



behind
bars

Newsletter

Eastern Veterans Cycling Club



Oct 11th 2013

Duty Roster

This 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.

Next Week on 19th October – Gruyere:- Jamie Goddard, Nick Hainal, Mal Jones, Tom Blazevic, Hayden Bradbury, David Casey, Ken Davis, Petra Niclasen, Richard Partington, Rob Birch.

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

Race reports from Casey Fields criterium on 5th Oct 2013:-

A Grade (Nigel Kimber)

With five starters listed in A-grade the best place to be was in B-grade. Unfortunately the officials didn't see it that way and it was five 'white hats' that rolled out for a slow neutral lap, a pace that saw all five complete the first lap together. One down and an hour and a bit to go. With the white flag in and the racing underway it wasn't long before the conditions dealt a blow to almost half the field. I don't know when they went, I don't know where they went but fifteen minutes in, when I finally was able to take stock and have a look around, it was three and none. Or three and one and one. Jean-Phillipe and Darren (Woolhouse) nowhere to be seen until another break from bar-tape chewing, along the back

straight, enabled a glimpse of the pair separated and chasing, but well back.

Two laps later it was two and one and one and one (I think) as yours truly failed to hold the wheel going downwind. A steady pace along the back of the circuit saw no distance lost and when Roy realised it was just he and Andrew Mapstone he backed it off allowing me to re-hitch the Alex to the train with a muttered (and dubious) 'thanks'. For the next fifteen minutes we swapped off turns in the relentless conditions, Roy and Andrew doing their best to protect me by not allowing me to do too much on the front.

Around anticipated half race distance it happened again, but this time there was no waiting, and I



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lost a couple of hundred metres over a couple of laps. The inspiration to continue coming from a still circulating Darren just ahead and a B-grade breakaway group just behind. It took a couple of laps to catch Darren, who was making the effort to not be caught. But that kept me away from B-grade, and got me close enough to full time to keep me going.

As the numbers on the track dwindled, some finally conceding to the conditions, others being finished, the conditions themselves eased and 30kph was almost possible up the finish straight. An effort along the out-bound back straight (?) took a bit of time back from the lead pair but also took a bit out of the legs such that next lap the gap was back to where it'd been the lap before. And finally the bell, the officials being merciful and ringing it at the promised one-hour-fifteen. Despite the lead pair now playing mouse and cat their lead was too great and wringing any more from my legs would be as fruitless as a Big Mac. The last I saw of them was a determined battle to see who would be forced to lead out down the back straight and into the final corner.

A tough day in (and out of) the saddle, being a cross wind for most of the circuit there was little shelter anywhere, and you couldn't echelon too close for fear that the rider you were hiding behind be blown into your path.

B Grade (Wes Hurrey)

The further I traveled along Eastlink and onto the Monash the stronger the wind became. I always enjoy a hard windy day at Casey fields, it certainly creates breakaway opportunities. With a moderate size field of 12 we headed off after the completion of the D grade elimination race. Great performance by the way, by SoulRider Phil Taylor to take it out! Neutral lap out of the way and away went Doug, gapping and then holding 75m on the bunch. Doug told me later he went off the front in the hope of just thinning the field, maybe getting 5 or 6 riders together as opposed to 12, safer in the wind. Lap 4, keen to have a hard race, I accelerated down the middle straight with the tailwind, hit the right hander into the wind at 'Full Gas' and carried the speed into the wind for

B Grade (Ian Milner)

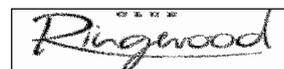
With the wind blowing its determinably hardest it was going to be an equally hard day on the bike. Most with the strategy of try to hide and survive – well that was my strategy anyway. However, after a neutral warm-up lap that was just as hard as the following race laps it was pretty obvious that we weren't going to stay together. Dave Hyde trying to make the most of the wheel in front and save as much as he could ended up in the cones along the finishing straight sending them all over the place and himself into the grass. A lap later John Pritchard was in the deck chair, with a beer in hand waving to everyone with a big smile on his face (best move of the race!). 3rd lap in Doug Reynolds went and Wes Hurrey and Ian Smith easily jumped across towing Phil Thomson with them and they were away, with the bunch disintegrating behind them. John Thomas and Rob Suter started swapping turns; their chase in vain with the rest of the bunch blown away (literally). The tempo of the breakaway too much for Phil Thompson, dropping back to roll turns with John and Rob and yours truly. However, Doug, Wes and Ian made it look like a training ride, rolling turns and spinning with maximum efficiency. So much so that they nearly lapped the chasing few. The sprint going to Doug from Wes whilst Ian rolled in for third. Thanks to everyone for a great day.

as long as possible, catching Mr.bikegearnow.com, Doug. I called out to go, go go and kept the pace on.

As we came down the back straight we assessed the damage. Ian smith came across with me and a 4th rider also was across for a lap or so but then dropped back. Apologies to the 4th rider across as I missed who it was, and when I turned to look around, I was just seeing who was with us. I think the look I gave got taken the wrong way by the response, " I only just bridged, just bridged, bridged....give me a break!" Time to consolidate, with three out there, Doug, Ian and I worked hard swapping turns, sharing the work into the wind and keeping the pace high. It felt like we were holding a good pace, and this was confirmed when we steamed past A grade and I



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don't believe they came back. The B grade chase group looked to be splintered with individual riders or groups of 2 and 3 chasing and we continued to put time into them. The next 40 minutes was basically a team time trial for the three of us. Ian was feeling the pressure from about halfway but still continued to take a turn whenever he could. Mid race I noted ,Doug, of course, had on his bike gear now jersey. I was also wearing my new SoulRider BikeGearNow jersey. We both had on the tighter streamlined race fit jerseys. Rake thin Doug looked like he was cutting through the wind like a hot knife through butter. I was more like a spoon through custard, but it felt quick and comfortable nevertheless! With 3 laps to go I launched a devastating attack into the wind. I'm not sure Doug and Ian noticed how devastating it was however, because when I sat up to survey the damage, I found they were right there on my wheel. The bell lap beckoned. Ian generously lead most of the last lap, giving Doug and I a break before the sprint and dropping us off at the final corner before we headed into the wind for the final effort. Doug, cagey , read smart, got himself on my wheel. I wasn't stressed however, a bit cocky actually, thinking, I have a few years on this guy, (sorry Doug), I can take this from the front, result..... congratulations Doug, you showed me how it is done!

B Grade (Robert Suter)

"The wind is my friend: it makes me strong"

Whilst in WA I saw that stenciled on the chain stay of the bike of a kid on the WAIS squad. Well, clearly, I need more wind, because I wasn't amongst the strongest in B-grade on Saturday, in only my second start back1
A good warm-up whilst the D-graders belted each other in the miss-and-out; and I had already decided it was small chaining for the punch past the finish line into the practically block head wind - at least there won't be too much gutter pain there.
A gentle warm-up lap amongst the field of 15 or so, then Doug decided to take off as we went past the lake to face the essess into the gale

towards the copse of gums. Leave him out here to feel the brunt of the wind, I thought, but he maintained the gap over the first lap. After one at race pace, I'd decided it was no good at the tail of the bunch so moved towards the front; then put in a reasonable effort in on the downhill, tailwind run opposite the finish to halve the gap to Doug, planning on the rest of the bunch gently closing him down and me finding some shelter mid-bunch.

No such luck, as one-by-one, the three other strongest riders all jumped across to him through the same essess that he had gotten away on, and I was looking around looking for a friendly wheel to find there was only seven in total left after 2.5 laps, and I was off the back. Bl...y h..., gravel, get onto one other, and the race was settled - another hour of suffering just to accumulate some racing miles in my legs!

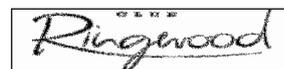
Clearly I needed them, as 14 times punching up the finishing rise trying to gain and hold a wheel, and close gaps elsewhere dealing with surges, left me wanting as time wore on. The chasers became three when one dropped off the leading three, then our three became two when the third of us dropped off, then three again when Yarra Glen Ian came back to us. We were uneven, with too many surging efforts for my leg's liking on the day; and after being passed by the three left in A-grade at about the 40 minute mark (just before Nigel dropped off), we then became intertwined with the leaders of C-grade (Chris Ellenby - wots he still doing there? - and Steve Short) and couldn't seem to completely get apart from them for many a lap.

About the hour, Ian put in a big surge in the downhill to the last corner, and I'd lost the wherewithal to respond, so away he went, valiantly chased by the other of us. Clearly we had slowed, because Roy and Co passed me again, then I was joined by the remaining B-grader; only to see YG Ian pull out after that surge - bug... him!

Finally, we saw the bell and B-grade sign out, but it wasn't for us, but the three in front. They duly passed we two on their bell lap, with Ian Smith dutifully on the front, lips covered with dried saliva, as he did his 'role' of leading the other two



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out for the entire lap to escape the 'obligation' to participate in the sprint. Wes hit out at the bottom of the hill, and Doug metaphorically tucked in on his wheel - I say metaphorically, because with his lanky frame any shelter he was getting behind Wes' stocky position was all in his imagination in that gale. Still, he got out, and covered Wes' second effort for a well deserved win.

D Grade (Peter Mackie)

Great day again at Casey! Strong winds, but the sun was out. Early talk centred on the previous time we had strong winds at Casey and how the bunches split so quickly. Guess what! It happened again.

The 'missing out' or 'elimination' race was first. It appeared several riders weren't keen to participate & gladly sat up to exit early and conserve energy & legs. Shifty Harold Simpson was back from a year's absence and cursed through to the final 3 with Phil Taylor (Down from C) & John Neil (just back from climbing the Italian mountains). Phil, still finding his way with racing tactics (& smarts? Lol!) took the win from John, whilst Harold was happy with 3rd.

Well, most D graders were warmed up following the pre-race race. It wasn't long after the neutral lap that some started testing the bunch. Geoff Cranstone decided to go hard with a tail wind behind him and shortly after Colin Mortley & old shifty, (Harold) followed suit. The bunch just watched and watched as they rode further away. A few poor attempts by the bunch to pick the pace up, but as soon as we got a headwind the bunch was back to a crawl, with Rob Devolle making the early call (twenty minutes in) 'the race was over' with the three away.

We two crossed the line after them, but didn't even earn the bell from the stewards, and by the time we'd finished our nearly 73 minutes of purgatory, they'd packed up and gone home. Clearly, I need more time in the wind trying to close race gaps!

Well, I had other thoughts and set off into the wind to try and chase the three down. I had Paul James following me for 1/2 a lap until I heard him say he was done and when I looked around I couldn't see the D grade bunch at all. I did spot Nick Hainal on the opposite side of the track, but too far back to wait for if I was going to catch the 3. With plenty of time (30 minutes) remaining, I had high hopes of catching the 3, and with every lap I was making ground, my marker being when our paths crossed at the club house. To start with they were well ahead and as the race progressed, they were soon level with me on the other side and my hopes of catching them looking good.

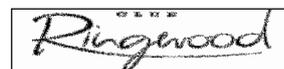
After about 20 minutes by myself, the legs started to blow up and they put ground on me again. My last hope was for C grade to catch me and so I could hook on (illegal). Well they caught me with about 2 laps to go and I couldn't hook on to them at all. So with the race gone, my goal was to try and lap some of the D grade riders remaining. Well the bell beat me on that goal as well. Finishing a distant fourth, but happy with my efforts (training). Colin (1st), Geoff (2nd) & Harold (3rd) worked well together and thoroughly deserving of their placings. Well done! To the rest of us, more training required.

Results Casey Fields criterium 5th Oct 2013

Grade	First	Second	Third	Fourth
A Grade (5)	R Clark	A Mapstone	D Woolhouse	
B Grade (13)	D Reynolds	W Hurrey	I Smith	
C Grade (18)	C Ellenby	S Short	M Anstee	T Maffey
D Grade (15)	C Mortley	G Cranston	H Simpson	
E Grade (4)	R Stranks	A Dickenson	T Lateo	
F Grade (5)	P Gray	A Watts	J Eddy	



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Thanks to the officials

Last Week : Casey Fields crit 5/10/13

Ron Stranks and Peter Mackie for taking entries, Steve Barnard (referee), Maurice Weise, Neil Wray, Ian McGeoch 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.

Across the Alps in Hannibal's Footsteps (By John Neil)

The Task/Route

To ride from the village of Mazan (France) to Gavi (Italy) following the route which Hannibal may have used in his epic, elephant-aided crossing of the Alps in 218 BC. This was stage 2 of a 28 day ride between Barcelona and Rome. The ride offered either as options or as part of the course the opportunity to ride TdF icons such as Ventoux, Alpe d'Huez, Galibier, Lauteret and Izoard and the majestic Col d'Agnel crossing between France and Italy. Over 8 days I rode over 700 kms and climbed some 16000 metres.

The Company, equipment, etc

Ride and Seek (www.rideandseek.com) is an Australia-based company, the brainchild of Dylan Reynolds and Sam Wood, which conducts bicycle tours in Europe focused both on challenging riding and enjoyment of local food, wine and culture. Sam pioneered the Hannibal trek as a BBC documentary with his two brothers in 2010.

The rental bike was a Specialised Roubaix with a triple chain ring which proved both comfortable and an effective climbing machine with good downhill speed. NB I spent the last day on a Lynskey Helix titanium bike with S105 gears etc which was a revelation - fast, sure-footed and comfortable. The bikes were fitted with Garmin 800's with the day's route, coffee and lunch stops and Strava sections pre-programmed. This helped on Day 2 when I somehow missed the lunch stop and rode alone through the afternoon to the hotel in La Motte Chalancon.

Accommodation varied from very classy hotels to more basic Alpine lodges in some smaller villages but all worked well and the meals and wine were very good. We ate out on farm and at a country house on two memorable nights. We ran a wine kitty for the week and Sam's wine choices were impeccable.

The Group

There was a core of 7 riders who had pedalled from Barcelona and were signed on for Rome: 4 Aussies; 2 Poms; 1 Yank. For the second week there was myself and another Australian and we were joined by 2 more Englishmen for the final 3 days. Support was provided by James and Sam who shared ride leader and van driving duties. Median age of the tourists was north of 50 with Bob, the Yank, being 70+. Bob's ride of choice was a wooden-framed Renovo which unfortunately ran into problems attributable to SRAM components.

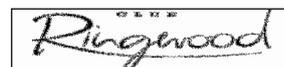
Each rode to their own pace (or formed alliances with the like-minded) with the group re-gathering for coffee and lunch which was either a roadside picnic of baguette with local cheeses and meats or a pasta etc at a local cafe.

Highlights

With one exception we were blessed with clear sunny days - we rode for 60 kms in rain to Bourg d'Oisans at the foot of Alpe d'Huez. For me the climbs of the Alpe, on which the misty rain cleared after the first four switchbacks and Mont Ventoux, which was shrouded in cloud for the last 6 kms were real highlights. There was also magnificent scenery in the Gorges de la Nesques, the Glandage and the Gorge de Gats in the foothills of the Alps. In the Alps proper the views of snow capped peaks on the Col Lauteret and Col



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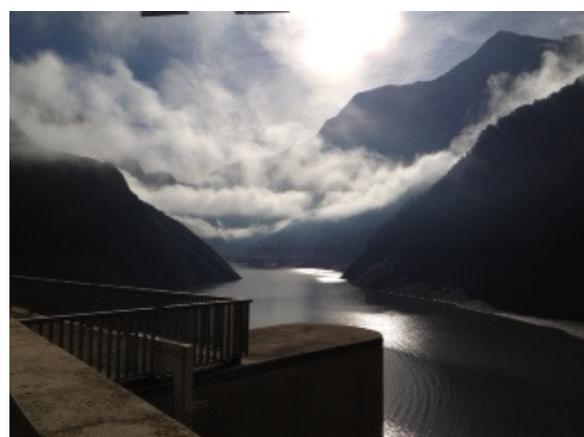


d'Isoard were postcard stuff. The crossing into Italy over Col d' Agnel with 22 kms of climbing followed by 50 kms of downhill was also fantastique/fantastico. Riding through the vineyards of Barolo and Asti over rolling hills with hard (but short) climbs and fast downhills with the occasional stop to taste the local product was great fun. Castello Rosso in Saluzzo and Villa Sparina, a hotel and winery which was our final stop were exceptional places to stay. This week provided more varied riding than my previous week in the Dolomites/Italian Alps while still averaging some 2000 metres climbing per day.

The full journey was chronicled by Eurosport journalist Felix Lowe (@saddleblaze) on Tumblr #saddleblaze, who is also planning to write a book for release in 2014.

For the historically minded Sam and Dylan are proposing in 2014 a 5-week ride from Paris to Moscow in the footsteps of Napoleon's Grand Armee (see www.rideandseek.com)

For me the next big ride is in Myanmar in November.



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Results for 'The Loop' Oct 9th

	Division 1	Division 2	Division 3	Division 4
First	D Holt	R Wheelhouse	D Halliday (N)	P Gray
Second	P Cavaleri	O Anstey	H Simpson	R Maggs
Third	G Probert (N)	J Williams	M Stalder	L Bohn



**World Champions Dinner
Club Ringwood**
Cnr. Oban Rd. & Maroondah Hwy
Friday 25th Oct. 2013
(Note change of Date)
7pm

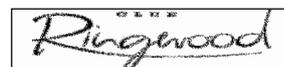
To celebrate Roy Clark's recent World Championship victory
AND
Eastern Vets back-to-back world championship victories (with Guy Green winning in 2012),
an informal World Champions Dinner is to be held in their honour.

*Attending the dinner will be the other two members of the Eastern's World Champions Club;-
Ken Woollard (1992) and Elizabeth Randall (2004 & 2008)*

Show your appreciation and support for these Champions in the company of fellow Eastern members.

Live entertainment from 9pm

Place your booking with David at davemacq@bigpond.com or call 0419536717 before Monday 21st. Oct 2013.





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.

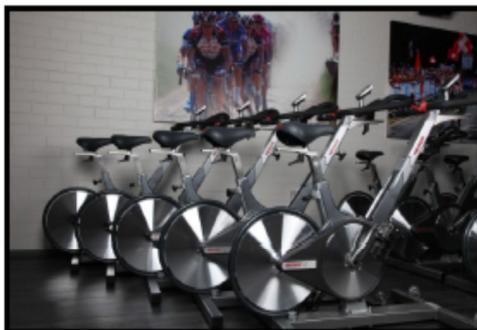
6 Week Program Fee: \$66.00*

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!

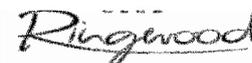
Checkout our website for our full range of 12 weekly classes.

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.

Ed. davebrown01@optusnet.com.au

