



behind
bars

Newsletter

Eastern Veterans Cycling Club



Feb 28th 2014

Duty Roster

This Week on 1st March – Casey Fields:- Steve Bernard, Rob Birch, Bruce Will.

Next Week on 8th March – Metec:- Andrew Buchanan, Phil Caveleri, Anthony Chandler.

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

Dunlop Road criterium 22/2/14; Race reports:-

A Grade (JP Leclercq)

Arriving to Dunlop road, I saw Mister Franc Tomsic doing his usual stretching next to his car. You could tell he was on a good day, looking sharp & in a winning spirit, where the body & mind work in good synchronisation. See the results guys, he won in C grade, put him up !!! 30 riders in the A grade teams race, a big & strong field ready to rock & roll in Mulgrave. Before the start, my guess on the race was there would be lots of attacks (easy guess!) but nothing would succeed (big field and not enough (cross) wind). Well, well, well, I was wrong... First neutral lap was not neutral...race was on, intense. I positioned myself at the back of the field (believing no breakaway would succeed...and weak legs since early in the week). In the first 5min, I could see from the back that some massive attacks were being launched at

the front. And then, I noticed the Giants guys were starting to get heavily involved in the attacks. So, I changed my mind and went towards the front realising a breakaway was building up and going to succeed.

The attacks kept on going and here we go, in the early stage of the race, a breakaway established. We were about 8 guys (including 3 Giants guys), but not for long. Attacks went on again, and the 3 strongest riders got away (Ciaran Jones, James Stewart and G. Donnelly). We were down to 5 riders in the second breakaway including Steve Ross, Frank Nyhuis, T. Jamison, P. Barnett and myself.

We were rolling each other (except T. Jamison (Giants) who was "protecting" the other 2 Giants guys in the 1st breakaway group). We could not get closer to the 1st breakaway group (in fact



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they were going away from our view) but had to work on staying away from the bunch behind us. It was tough and at one stage I almost dropped. At this instant, Frank was behind me, a small gap was starting to get bigger between me and the other 3 guys. It was that typical moment when you "get dropped" with your heart BPM getting too high and legs burning like hell. Frank encouraged me, I pulled everything/anything I had left in the tank and somehow stuck back with the 2nd breakaway (Thanks Frank, can't remember what you were saying but it did the trick!!!).

In the last 10min of the race, 1st breakaway was well ahead of us (apparently they even lapped the peloton!!!) then, the Giant guy started to take his turns. But (there's always a "but") attacks went on in between each other and the two strongest/freshest riders (P. Barnett and T. Jamison) managed to create a nice gap aiming for 4th & 5th place. Was remaining Steve, myself and Frank who finished respectively 6th, 7th and 8th.

It was a tricky race where you needed to "be there" when these breakaways build up and actually take place, hard to read sometimes. It was a good race, enjoyed it even though I suffered big time on that long breakaway... That's cycling isn't it?!?!?!?

A Grade (Nigel Kimber)

That was a long way from a good race, well, personally and from the chase group's perspective at least. It started off to expectations but an error mid-race saw it take the downturn.

Attacks came as soon as the white flag was withdrawn, although the headwind into the rise along Dunlop Road taking the sting out of the early moves and seeming to restrict any subsequent efforts. Around lap 3 Roy Clark (Bike Force) made a solitary move that left the remainder of the bunch scratching their collective heads – so early in the race and totally unsupported by team-mates, the peloton more than content to let him hang giving all respite as Roy set tempo some 50-100m up the road. With nobody keen to join Roy on his escapade it was left to yours truly (O'Mara cycles) to hold the leash.

After a couple of laps solitude Roy determined nobody was keen and dropped back to the fold to not be seen again. Roy's reunification meant the moves started again and riders tested their legs and the attitude of the bunch. As per expectations all were ultimately chased down and brought back until around half race distance when a group of nine formed off the front. With most teams represented in the break it looked like it would be the one to fly. For some reason I determined that I should be a part of it and set about bridging.

After a lap of suffering in no-man's land the reasons didn't seem that important any more and foolishly I opted to retreat rather than endure more pain. I'll blame lack of oxygen for the decision which was based on there being a maximum of two riders from any one team in the break – there were three Giant Celtic riders in the mix, two BikeGearNow/VeloEx, two BikeMe, and one representative each from O'Mara cycles and Adriatic. Croydon Cycleworks/Pick-a-Part and Bike Force missing the party, both teams with limited numbers on the road.

Back in the bunch, the break moving further and further away, things got negative, frustratingly so for one of the independents in Mark Kinzett who tried desperately to get some response and a chase organized unfortunately (in hindsight) to no avail. Two-thirds of the race gone, the leaders were out of sight but one down as one of the BikeMe riders came back to the chase group.

While the leaders were racing for the big points there were still a few to mop up down the back and as the race closed on its finish things started to warm up again in the chase that, and possibly the fear of being lapped by the breakaway, saw a few attacks and a general increase in pace.

Up front the break had shattered; Ciaran Jones, Gerard Donnelly (Giant Celtic) and James Steward (Adriatic) had separated themselves from the others who in turn fractured into smaller groups; Tim Jamison (Giant/Celtic) and Peter Barnett (BikeMe) together and chasing, Steve Ross (BikeGearNow/VeloEx) and Jean-Philippe



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(O'Mara cycles) further back, leaving a lone Frank Nyhuis (BikeGearNow/VeloEx) riding solo, doing it tough trying to stay away from the now racing chase bunch.

With the c-grade race finished the end was nigh. As we rode Dunlop Road for what would be the penultimate time calls of "riders" from behind indicated that we would not be finishing on the same lap as the leaders – the chase was about to be lapped. Three riders went through and were given space before we settled back into our race. The bell saw the pace scrubbed and Tony Chandler (Adriatic) shoot to the front before he had time to reach his brakes. Half way along Dunlop Road he'd found them and there was a change of leadership, the pace still pedestrian as nobody was going to spend biscuits at this stage. Along McDonalds Lane I've attacked from the front – I don't know why, but the bunch was stretched all the way through to Geddes Street where my legs gave up and the rest caught a lungful or two of air before the real sprint started, a mass of lycra barreling down Geddes St to sop up the last three points on offer.

The finish order; Ciaran Jones outsprinted his break-buddies (I assume Gerard had softened up James on the run in), James had more left than Gerard and was second across the line. Next came James McArdle (BikeMe) in 9th followed by Simon Bone (O'Mara cycles) and the rest of the race. Fourth was next across the line – Tim Jamison, followed by Peter Barnett in fifth. Steve Ross and Jean-Philippe went mano-a-mano the length of Geddes street after an agreement to 'ave a drag race', Steve proving to have longer legs. And last across the line, in eighth place, was Frank Nyhuis.

44.8k @ 41kph in 1:05

D Grade (Peter Gray)

14 of the usual D grade contenders lined up for the start, accompanied by several C grade 'tag-alongs', requested not to contribute significantly to the race. Absent however (due to marshalling duties), was a rapidly improving J. Keating, whose solo break-away win at a Tuesday night

race a couple of weeks ago, had everyone rattled. Undoubtedly, Janita's presence would have impacted today's results.

Although the neutral lap was painfully slow, the pace soon picked up as if to compensate. A lone rider slowly rolled off the front to establish a handy lead. Given the moderate head-wind at the top of the finish straight, it could have been a great opportunity for 2 or 3 bods to break-away early.

With visions of being dropped at my last three starts still fresh in the 'Grey matter', I was determined at least to finish with the Bunch, despite the likelihood of some high average speeds. My strategy was to keep a low profile, watch and wait for surges and attacks. Except for one sustained attack, which was closed by a combination of chasers including J.C. Wilson and Sam Bruzzese, nothing really eventuated, which was surprising. Even Peter Mackie seemed resigned to the Bunch, saying; "You'll never get away here".

Anticipating 'The Bell', a surge occurred immediately after F grade received theirs. However this flurry of activity was short lived, when the 'Ding' did not 'Dong'. With no-one prepared to drive the charge, the Bunch circulated slowly for another 2 or 3 laps before the final lap was signaled.

With B grade only a couple of hundred meters ahead, a clear finish was going to be 'touch and go'. To their credit, the D grade leaders did not push too hard before Adrian Dickerson alias: (Richie Porte) accelerated toward the final bend, taking the 'would be Sprinters' with him.

With Adrian tiring, Graeme Parker briefly took over the lead-out with about 250m to go. Sensing the 'flood gates' were about to open, Peter Gray decided it was time to make his 'get-away', driving hard to hold the lead to the finish line. R. Gardiner, G. Parker and R. Devolle taking 2nd to 4th places.

In contrast to many previous Crits; this one favored the Sprinters if they positioned well after 'The Bell'.

Congratulations to all riders on a safe afternoons racing. Sorry for not mentioning more names but I was just too preoccupied. Hopefully other writers can give a better account of the race.



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Peter Gray a clear winner in D Grade

Photo: D Brown



A close sprint in B Grade

Photo: D Brown

Results Dunlop Road 22/3/14

Grade	First	Second	Third	Fourth	Fifth
A Grade (30)	C Jones	J Steward	G Donnelly		
B Grade (29)	G Newham	L Gates	D Hyde	R Tinkler	D Woolhouse
C Grade (28)	F Tomsic	K Bone	D Niclasen	A Dymond	D Brown
D Grade (14)	P Gray	R Gardiner	G Parker	R Devolle	
E Grade (13)	T Murdoch	G Harvey	L Wolfers		
F Grade (9)	C Wright	R Goodes	M Waterfield		



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Gradient Blue Bright Camp (3 day tour) Feb 2014

By David Brown

I recently visited the high country in an organised cycling group to sample the delights of Bright and its surrounding terrain. Mount Hotham, Falls Creek, Tawonga gap and Mount Buffalo - all familiar names to the skiing and cycling fraternity but for me this would be the first time riding in this area and I wasn't sure what to expect. Was cycling up the 1 in 20 regularly going to be adequate training for this? - sadly not as I was about to find out.

Mount Hotham - I needed a lower gear for some parts of this climb or I needed some more muscle on these chicken legs! The temperature was around the 21 deg C mark, slightly humid with a little smoke haze although you couldn't smell any smoke. A pretty daunting 30km ascent (the hardest climb first to get it out of the way) - the theory being that the other climbs would be easy after this. The hardest part for those not used to climbing for about 2 1/2 hrs (like me), is the relentlessness of it. I started off pretty breezy but soon found out that my seat adjustments during the week were a big mistake for climbing and I stopped to wait for the friendly mechanic in the support vehicle to make some minor adjustments. Much better. The support vehicle was there to not only provide mechanical support but also to carry our spare kit, water, food and anything else you didn't want to lug to the top. As well as shouting encouragement and stopping to take photos of our efforts it was always reassuring to know that someone was there in case anything happened. That is one of the good things about being in an organised group. Gradient Blue also had a rider on the road with us so that close support was there if required. As the saying goes - 'no one gets left behind'. I guess it was also a good excuse to ride one of the toughest and best mountain rides in Australia. Why wouldn't you?

At the near-deserted Alpine village, it was fast service and the best seats in the house for coffee and cake. After admiring the views and taking a team photo it was time to descend. A bit of up and down before you get to the true descent and you get to realise just how steep some sections actually were, specially on CRB hill and 'The Meg'. Always with safety in mind we were briefed beforehand on the downhill features and anything in particular to look out for. In fact, our tour leader Dave rode ahead and posted himself near 'The Meg' to remind us of the fast approaching sharp right-hander. No incidents and a very exhilarating ride back down to Harrietville where some chose to transfer back to Bright via car and some chose to ride back - all down to personal choice. Our ride group was a mix of people with some training for specific events - like the three peaks, or European tours - and some like me who just wanted to experience some of the best road climbs in Australia, look at some awesome scenery and hopefully toughen up a bit in the process.

There was plenty of flexibility in the schedule as some chose to ride again in the afternoon while others took time to recover, relax or explore the lovely town of Bright with its river walks and cafe culture - the Bright Velo Hotel being a must for all cycling fans with its famous owner and fantastic photo memorabilia.

We set off the next morning for Mt Beauty by car hoping to ride up to Falls Creek from there. Unfortunately the rain had set in and after coffee and cake it was decided to go back to Bright and go out on the rail trail in the afternoon when the weather had cleared. Some of us rode back to Bright in the wet over Tawonga gap. This climb was a lot shorter (about 40 minutes) and the gradient and the cool conditions seemed to suit me a lot more. Those that rode it found the ascent in the rain kind of refreshing although the downhill run back to Bright was slow, careful and soggy. Nice hot shower back at the motel, lunch and then off to Myrtleford on the rail trail.

Rolling out at about 7:30 the next day we had nice cool conditions to tackle the climb of Mt Buffalo with the promise of coffee and muffins past the top at the cafe at Dingo Dell. At roughly a 23km climb this was still a big ride but without the steep sections like on Mt Hotham. The morning haze started to clear about half way up and we got a chance to see some of the stunning views typical of this area. Unfortunately, I had to slow down to look at them which ruined my chances of KOM honours (as if). For some reason I got into a good tempo near the top and pushed a bit harder, head down and completely missed the sign pointing to Dingo Dell I veered left towards the Mt Buffalo Chalet. After a while Dave came along side me in the car and told me the good news. By the time I got to Dingo Dell I had done 26km. I look on it as extra training. The descent was fun with some good fast sections and technical corners to keep you interested. All down safely then a good roll back through Porepunkah before packing up to go home.

All in all a good long weekend - well organised with good company, a relaxing atmosphere and some of the best high country in Australia. Recommended.



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GRADIENT BLUE 2014 Tour of Spain

The Vuelta a España is the final and possibly most exciting of all the Grand Tours. Our tour will focus on the beautiful mountains of Picos de Europa in Asturias and the region of the 2014 UCI Road World Championships, Ponferrada in Castile and León. Enjoy several days of live race action as well as riding many of the great climbs northern Spain has to offer. When we are not riding or experiencing the Tour, take in Spain and its rich history, enjoy the relaxing culture and sample the magnificent food and wine. Taste seafood, paella, tapas, jamón and olive oil like you have never experienced before as we sample local cuisine throughout the tour. We will ride approximately 600kms on the roads of northern Spain



Dates: Fri 5th Sept—Mon 15th Sept (11 day/10 nights)

Cost: \$3100 per person (twin share)

Our inclusions:

- Accommodation (twin share) in 2 locations
- Vehicle transfers from designated pick up/drop off point with your bike and one bag
- All breakfasts & two dinners, plus advice and guidance on where to eat other nights
- Mechanical breakdown support/back-up vehicle
- Gradient Blue jersey & bib shorts
- Gradient Blue bidons/water bottles
- Experienced and knowledgeable guides, at least one with first aid training
- Daily ride maps, uploaded for you onto a Garmin device (if requested)
- Photo compilation mailed to all participants after our fantastic tour
- Training tips and coaching (if requested)



To book: contact David

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GRADIENT BLUE 2014 Tour of Spain



Future events:-

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
March 2014					
Sat	1	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	8	1:30pm	METEC	51 D8	Graded Scratch Races
Sat	15	2:00pm	Yarra Glen	134 E10	Graded Scratch Races
Sat	22	1:30pm	Dunlop Road		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/>

March 2014				
2-03-2014	Alan Anderson Memorial Handicap (SS2)	60/43km	South Gisborne	9.30am
9-03-2014	VVCC Handicap - Woodstock (Central Vets)			
16-03-2014	Bradley Family Memorial Handicap (SS3)	60km	Lancefield	10.00am
23-03-2014	Graded Scratch	1hr+Bell	National Boulevard (Ford)	9.00am

Thanks to the officials

Last Week : Dunlop Road.

Nigel Kimber and Ron Stranks for taking entries, Phil Smith (referee), Hylton Preece, Ian Smith, Ken Saxton, Tim Jamieson, Mick Jamieson, Stuart Jenkins, Warren Jones, Janita Keating, Paul Kelly and Anthony Lateo for traffic control and 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.

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

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