.au
- **Ph:** 0438930022
- **Web:** www.gradientblue.com.au
(coming soon)



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Results Yarra Glen kermesse 9th Nov 2013

Grade	First	Second	Third	Fourth
A Grade (7)	No result due to a crash			
B Grade (7)	N Tapp	I Smith	A Neilson	
C Grade (20)	D Maziels	T Tonkin	D Worland	P Webb
D Grade (9)	G Darroch	P Mackie	N Cartledge	
E Grade (7)	Grade disqualified			

Future events:-

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
November					
Sat	16	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	23	1:30pm	Dunlop Road	70 K10	Graded Scratch Races
Mon	25	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
Sat	30	2:00pm	Casey Fields	134 E10	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/>

NOVEMBER				
17-11-2013	Super Series - RACE 8 (Highlands)	60km	Seymour/Highlands	10.00am
24-11-2013	"Presidents" Mountain Classic	65km	Broadford/Pyalong	10.00am

Thanks to the officials

Last Week : Yarra Glen 9/11/13.

Peter Mackie and Ron Stranks for taking entries, Richard Dobson, Matt Rice, David Mayne and Mick Jamieson Richard Dobson, Rob Feigan, Antonio Antignani, Ross Tinkler, David Holt, Colin Blackley, Philip Aarons, Owen Anstey, James Aylmer for marshalling . Also thanks to Andrew Buchanan for managing the duty roster and JC Wilson for bringing the trailer and Ian Smith for bring the drink refreshments. Special thanks to those that replaced rostered officials or helped out at short notice and of course thanks to all the riders for making the day.

Thank you to all the contributors for this week's newsletter.

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