

FROM THE COMMITTEE

Well 2009 is almost done and dusted and from a racing point of view it finishes up today for almost all of us. Good luck to anyone participating in any of the Xmas Carnivals !!

The Committee would like to thank everyone who has been involved this year for another good year at the Vets. It has been pleasing to see so many new members this year, some who are new to racing and others that have returned after a long absence. This is the niche that the Vets is able to fill in the local racing scene as well as providing regular enjoyable racing for those that are able to race in the Open races. It is a balancing act being able to provide racing for the many different levels and interests of mature aged cyclists, but hopefully the club is able to get close to the mark.

We have had a really good atmosphere at the races and we thank one and all for the effort they have made to make this club as social as it is.

2010 memberships are now available and we hope to see you all back for what we hope will be an even stronger club next year.

We wish you all a happy, safe and enjoyable Christmas and New Year.

The Committee

2010 CLUB SPONSOR



Wills Financial Group has generously agreed to sponsor our club for 2010. Tom Ellison (co-founder of WFG) has been involved with our club over many years and simply wanted to be to support the club in some way . This will allow our club to cover running costs for the year, major sponsorship of Quamby Classic, Club Championships and the Xmas Series.

Wills Financial Group was founded by Tom Ellison and Philippa Wills to fulfil a need in the community for independent, ethical financial advice. The company has offices in Launceston and Hobart, providing a full range of financial services including share advice, retirement planning, superannuation advice and portfolio administration. They provide services to individuals, companies and self managed superannuation funds.

They are proudly independent - being owned by staff, with no ownership ties to any bank, fund manager or insurance company.

CLUB SPONSOR Cont.

They can be contacted on (03) 6334 0049, or at willsfinancial@inet.net.au."

We sincerely thank Tom and WFG for their most generous sponsorship package.

WHAT'S ON

Sunday 27th
Stan Siejka Launceston Cycling Classic. 7pm—See Flyer

Monday 28th
Launceston Wheel Race at the Velodrome— Great nights racing and a good social catch up.

Support Local Cycling !!!

THE NEXT 4 WEEKS:

NVCC racing breaks after the Xmas series until the 17th January.

**17th Jan
Longford 40km GMS**
Duty: John Hillier, Mike McGowan, Gary Woodfall

**24th Jan
Carrick 42km GMS**
Duty: Jeff Garwood, Glenn Myler, Julian Clayton

**31st Jan
Whitemore 46km GMS**
Duty: Scott Freeburgh, Lia Giovanovits, Jason Turner

December Birthdays

Dallas Headlam—9th
Rik Sloane—10th
Craig Woodfall—15th
Jenny Purtell—18th
Amy Moore—19th
Andrew Flanagan -20th
Bob Mason—29th

While the best I could come up with for Dallas Headlam was Donny Osmond and I can see the similarities ...Rik and Woody simply have no-one of note born of their birthday, as I refuse to count Don Johnson who is born on the 15th. Jenni Purtell on the other hand was born on the same day as many other big stars ...Keith Richards, Brad Pitt, Steve Spielberg, Katie Holmes, and of course “Stone Cold” Steve Austin the professional wrestler known as the Texan Rattlesnake. While Andrew Flanagan shares his birthday with Billy Bragg—impressive !! - its Bob Mason who shares his birthday with Sam from Cheers that I can see the most resemblance between the two. If they were born in the same year one may even wonder if they were twins

MORE VOLUNTEERS

The most used duty cars in 2009. Thanks to Dallas Headlam for his weekly efforts earlier in the year & Lynne Woodfall for her efforts all year. Much appreciated !!



Rider Profile

JOHN FRANKLING



My father was a “polio” victim at the age of 19 with severe paralysis to the left side of the body and spent a long time in the Bendigo Base Hospital where he met my mother who was a nurse. When he was sufficiently recuperated he was sent home with an iron calliper on his leg and told to apply for an Invalid Pension. As soon as he got home he took the calliper off, hung it up in the shed and refused to accept that he was an “invalid”. Thus began a life long struggle with his health.

I was born in “Nyah West”, which for those that didn’t do well in geography is just a bit west of “Nyah”. I was born there because that’s where my mother was and I wanted to be near her. Well it was war time and she had control of the “ration Book”. I didn’t stay there long because three weeks after I was born my parents left the town, but I managed to find them again. Because of my father’s limited mobility I got to be an expert gate opener and errand runner at an early age and very involved in day to day activities around the farm my parents owned at the time. In retrospect I can now see that my childhood was filled with activities and challenges that few get the opportunity to experience.

School came as a bit of a shock as at the age of five I had to board in town, and the new rules and time keeping took a bit of getting used to. The first day was memorable in that an older girl (at least 7) started to chase me while waving a parcel in her hand. Now I might have been from “out of town” but I knew when to take off.

John Frankling profile cont.

So round and round the grounds we went until she finally gave up and threw the parcel in the bin. She never caught me and I never got my lunch, which was in the parcel. I didn’t actually learn to ride a bike until I was about 11 years old. It suddenly dawned on the family that I was about to start High School, which was considerably further away from home and if I walked I would get there just in time to head home again. Certainly I was not going to be taxied there in Dads 1934 Plymouth.

And so the lessons began on a 28 inch men’s push bike with the handles turned up and a coaster hub brake. The bike belonged to my uncle so he took charge of the “running behind and holding up” activities and the lessons proceeded next to our house, in a paddock full of thistles. A great incentive to learn quickly.

Having access to a bike and being able to ride it substantially increased the distances I could roam as well as the chance to make some money of my own. One way to gain funds was to catch rabbits and sell them to the local freezer. Rabbits were relatively plentiful at the time. Besides trapping, another method was to cover each entrance of a burrow with a net then put a ferret into the burrow. This caused the rabbits to vacate rapidly and get caught in the nets. The down side to ferrets is that they have a serious “attitude” problem and tend to bite “the hand that feeds them”, or anything else they could get their teeth into. They also had the bad habit of catching a rabbit in the burrow, killing it, eating it, then going to sleep so you had to spend the next hour or so digging them out. No wonder they have a bad PR image. As most of the burrows were along irrigation channels I found an alternative to the ferrets by simply throwing a couple of buckets of water down one of the entrances and covering the other holes with nets.

John Frankling profile cont.

This worked well and on the first day I tried it I managed to catch eight rabbits, which I duly prepared for the freezer, hung them in pairs on the upturned handlebars, and then headed back to town.

I must have been thinking of the money I was about to make as I forgot about the blue heeler dog called Nemesis that waited under a large peppercorn tree for any passer by. Too late, I spotted the dog headed straight for me, so in a rash moment decided to speed up, ride directly at the dog and veer off at the last minute. The plan worked a treat except I forgot about the rabbits on the bars and one of the heads went into the front wheel. When the dust cleared the blue heeler smugly returned to his post and the freezer refused to take the rabbits as they were covered in dirt.

When I was in Grade 9 my younger cousin got a Repco semi racer for his 13th birthday. Basically, this was simply a push bike with slightly lighter, 27 inch wheels, the handle bars turned down and toe clips on the pedals. Enthused with his new bike he entered the School Boy Cycling Championships and talked me into doing likewise. The race was a handicap event in that most of the field started in a group but the classier riders, i.e. handle bars turned down or toe clips, started 100 metres behind. In the end my cousin finished 2nd and went on to the next round. I finished 12th out of about 30 and so began my interest in competitive cycling. The following years were filled with schooling, apprenticeship and competitive cycling. Interclub events tended to attract 60 or more riders and I mostly rode off scratch, gaining a few "First and Fastest" awards along the way. We also regularly travelled to Melbourne to ride at Brunswick and on the old board track with very little success.

John Frankling profile cont.

Towards the end of my apprenticeship I began to travel to Tasmania to compete in the then famous Tour of the North. I was naive and totally under prepared and thought six weeks training would be enough even though that never included any hills. There were four grades in the tour, A grade, B grade, C grade and my grade – "Tourist grade". I got to ride a lot of the tour on my own and see a lot of scenery.

In all I rode in 10 or 11 tours and finished about 9 of them. The attrition rate was high and usually less than half the starters finished the race. It became a personal objective to actually finish better than last and on one particular tour I started the last day in front of seven other riders. Alas, by the time I got to Rossarden they had all retired from the race and several of them had hitched a ride in my support vehicle. I guess if I were to write a book about tour riding it would be about how not to do it.

After completing my trade I moved to the Mallee and spent a couple of years working for my parents in an agricultural business. During this period I met my wife Lorraine, (actually we won each other in a raffle but that's another story) and we subsequently married and moved to Launceston in 1967. She has provided lots of encouragement, endless patience and staunch support for my cycling efforts (the ups and the downs) for which I am very grateful.

We have raised our family here and think it is just the best place to live. I guess my cycling successes can be summed up as "First Unplaced", "Unluckiest Rider" and "Merit Award". At least the trophies don't take long to dust.

May you have more trips to the coffee shop than punctures.

*John Frankling
The In Your Dreams Team*

HOT WHEELS AWARD



Jason Andersch and Garry Baker have taken out the HOT WHEELS Award for the last month.



Jas Andersch



Garry Baker

They have both had a very successful last 2 weeks. Garry is new to racing and has getting stronger by the ride. Jas has been around forever and is dominating A grade.

2009 HOT WHEELS WINNERS

(started in June 2009)

June	– Garry Pickett
July	– Brian Dabner
August	– Linda Sulzberger
September	– Mark Wilkie
October	– Not Awarded
November	– Collin Burns – David Frost
December	– Jason Andersch – Garry Baker

THOR'S RANT

Last Newsletter we poked a bit of fun at one of our members about the fact that he is a health food nut and he is tough on anyone who strays. Well he has responded by writing his thoughts on Nutrition. Our guest columnist is Adam Sanders aka "Thor" previously Coach of L'ton Football Club now working for AFL Tasmania (as well as being self appointed BC (Bike Central) Coach & Fitness Advisor.)



THOR'S FOOD FOR THOUGHT
by Adam Sanders

Good nutrition for high performance on the bike is a lot like your relationship with your wife. You are a good, loving husband 95% of the time (this is just an average and obviously a lot of our male members don't even come close to this figure due to spending way too much time on a bike!) but that last 5% is where all the trouble begins. Not unlike when your mates twist your arm to go for a beer and next thing you are 4 hours late for dinner (you may as well be 4 hours late than 30 minutes late!) good nutrition is exactly the same.

I am still amazed at the site of a hard working cyclist who has just completed a good quality session sitting down at the designer café and devouring a large full cream milk café latte and a large piece of fruit flange! (I saw a fruit flange consumed with vigor with my own eyes only last Sunday after racing. It wasn't a pretty sight!). now!)

Other foods I have witnessed being eaten or drank either in person or thru multi media devices include – vanilla slices with cream (A grade rider with a penchant for overtaking lead cars), iced coffee with whipped cream on top (same rider), scones with jam & cream (the doctor who consumed 5 of these delicacies at St Mary's hasn't raced since, apparently now lactose intolerant and the most dreaded food on the planet – SAUSAGES!!!!

This vile creation of man, calls itself a food but I refuse to be fooled by it, no matter how many times you put gourmet or some other flash word with it. It was documented in the last newsletter that I hadn't eaten a sausage since 1996. This was in fact reported incorrectly, it was actually 1999 and another one will not pass by my lips for the rest of my life!!! Evil, evil food!



Frank, after receiving a look of disgust ...he is proud to show off his plate with 5 scones.

With Christmas fast approaching I implore you to,
* Put locks on your fridges / pantries.
* Take skin off your chicken / turkey
* Say no to Nobbys's nuts!
* Dessert. Ask yourself – Do I really need it?

Oven roasted, baked or fried – it all means extra kg's to haul around on the bike. Ask yourself the question – Do you eat to train or train to eat? Think about it.

Have a safe, prosperous and fat free Christmas and New Year!
Regards

Thor
(Moral and Nutritional Crusader)

WHO ELSE ?



Which of our members would be riding his brand new track bike with a business shirt on ?

WET WEATHER



These guys turned up to Bracknell a few weeks ago and were all alone. The race had been cancelled by the wet weather committee, but unfortunately these guys did not see it coming and headed out anyway.

We thank them for being such good sports about it . Peter Jones who was also there said they had a ride anyway, albeit a very wet one. Now that's dedication !!

Reminder:

If in doubt ring one of the names on the bottom of the roster to be sure.

2010 MEMBERSHIPS

Get your membership sorted as soon as possible so as you are all set to go on Jan 17th

NVCC 2010 CLUB CHAMPIONSHIPS



Congratulations to all the members above who had success in the Club Championships.

Back: Roger Buterac, Steve Frankcombe, Jim Finlay, Dane Leedham

Middle: Steve Muir, Bob Mason, Collin Burns, Glenn Myler, Moose Sulzberger, Jason Turner, Scott Freeburgh,

Mark Walsh, Scott Evans, Gary Woodfall, Sam Pratt

Front: Gavin Moore, Motor Tatchell, Michelle Dabner, Brian Dabner, John Hillier, Jeff Garwood, Gavin Tamblyn, Olivier Chartrain, Christine Moore and David Frost

Thank you also to all helpers over the weekend as without this support these events simply cannot happen. The Committee is proposing that the 2011 Club Championships be held in conjunction with the Christmas series. It is hoped that by this time of year riders will be well settled in their grades, and a 3 race series will provide a great opportunity to establish the club champions for each grade.

GOTTA LOVE OUR VOLUNTEERS



Left: Burnsy gets his number put on by Eileen ...Right: Charles, Keith, Judith and John in civvies for the day just doing what they do. Our riders we are very well looked after by the non racing members of our club ...

The STAN SIEJKA LAUNCESTON CYCLING CLASSIC

STAN SIEJKA
LAUNCESTON
CYCLING CLASSIC

MAJOR SPONSORS
Australian Government
Australian Sports Commission
Tasmania
MerCare
CARCARE
LUNCESTON CITY COUNCIL
FUTURE COLOURS

SUNDAY 27 DECEMBER 2009
7.00PM

CBD STREET RACE

FEATURING...
STUART O'GRADY, GRAEME BROWN,
BADEN COOKE, JACK BOBRIDGE,
2 TIME WINNER MATTHEW GOSS AND HILTON CLARKE.

STREET CLOSURE COMMENCES 4.00PM. RACE STARTS 6.20PM. RACE DURATION 1.5HRS (12 LAPS)

THE SUN BRINGS THE RIDERS OUT OF THE WOODWORK

