

Over 2011 the Committee has worked at spreading the leadership roles throughout the club members. While we would hope that this approach would continue to grow in 2012 it has already begun to pay dividends. While in the end the bucks stops with the committee, it is important to acknowledge the entire group.

The committee would like to thank Judith Frost and Eileen Hillier for their great work on the desk and on the line every week as a great support to our Treasurer. Although Charles has an official position as our Club's Safety officer it is important to recognise he has one of the most significant roles in the club every week. Gary Woodfall and Rik Easton support the Secretary with Gary preparing much of the newsletter and Rik doing the

Hotwheels spread sheet. Andy Wells has been great support in taking over the website and Facebook administration from the President.

We look forward to building our sub committees to an even greater level in 2012.

Thanks also to our newly formed social committee who have taken on the end of year function and raffle—Helen Woodfall, Ange Sanders, Linda Sulzberger, Sue McBeath and Bernadette Matthews and any other lady prepared to get together and drink wine at meetings. We had to remind them it was not about their own social life.

Put your hand up if you can help out—there are plenty of jobs.

The 2011 Committee

## DUTY ROSTER FOR UPCOMING RACES

**13th November**  
**BISHOPSBOURNE 42km G/Hcp**

Duty: Steve Tristram, Glenn Myler, Christine Neil

**19th November (Saturday)**  
**1 pm**

**CARRICK 20km Time Trial**

Duty: Doug Watts, Mark Tate, Peter Westbrook

**20th November**  
**Sally's Ride (all members encouraged to support this ride)**

**27th November**  
**LONGFORD 40km GMS**

Duty: Keith Gibson, Ross Kuchel, Grant Fletcher

**4th December**  
**BISHOPSBOURNE 49km G/Hcp**

Duty: Martin Zuj, J. Atkinson, Kerry Newman

**11th December**  
**Christmas Feature Race**  
**LONGFORD 71km G/Hcp**

Duty: Volunteers required

**Club Xmas Party after racing**



## NEWS FROM SPONSORS

With great thanks we welcome our New Sponsor for this financial year, and thank them for their assistance with our endeavours



Please contact us with contributions or questions:

Email: [craig.woodfall@education.tas.gov.au](mailto:craig.woodfall@education.tas.gov.au) [www.northvetscycling.com](http://www.northvetscycling.com)



RIK SLOANE CYCLES

LONGFORD TO CAMPBELL TOWN

The Rik Sloane Cycles Longford to Campbell Town Race is the Vets biggest race of the year. Scott Nolan and Jas Andersch, the scratch men, delivered a strong message when they ran down their fellow A graders in the first 10km despite the 6 riders in front having a minute start on them and riding to their limit.

The front markers off 25mins saw their hopes dashed early and it was only a handful of E graders who approached the infamous hill with some hope. However as they hit the pine trees, and the closest we get to cobblestones here in Tasmania, Scott and Jas rode through to the front with a handful of riders hanging on for the ride and the hope of a minor place.

Scott Nolan lifted the pace on the hill, taking the King of the Mountain, and opened a gap that Jason Andersch was unable to bridge. Darren Cook rode strongly to stay with Jason, the riders finishing the race in this order with Scott taking out the race from Jason and Darren. In 4th place Glenn Myler used his experience to ride a good race, while Nathan Jackson rode well, finishing as the 1st rider from the 4min bunch to claim 5th place

Placings

- 1st - Scott Nolan
- 2nd - Jason Andersch
- 3rd - Darren Cook
- 4th - Glenn Myler
- 5th - Nathan Jackson
- 6th - Cameron Daniels
- 7th - John Brock
- 8th - Pete Oliver
- 9th - Doug Watts
- 10th - Kerry Newman

Individual Awards

- Fastest Time - Scott Nolan
- King of Mountain - Scott Nolan
- 1st Lady - Lia Giovanovits

**WINNER SCOTT NOLAN with SPONSOR RIK SLOANE**



Summer Special



**Silca**  
*Floor Pump*

The best pump available on special for only

**\$69.99**

While stocks last



## Sad Tales, but True

***Without giving away all names, it is suffice to say that these are stories that must be told.***

### STORY #1

On the 26th October this year, a certain "A" grade rider from our club was riding to meet some friends from interstate at the Seaport, as he had a backpack as well, they decided to have a few drinks at Mud Bar so he could keep an eye on his bike outside while enjoying the company of his friends.

After a while they decided that food was required so they ventured around to Levee Restaurant, once again so he could keep an eye on his bike. One must assume that more alcohol was consumed, because by this time the old stories were being relived, and it was decided that the night could not possibly end this early.

So where could these revellers venture on to, none other than possibly The Oak, oh I suppose he could just drop his bike into a friends yard, which is precisely what transpired. From there they moved on to another fine establishment, where they could intake more of Launceston's finest beverages. Around this time, somewhere in the vicinity of 1am, it was decided to finish off this fine evening of social goodness at none other than Irish Murphy's.

This did bring on the problem of what to do with his bike (now this is his good racing bike with deep dish carbon wheels), if it was left at his friends place, it was too far to go back and pick it up from on his way home. So, he thought I will leave at the back of Rik's shop, but when he got near there he realised that the side gate is always locked. Now think, (which is precisely what he did not do), Ah I know I'll just put it in this lane-way, in the dark with my helmet and backpack, and pick it up on the way home, which was done with all good intentions.

So off to Irish to enjoy more good times and company.

We will leave that story and digress for awhile.

Around 2.45am a fire was noticed in a building in York Street, fortunately the "Furies" turned up very quickly to extinguish the blaze, amongst the esteemed Launceston Brigade were 3 bike riders, namely Craig Maxwell, Adrian Adams and Chris Hammersley, aside from doing their duty with the fire they also need to quickly establish whether there was any "foul play" involved, so on doing a search around the area for anything suspicious, they came across this bicycle, helmet and backpack, and being rather switched on to the local bike scene, very quickly deduced to whom this cycle belonged, and as foul play was a distinct possibility the police became involved. The "furies" passed on their knowledge to the constabulary, and helped even more by calling in to see Di and Roly Sloane to ask whether this rider lived in the flat involved in the fire. No was the answer. Then do you know his phone number, No but I will ring Rik in Coff's Harbour and get it for you. This was duly done and the number was passed onto the CIB.

Around 8.30 am our rider received a call from CIB asking "Mr. ...., what do you know of this fire in York Street". The answer came sheepishly "Nothing" CIB "Why is your bike left at this address" Answer "I'm on my way down to pick it up now" After a bit of too-ing and fro-ing, and one is sure, with a little input from the "furies" 'that this would fit in exactly with his approach to life', the CIB thought well at least he did not try to ride home.

On arrival at the coffee shop, after our ride, he turns up, or should one say slinks up, as he could not go training without his bike and let it slip that he had to pick his bike up from a "crime scene"

***We will leave it up to your mind to put your own name to this story, as there are a few distinct possibilities that could be the culprit***

***When this and the next story were discussed at coffee, it was decided that we could not let the whole truth get in the way of a good story***

### STORY #2

Our erstwhile traveller, Mark Wilkie, who along with former member Phil Dunn, have for the last 6 weeks, been sailing a yacht (that Phil had bought), back from Thailand.

Apart from the normal, odd days of rough weather, they had sailed through the Customs departments of Thailand, Malaysia and Indonesia, without too much, of any issues arising, but on approaching Australia, a minor mechanical problem had arisen that needed attention and as they were past Darwin, they proceeded to call into a native island of Australian just off the Northern Territory, to attempt to correct their problem, but to no avail, but while there filled up with diesel at around \$2.60 a litre, instead of 58 cents a litre in Indonesia.

With a little bit of lateral thinking, Wilks remembered that Rik's brother, Prentice lived at Nhulunbuy in the Northern Territory, so after tracking down his phone number, rang and asked where they could address their problem at Nhulunbuy. This Prentice easily solved and organised to pick them up from Gove Harbour when they arrived. Unfortunately, a little bit of bad weather intervened and delayed their arrival. By this time Prentice had to leave to drive to Darwin as the wet season was setting in, and if he left it any longer he may not get out, (as it was the water over his wheels while driving out), so he arranged for his daughter to pick them up when they arrived.

Now this is where the fun starts, as anyone who has travelled overseas should know, on re-entering Australia, one should (a) notify Customs, and (b) declare what you are possibly bringing into Australia. Was this done, NO. Instead they were picked up from the harbour, driven into town, took their part for repairs, purchased supplies, and then thought perhaps we should call into Customs.

Firstly, Customs wanted to know did they steal the ute, what they were doing in Town, and then proceeded to prepare to throw the book at them for illegally entering Australia, without out any declarations. You are apparently supposed to stay on-board your boat, until you have Customs Clearance.

***So much for the "heroes" welcome home to Australia!!***

## “The Peloton”

Every so often, I'll ride a different group ride. I love the camaraderie of cyclists, the talk, the last minute pumps of air, the clicking in, and the easy drifting out as a peloton. “I miss riding in a group,” I'll think to myself.

The magic ends by kilometre 15. The group will surge, gap, and separate, only to regroup at every stop sign. I'll hear fifteen repeated screams of “HOLE!” for every minor road imperfection. And then no mention of the actual hole. Some guy in front will set a PB for his 30 second pull. Wheels overlap, brakes are tapped, and some guy in the back will go across the centre line and speed past the peloton for no apparent reason. A breakaway?!

I curse under my breath, remembering why I always ride with only a few friends. Doesn't anyone else realize how **dangerous this ride** is? How bad it is for our reputation on the road? There are clear rules of ride etiquette, safety, and common sense. Does anyone here know the rules? Who is in charge? But no one is in charge, and the chaotic group has no idea of how to ride together. We continually hear the complaints from irritated drivers, concerned police, controversy-seeking journalists, and injured cyclists. It needs to get better, but the obstacles are real:

First, everyone is an expert these days. The internet and a power meter do not replace 50,000 miles of experience, but try telling that to a fit forty year-old, new to cycling, on a \$5000 bike. Or, god forbid, a triathlete. No one wants to be told what to do.

Second, the more experienced riders just want to drop the others and not be bothered. It is all about the workout, the ego boost, or riding with a subset of friends.

But a group ride is neither a race nor cycling Darwinism. As riders get better, they seek to distinguish themselves by riding faster on more trendy bikes; but as riders get better they need to realize two things:

**1) there is always someone faster, and**

**2) they have obligations as leaders.** Cycling is not a never ending ladder, each step aspiring upwards, casting aspirations down. It is a club, and we should want to expand and improve our membership.

Third, different rides are advertised by average speed, but speed is only one part of the equation. This approach makes speed the sole metric for judging a cyclist, and creates the false impression that a fit rider is a good one.

Almost anyone can be somewhat fast on a bike, but few learn to be elegant, graceful cyclists.

**Fourth, riding a bike well requires technique training.**

Good swimmers, for example, constantly work on form and drills; so should cyclists. Anyone remember the C.O.N.I. Manual or Eddie Borysewicz's book? They are out-of-print, but their traditional approach to bike technique should not be lost. More emphasis was given on fluid pedaling and bike handling.

Before the internet, before custom bikes, and before Lance, it was done better. Learning to ride was an apprenticeship. The goal was to become a member of the peloton, not merely a guy who is sort of fast on a bike.

Membership was the point, not to be the local Cat. 5 champ. You were invited to go on group ride if you showed an interest and a willingness to learn. You were uninvited if you did not. You learned the skills from directly from the leader, who took an interest in riding next to you on your first rides (and not next to his friends, like better riders do today). Here is some of what you learned:

- **To ride for months each year in the small ring.**

- **To start with a humble bike, probably used.**

- **To pull without surging.**

- **To run rotating pace line drills and flick others through.**

- **To form an echelon.**

- **To ride through the top of a climb.**

- **To hold your line in a corner.**

- **To stand up smoothly and not throw your bike back.**

- **To give the person ahead of you on a climb a little more room to stand up.**

- **To respect the centre line rule.**

- **To point out significant road problems.**

- **To brake less, especially in a pace line.**

- **To follow the wheel in front and not overlap.**

***The ride leader and his lieutenants were serious about their roles, because the safety of the group depended on you, the weakest link. If you did not follow the rules, you were chastised. Harshly. If you did, you became a member of something spectacular.***

### ***The Peloton.***

This article has been written by a Peter Wilborn from South Carolina, and has only been changed slightly to reflect Australia's Road conditions



&

*Present the Xmas Feature Race:*

## **The Blackwood Creek 70**

*Proudly sponsored by:*

### **Rik Sloane Cycles**

**When: Sun 11th December**  
**Time: 10 am**  
**Distance: 70Km \$12 entry**  
**START: LONGFORD**

*Entries CLOSE on Tuesday, 6th December (No Late Entries)*

*Lynne Woodfall (Treasurer) 0418 133 897*

*Craig Woodfall (Secretary) 0409 006 731*

*The Northern Vets Rik Sloane Cycles Blackwood Creek 70 is a NEW Handicap Feature Race over a testing 70km circuit*

**...and then**

*Put aside Sun 11th December for a good day with the Vets*

## **The NVCC Christmas Party**

*following the race at the*

**Happy Chef At Longford**

*(See details on Next page )*

# **THE NVCC CHRISTMAS PARTY**

*Sunday 11th December, 2011*

**Happy Chef At Longford**

**Light Lunch Provided by the Club  
Drinks can be purchased at the Bar  
Partners of Riders and Children all welcome to attend.**

We are anticipating that Santa will be there, so if your child/ren are coming please bring a gift valued at \$10-20, wrapped and with their name on it please!!

It would be appreciated if you could let us know how many you have coming (either at races in weeks prior or by emailing [helen.woodfall@bigpond.com](mailto:helen.woodfall@bigpond.com))



## **2011 NVCC XMAS RAFFLE**

**1<sup>ST</sup> PRIZE: Ladies or Men's Dress Watch**

Kindly donated by Mark and Bernadette Matthews  
(Bernmarc Jewellery)

**2<sup>nd</sup> PRIZE: 6 Month PYCSAM Gym M'Ship  
& Goodies**

Kindly donated by PYCSAM gym

**3<sup>rd</sup> PRIZE: Large Xmas Hamper  
Full of Goodies**

**4<sup>th</sup> PRIZE: Small Xmas Hamper  
Full of Goodies**

**5<sup>th</sup> + PRIZES: Miscellaneous Prizes**

### **TICKETS**

**\$2 EACH  
OR  
3 FOR \$5**