



behind
bars

Newsletter

Eastern Veterans Cycling Club



Oct 4th 2013

Duty Roster

This Week on 5th October – Casey Fields:- Maurice Wiese, Neil Wray, Ian McGeoch.

Next Week on 12th October – Yarra Junction club championship:- Peter Webb, John Wildes, Louise Wolfers, Richard Abel, Peter Howard, Phil Taylor, Clive Wright, Tom Leaper, Gerald McIver.

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

Metec criterium 28th Sept 2013

A Grade (Rob Amos)

With only 5 starters in A grade, the race was just a training session with Roy, Rob & Frank swapping off turns and the others contributing when they could or were willing to. The strong head wind along the finishing straight keeping the average speed down to 38.2kph for the race duration along with the damp corners. J.P. punctured & missed a few laps, before rejoining before the final sprint, won by Roy.

C Grade (David Brown)

Didn't think I would be starting in C Grade having been dropped in my first three road races but sure enough our friendly handicapper gave me the blue hat and another chance to redeem myself. A smallish field for this grade but with some regular C graders at the start line it meant there was going to be business as usual. For Phil

Taylor and myself it was a first crack at a criterium in this grade so we weren't sure what to expect and for Phil it was the first time riding this course even. I was expecting attacks. Early on in the piece John Thompson started to seemingly drift off the front and came back a couple of times before a more concerted effort by him kept him dangling about 50 metres off the bunch. A short while later I saw Steve Short winding things up on the outside ready to launch. He took off and amazingly no one followed. I was tempted to grab his wheel myself, but preserving energy to try to finish the race with the group was my main goal today. Steve bridged the gap fairly quickly and you could see them working well together to consolidate the break. Back in peloton land, Ross Morgans was doing a lot of work at the front along with Frank Tomsic and others. Slowly but surely the lead duo increased their



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lead and for the main group it almost became 'out of sight, out of mind'. We kept up the pursuit but made no inroads. But we must have been going reasonably well as we lapped D Grade a couple of times; either that or D Grade was having an 'off' day.

The last lap came for the bunch and Ross created a gap after the chicane with the rest of the group trying to chase him down. I felt we were gaining but then into the final straight, with a full on head wind he held strong to take home 3rd place. The breakaway guys Steve(1st) and John(2nd) had finished earlier after being away for most of the race and must have worked like Trojans to take home the honours. A great ride guys. For me, I entered the last corner in 4th spot and then the sprinters rolled over me before the line. Needless to say I was very happy to have finished in a reasonable manner with some optimism left over for future races.

D Grade (Peter Mackie)

Small bunch of seven riders on a cold & windy day.

Having sat at the registration desk for an hour, my fingers had turned yellow and all feeling had disappeared prior to the start of the race. With this in mind, I thought best to keep out of the way during the race as changing gears & touching the brakes didn't feel good.

Interesting race, pace didn't seem too high, we were passed a few times by C grade which isn't

the norm. Charles & Peter S did the bulk of the work, with Nick doing his usual surge but Charles was quick to jump on his wheel. Later in the race David Coull went off the front, but this was short lived as he soon realised there was still some time to go before the bell. Colin Mortley had a few digs at the front with Charles, but mainly the pace didn't seem to stretch the riders too much, however Hans was eventually dropped late in the race.

At one stage Peter S was off the front and it looked like Charles was telling others to leave him out in front to suffer. After an 1 hour we got the bell, the pace increased somewhat, Peter S took off near the traffic lights with the rest chasing. Nick dropped off around the bend into the straight and I encouraged Colin to jump on my wheel down the straight, however he had spent his efforts during the race and couldn't go. Peter S had the lead but Charles closed the gap very quickly & easily, however ran out of road & Peter just squeezed home for first. Upon nearing the finish I noticed Colin hadn't managed to jump on my wheel, this turning around caused me to zig than zag in front of David which was poor form on my behalf so I pulled over so David could take 3rd. I would later get told by the officials to hold a straight line in the future which was fair and reasonable.

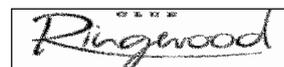
Results Metec criterium 28th Sept 2013

Grade	First	Second	Third
A Grade (5)	R Clark	R Amos	F Nyhuis
B Grade (5)	D Goodall	I Smith	R Suter
C Grade (13)	S Short	J Thompson	R Morgans
D Grade (7)	P Shanahan	C Lethbridge	D Coull
E Grade (6)	L Wolfers	R Watts	R Stranks
F Grade (5)	K Bowen	R Goodes	S Jenkins

Thanks to the officials

Last Week : Metec crit 28/9/13

Ron Stranks and Peter Mackie for taking entries, Nigel Kimber (referee), Steve Barnard, Neil Wray, Lee Welling, Jenny Whitehead and Jean Wiegard for marshalling. Also thanks to Andrew Buchanan for managing the duty roster, J.C Wilson for bringing the trailer and Dean Niclasen for supplying 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.





Aggregate update

Saturday racing;- points are aggregated through the calendar year which finishes the week prior to the Christmas handicap.

Points allocation: Scratch races - (the grade **must** have **7 riders**)

1st gets 5pts

2nd gets 3pts

3rd gets 2pts

All riders get 1pt

Points allocation: Handicaps

1st gets 10pts

2nd gets 8pts

3rd gets 6pts

4th gets 4pt

5th gets 2pts

All riders get 1pt

No points for marshalling. Aggregate winner gets to wear number #1 for the following year. Trophies and money awarded to first 3 place getters.

2013 Aggregate as of 30/9/13

	Surname	Name	Grade	Points
1	Mackie	Peter	D	57
2	Clark	Roy	A	56
3	Coull	David	D	51
4	Cartledge	Neil	C	50
5	Wilson	John C	E	50
6	Green	Guy	A	48
7	Brown	David	C	42
8	Neil	John	D	42
9	Watts	Ray	E	42
10	Stranks	Ron	E	41
11	Niclasen	Dean	C	39
12	Smith	Ian R	B	39
13	Leclercq	Jean-Philippe	A	38
14	Ross	Steven	A	37
15	Gullace	Anthony	B	36
16	Tomsic	Franc	C	35
17	Hurrey	Wes	B	33
18	Mortley	Colin	D	33
19	Paull	Michael	E	33
20	Amos	Rob	A	32
21	Ransome	Peter	C	32
22	Woolhouse	Darren	A	32
23	Aylmer	James	B	31
24	Bone	Ken	C	31
25	Shanahan	Peter	C	30



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Cycle touring in Italy (John Neil)

John has just come back from cycle touring in Europe, taking in some of the iconic climbs of the Giro and the TdF. Below is his account of the Italian section:-

Trans Dolomites Challenge (www.thomsonbiketours.com)

The Trans Dolomites offers up to 15 cols and over 15,000 metres of climbing over 7 days (I did 11 cols and over 11,000 metres of up). You can take your own bike but Thomson has a fleet of Bianchi Sempre Pro bikes fitted with Shimano Ultegra gears and brakes, compact cranks with a 30 tooth low cog and Fulcrum 3 wheels for hire. I used one of these.

The first three days were loop rides out of Alleghe from our comfortable lakeside hotel. The tour leader decided to swap day 2 and 3 to minimise a route clash with a local sportive. The revised Day 2 was 110 kms with 4 climbs totaling 2700m[^] (C Group had a slightly shorter option which substituted the last climb with something easier for 2320m[^]).

I rode out in B group to take on the first climb, Passo Pordoi (Difficulty Index 73: 638 m ascent over 9.5 kms). The saving grace of this week was the extreme beauty and grandeur of our surroundings - we were surrounded by some of the most starkly and steeply impressive rock faces I have seen. The scenery provided plenty of excuses (if any were needed) to dismount and take advantage of a photo opportunity ("Of course I could have kept going but ..."). Pordoi was followed in rapid succession by Passo Sella (Difficulty Index 61: 758m ascent over 11.5 kms) and Passo Gardena (Difficulty Index 36: 250m ascent over 5.9 kms). Lunch seemed well-earned.

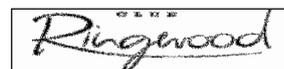
After lunch we were to take on Passo Valparola (Difficulty Index 88: 802m ascent over 13.5 kms). The real bite on this one is in the second half and some hamstring twinges early on put me in the van. It started raining at the summit and two people crashed on the descent, including my brother who came down hard exiting a switchback.

On Day 3 the major question was whether Gordon (my brother) would/could ride given he could barely walk. With major pharmaceutical assistance he was able to mount up and pedal. Today's menu was four big courses (Passo Duran, Forcella Staulanza, Passo Giau and Passo Falzarego), but there was also a dieter's special which involved looping downhill after the first two to Alleghe for an early finish.

Passo Duran was the rated the toughest climb to date (difficulty Index 126), with just under 1000m ascent over 12.5 kms. That said it was a beautiful sunny day with gorgeous views of snow capped peaks and nothing to do but ride! I set a target heart rate (around 150 bpm), found my lowest gear and ground my way to the top. It was fairly unrelenting (7-13%) from the 2km to the 10km before easing over the last few kms.

After a very technical descent into Dont, we were straight on to Forcella Staulanza (Difficulty Index: 88) which ramps to 10.4% in the first km before settling down to rise 840 metres over its 12.5 km length. I had topped Duran in front of my ailing brother (who had derailleur problems on top of his injury) and strove to maintain the advantage over the wounded warrior to the summit of Staulanza.

At the coffee/coke stop Gordon and I decided Passo Giau would be one pass too far and with a few of our compatriots we headed down to the hotel with ride leader Dan who savoured the prospect of an afternoon off. After a lunch of smoked salmon and weissbier in the sun overlooking Lake Alleghe, I did some





shopping for a 1st birthday present for my grandson. Giau is a beast with a Difficulty Index of 122 (924 metres in 10 kms) and Falzarego is a 900m ascent over 16.5 kms. The day as scheduled was 3200 metres ascent over 110 kms. We did about 1900m ascent over 70 kms or so.

Day 4 was a 90 km ride from Alleghe to Bolzano with Passo Fedaiia (Difficulty Index 133: 1047m ascent over 15kms and Passo Costalunga (Difficulty Index 53: 410m ascent over 10kms) in our path. Fedaiia is an interesting ride which is a doddle for about 6 kms until you turn off the road on to a walking/riding path in the middle of a village which then wends through a narrow gorge getting steeper and steeper as you near its end and grind up into a car park. There is a short section through trees before coming out into a valley with the road heading straight up into the distance. This is a low gear grind on and on until you come to the apparent relief of a series of switchbacks. The relief is short-lived as you spy signs reading 15%. There is a long last km ramp at 11% before you turn right and hit the top. The last half of this climb must average close to 10% and it was the toughest to date.

Costalunga was a canter by comparison with Fedaiia with only one half-km ramp over 10% and about 2km over 7.5%. The last 4km were virtually flat allowing a big ring roll into lunch. A large hot salami pizza and torrential rain led to an order for the house red and a decision to end the day's riding at lunch (50 kms).

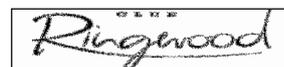
Day 5 offered 2 options to get from Bolzano to Prato Di Stelvio: a 120 km ride over Passo Mendola (Difficulty Index 89: 958m ascent over 15kms) and Passo Palade (Difficulty Index 41: 530m ascent over 13 kms); or, an 80 kms ride with a mostly gradual ascent of 800m. The tour leader, Eric, had opined it would be wise for those in the B & C groups to do the 80 km option. I took Eric's advice but Gordon opted to climb the passes which he had not done on previous visits to Italy.

This was a very pleasant day's ride with some nice big ring rolling, a couple of short sharp climbs, a long run on many kilometres of good bike path (requiring a careful watch for other users) and some sections of gravel. My brother said the other ride would have been pleasant enough had the A team not chosen to hammer the climbs.

Days 6 & 7 were the pay-off for our earlier work. On Day 6 Passo Stelvio (Difficulty Index 172: 1842 m ascent over 25.5 kms) stood between us and an early lunch in Bormio (and a chance to find a laundromat in the afternoon). The first 8 kms were comparatively comfortable. By half way I had rounded up Gordon and we agreed to finish the climb together.

From memory there are something like 42 switch backs and I think they start around the 8 km mark from whence there is only one km under 7% average. After the initial section there is a long climb through trees before you break out into a long valley with snow capped peaks to your left stretching up to the sky. The views were magnificent but the sight of switchbacks up the side of the mountain was daunting. As we neared the top the temperature went from cool to cold and the winds picked up. With about 2 kms to go we were just wanting to get finished and Gordon drew ahead by 30-40 metres nearing the crest, where it was chucking down some combination of snow and hail in little pellets. On topping the summit, we grabbed all our warm kit and dived straight into the nearest cafe with a fire going and hot chocolate with no thought of taking photos to mark the event.

I started the descent in the wet and kept it "tranquilo" until I was below the snow line. After a few kms the roads began to dry out, the sun shone and it was just a question of negotiating a steep and technical descent. I made my way down the mountain stopping here and there for a few photos until reaching some tunnels and roughish road where I decided to get in the van for the last 7 kms to Bormio.





Day 7 was the "Queen Stage" with Passo Mortirolo (Difficulty Index 186: 1300 m ascent over 12.5 kms) and Passo Gavia (Difficulty Index 147: 1363 m ascent over 12.5kms). Mortirolo is quite different to the other major climbs because it is mostly on a narrow single lane path rather than a road. It ramps to over 8% in the first km and stays above or well above (over 14%) that until the last km where it eases to 7.8%. For the

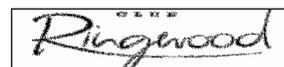
most part there is little to see but the tarmac in front and the trees all around. It is just a low gear grind where you count off the corners, pause at the Pantani Wall for a photo and get to the top in the best shape and least pain possible. I am pleased to be able to say I have done it because that means I never have to do it again.

After a brief stop it was downhill to lunch (panini and coke) and then on to Passo Gavia. By half way into this climb I was feeling the effects of the morning's work but I was also enjoying the views through the trees and the occasional relief of some declines in steepness of the slope. At the 14 km mark there is an unlit tunnel (we had been given lights) which seemed to go on forever because the slope is around 9% and it was quite eerie pedaling for dear life through it. On emerging I hooked up with 2 Dutch riders and we pressed on as a group for much of the last 3kms into increasing winds and declining temperatures. I was well-pleased to see the summit marker and the restaurant. I had decided that my Trans Dolomites Challenge ended here.

Highlights of the week were the beauty of the scenery on most of the climbs and, in particular, the climbs of Duran, Fedaiia (tough in an interesting way), Stelvio (Gordon and I will probably turn this into an epic over a bottle of red or two in coming years) and Gavia. The food and accommodation were all of high standard. Evening meals were three courses with wine on all but one night. Thomson runs a very professional, well-equipped and well-formatted tour which allows individuals to shape the challenge to suit themselves.

Results for 'The Loop' Oct 2nd 2013

	Division 1	Division 2	Division 3
First	V Condello (N)	G O'Loughlen	D Watts (N)
Second	P Thompson	K Baumgartner	J Neil
Third	T McDonough	D Bunning	M Collins (N)





Time to go. FULL GAS

Program Focus—Power output at lactate threshold:

Take the guess work out of your training! 12 weeks of training based on power output at lactate threshold. Perfect session for road riders, triathletes and mountain bikers wanting to ride faster for longer! Triathletes, increasing power output at your lactate threshold transfers to a higher average speed and a quicker bike leg!

12, one hour sessions at 7.30pm, weekly, starting **Thursday 10th October, finishing Thursday 19th December.**

As the name suggests, **Full Gas**, sessions involve hard interval efforts. We start by testing your current power output, then tailor a program based on your current fitness levels.

Get in early as the program is limited to 25 riders, Riders can purchase the entire 12 week program and get one ride free or purchase the program in 6 week blocks.

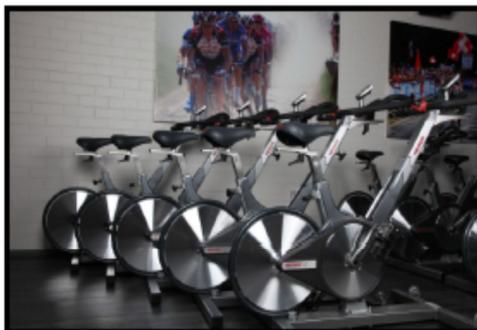
6 Week Program Fee: \$66.00*

12 Week Program Fee: \$121.00*

**SoulRiders who have existing ride passes may use these for the program or purchase the 6 week program separately. If using existing ride passes, Full Gas program rides will be deducted in week one.*

“In the short time I have been participating in sessions at SoulRider I have more strength and a quicker recovery during races. This has resulted in improved race results. I highly recommend these sessions.”

Pete Ransome



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Call or email Wes to book a bike now! Numbers are limited, don't miss out!

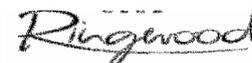
Checkout our website for our full range of 12 weekly classes.

Shop 1, 204 Warrandyte Rd, North Ringwood. Under the IGA Ph. 0408 678 421

www.soulrider.net.au enquiries@soulrider.net.au www.facebook.com/www.soulrider.net.au



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Future events:-

October 8th Tuesday Nights racing commences at Metec – **6pm sharp!** This series relies on volunteers; please pass on your preferred marshalling dates to Peter Mackie at :- peter.mackie@parmalat.com.au

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
October					
Sat	5	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	12	2:00pm	Yarra Junction	288 G10	Club Championships
Sat	19	2:00pm	Gruyere	282 F10	Graded Scratch Races
Sat	26	1.30pm	Avenel/Seymour	910M5	Royce Bennett Handicap
Mon	28	7:30pm	Ringwood Club	50 C3	Monthly General Meeting

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/>

6-10-2013	Graded Scratch	1hr+Bell	National Boulevard (Ford)	9.00am
	4th to 6th Oct - AVCC National Championships (Geelong)			
13-10-2013	Graded Scratch	1hr+Bell	National Boulevard (Ford)	9.00am
	Sat 12th Oct - VVCC Handicap - Camperdown to Warrnambool			
20-10-2013	Highlands Spring Classic	60/105km	Highlands PS, Highlands	9.30am
27-10-2013	Jim Pritchard Memorial Handicap	64km	Avenel Rd, Seymour	10.00am

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

4-6/10/2013	Australian Championships - Further details available on AVCC web site.	Geelong		
12/10/2013 10:00am	"Bill Long" Camperdown to Warrnambool (VVCC)	Commercial Hotel Camperdown	70k	

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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