

FROM THE COMMITTEE

Last Sunday was cold ...actually it was really, really, really cold. Just when some of us were thinking the conditions were nearly un-rideable, along comes the Tour De France to give us some perspective. Those guys have had a very tough start in crazy conditions. If you haven't been reading Wez Sulzberger's blog I would advise you to have a look at this—see the section on this on the back page .

Despite the bitterly cold conditions over the last few weeks, we have been averaging 40 riders and a generous number of volunteers. I think all would agree that the hardest thing is actually getting there, and once you make the effort it is all worth it. Thanks so much to the volunteers—you may notice they have received some worthy praise on our facebook page. To be getting this many along to races in winter indicates that our club is moving along nicely. Well done to everyone at the club as we are only as strong as our members.

The committee would like to remind you that we are administering this club for you and therefore your opinions, thoughts and feedback are very important to guiding the direction in which we head. Please share your thoughts with us—either in person or as many of us are involved in racing

From the Committee cont.

on Sundays it may be easier to shoot us an email or enter thoughts via the website .

Happy and Safe Riding

The Committee

NEWS FROM SPONSORS

For all your Financial needs be sure to give our club's 2010 Sponsor and look.



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



Rik Sloane Cycles have now moved and are situated at:
 119 York St
 opposite 40 Winks.

Rik continues to be one of our clubs most reliable sponsors and is always willing to help. He is the major Sponsor of the 2010 Longford to Campbelltown later in the year.

CARRICK IN JUNE



Robbie Weeks took out the Club Handicap at Carrick and congratulated the club on how it was going and thanked the great band of volunteers we have.



Good numbers again at Carrick, a superb winter's morning to race.

THE NEXT FEW WEEKS:

18th JULY
Evandale 40km HCP
 Duty: A.Wells, M.Wilkie, N.Wesley

25th JULY
LONGFORD 38Km GMS
 Duty: R.Buterac, O.Chartrain, B.Chilvers

1st AUGUST
Whitemore 51Km HCP
 Duty: D.Frost, G.Johnston, G.Baker

July Birthdays

John Brock 1st
Julian Clayton 4th
Glenn Myler 4th
Olivier Chartrain 5th
Paul McShane 7th
Robert Tatchell 9th
Rob Nimmo 13th
Gary Coulson 15th
Sue McBeath 19th
Peter Jones 26th
Robert Weeks 28th

HOT WHEELS



HOT WHEELS for the month of June went to Ray Brien for winning the last two races in June.



Here's Ray collecting the big money at Carrick.

Most people would not realise that Ray was the Convener of the Australian Masters Swimming Championships that were held in Launceston earlier in the year. Apparently he did an amazing job and they were simply brilliant and he was largely responsible for their success.

I wonder when he is going to join the NVCC Committee, sounds like he would be a handy man to have on board ...hint hint !!

OUR MENTOR SYSTEM

The Bike Buddy or Mentor System

Although we regularly get new riders coming, some of them have one or two rides and don't continue. In an attempt to reduce this, new system has been put in place to help integrate new riders into the club. This system is about linking the new riders to a person that has been a club member for some time and who can act as a mentor. The role of this "mentor" is to keep in contact with the new person and find out if they have any concerns, check on their progress, make sure they understand how the racing works etc. This task should last for the first month or so by which time the new person will have met more people and be more comfortable in the club surrounds.

Ideally the Mentor will be someone in the same grade and thus able to keep an eye out and offer advice and encouragement if needed. They should also let the Handicapper know if the new person is struggling in their grade or if there are any other issues. Each "Mentor" will only have one or perhaps two new riders to keep an eye on at a time.

To co-ordinate this process a "Liaison Officer" has been appointed and that person will meet the new people and then introduce them to the person who will act as their mentor. John Hillier has agreed to act as the Liaison Officer and he will tee up with people to act as mentors when new people join the club. Being a mentor or bike buddy is another way to encourage people into our sport and our club.

We hope that if you are asked to do this you, you are able to help out.

Thank you in anticipation of your support.

FROM RACE COMMITTEE

Selecting Grades & Setting Handicaps

When a new rider joins the club the grade they start in is based on what they tell the handicapper as well as input from other club members who know them or may have trained with them. People are generally apprehensive and sometimes under rate their ability but generally the grade selected are fairly close to the mark. If not then an adjustment can be made at the next race.

The object of "grading" is to group riders with similar abilities. It is also important to try to balance the numbers in the grades. From feedback over time it is apparent that people prefer to at least start in larger groups. Ideally groups or grades will have six or more riders at the start. There is however an upper limit in the lower grades for safety reasons and this is about 10 to 12. More riders than that increase the risk of riders crossing the centre line of the road, particularly in cross winds and there is a greater risk of a fall in the bunch.

Determining handicaps is partly scientific and partly guess work. The scientific part involves using a calculator and race times from past events to calculate the average speed of each grade. Generally speaking there is about a four second difference per kilometre in average speed between each of the grades. The average speed is then used to calculate the handicaps for the current race. Where the guess work comes in is allowing for weather conditions, the race course, the number of starters in each grade and who those starters are.

From the Race Committee (cont.)

Staying on the Race Course.

The role of the "Tail Car" is to follow behind the last group of riders. This is because the tail car is there for safety reasons to warn other road users that groups of cyclists are ahead of them. The tail car also carries the First Aid kit and falls are more likely to happen in groups than with single riders. If a rider is "tailed off" at the back of the race the Tail Car driver will check that they are ok then overtake to follow the last group. When the last group has crossed the finish line the Tail Car driver then turns around and goes back to follow the last riders in to the finish to make sure all the riders on the day have made it back safely.

It is therefore important that if you are in a race and tailed off that you continue on the race course until you cross the finish line and people know you have made it back safely. If you decide to take another route you must let someone at the finish line know otherwise people will be driving around looking for you.

Staying "Smooth" in the Bunch

Riding in a group is a new experience for a lot of our veteran cyclists but there a few basic rules to follow that make it more pleasant and safer. The fundamental rule when riding in a group or bunch is to keep your movements smooth and predictable. This means no erratic braking or change of direction as well as watching the riders further forward for any signs of sudden changes. Be aware that in a bunch any unexpected change in speed or direction gets amplified as it flows back through the bunch.

The basic rules are:

- * Maintain a comfortable distance behind the rider in front, this will depend on your experience.
 - * Don't overlap another rider's back wheel.
 - * Watch the riders further forward rather than the back wheel of the rider in front of you.
 - * Use the brakes smoothly and progressively, not harshly.
 - * Avoid throwing your bike backwards when you get up out of the saddle.
 - * Make your intentions clear to the riders behind you if you intend to move across.
 - * Watch the other riders and follow a rider that you feel has a smooth, safe style.
 - * Take notice of warning hand signals by other riders in the bunch indicating hazards like potholes, road kill etc and pass them on.
 - * Read the road ahead. When a bunch reaches a hill, the front of the bunch will slow but the riders at the back take longer to slow, so the bunch becomes more compact. To add to the risk at this time riders may "mess up" a gear change and virtually stall in the middle of the bunch. If you see a hill coming up increase the gap between your front wheel and the back wheel you are following to allow more time to react and avoid mishaps.
- Keep Safe. Watch, listen and Learn.

FOR SALE

Make: 2005 Orbea – Euskaltel Team Bike
Colour: Orange & Yellow
Size: 54cm
Group Set: Dura-ace
Wheels: 1 Set Black Easton Vista Wheels
1 set Gipiemme Techno 724 Wheels included.

Price: \$1,500.00
Condition: Excellent

Contact:
Leigh Kerrison – 0458 324134



Not actual frame but it looks like this.

MVCC GEAR- If you have purchased some gear and yet to pay then please do this asap so as we can tick that off. Ta Muchly.

PYCSAM / NVCC CLASSES

Sick of training in the cold & fog ...all NVCC members are entitled to try a windtrainer class with Dane on Tues nights at Pycsam Gym - first one free. The Dabners, Sulzbergers, Woodfalls, Pete Dadson, Andy Wells, Nathan Jackson, John Frankling & Mary Williams can all vouch for the experience ...its tough but you can't get dropped in a windtrainer class so its ride at your own level ...but Race Sun and do this Tues and its almost enough to get you through winter. Get amongst it !!



\$44 for the month (4-5 weeks)

Or \$11 a Session

Wez's Tour De France Blog



If you haven't been reading Wez's blogs then they are well worth a look to get an insight into life and riding at the tour. Let's hope Moose and Linda have a great time over there.

Check out the following link:

<http://wsulzberger.webs.com/>

THANK YOU

Special Thanks to the Committee & Members for my lovely flowers, cards and phone calls.

It was really great to receive all your kind thoughts following my knee surgery. Certainly helped the recovery process and appreciated as a non-rider. Thank you to one and all

Lynne Woodfall

Some shots from Carrick in June

