



behind bars

Newsletter

Eastern Veterans Cycling Club



Aug 23rd 2013

Duty Roster

This Week on 24th August – Arthur's Creek: Charles Lethbridge, Andrew Nielson, Alison Skene, Nick Tapp, Kenton Smith, Dale Thompson, Phil Smith, Kevin Turley, Kelvin Stagg.

Next Week on 31st August – Yarra Glen: Adrian Dickenson, Nigel Frayne, Peter Verheijden, Kaye Ward, Michael Waterfield, Andre Weber, Russell Wheelhouse, Peter Brain.

Note: Members rostered for marshal or traffic control duties must be at the circuit at least one hour before the scheduled start time to assist with the setting up of the course. (But bring your bike, you just never know). If a marshal fails to turn up for duty, a rider will be balloted to do that duty. If you cannot turn up for duty, you must find a replacement and please advise Andrew Buchanan at tiptop2@optusnet.com.au

The following race reports are from the long road race out at Yarra Junction on 17th Aug 2013:-

B Grade (David Phillips)

We all gathered in the marshalling area outside the school on Yarra Junction Noojee Road and set off at 1:35pm just a couple of minutes after A grade. I was rushed on arrival and just made registration after the car drive took more than 90 minutes from St Kilda Junction! (Bloody Saturday traffic) So no warm up, rushed preparation and a banana down the gob. Not the most ideal preparation for a race. The water bottle was not even half full! Tapp, Reynolds and myself sat in for pretty much the first 10 km and followed the race, watching the moves. There were a couple of digs off the front from Aylmer (who appeared the most threatening just by his style, appearance and he looked like a natural climber of the bunch)

and also Ross, Gullace at times. Just before Powelltown there was a significant attack by a couple of riders (cannot recall who) but it momentarily looked as though a split would occur. It all came back together at the base of the big climb. Now this is where the race really started I gathered.

I was mindful of tracking Aylmer and Reynolds as they looked like they could climb and I was not mistaken. I sat third wheel for the first steep part of the climb and felt OK. Next minute I ride around Aylmer and Reynolds and ride at my own “tempo” remaining in the big chain ring. I don’t look back and just concentrate on breathing, rhythm and try to keep reminding myself that this





is the exact point I imploded in the O'Mara 100 in February (34 degree heat wave). Not this time. 2 weeks, 1000km riding and nearly 14,000 meters of climbing Italian icons such as Stelvio, Gavia and Mortirolo in May/June come to the fore after all these weeks! Where have they been hiding I ask??? God I have never climbed this well before – what is going on. Must be the light new bike and DI2!!!!?????

Nearly half way up the climb I sense I am alone and to my surprise I am. There are 3 chasing but there are gaps opening big time. I try to compose myself and keep the tempo but I am starting to suffer and breathing is much heavier and shoulders labouring. How many more switchbacks I ask? One more, three more. Aylmer, Reynolds, Tapp and 1 other (sorry not sure who as I was delirious) reach my wheel and then I sit third as we hit the top. Thank god as I was struggling by this point and I think if the climb had been much longer I would have been dropped by these guys. I cannot see the others so it looks like it's down to 5 from here on. We all descend very rapidly with Aylmer leading the way and being cautious with all of the bark, twigs and debris on the road. I manage to regain my composure on the downhill and we are joined by one other rider who must have descended like a stone. 6 of us now swapping turns all of the way to the turnaround point. Majority of the work being done by Aylmer, Reynolds, Tapp and myself although I was conserving energy trying to recover and also mindful of what was to come. A strong headwind and more climbing – although not as tough as the Poweltown climb.

I had run out of water at this point and had no intention of attacking. My heart rate had come back down and I was feeling OK but..... My plan was just to follow any move and contribute with an occasional token turn as you do. There was one rider very close to bridging as we went around the witches hat and I cannot recall his number but he did a grand job to get back on. I cannot describe what happened after this point as we then reached the first serious climb which was also reasonably long. I was sitting 3rd to 4th wheel at the bottom of this particular climb at about the 40km mark. I then found myself second wheel

and then decided to have a little dig to see what would happen. I left it in the heavy gear (big chain ring) and jumped out of the saddle and attacked the hill. Kept going. Surprisingly Reynolds was the only one who responded so I went again. This time I went harder. The rest appeared to be labouring a little so I continued. When the gap really opened I urged Reynolds to come around me and contribute with a turn with a gentle flick of the elbow. But he couldn't. I went again and Reynolds was gone too. I was alone.

Then three things then occurred to me. I had no water. No nutrition. A roaring headwind all of the way (except in the protected areas) and 32 km still to race!! This was either very smart or very dumb but I backed myself to do it as I can time trial. There was every chance I would blow up, cramp or just get caught by the collaborating chasing group of 6. 1 against 6 does not usually win out in windy undulating conditions. However, now that I had made the move I had to go all out. No sitting up or giving up now. I concentrated on a high cadence, good position and then to my surprise caught an A grade rider, F Nyhuis!!!! He was obviously struggling and looked to be well off the back of his small bunch. I went past him and he sat just off my wheel. He was not drafting but I could tell he lifted a bit. He was encouraging me and telling me the gap was opening and "I cannot see them!!!" I am not sure if he was telling the truth but I wanted to believe him. I started to feel really good by this stage after my aggressive attack and tried 30 second intervals (just like at ergo). It seemed to work on the flat and downhill sections before Annie's Rise. I even thought my back tyre was deflating and asked my A grade compatriot if it was going down as I was sure I heard it deflate. "No mate it's fine" he replied.

By this stage I was getting paranoid as I could see three riders chasing me on the long rises. Surely I would be caught. I did consider asking him for a sip of his drink bottle as I was dry as a chip and could feel the cramping coming every time I got out of the saddle. I did not as I was did not believe it was within the rules. With the return climb getting closer I remained in the big chain ring but was mindful of my mentors (Dennis Bowen Day) advice to keep a high cadence and



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remain seated to keep the rhythm. I did not want to risk cramping and my goal was to maintain some form of advantage by the top of the climb. Knowing my descending skills are not the best under pressure and being aware of all of the debris I knew I needed a 30 second gap as a buffer for the 17 km distance from Powelltown to the finish line into the strong, gusty, cold headwind. Nyhuis descended really well but I could not match his skill and nearly lost control on a piece of bark/stick on one of the tight right hand switchbacks. My front wheel nearly came out from underneath me. Shit. Heart in the mouth I used caution and took it easy until I reached the bottom. At the dip before the bridge into Powelltown I could see the three pursuers closing in, Tapp, Reynolds and Aylmer. (I hope that's correct – sorry if it is not) I have lost big time on the descent. Going to get caught surely now.

From there I just got into time trial mode and used every ounce of energy left to try and re-establish a gap and break their hearts. I think it worked.

This is where I got another mental lift. I was cramping in the quads and calves by the time I passed Salter Creek and did not dare get out of the saddle. At Three bridges my a grade mate told me there was no way I was going to get caught. I could not see them so I started to breathe a little easier. I passed Gladysdale and it was clear I was going to hang on and win. A great feeling and I had a chance to just enjoy the moment. This is such a tough sport. 3 weeks ago I was contemplating giving it away after lasting only 9km into the horrendous conditions of the Melbourne to Ballarat. Thanks to Mr. Nyhuis for his encouraging words and just being there and also to my competitors and of course the marshals on the day. I pedaled to the finish line and did not dare take my hands off the handlebars (refer to Gruyere in March – David McDonald). This was my most satisfying win since Benghazi Handicap 2010. They are hard to get in any race these days.

Race Stats

Distance: 71.5km

Average Heart Rate: 156bpm

Maximum heart rate: 180bpm

Average cadence: 80rpm

STRAVA "suffer score" 140
Average speed: 34.5kmph
Maximum speed: 68.5kmph
Time: 2 hours 7 minutes 58 seconds
Average Power: 266 watts
Average temperature: 10 degrees

B Grade (Nick Tapp)

Nine starters braved the blustery weather and the Bump in B grade. It was fairly plain sailing out to Powelltown apart from a cheeky effort by the Skoda boys, Steve Ross and Anth Gullace, to steal a head start up the hill. All nine were briefly together on the early slopes, until David Phillips increased the tempo with ominous ease. Doug Reynolds was quickly on his wheel and the two of them drew away to a gap. Behind, James Aylmer refused to panic and settled into a steady pace that Nick Tapp, Steve and George Goodrope seemed able to hold. Little by little, this group pulled back first Doug, then David, but along the way it got too hot for Steve, who was there one moment, gone the next. Dayle Goodall was also dropped but, unlike Steve, who suddenly found the tank empty, Dayle worked his way back on, either on the climb or on the descent. Anthony, Steve and John Clarkson were now off the back and gone for the duration. Out towards Piedmont, Doug, James, David and Dayle did most of the work, while Nick and George contributed occasionally. Steve was still within coo-ee of the leaders as they turned back towards Yarra Junction, but he was surely going to have difficulty catching six. As the gradient increased, David attacked again. Doug followed once more, and Nick went with them for a few hundred metres, then eased back until James and George (and Dayle?) came up. Again the chasers' steady tempo gradually pulled back Doug, but at the top David still had a gap, while Dayle had gone off the back. The descent was noisy with cracking twigs and leaf litter after the wild winds overnight, but was negotiated safely. Back through Powelltown, David was still not out of sight but George had lost touch. Doug, James and Nick now worked together into the wind. Although they kept David within view up the road, they made up no ground to speak of, but did enough to keep their own pursuers at bay. James led the three chasers up the final rise, with Nick behind on his



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right side and Doug on the left. No one wanted to go early into the wind, but Nick finally kicked up the right and jumped away to take 2nd. Doug followed on the inside and took 3rd ahead of James, who deserved better. Meanwhile, of course, David had crossed the line solo for a strong win. No stats from your scribe: the Cateye wouldn't budge off 0.0 before the race so I chucked it in the car to save weight ;-)

C Grade (Hamish Moffatt)

This was my first race on this course and my longest race to date, so my plan was only not to get dropped and hope the bunch would thin out a bit on the climbs. The pace out through Powelltown to the bottom of the hill was pretty comfortable, but a steady pace on the big climb set mostly by Andrew Buchanan saw the 14 starters dwindle to 4 by the top. Kelvin Stagg, Chris Ellenby, Andrew and I worked together hoping to keep our lead but to their credit, a bunch of 5 caught us just near Piedmont.

Now the question was, who would be able to stay with the group on the gentler climbs of the return leg, and would anyone dropped catch the leaders again on the 15km run back from the bottom? The pace started quite gently (giving a welcome chance to eat), until some riders hit a few of the short climbs hard to test the group. Somehow I ended up on the front with a small gap behind me just before the main climb, so I dug in and decided to see how far I could get.

22km to go seemed impossible with up to 8 riders chasing and a bit of headwind, but it wasn't until 2km to go that I saw Kelvin, Chris and Gary Stoppar (4th place) not far behind, with Andrew not far behind them. That was just the kick I needed to hang on for the final 2km. Thanks to the chasers and all the officials for an excellent race.

D Grade (John Neil)

The D Train rolled out in bright sunshine with John Neil and David Coull pulling a few easy kilometres towards Powelltown, before ceding their positions to others. It was not long before Alan Hasan moved through to the front to set the tempo. After some early shuffling everyone

seemed largely content to let Alan keep his nose in the wind (or were not keen to push the pace up by moving past him) until we hit the "bump" after Powelltown.

On the climb David Coull and Keith Wade wound up the pain and caused some angst amongst those of us towards the tail of the bunch. Some gaps in the bunch developed as we neared the top and spotted Tony Tonkin for the first time.

The group had been reduced by one on the climb and (Tim?) Dymond and John Neil were off the back going into the downhill. Tim powered past John and rejoined the bunch quickly while John did a "Wiggo" on the descent and was still chasing for some time after the road had flattened out.

Normal service was resumed for the run to the turn with Alan again showing the way. As A, B and C grades came into view on their way home it was clear that there had been plenty of action on the way out as the groups were split apart. On the way back to the "bump" there was some jostling for position before the road tipped up but it was gruppo compacto as we passed Tony T on the crest. John Neil again lost touch and sight of the bunch on the way back down into Powelltown and had to chase for a few kilometres on the flat. With 10 kms left John was back in the group and everyone was setting themselves for the final push for home. Most of the group had been at or near the front at some stage and none appeared to be interested "going long". As the Garmin moved towards 70 kms riders began to think about positioning for a bunch sprint. Phil Taylor, who had ridden a canny race mid-bunch most of the day, rolled to the front with Dymond and Neil contending for his wheel. With the finish in sight and the pace winding up, David Coull made a move around the outside of the leaders but he played his best card too early and was trumped by Phil Taylor. Phil went to the line for yet another win with apparent ease, with Neil and Dymond in his wake.

Alan Hasan deserved a "combativity" award for his effort in leading much of the race on return from a long break from racing. All riders were conscious of safety throughout, pointing out debris and rough spots and warning of the



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approach of traffic. Thanks to the organisers and

officials for a great afternoon's racing.

Yarra Junction results 17th Aug 2013

	First	Second	Third
A-grade(5)	M Hay	L Lee	P Cavalieri
B-grade (9)	D Phillips	N Tapp	D Reynolds
C-grade (13)	H Moffatt	C Ellenby	K Stagg
D-grade (7)	P Taylor	J Neil	A Dymond
E-grade (6)	R Stranks	JC Wilson	D Niclasen

Thanks to the officials

Last Week :17th Aug 2013 at Yarra Junction

Ron Stranks for taking entries, John Thompson (referee), Robert Feigan, Kevin King, David Brown, Shane Styles, Frank Tomsic, Marcus Thiele, Tony Tonkin, Nick Thompson and Damien Toohey for marshalling. Also thanks to Andrew Buchanan for managing the duty roster, J.C Wilson for bringing the trailer and to Dean Niclasen for the drinks. Special thanks to those that replaced rostered officials or helped out at short notice and of course thanks to all the riders for making the day.

Bad roads Alert - by Alison Skene

In my experience councils are quick to respond to hazards once you contact them directly. For anything requiring urgent attention you can ring them ; otherwise email the general council email address so that you know it gets directed to the right place (and send copy to Bicycle Victoria).



Also, there is a great 'app' called '**snapshot solve**' that allows you to send a notification and photo to the right council, which I highly recommend.





Eastern Vets in conjunction with **Eureka Vets**

Presents

Saturday 7th September 2013
Graded Scratch Races
Ballarat

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Results for 'The Loop' Aug 21st 2013

	Division 1	Division 2	Division 3	Division 4
First	P. Ferrie	C. Ellenby	N. Hainal	L. Bohn
Second	P. Cavalieri	John Williams	D. Drew	B. Rodgers
Third	J.P. Leclercq	R. de Bernardi	A. Skene	J. Sloane

Future events:-

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
August					
Sat	24	2:00pm	Arthurs Creek	510 N12	Graded Scratch Races
Mon	26	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
Sat	31	2:00pm	Yarra Glen	26 J11	Graded Scratch Races - Kermesse
Wednesday's		10:15am	The Loop	44 G4	Graded Scratch Races - Criterium

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 Program: <http://www.northerncycling.com/>

18-08-2013	Graded Scratch	1hr+Bell	National Boulevard	9.00am
	VVCC Handicap - Goulburn Valley Vets			
25-08-2013	Lancefield/Pastoria Scratch [Enter Online Soon]	60/81km		9.30am

Victorian Veterans Cycling Council program: www.veterancycling.com.au/

08/9/2013 10:00am	Open handicap (Eureka Vets)	Learmonth Yacht Club Ballarat	58k	not yet open
22/9/2013 10:00am	'George Goodwin' Memorial (Hume Vets)	Scout Hall, Coster Street, Benalla	52k	not yet open

Note: Entries are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

Thank you to all the contributors for this week's newsletter.

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