

Newsletter



Duty Roster

Saturday 21st Feb Yarra Glen

Richard Dobson, Nigel Kimber, Walter Salvini, Peter Ransome, Ken Bone, JP Leclercq, Chris Hughson, Kelvin Stagg, Ross Morgans, Leon Bishop

Tuesday 24th Feb METEC

Chris Ellenby; Craig Peachey

Saturday 28th Feb Dunlop

Richard Dobson, Rob Giles, David Brown, Dayle Goodall, Lawrence Lee, Craig Peachey, Tim Gledhill, David Pyne, John Pritchard, Richard Able, Liz Randall, Geoff Mackay, Alex Watts, Barry Rodgers, Dave MacDonald

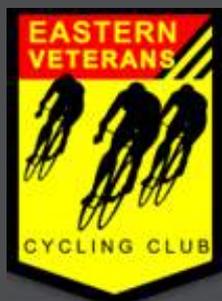
Tuesday 3rd March METEC

Dale Maizels, Richard Knight

If rostered for duty, you must be at there at least 1 hour prior to start time. It's your responsibility to find a replacement if unable to do your duty, then advise Andrew Buchanan, tiptop2@optusnet.com.au

With no submissions for 'photo of the week', I thought it might be timely to promote a local business that you could visit after the Yarra Glen Race this weekend. With nice, hot weather predicted, and a stack of calories burnt, why not venture a quick 3km away to the *Yarra Valley Chocolaterie* at 35 Old Healesville Road (corner Melba Hwy) afterwards to find about their Festival of Icecream, taste free chocolate or have yummy cafe treats. Maybe it might be a good way to thank your support crew (or entice them to come this week). It's open till 5pm, and being at the end of the day, you'd expect the crowds to have thinned. If you do go, it would be great to have a photo and 'post-race-carb-load' review!

Editor: Janita Keating janita_todd@bigpond.com





Saturday Race Reports – Dunlop Road

A Grade

The question in the A grade teams race, was how to beat the two super teams in Giant/Celtic and TLC Aged Care. Either sit back and try and retain as much energy as possible, whilst they race one another and hopefully wear one another out, or take the best form of defence and go on the attack .

This was the tactic used by Giant Celtic, as soon as the race started. With fresh legs nobody was getting too far, but as soon as the bunch came back together another Celtic rider, mainly Gerard and Sean would attack, along with Justin (O'Mara) with Michael Borowski from TLC doing a fair amount of the chasing. It went on like this for the first half of the race until the first break got established with Ciaran (Celtic), Rob Amos (Bike Gear Now), Phil Smith (Adriatic) and independent Trevor Coulter, lasting for a few laps before being reeled back in.

Soon after Ciaran went again, and surprisingly there was no reaction from the bunch as his lead increased very rapidly, JP (O'Mara) and Rob went off in pursuit, but had let the gap get too big and were unable to get across despite riding flat-out for several laps, after which Phil Smith came across and they slowly started to close the gap.

With four teams now represented, it was hoped that this would cause enough blocking that the break may succeed, but TLC had other ideas and a big chase reported at over 50 kph had it all back together with two laps to go, ready for a big bunch sprint, with the 2 favourites finishing 1st and 2nd in Tim Jamison (Celtic) and Darren Roberts (TLC) with independent Russell Newman 3rd . The average speed for the race was just under 43 kph. *(Rob Amos)*

B Grade (no reports)

C Grade

Would the opportunity happen today?

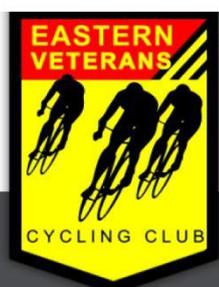
Early scanning of entries indicated a tough day with many of C grades strong riders on show. A strong briefing on the rules for racing at Dunlop Road by referee Richard Dobson had us on the neutral lap at a leisurely pace. This lasted till we just passed the start line when Ken went to the front for the first of many attempts to break down the pack.

Our first 3 laps had us averaging just over 40km/hr. We then had a mixture of Peter, Tim, Michael and a couple of the sprinters Dean and Adam spending time at the front. All kept rolling till about 10 minutes out when Steve broke away and seemed to have timed it right as no one looked like chasing. With a mixture of the A grade boys coming through and maybe Steve starting to run out of legs the bunch caught up to him as the bell rung for the last lap.

The pace started to lift along the back straight which strung out the bunch as we hit the second last corner. Halfway around the last corner the bunch slowed momentarily and that's where my opportunity was to go. My plan was to go as hard as I could to get the jump and then hang on (a plan that failed miserably at Northern last week). Halfway down the finish straight and a quick check I still had a gap, so with head down I kept peddling and just get over the line from the very fast finishing Peter, Tony and Dean.

The Wednesday Boulevard definitely helped today. Good day for all grades and certainly on this course the many helpers make a day that wouldn't happen without them. *(Paul James)*

Dunlop Rd isn't my favourite course only because it suits the sprinters and not skinny legged climbers. That being said, it is a good course with only one corner that you have to be a bit careful with pedal scrape if you get on the gas too early.





The weather had cleared but it was humid and plenty of sweat would occur with the least amount of effort. C grade had 15 riders in it which was a bit smaller than usual which ensured pretty good racing. After the neutral lap Ken Saxton decided to up the pace and according to my Garmin data we averaged 40.5 kph for the first 3 laps which was causing some grief at the back of the pack and to those who hadn't warmed up properly. We then settled down to a more comfortable pace and we had a few small accelerations with some incredible slowdowns - at one stage I thought E grade was going to catch us.

Tim Crowe showed he was feeling strong when he took off at a great rate of knots and the chase was led by Peter Ransome and Michael Muscat. Tim was brought back to the pack but a bit of damage was caused to some in the peloton. The race then settled back into a bit of a procession for a few more laps until the call to keep left came from the back of the pack and Tim took off again, a mad scramble happened as no one was expecting an attack with A grade obviously overtaking. It was A grade but only one rider, Ciaran Jones, with Tim a fair way up the road some riders jumped on Ciaran's wheel to get back up to Tim as the rest of the peloton slowly worked their way back to the break away.

Getting a little closer to the end of the race I decided to have a bit of a go with the plan of reducing the numbers a little more as tiredness was starting to affect some of the pack. Then with about five minutes to go Steve Short made his customary break which was very strong and he soon had 150 meters on us. The peloton wasn't

showing much interest in bringing Steve back in but then we could see Steve weakening into the wind down the main straight and the chase was on. We finally got to Steve with good efforts by Adam Dymond, Pete Ransome and Dean Niclasen then the bell rang (poor Steve).

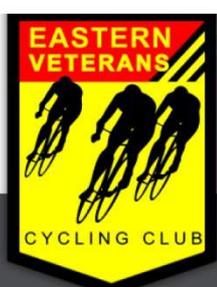
And so the last lap was set to be a cracker, with the pace lifting little by little until we got to about 30 meters before the turn onto the finishing straight, Paul James came past at warp speed. The thing about Paul's sprint is it's a bit like indigestion after a spicy curry you know it's going to come, you don't know when and it's going to hurt. The rest of us immediately lifted, Pete Ransome moved out of the way which left Dean where he didn't want to be. I moved off Dean's wheel while Tony Curullei had to go to the right which just left it a drag race to the finish with Paul way out in front.

Paul managed to hang on to first place with myself throwing the bike at the finish to just beat Tony into 2nd with Dean finishing 4th. It was a brave move by Paul considering the fairly strong head wind down the main straight. Fortune favours the brave.

Thanks to all the volunteers and officials for conducting a great race day again. *(Peter Webb)*

D Grade (no reports)

E Grade (no reports)



Teams racing for dummies - A guide to Teams racing at EVCC



Andy Burmas (also supplied image)



Top Row: Phil Smith, David Holt, Phil Cavaleri, James Steward;
Bottom row: Team logo, David Anderson, Tony Chandler, Andy Burmas (supplied image)

Teams racing. What is it?

Those new to EVCC may have noticed a curious phenomenon that occurs once a month at our club A-Grade races. Teams racing. What is it? How does it work? In the following article, Team Adriatic Nemesis rider Andy Burmas will attempt to clarify the concept of teams based racing.

Most people outside of cycling see it as an individual sport. In reality, nothing could be further from the truth. Cycling is actually based on teamwork where every member plays his part in the success of the team.

Those that follow the big cycling races overseas, such as the Giro, Tour, Vuelta, Paris Roubaix etc. understand that the races are run and won along team lines rather than individual lines. A team will typically comprise leader and several (up to 8) helpers or domestiques who will support the leader. Such support includes but is not limited to the following tasks:

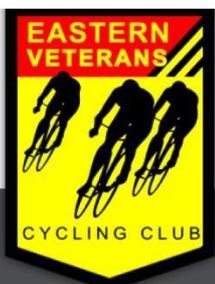
- Going back and forth from to the team car to get food, drinks, clothes for the leader;
- Protecting the leader from the wind;
- In the event of a crash or split in the field the domestiques will drop back and pace the leader back to the front group;
- Chasing down any threats such as breakaways containing rivals;

How long has teams based racing been happening at EVCC?

In the winter of 2010, EVCC introduced a club teams racing concept for A-grade riders. The purpose of this was to raise the standard of A-grade racing at EVCC.

How does teams racing work at EVCC?

The idea behind this series was to promote teamwork between riders (Which was happening anyway) and





introduce a formal European “Teams style” system of racing. Riders were allowed to form their own team by selecting the riders that they want. Each team would comprise a maximum of 4 riders on race day, although most teams would also have reserve riders which could be substituted in to cover variations such as:

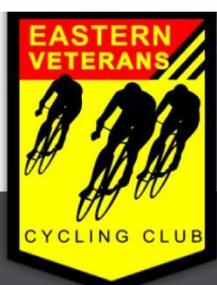
- Different courses (Hilly or flat);
- Ability/form of the riders;
- Availability of riders due to work/ family commitments.

It would then be up to each team to secure a sponsor to provide them with uniforms and pay entry fees. This is desirable but not compulsory as some teams are self-funded.

Tactics/ Teamwork involved?

Tactics are a touchy area and while most teams will not reveal them in detail, the following are generally true:

- **Breakaways:** Typically during the course of a race, breakaways will form. Depending on the composition of that breakaway, teams may or may not chase. The golden rule is- If your team has a rider in the break you do not chase. Why? Simple mathematics- The strength is in the numbers. A typical teams race field will comprise 6 teams of 4 riders i.e. 24 in total at the start line. Ignoring an individual rider’s form and ability, each team has a 4 in 24 mathematical chance of winning the race (About 17%) if it comes down to a bunch sprint finish. If, however, a breakaway group of, say 4 riders forms and is successful i.e. stays away, each member of that breakaway group will have a 1 in 4 chance of winning the race (25%) for his team. Further, if a team were to have 2 riders in the successful breakaway, the chances of a team victory will double to 50%;
- **Covering rivals from opposition teams- The Policeman:** In the event of a breakaway forming during a race, a team with no rider in the break may send someone up the road to attempt to bridge across the gap and get into the break. Teams with a rider in the break will generally not chase, however they will send a rider across behind the rider trying to bridge. This tactic is commonly referred to as a “policeman”. The policeman will sit behind the rider attempting to bridge but will not actually help him get across. If the rider attempting to bridge manages to get across to the break, he will use up a lot of energy plus he will inadvertently bring a fresh member of a rival team across to the break. If he fails in his attempt to bridge across, both riders will return to the main bunch and the status quo will remain. As a variation to this tactic, the policeman may sense that the bridging rider is weakening and may not have enough energy to make contact with the breakaway. In such a situation, the policeman may attack him and make the final jump across to the break alone. This will have a two-fold effect on the complexion of the race. The policeman’s team will now have two riders in the breakaway and team of the bridging rider will (still) have none;
- **Counter attacks:** If a breakaway group goes and a team decides to take up the chase to bring it all back together, they will typically go the front and drive the pace up. As the breakaway group is brought back to the fold, the riders at the front will typically take a breather from their hard work, which will result in a short lull in the pace. It is at this point that rival teams may send rider/s up the road again as a counter attack to surprise and demoralise the resting team’s riders, who have to once again chase a different breakaway.





Conclusion:

As you can see, teams racing adds a level of complexity to our club races turning a seemingly simple bicycle race into a tactical game of “chess on wheels”.

Why Andy prefers cycling over soccer:



Oppy Bike Ride (Knox) – Sunday 1st March

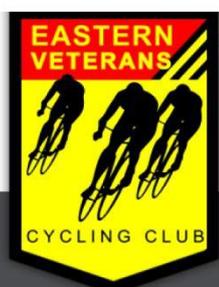


The Oppy Ride is a Knox Festival event, with three routes, 14km, 25km and 36km ride distance. Each of these routes has an activity and challenge stations along the way, as well as some food and water. The ride goes from 10-3pm and riders can start and finish at any point on the route – there are prizes and it’s free! A great little event to take kids, grandkids, novice riders on – go to <http://www.knox.vic.gov.au/oppy> to find out more and register.

Bike Insurance

Planning a trip? Taking your bike? Thought about insurance? No worries - Noworries Insurance - these guys do it. Cover your steed for; fire, theft or damage as a result of almost anything; storage, transport, riding, racing.

You’ll find them at www.noworriesinsurance.com.au or via the link on the club website front page. Enter the promotion code: NWCVIPTV for a 7.5% discount off their online premium.



Assistance needed ... STILL LOOKING FOR HELP



Thank you Dave Hyde for transporting the trailer – all members have benefited from his generosity. Dave is unable to continue to transport the EVCC trailer to races so this vital and essential task needs someone to take on the role. Their car needs towing capacity and also enough space at home to store the trailer. As compensation for the effort and extra petrol costs the club subsidises the volunteer's race entry fee. Please contact Nigel to offer your assistance: nigel.kimber@virginbroadband.com.au

AGM reminder

ANNUAL GENERAL MEETING

The Club's AGM is coming on March 30th. At this meeting, all positions (except that of secretary) will be open for filling. Nomination forms for positions are available for positions from <http://easternvets.com/documentation/> and are due to Nigel one month prior to the meeting. nigel.kimber@virginbroadband.com.au

Bike Racks ON SALE

We have been approached by Wastech Engineering P/L as they are no longer continuing their bike rack product range and are having a big sale. The prices on the left are cost, and additional discounts up to 20% can be offered based on quantities of 10+ purchased. Contact: Andrew Buckley, abuckley@wastech.com.au 0400 134 766. www.wastech.com.au

Bicycle racks



Circular Rack (Chemset Mount)
\$177 Stainless Steel (6 units in stock)
\$92 Hot Dip Galvanised (4 units in stock)
Dimensions: 800H x 850W mm



Square Rack (Chemset Mount)
\$184 Stainless Steel (20 units in stock)
\$90 Hot Dip Galvanised (11 units in stock)
Dimensions: 800H x 850W mm



Single Rack (Inground or Surface Mount)
\$91 Stainless Steel (5 inground & 5 surface mount units in stock)
\$43 Hot Dip Galvanised (5 inground & 3 surface mount units in stock)
Dimensions: 800H x 340W mm



Bike Hitch (Surface Mount)
\$50 Stainless Steel (1 unit in stock)
Dimensions: 890H x 420W mm

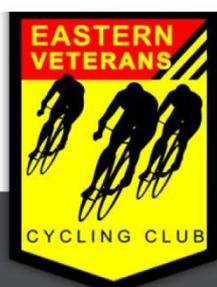


Vertical Bike Rack (Ned Kelly Equivalent - Fixings Included)
\$66 Black Powder Coat (281 units in stock)
Dimensions: 790H x 680W mm

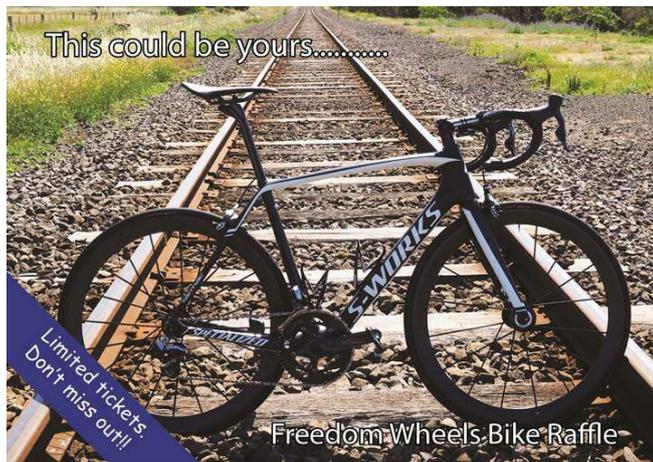


Flat Rack (Fixings Included)
\$57 Black Rubber Dip (92 units in stock)
Dimensions: 460W x 430L mm

Bicycle racks
Commercial bins
Urban containers
Recycling bins
Ash bins
Bench seating
Bollards



Freedom Wheels Raffle



Tickets can be bought online via:

www.trybooking.com.au/GBYQ

Solve Freedom Wheels Bike Raffle

Tickets \$50

(limit of 1500)

You could **WIN** a
**Specialized S-Works
Tarmac road bike!**

with

- Shimano Di2 groupset
- Lightweight wheels
- Your choice of frame size & colour



Total value \$15,500!



We believe every child should be given the opportunity to ride a bike. Proceeds from this raffle will help Solve Disability Solutions' Freedom Wheels program customise even more bikes for children with disabilities.

For more information on Freedom Wheels, visit:
www.solve.org.au/services/freedom_wheels



Purchase tickets online at www.trybooking.com.au/GBYQ

Proudly supported by



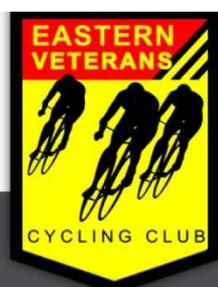
Raffle drawn 10am on 21/02/2015 at
Total Rush Cycling, Richmond.
Winners will be notified.

Classifieds



Wanted to Sell: 1 x lightweight Bontrager Evoke saddle, Size 125mm, hollow rails. Used twice.....wrong size for me. Very good condition. \$30.00

Andrew Buchanan 0418 281 073



Race Results

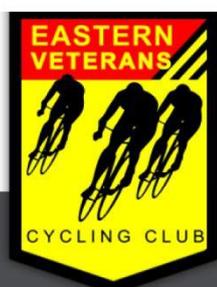
Sat 14.02.15 Dunlop	1 st	2 nd	3 rd	4 th	5 th
A Grade (28)	Tim Jamison	Darren Roberts	Russell Newham	Ciaran Jones	Mick Barososki
B Grade (15)	Laurie Gates	Craig Oliver	Phil Thompson	Anthony Gullace	
C Grade (15)	Paul James	Peter Webb	Tony Curullei	Dean Niclasen	
D Grade (13)	Ian Smith	Rob Lackey	Robin Condi		
E Grade (9)	Ray Watts	Rob Lackey	Robin Condi		
F Grade (9)	Jeff Smith	Clive Wright	Petra Niclasen		

Thanks to Peter M and Ron on the desk, Dave Hyde trailer, Dean Niclasen drinks, Richard Dobson, Steve Short , Mat White and rostered helpers.

Tuesday 17 th Feb METEC	1 st	2 nd	3 rd	4 th
A Grade (13)	G Green	R Clark	R Able	
B Grade (15)	P Webster	D Hulbert	D Pyne	
C Grade (15)	P Semmans	C Doherty	P Ransome	
D Grade (13)	D Casey	N Dewar	G Leroy	
E Grade (10)	C Sheers	M Granland	G Harvey	

Wedn 18 th Feb The Loop	1 st	2 nd	3 rd	4 th
Division 1 ()	A Burmas	P Cavaleri	P Thompson	
Division 2A ()	B Morton	T Curulli	R Suran	
Division 2B ()	R Wheelhouse	M Stalder	P Webb	
Division 3 ()	D Niclasen	I Smith	P James	
Division 4 ()	J Eddy	M Waterfield	B Rodgers	

Thanks to Peter Mackie and Keith Bowan for METEC and Loop race organising and Neil Cartledge for 'behind the scenes' newsletter support.



Future Events

Eastern Vets

Please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>

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 eve.

Northern Vets www.northerncycling.com

Date 2015	Race	Dist.	Venue	Time	Event
22/02/15	VVCC Handicap - Dookie				
1/3/15	Handicap	55/64 km	South Gisbourne	9.30am	Alan Anderson Memorial Handicap

Training Rides

Day/Time/Place	Route	Style	Contact
Tuesdays 9:30 am (9:00 am during DST). Main Yarra Trail (meet under Burke Road overpass).	Under Burke Road on Main Yarra Trail to Southbank via Yarra Boulevard and bike paths along the river and return.	Social, bike paths and roads, coffee @ Southbank.	Keithb33@optusnet.com.au
Sunday Mornings Beach Road Ride. Leave 8.00 am sharp. Meet at Peanut Farm Reserve. Cnr Blessington & Chaucer Sts. St Kilda.	Ride along Beach Rd to Frankston. 10 min stop. Then ride back to St Kilda. (approx. 65 km).	Social Ride - Coffee back at St Kilda.	

Sponsors

