

# Newsletter



## Duty Roster

### 30<sup>th</sup> May Newham

Andrew Buchanan, Rob Feigan  
Mal Jones, Clive Wright, Ross  
Tinkler, Wes Black, Matt Rice  
Darren Rutherford, Marcus  
Herzog, Rob Devolle, Rob  
Castellani, Vaughn Bowman

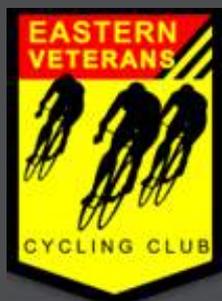
### 6<sup>th</sup> June Casey Fields

Keith Bowan, Gerald McIver  
Snr, David McDonald

This week's *image of the week* is from Andrew Mapstone – Team TLC looking the part for the A Grade Teams race at Eildon. Some great images have been submitted this week, thanks to all contributors. Newham race this weekend is “ON” with permits having been finalized at the last moment after a lot of ground work. With the huge effort in getting this event up, and the weather forecast looking good, why not support this race.

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, [tjtop2@optusnet.com.au](mailto:tjtop2@optusnet.com.au)

Editor: Janita Keating  
[janita\\_todd@bigpond.com](mailto:janita_todd@bigpond.com)



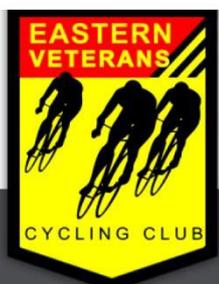


Eildon Race Day

Image: Andrew Mapstone

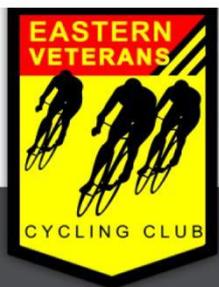
Simon Bone passed on the long road trip to Eildon for an even longer trip to Griffith NSW and wins a NSW criterium title in the process.

Image: David McCormack





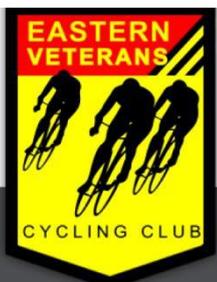
*Eildon Race Day*  
*Images: Peter Gray*





A Grade Teams Race

Images: Phil Smith



## Race Reports – Eildon

### A Grade



Image: Peter Gray

Ask somebody who was there.

I'll admit I'm not in the best of form, having allowed the inclement weather of the past X weeks to deter me from getting out on the bike, but I didn't think I was in that bad a shape.

There are five stages of racing;

1. the dream
2. the hope
3. the expectation
4. the reality
5. the denial

#### The Dream

Cross the line solo, having read the race perfectly, hands raised. Attacking my fellow breakaway companions on the small incline 10k from home and as per the script they looked at each other long enough to give me a gap that nobody was then prepared to drag the others across.

#### The Hope

To not embarrass myself and complete the race, or at least get onto the last lap, with the bunch

#### The Expectation

One lap with the bunch, maybe one and a half

#### The Reality

Spat after 11k on that very incline where I was

going to win the race.

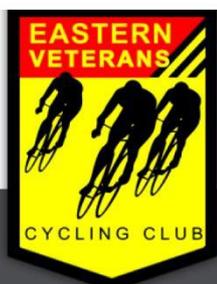
#### The Denial

*"I could've won, if only I'd stayed with the bunch for a bit longer, they backed off, I could've stayed with them, I should've stayed with them, I would've won"*

So with nothing to report except that I wasn't near good enough and that Croydon fielded a very strong team that ripped up the road with a reported 42kph average, I'll tell you about my drive to Eildon.

The race permit was late coming through and it wasn't where it was meant to be, there was a need to get it from where it was – Hylton's letterbox, to where it was meant to be – the trailer. Figuring that Yarra Junction was on the way to Eildon I set Sally Satnav the task of getting me from A to C via B. After a little agro - Nigel doesn't do tolls whilst Sally couldn't give a toss insisting I do a u-turn at the earliest possible opportunity and go back to EastLink, we found Hylton's letter box and, buried under the mass of mail, the permit. With permit firmly in hand I set Sally the next destination and she had me Warburton bound. 'What the Heck' (sometimes you just have to say it), I had the time so I followed her words of wisdom. A pie & Oak to fix the hungry-thirsty at Warburton and we're off up Donna Buang – should have had the Garmin going. Surprisingly I saw only one cyclist on all this travelling.

We didn't quite make the top, detouring off along the Acheron Way. This was a bit of a pilgrimage, a religious pathway – a holey road, I found myself exclaiming 'Jesus' more than once each time I failed to miss one. Ten K of pot-holed dirt along a steep side valley before the road turned to





bitumen and the valley shallowed out and we wound our way toward the Maroondah Highway following the gentle meanderings of the Acheron River. With the morning's cloud cover cleared it was a beautiful run through tall gum forest with glimpses of the river running just beside the road.

On the highway the sign said '(Eildon 77)', Sally said 35 minutes – the girl, she knows me well.

Needless to say we were in Eildon with time to spare. Having never ridden the circuit I set off for a warm-up/reconnaissance ride, you couldn't have asked for much better; open vistas, blue skies, warm sun, cool air, good roads and no wind – perfect riding conditions. And back in time to register and await the starter's instructions.

It was all nice and fine till somebody worked out that we must be on the course proper and I was relieved of the neutral pace setting duties, the speed going from a pleasant 35'ish to a not so pleasant 40'ish. But down the back it wasn't so bad. Then came that little incline, but before it came Tom went, and there was a mad scramble to stay with him as the gradient increased and the legs showed their lack of anythingness. I managed to sort of crest in touch and did get back into the draft shortly afterwards but the counter attack when Tom was caught was more than I was happy with so it was bye-bye dream, hope and expectation as reality hit home, and as for denial, well ... nup, the legs were finished and the heart had already gone home.

But, I wasn't going to come this far to ride 25k so I continued on, the bunch tantalizingly seemingly to not get any further ahead for a while, and waited for b-grade to come by and tow me around for a lap or two. A lap and a half later I was still waiting so I withdrew to the car then to the finish to offer

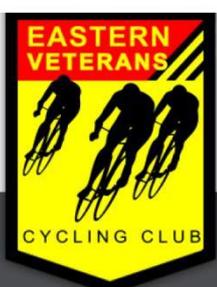
assistance. As a measure of the intensity of the a-grade race they put almost half an hour into the b-grade bunch. (*Nigel Kimber*)

A disappointing turn out for the teams race with three teams not starting. Bike gear Now and O'Mara with just one rider (Rob Amos & Nigel Kimber) facing strong competition from Croydon Cycleworks, TLC and new team Scope.

The bunch set off in a very leisurely pace in the sunshine, the pace only marginally increasing once passed the neutral zone with the bunch rolling turns. The fireworks started as the bunch reached the only hill on the circuit with Croydon's Tom Leaper getting a small gap. As he was chased down, Croydon's Jaye Philpotts countered, this started to become the pattern of the race.

Approaching Eildon for the first of three 25 kilometre laps, Tom again got a gap and was joined by Darren Roberts of TLC and Skope's David Holt. Just as it was starting to look like the placings were sewn up, they were caught behind traffic in Eildon town and as it all came back together, Croydon's David DePedro attacked with Scope's Phil Smith and Rob Amos from Bike Gear Now quickly opening up a big gap and getting out of sight.

It was left to TLC to do all the chasing having missed the move, whilst the bunch had an arm chair ride. After 35-40 kilometres of chasing, as the break approached Thornton for the last time, it was all back together for a few seconds before Jaye jumped up the road, soon to be joined by Tom. TLC were running out of legs, there was no response, so Phil and Rob helped with the chase, but the gap was still increasing as most of the



bunch wanted to save their legs for the sprint. Tom took the win from Jaye, with Darren winning the bunch sprint from team mate Andrew Mapstone. (Rob Amos)

## C Grade



L->R: David McCormack; Neil Cartledge; Melvin Stagg; Peter Webb  
Image: Peter Gray

Another sunny and windless day greeted us at Eildon. It is fair to say it was a bit chilly once you started to move through the air. You don't drive all that way if you are going to have no chance of at least placing so the quality of those who turned up was high. Because of the poor turn out by D grade riders the few that turned up were put into C grade. This gave us a group of 14 riders but for the D graders this meant a pretty hard and long day for them.

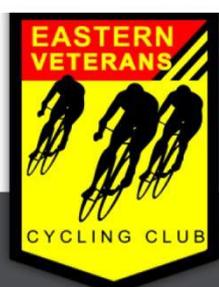
Our first lap was a pretty gentlemanly affair which resembled the handicap at Seymour a couple of weeks ago with rolling turns being the order of the day. Adam Dymond was looking pretty frisky. The second lap was a little bit the same except the people doing turns were doing less work and there were plenty of passengers on the train. I mentioned this to Neil Cartledge and he replied, "I'm going as hard as I can" This criticism wasn't levelled at Neil, no one could ever question Neil's commitment.

I took a bit of a flyer up the hill to try and break things up a bit and I was brought back fairly quickly. A bit further up the road Dave Worland dropped his water bottle and decided to leave the race to retrieve it. A few minor flurries were attempted on the way back to Eildon featured with Darren Eagle and Andrew Buchanan. But the

group was in no mood to let anything happen. And so we went out on the bell lap and rolling turns were established again with even less doing a bit of work.

About six kilometres from Thornton, Bernie Evans decided to pull away and was joined by Peter Shanahan. We decided to leave them dangling about 100 meters off the front until we reached the bottom hill. Half way up the hill Ian Milner shot to the front (where did he come from?) declaring his intention to have a go at winning the race and for the rest of us picking out who's wheel we would like to be on at the finish.

Dave McCormack tried many times to get away but was brought back every time. As we went through town we were all together and getting ready for the bunch sprint, the pace lifting with every 100 meters covered. I managed to get myself on Ian's wheel but I was a bit boxed in and asked Neil Cartledge if I could move out, he kindly let me out. Dave McCormack was cramping but pressing on, David Brown was moving well. The last 200 meters was a bit of a blur as I was concentrating on seeing if the oncoming cars had been stopped by the TC's at 100 metres to go it was obvious the cars were stopped and now I could get out and have a go and so I picked up a few places and over the line in first place (ripper) with Adam Dymond and Dave McCormack in third just ahead of Neil. Many thanks to the volunteers for making the long trip to Eildon to make our race safe. Statistics for the day, average pace 33.7 fastest speed 58 kph average temp 12 deg. (Peter Webb)



## E Grade



L->R; Nick Hainal (3<sup>rd</sup>); Dean Niclasen (1<sup>st</sup>); Robert Lackey (2<sup>nd</sup>) Image: Peter Gray

With such an amazing day and great looking course, a crowd of racers was clearly to be expected in each grade right? Not so but let's not dwell.

With a mixed bag of competitors (in the sense that we have rarely raced each other this year) in E grade, we set off with JC suggesting that I lead the way and he would direct me from the back. Nice offer but no thanks JC.

Not familiar with the road circuit at Eildon, I was happy to see what the course had to offer and more so, given the very small group, I was keen not to 'cook my goose' too early. Rolling turns seem to happen without any real need for organizing and there was certainly no excitement created by the small gaps that may have been present in arranging ourselves.

Before we knew it, Thornton was upon us and the incline was around the corner. As a group, we traversed this incline with what seemed to be a limited effort. Though I am sure everyone else was watching how their main rivals were moving given that we were now starting to think of tactics for the following lap - that is of course if we had rivals. Down we went and onwards with what I'm

sure was a slight tail wind (well that's what I told myself anyway). Committal of sharing the work, we of four arrived in Eildon in what seemed to be a blink and then set about navigating (with the aid of our fellow clubmen) through Eildon. This was after JC had a couple of 'sprints' down the road in which he was quickly enveloped.

Rhythm was set and on lap number two I began to wonder why I didn't put my arm warmers on - despite the workload I was cool in the shade. A roll through Thornton and Dean began to lift the pace. What was his tactic here I wondered? Had he been doing a lot of hill work since last week and was going to spit us on the ascent? No, but more on that later.

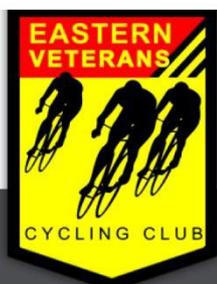
The pace up the climb the second time was in fact a lot faster which apparently aided in the loss of JC from the group. This was news delivered to me several more kilometres down the road when I happened to enquire, "where is JC" to which the others responded "the hill".

Heading into Eildon, the heart rate began to climb as the adrenal glands were doing what they do best. Unfortunately, I was, and had been for some time, in the 'red' and the legs were just not able to deliver that much more. Whilst Nick was toiling away at the front, I could just about hear what dean was thinking, 'when to make my run?'

The final corner (marshalled) Dean took off in what was a test to see what I would do. Knowing that I couldn't match his direct speed, I had to think quick as the finish line was fast approaching. Nick was now a distant memory as Dean and I watched and waited as to what each other would do. A clever gear shift and surge by Dean helped me to show my hand. As I drew level to Dean, he took off and did well to finish first in what was a great race.

My hope of leaving him on the hill didn't seem to work. Post-race catch-up showed that he too was hopeful of losing a couple of competitors on the inclines.

A lot of fun and look forward to next time with the hope of more in our group.





As always, a big thank you to all those involved to make this race happen- a lot of effort I am sure.  
(Rob Lackey)

## News and stuff

### Audi's bike weighs less than an Apple MacBook - Stephen Lacey (*The Age, Executive Style* 23<sup>rd</sup> May 2015)

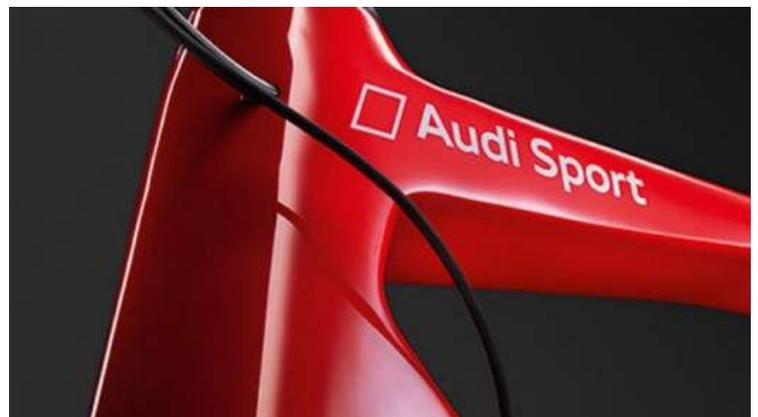


The Audi Sport racing bike.

German prestige carmaker Audi has applied some of its know-how in lightweight materials and engineering to a vehicle with two wheels instead of four, and pedals instead of a motor. The result is a bicycle that, stripped to the frame, reportedly weighs less than an Apple Macbook Air at a rather lithe 790 grams; with full componentry in place it tips the scales at a still measly 5.8 kilograms.

With fewer kilograms to crank up those hills, you can enjoy a couple more lattes and perhaps even a vanilla slice when you get to the top.

Audi has applied its racetrack expertise in lightweight carbon-fibre to its racing bike. The Audi Sport racing bike was first shown at the Geneva Motor Show in March, before hitting the showroom floor in Tokyo this week. The bad news is that you'll never be able to ride it in any UCI-sanctioned races (Le Tour de France, or the Giro d'Italia, for example) unless you stick a kilogram of lead to the seat post to bring it up to the 6.8kg legal minimum. The good news is that your local bike club probably won't notice - unless you start winning some stage races.



With a carbon frame made by Japanese company Toray, the Audi shapes up as one of the lightest bikes available. Much of that has been achieved by the use of the high-end T1000 carbon which is reportedly used in Audi race cars. Other weight-saving elements include the use of Meilenstein carbon-fibre clincher wheels, and a Shimano Dura-Ace Di2 groupset. Carbon-fibre dominates the construction.





## Battle of the lightweights



Still, the \$24,650 Audi looks positively beefy and somewhat overpriced next to Trek's \$15,990 Emonda SLR 10, which weighs in at 4.65kg (the OCLV 700 series carbon frame is just 690 grams), making it the lightest production bike on the planet.

Well, it was until last week, when Merida released its featherweight Scultura 9000 LTD at the Giro. With a frame weighing 680 grams and the complete bike only 4.55kg, you have to wonder how light bicycles can get before strength and manoeuvrability is overly compromised.

Mind you, none of these bikes rates a mention against the positively anorexic machine once owned by cyclist Gunther Mai, and later by a rider from Colorado. The fully custom-made bicycle is hardly there at all, at 2.7kg - less than the weight of the average newborn baby. The frame itself was built by Spin and weighs a silly 642.5 grams. Some of the wheel components utilise carbon fibre from the F1 industry. Estimates put the bike at around \$US45,000 (\$56,000) but it's difficult to say, as every part has been hand-built. The Aston Martin One-77 bike was similarly impressive, albeit on the hefty side.

## The car creed



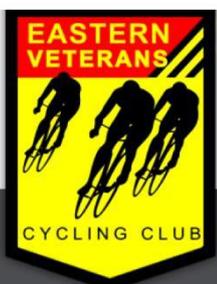
Audi is by no means the first prestige automotive marque to introduce a lightweight pedaller to its range. In 2006 Mercedes Benz came out with a limited edition 8.1kg carbon road bike that sold for around \$4000. For its time it was quite a neat piece of kit, and more importantly It had a three-point star on the headtube.

Not to be outdone, in 2012 Aston Martin offered the One-77 Superbike, inspired by the hypercar with the same badge. Made by Factor Bikes in

Norwich, England, it set punters back a cool £25,000 (\$49,500). The 9.5kg build weight was a tad on the hefty side, even then.

And Lamborghini recently teamed up with Swiss bike company BMC to produce the Impec; a bicycle that was limited to just 50 examples worldwide and appealed to folks who had almost \$50,000 to drop on a two-wheeler, albeit one weighing a respectable 6.85kg.

Only 50 of the Audi Sport racing bike will be built. *(Thanks Peter Mackie for recommending this article)*



## Help needed:



Is there anyone in EVCC who could reproduce on computer a drawing plan of our trailer contents. Peter has roughly sketched the layout and contents list and would ultimately desire it on A2 size laminated sheets. Not urgent.

[petergray.ebserve@gmail.com](mailto:petergray.ebserve@gmail.com)

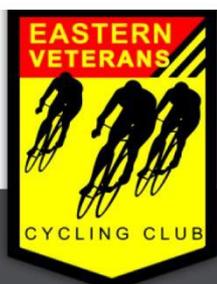
## Results

### Eildon, 23rd May 2015

Grade	1st	2nd	3rd	4th	5th
A Grade (13)	Tom Leaper	Jay Phillpotts	Darren Roberts	Andrew Mapstone	Richard Abel
B Grade (8)	Rob Monteith	Brian Gray	Peter Mackie		
C Grade (14)	Peter Webb	Adam Dymond	David McCormack		
D Grade (0)					
E Grade (4)	Dean Niclasen	Rob Lackey	Nick Hainal		
F Grade (0)					

Wedn 27 <sup>th</sup> May The Loop	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Division 1 (11)	P Smith	D Holt	C Jones	
Division 2 (10)	R Wheelhouse	P Firth	D Maizels	
Division 3 (6)	N Cartledge	S Lee	D Niclasen	
Division 4 (6)	F Lees	B Rodgers	M Waterfield	

Thanks to Keith Bowan for 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 event.

**Northern Vets – for more details:** <http://www.northerncycling.com/>

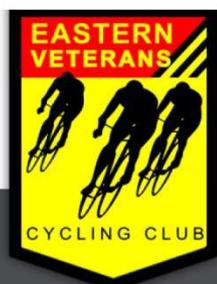
**30<sup>th</sup> May** Central Vets “Oppy” Open at Rochester, see <http://www.veterancycling.com.au>

**31<sup>st</sup> May** Lancefield/Pastoria Scratch 50/70km

**7<sup>th</sup> June** NO RACING – 3 day tour

## Training Rides

Day/Time/Place	Route	Style	Contact
<b>Tuesdays</b> 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
<b>Sunday Mornings</b> Beach Road Ride. <b>Leave 8.00 am sharp.</b> 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.	
<b>Saturday mornings (7.30am) and Sundays/Public Holidays (8.00am)</b>  Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social	





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