



behind
bars

Newsletter

Eastern Veterans Cycling Club



March 21st 2014

Duty Roster

This Week on 29th March – Arthurs Creek: - Keith Bowen, Nigel Frayne, Charles Lethbridge, Rob DeBernardi, Richard Maggs, Tim Maffey, Ken Mayberry, Alan Hasen and Steve Fothergill.

Next Week on 5th April – Casey Fields: - Nigel Kimber, Craig Chamberlain and Michael Pearce.

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, 22/3/2014:

The racing was fast and furious at Dunlop Rd. The cool temperature making it comfortable during the big efforts and the breeze slowing the race pace on the finish straight while McDonalds Lane was the place to try and get away. The characteristics left all grades with high average speeds and sore legs. As is usual the sprinters were the riders collecting the envelopes at the end of the day.

A Grade: (Nigel Kimber)

Sitting at the registration desk, playing at handicapper and taking entries, a voice from beside asked 'Who do you think is going to win the Milan-San Remo?', without looking round my response was 'I don't know, I'm not really following it.' The next comment from my left was 'It was one of my favorite races.' I knew who it was but the statement turned my head and there was Tom Leaper sitting there and like a dawning it hit me again - half-a-dozen years ago this guy was rubbing shoulders with the cream of the professional peloton, the likes of Lance, Cadel, Alberto, the brothers Schleck, etc., etc. and now he's racing with us.

Playing at handicapper gave me the advantage of seeing who was entered, and looking down the start list it looked ok, there were no standout individuals, but it was a solid field. On the start line there were some obvious allegiances, four BikeGearNow/VeloEx jerseys and two O'Mara, they wouldn't be chasing each other,

another thing to consider, another piece for the puzzle. Further considerations as the ref read the riot act and things weren't looking quite as cheery, no standout individuals but collectively, if any combination of four put their mind to it they could ride away with the podium; another thing to be considered. And there were a few dedicated sprinters, so that was another tit-bit to store and add to the increasing pile of things to think about.

The first lap threw up no surprises – well, given it was neutral that was to be expected, what was also to be expected was that there'd be an attack as soon as the first rider hit the finish-line for the first time – no surprises there either as Frank Nyhuis hit the gas and quickly left the majority behind. Rob Amos reacted, that was a bit of a surprise – BikeGearNow chasing BikeGearNow – maybe Rob knew something, Jean-Philippe must have thought so because he was quickly out of the saddle and across to the VeloEx pair.

Lap one; three away, three team mates not chasing and a bunch either content to let what was be or stunned by the audacity and authority of the move. The break quickly grew to half the length of the straights. When it grew to three-quarters the length, and lower grades started to get in between, the level of concern in the chase increased and consequently the pace followed, even



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friends of those away contributing to shortening, then hold, the leash for a bit.

Fifteen minutes was long enough and the peloton breathed a collective sigh of relief as the trio realised they weren't going to be allowed more than a hundred metres and conceded, returning to the fold. The ideal time for a counter attack - that sigh was going to be short lived, but none was forthcoming and breaths were caught and lactate flushed. After a couple of laps it was getting almost embarrassing so ...

Along Dunlop Road I've upped the ante and found myself clear of the mass, a lap later and it was obvious nobody had any faith in my staying away, another half lap and I was joined by a couple, Andrew Mapstone and Mark Kinzett. Unfortunately the bunch had more faith in them and it was a short lived get together.

The next half hour was peppered with surges and attacks, Rob Amos, Garth Kotnik amongst others never shy of being up the front. An unfortunate incident, two-thirds into the race, as a small break was brought back; Andrew Mapstone, leading the break, looking round checking the gap then backing off seeming to drift across J-P's back wheel, the contact resulting in the horrible sound of carbon and alloy meeting bitumen and concrete. Fortunately Andrew was the only casualty and not serious, JP taking a lap to assess his status whilst Andrew walked back to the finish for first aid to the gravel rash.

Things didn't change after Andrew's departure, the surges and the lulls continued till the bell when an optimistic attack stretched the line through the corner and on to Dunlop Road for the last time. The rubber band stretched and then collapsed, the pace diminishing as the full complement made their way up to MacDonalds Lane. Sitting back in the bunch I was sitting pretty, but pretty sure I wasn't going to feature so what to do? JP was wearing the yellow and blue, JP is proving to be strong and not afraid to lead the sprint from a ways out, maybe giving him an early lead-out may not be a bad idea. With that in mind I made my way up the bunch, the intent to tap JP on the shoulder as I went by before upping the pace and starting the sprint half a lap out. Comms may have been a good idea, just as I came up to Jean-Philippe he's started his sprint - OK a quick change of plans, JP can lead me out - like that was ever going to work, plus, with two making an effort the remainder weren't going to sit back and watch.

Realising he had more than me on his wheel the first sprint was quickly over and somehow I've taken over at the front - from sitting pretty to sitting duck, leading the group to the real sprint. But this time I was going to contest, this week I was going to put the hurt aside and be a part of it, this week I was going to make the effort. Then the sprint started, one to the left of me, one to the right. OK, ok I guess it'll be next week.

Figures for the race (last place); 41.8k in 1:01:45 for a 40.6kph average

B Grade: No report

C Grade: No report

D Grade: (John Neil)

There was a real autumnal chill in the air on a grey day at Dunlop Road reminding everyone to dig out arm warmers and under shirts. A strong field of fifteen lined up in Geddes St, supplemented by a few C Graders looking to warm up for the second session.

Proceedings got under way companionably enough, but it was not long before someone (JC Wilson if memory serves) had enough of the small talk and decided we were there to race. After the first 5 kms the pace was wound up to an average 37 kph. The pattern seemed to be for acceleration after the turn into Dunlop Road with a high pace maintained (often exceeding 40 kph) around into McDonald's Lane/Geddes St until we were confronted by the wind on the start/finish straight.

With this pattern set a succession of riders pulled to the front to take a turn to keep the bunch on the gas. Among those I recall coming by were Col Mortley, JC Wilson (again), Andrian Zubovic, Nick Hainal, Alan Cunneen and Geoff Cranstone. At the other end it looked like it would only be "Gray Day" in meteorological terms as Peter, Rob Devolle and (eventually) JC went out the back.

Towards the business end the 5km average peaked at 38 kph before the inevitable easing as thoughts turned to a bunch sprint. In the late action Messrs Harvey and Muscat came to the fore stretching already-tired legs further. Mortley and Neil had been shadowing the front-runners for most of the race and looked to hold their positions into the bell lap. The pace was high around the back with Andrian Zubovic moving up strongly to take the lead into the finish straight. John Neil came off Col's wheel on the corner and very briefly fancied his chances. With seeming ease Andrian powered to the line oblivious to John's frantic pedalling. John held off fast finishes by David McIndoe (reversing placing's from Yarra Glen) and Geoff Cranstone. A very rough calculation of the average speed came out around 35.5 kph but for long periods the pace was at least a couple of kph higher.

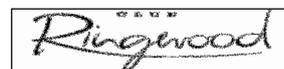
It appears my elevation of Andrian last week was premature (wishful thinking?) but he did look at home in C Grade in the second session. Thanks to everyone for a competitive and safely run race, especially the warnings about vehicles on the course. See you at Arthur's Creek.

E Grade: (Laurie Bohn)

There were 7 starters and with the 2 double-ups it made a nice field of 9. Everybody was comfortable with a steady pace for a few laps until Terry Murdoch decided to attack and attack and attack again followed by Neil Wray who was putting in 500 meter bursts (I think it might be part of his preparation for his attempt at the world 75- 79 age 500 meter TT record). Ron Stranks was also up front adding to everybody's leg pain. A fall in A Grade neutralized our race for a short while. At the bell nobody



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seemed interested in making a move until Geoff Miller attacked at the top corner followed by Terry, Neil, and Laurie. Nobody could match Terry's powerful acceleration and he raced away to a great

win. Thanks everybody for a good safe race and another excellent day at Dunlop Rd.

Dunlop Rd: 22/3/14

| | First | Second | Third | Fourth | Fifth |
|---------------------|-----------------|---------------|---------------|------------------|--------------|
| A Grade (14) | Mark Kinzett | Garth Kotnik | Steve Ross | | |
| B Grade (23) | Laurie Gates | Chris Ellenby | Callum Gough | Darren Woolhouse | David Hyde |
| C Grade (24) | Ken Bone | Geoff Mclver | Tony Curulli | Martin Stalder | Dale Maizels |
| D Grade (18) | Adrien Dubovic | John Neil | David McEndoe | Geoff Cranstone | |
| E Grade (9) | Terry Murdock | Laurie Bohn | Harry Wibgame | | |
| F Grade (9) | Stewart Jenkins | Clive Wright | Ken Woolard | | |

Thanks to the officials *Last Week: Yarra Glen 8/3/2014.*

Nigel Kimber and Ron Stranks for taking entries, John Thomson (referee), Mal Jones, John Clarkson, Andrew Nielsen, Adam Dymond, Peter Webb, Darren Darling, Pat Ruys, Roy Clark, Hans Werner, Tom Leaper and David Coull for marshalling duties. Also thanks to Andrew Buchanan for managing the duty roster, Dave Hyde for bringing the trailer and Dean Niclasen for bringing the drink refreshments.

Results Metec crit 18/3/14 (Last race for 2014).

| Grade | First | Second | Third | Fourth |
|---------------------|---------------|----------------|-----------------|------------|
| A Grade (16) | Tom Leaper | Guy Green | Peter Howard | Phil Smith |
| B Grade (21) | John Clarkson | Richard Abel | Dayle Goodall | David Pyne |
| C Grade (17) | Craig Oliver | Marcus Theile | Daniel Oldfield | Ken Bone |
| D Grade (14) | Nathen Dewar | Adrian Dubovic | Dale Rutherford | |
| E Grade (4) | Greg Harvey | Harry Hibgame | Mark Granland | |

Croydon Cycleworks Tuesday Racing Season Final points 18/3/14. **Marshal duty**

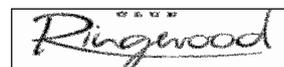
| Rider | | Grd | Pts | # Races |
|-----------------|---------|-----|-----|---------|
| Kirsch | Stefan | A | 76 | 14 |
| Abel | Richard | B | 74 | 14 |
| Thomson | John | C | 64 | 15 |
| Edwards | Mark | A | 60 | 15 |
| Pyne | David | B | 60 | 12 |
| Howard | Peter | A | 60 | 14 |
| Dewar | Nathan | D | 58 | 11 |
| Clark | Roy | A | 56 | 15 |
| Mapstone | Andrew | A | 56 | 12 |
| Nyhuis | Frank | A | 56 | 14 |

The Loop: 26/3/14.

| | First | Second | Third |
|-------------------|------------------|-----------------|--------------|
| Division 1 | F Short (N) | Russell Newnham | I Clark (N) |
| Division 2 | Geoff O'Loughlen | D Willet (N) | Tony Curulli |
| Division 3 | Peter Shanahan | S Coulson | Shane Dwyer |
| Division 4 | Richard Maggs | Laurie Bohn | Frank Lees |



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Future events:-

Eastern Vets Program: www.easternvets.com/

| | Date | Time | Location | Melway Ref | Event | |
|--|---------------|-----------|---------------|----------------------|--------------|--------------------------------------|
| | Saturday | 29 | 2:00pm | Arthurs Creek | 510 N12 | Graded Scratch Races |
| | Monday | 31 | 7:30pm | Ringwood Club | 50 C3 | Annual general meeting |
| | Sat. April | 5 | 2:00pm | Casey Fields | 134 E10 | Club Championships |
| | Saturday. | 12 | 1:30pm | Dunlop Rd. | 70 K10 | Graded Scratch Races (A Grade teams) |
| | Saturday. | 19 | 2:00pm | Metec | 51 D8 | GSR (Easter Saturday) |

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/>

| February 2014 | Race | Dist. | Venue | Time | Event |
|---------------|---------------|---------|-------------------------|---------|---------------------|
| 30/3/2014 | Time Trial | TBD | Balliang Hall, Balliang | 9:30am | Bike Force TT |
| 6/4/2014 | GSR | 1 hr. | National Boulevard | 9:00am | Graded scratch race |
| 13/4/2014 | Chooka's race | 42/55km | Pyalong Rd, Seymour | 10:00am | Chooka's Race |
| 20/4/2014 | No Racing | | | | Easter Sunday |

The 17th South Pacific Championships will be held at Maryborough, Victoria, on the Easter weekend, 18th April to 20th April, 2014.

These championships are age-group competitions with road races on Friday starting at 12.30pm, a 300m sprint race on Saturday morning, 15km Time Trial on Saturday afternoon and a Criterium on Sunday morning.

Details with maps can be found on www.facebook.com/SouthPacificChampionships

Enter online on the VVCC website <http://www.veterancycling.com.au/>. Note that entries close on **April 4th**.

Real (?) Mountain Biking:

The following photograph brings a new perspective to mountain biking, or should we call it mountaineering biking? Liam Murray is the bike builder and possibly the rider/climber. Liam comes from a mountain biking background coupled with mountain climbing. You can see the connections. Some may question that a road bike with narrow race tyres and gearing suited more for crit racing would be the best choice for the terrain purported by the photograph. Note the frame is made of wood! It is a Woodelo frame, made in Ireland and supposedly very comfortable to ride. It is about the same weight as a low end carbon frame and only made to your order. You have the choice of all frame dimensions to suit your requirements. The addition of group set, saddle, and bars etcetera is done by the buyer.

Woodelo began life in the winter of 2010 when the first frame was built stemming from a curiosity to see whether a usable frame could be built from Irish Ash which would use the natural vibration dampening characteristics of the wood. Qualities which have been used for thousands of years to make tool handles and hurleys for the Irish sport of Hurling. Initial prototypes were successful and after two years of extensive testing, the first model 'Leaf Speed' was created.

