

behind  
bars

## Newsletter

Eastern Veterans Cycling Club



**January 17th 2014**

### Duty Roster

**This Week on 18th January – Casey Fields:** - John Thomson, Gerald McIver Snr, Laurie Gates & Callum Gough.

**Next Week on 25th January – Metec:** - Nigel Kimber, Peter Gray, Guy Green & Grant Greenhalgh.

**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)**

### **Dunlop Road Criterium, 11/1/2014:**

The conditions at Dunlop Road were ideal for racing, not too warm and little wind. A big field filled the A grade teams race and this made for high speed and many attacks.

The other grades were also well subscribed and hotly contested with attempts to get away in every grade being shut down by individuals or by bunches countering the attacks. From the sidelines it was entertaining and clearly enjoyed by the combatants.

Mark Edwards has put up some photos of the racing. You can find them on the following link:

<http://tinyurl.com/os927yd> or  
<https://plus.google.com/photos/117967416350645203611/albums/5967535904048316513>





### **A Grade: (Jean-Philippe Leclercq)**

Woke up this morning, had my usual breakfast while watching TV. Then, when fully awake, looked through the window and saw a nice blue sky with not too much wind (for Berwick...), this is great, and I went to check on internet and could see that it would be perfect conditions for racing at the Dunlop Criterium.

Arrive at Dunlop Rd and the first racing session was still on, saw the B grade guys, few breakaways and was looking like a very intense race.

Saw a few guys getting ready, few discussions and jokes to get in the mood and here we go, on the bike. Did a good warm up and then on the starting line. It was a big bunch of crazy guys, 23 cyclists all determined to place in the top 10 for team points.

Race started, as per usual with the neutral lap, which was a true neutral for once. However, just after passing the white line on the 1st lap, the attacks started from various riders. These attacks were like steroids coming from nowhere, and it just kept going. After about 20min, it was my turn for a few minutes. I got away with Franck Nyhuis and Tony Chandler. We worked hard for a few laps (4 laps I think?) but unfortunately it did not last for very long with a strong bunch chasing anyone ahead with no mercy. They came on back us, as quick as we left them initially. I saw Nigel, doing a lot of work at the front and chasing the breakaways, strong man Nigel. The Giants guys, what a team, they were attacking one by one, in perfect sequence/intensity, quite impressive. I spent most of my time going from front to back and in middle of the bunch (funny JP cyclist, isn't it !?!?!?), travelling around, still watching/ learning the tricks from these guys. The rest of the race was same, attacking, attacking and attacking and all combined with magic tricks from each team, I can tell you this is great to see (and to feel the pain J). On the last lap, a sudden and brave move from Phil Cavaleri, this was looking very promising, but the bunch of crazy guys got back on to him before the last corner. On last corner, I was well positioned (about 3rd I think), but in the last 300m I was being passed by much stronger/faster sprinters than me. Finished 9th, happy with this result considering the tough guys who finished before and after me. What an enjoyable race with great riders and on a superb day.

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

A race time of one hour and fifty-six seconds, a surprising 42.3 kilometres covered making an average greater than anticipated – 41.6kph. Throughout the race the feeling was that it was a relatively slow pace, at one point we were chasing Tony Chandler up Dunlop Road at 36kph so there must have been some solid laps done at other times (according to the Garmin max was 61kph).

An overcast morning with mild conditions promised ideal racing conditions and as race start approached the clouds burnt off making it even more ideal. A slight sou-westerly keeping the air cool and, in theory, offering a bit of assistance up Dunlop Road.

Unfortunately Croydon Cycleworks/Pick-a-Part were unable to field a team, national duties taking precedence. With the strong Croydon boys missing and Giant/Celtic's Ciaran Jones on the tail end of a cold the dynamics were levelled a bit and a tempered tempo an optimistic possibility, not to say there wasn't talent or strength in the bunch – Rob Amos (BikeGearNow/VeloEx) is one who is capable of staying away, Tony Chandler (Adriatic) another who doesn't understand pain.

Team O'Mara were one down but with Tony Mirabela feeling good and set to attack, attack and attack again it meant we could organise a strategy that we could enact; Tony would harass the bunch from the get go, I would endeavor to control any chase or bring back any move that didn't have our presence in it leaving Tony to recover and counter-attack a reunion, all the while leaving Jean-Philippe to conserve his strength for the second half of the race – to get into the final break and do what he does best – out sprint the sprinters.

As plans went, it started well. Rounding the final corner into Geddes Street to end the neutral lap I've pushed up the bunch just in time for Tony to make his move as we cleared the e-grade bunch still waiting on the line. The referee had a minute and a half to finish reading them the riot act and get them under the way before we would be on them again.

Tony dragged a few away with him, leaving me to nurse my crystal cranks whilst they sorted themselves out. That break didn't last long, its reunification a lap or so later signaling the start of further hostilities, Frank Nyhuis (BikeGearNow/VeloEx) the first to respond. The protocol was being set; the bunch was not going to be allowed too much respite. If one got away (Frank N. or Tony C.) he was allowed to stay out, the bunch content to let me hold the leash until they decided it was time to try something different. More than one meant a response by those teams not involved which meant it all came back together again. Adriatic (Tony, James Steward, Phil Smith), BikeGearNow/VeloEx (Rob, Frank) and O'Mara cycles the aggressors, Giant Celtic (the brothers Donnelly & Sean Wilkinson) happy to get involved if somebody else started something.

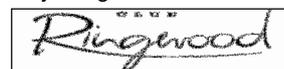
Most teams and most riders got involved in the attacks; it was more those who didn't that bore watching; noticeably the Bike Force duo of Guy Green & Roy Clark were content to allow the others to smash themselves, Ciaran also content to watch the proceedings from mid-field. The team sprinters also smart enough to not get involved; David Holt (Adriatic), Steve Ross (BikeGearNow/VeloEx), JP, and Darren Darling (independent) doing the right thing by sitting back and biding their time.

There were a few independents in the mix as well, the big form of Mark Kinzett prevalent in most breaks, Phil Cavaleri (back after his crash at Yarra Glen last year) also making his presence known later in the race. Russell Newnham, Ray Russo and Anthony Gullace rounding out the field

As the clock wound down and the attacks continued to come the Bike Force boys began to be seen closer to the front, as



**Bayswater**





was Ciaran Jones. We were getting to the business end of the day and the contenders were making sure they wouldn't miss the move that stuck.

Forty-five minutes in and it was still all together and I'd promised the officials on the line I'd break it up to make their job of picking the top ten easier. A sustained attack down McDonalds Lane achieved what most others had, a brief breakaway, and then half a lap later no more.

Ten minutes to go and desperation was setting in, the moves coming hard and fast but nobody was going to be denied. An attack would garner a gap, the chase would stretch and shatter, riders scrambling across, each adding weight to the lead group until critical mass was reached and the leaders would relent enabling the stragglers to regain the bunch. And repeat.

### **C Grade: (Ian Smith)**

It was a great day for racing sunny, coolish temperature and light to moderate wind. A big field lined up again. Officially it was 18 but I counted over 22 plus on the start line.

Dale Maizels set the tone for the race with a solid surge right from the start that had the all the fellas stretched out in single file struggling to hang on. She did the same last week at Casey fields and on that occasion very near broke the pack apart on just the third lap. Finally sense took over and she ease up and a stalwart group of about five riders did most of the work on the front for the rest of the race with several sprinters firmly locked in at the back for the duration.

Three or four break away attempts were quickly closed down by any number of willing strong riders. The Pace for the rest of the race was moderate but not excessive with A Grade blasting by us no less than 3 times whilst we did the same to E Grade. Discipline was good with no apparent incidents despite the large group.

So it was until about 10 minutes from the end when John Thompson went on another of his now traditional late race charges. The pace was simply blistering as he hit over 50km into the wind on the start finish straight and started closing on A Grade. It was all to no avail however, as Andrew Buchanan did a sterling job leading the push to get us back on. Shortly afterwards the pack regrouped and then we tried to recover with about 2 laps to go. It was going to be a sprinters finish with everyone jockeying for position.

As 20 plus of us approached the final turn about 4 of five abreast and no more than 4 bike lengths from first to last, it was anyone's race. The challenge was going to be finding a clear run. Dale started the sprint and quickly went to the front and then from then on it was really fast. Andre Webber exploded and raced up to the front in a flash. Fortunately I had his wheel and went with him as the pack, now spread 8 wide right across the road swamped poor Dale with just 200 metres to go. With about 50 to go Andre backed off having established a 2 bike length lead and I went around thinking optimistically there was a chance but he turned the after burners on again and won by 1/2 a wheel from myself with about the same again to Frank Tomsic. In fact the whole

pack finished within 3 bike lengths making the finisher job of picking the placing very difficult and requiring some of us to make a claim after the race.

Great safe racing and thanks to all the organizers who gave up their time to make it happen.

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

New Year, new bike (Santa seemed to have favoured a few in the club from what I saw), a big field and a great day for racing. After a couple of laps finding gears and legs the first flurry of attacks commenced with Dean Niclasen, Geoff Cranstone and Rob Devolle testing everyone's pain threshold. The average speed in the second 5 km split was nearly 37 kph and it stayed above 36 kph (possibly excluding the foxy final laps).

Mid race Hans Werner (I think), Rob Devolle and myself forced a small break but we could not respond effectively to Rob's call to ride short turns and were reeled in quickly. Shortly thereafter Phil Taylor, Nick Hainal and the infamous Peter Mackie had a series of digs which raised heart rates, with only Peter getting anything like a workable break.

As we headed towards the inevitable end some previously unseen faces moved up to the pointy end, notably Alan Lunneen (who sought to inflict some pain), Adrian Zubovic, Jim Swainston, and Peter Gray, the latter trio looking for paying positions. Dean and Geoff were also where they needed to be.

The pace in the last lap or so was possibly as slow as it had been since the neutral lap. Round the back it was groupo compacto. Having spent most of the day on or near the front, I slipped back a bit but coming to the final turn the leaders seemed to be within reach. I sought to pick up Phil Taylor's wheel but went too wide on the turn and lost it. I pushed hard to the line but only grabbed a couple of places as others gave up, finishing 8th. Dean Niclasen was a deserved winner, having spent a lot of time making the pace up the front. Congrats to all the place getters for coming through a big and strong field.

It was a good race - the new bike did everything expected of it - same old engine though. Thanks again to all the organisers, officials and competitors. Apologies if I have failed to note anyone's contribution to the race.

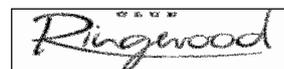
Ps I took my disappointment to National Boulevard on Sunday and picked up 4th place money (run down in the sprint) in a similarly ridden race.

### **D Grade: (Jim Swainston)**

Dunlop Road lived up to its reputation of drawing good numbers on Saturday and this certainly was the case in D Grade with 5 places being paid. Our pace was solid right throughout with Dean giving us a little touch-up early by jumping out of a few corners. Michael Muscat continued on with his powerhouse effort from the previous week by looking for opportunities to stretch things out. He later



**Bayswater**





appointed himself honorary "gap bridger" for the peloton making it difficult for any breakaways to get clear.

The tempo was sufficient for a few legs to tire a little toward the finish so we didn't bunch too much as we settled down for the last couple of laps. Not to be denied Michael turned up the wick on the last lap and got a little gap but we were all together on the final corner with Dean Niclasen poised to make his move hitting the front about 200 metres out and

winning convincingly. I clung to his wheel for 2nd with the youthful Adrian Zubovic 3rd. Peter Gray was close up for 4th and the durable Jeff Cranstone 5th.

The A Grade team's race was worth the day out as they are great free entertainment. I still know nothing about Mr. Kinnet but he beat a class field "one out"

Thanks to all for making it an excellent day, a huge exercise in logistics!

#### Dunlop Rd: 11/1/14

	First	Second	Third	Fourth	Fifth
<b>A Grade (23)</b>	M Kinnet	Ciaran Jones	Guy Green	James Stewart	David Holt
<b>B Grade (18)</b>	Ross Tinkler	Marcus Herzog	Anthony Gullace	Darren Woolhouse	
<b>C Grade (23)</b>	Andre Webber	Ian Smith	Franc Tomsic	Russell Wheelhouse	Peter Shanahan
<b>D Grade (13)</b>	Dean Niclasen	Jim Swainston	Adrian Zubovic	Peter Gray	Geoff Cranstone
<b>E Grade (9)</b>	Neil Wray	Jeff Smith	Louise Wolfers		
<b>F Grade (10)</b>	Alex Watts	Keith Bowen	Clive Wright		

#### Thanks to the officials

##### Last Week: Dunlop Rd 11/1/2014.

Peter Mackie and Chris Norbury for taking entries, (referee), Steve Barnard, Adrian Dickinson, Chris Ellenby, Neil Cartledge, Ross Gardiner, Steve Short, Sam Bruzzese, Simon Bone, Lindsay, Bridgeford, Ian Brown, Mark Edwards, Peter Brann and Graham Haines for marshalling duties. Also thanks to Andrew Buchanan for managing the duty roster, JC Wilson for bringing the trailer and Dean Niclasen for bringing the drink refreshments.

#### Metec: 10/1/14 (No racing due to temperature over 35')

**Note: No racing next Tuesday, 21/1/14 as the circuit at Metec is not available.**

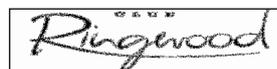
**The Loop: 15/1/14. No racing due to high temperature and would you believe it, rain.**

#### Future events:-

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

	Date	Time	Location	Melway Ref	Event
<b>January 2014</b>					
Sat	18	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	25	2:00pm	METEC	51 D8	Graded Scratch Races
Sat <b>Feb</b>	1	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	8	1:30pm	Dunlop Rd.	51 D8	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/>**

<b>January 2014</b>				
19/01/2014	Graded Scratch	1hr+Bell	National Boulevard	9.00am
26/01/2014	NO RACING - Australia Day			
2/02/2014	Trentham Handicap	44/55km	East Trentham	10:00am
9/2/2014	Graded Scratch	1hr+Bell	National Boulevard	9.00am

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