

behind
bars

Newsletter

Eastern Veterans Cycling Club



January 24th 2014

Duty Roster

This Week on 25th January – Metec: - Nigel Kimber, Peter Gray, Guy Green & Grant Greenhalgh.

Next Week on 25th January – Casey Fields: - Nigel Kimber, Peter Gray, Guy Green & Grant Greenhalgh.

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

Casey Fields, 18/1/2014:

A pleasant day for racing with a few of the regulars absent, some training for the Alpine and others doing whatever they do at this time of the year.

The small field of 6 a-grade riders had a 'missing out' race prior to the crit racing. With only 7 odd laps, the pace was on from the start. Steve Ross missed out when there was some confusion over who with the BikeGearNow crossed the line last.

Apart from that incident the day was enjoyed by all.

At right are the place getters in the a-grade crit race.

Thank you to all the contributors for this week's newsletter.
Sub Ed. neil.cartledge1@bigpond.com.au





A Grade: (Jean-Philippe Leclercq)

There were only 6 riders in the elimination race in group A, looking at the other 5 strong riders; I knew it would be tough today.

The race started, after crossing the line on first lap, high pace went on straight away. Before the last bend I went at the front to make sure I would not get done first. On 3rd lap, I think I did the same and it worked. On 4th lap, think I just managed to stay in, just. On the 5th lap, we were 3 riders remaining, before the last bend I was 3rd and knew it was badly positioned, and indeed, after the last bend I could not pass the one in front of me, finished 3rd and that was it for me. Ciaran Jones won easily the elimination race, very fast rider.

2nd race, the "normal one" and back with the 5 strong riders. For sure, we were all well warmed up. There were a few accelerations but not as bad as usual, probably because a few guys spent some energy in the elimination race. I was watching all the moves and especially from Rob (Amos) and Ciaran (Jones). Rob broke away a few times but I went back on him straight away, fearing for Ciaran to accelerate like a rocket to join Rob.

Not sure how it happened, but after about 30min, Ciaran, Steve (Ross) and myself broke away. We relayed well each other and maintained a good pace so Rob and Phil would not get back on us. The pace was high, I was on the limit for the rest of the race, could see on Garmin my heart beat between 165 and 170 BPM. On the last lap, I thought I had to do something because I knew Ciaran and Steve were much better sprinters than me. I tried a couple of accelerations, but did not work (at all) and indeed in the last straight lane, they took off really fast, I peddled as fast as I could but no way I could get one of them.

Was tough cycling at "Casey Windy" with small group of crazy riders and enjoyed both races, was great.

Average speed 39.9km/h.

Average heart beat at 165 with max at 177, really gave it all on that race, was done for the day and had a good sleep the following night !!!

D Grade: (Peter Mackie)

Windy day at Casey; 18 riders; so unlikely to see a breakaway in D grade; too many sprinters and not enough workers. Nevertheless, the usual workers tried to hurt the sprinters, actually one sprinter hurt himself - JC, doing a big turn in front even though he was just recently back in D grade.

Neil, Colin and Michael were the main work horses. After 30 minutes the group was stringing out with a few casualties -

JC, Pete G; Graham, Adrian; Ken to name a few. A high average was been maintained, however, the wind was the hurting factor; a week earlier we averaged over 35k/h at Dunlop Rd, today 34k/h maybe, but nowhere to hide.

With about ten riders left Nick Hainal had a big dig and put a reasonable gap on the field, and when he passed the start/finish he received the bell and panic stations kicked in for the rest, typically Michael did the chasing and everyone jumped on him, Nick was quickly caught not long after. Just as we neared the back straight, before the finish straight, Jim hit the front with a Paul James like burst, taking a few by surprise. The Doc was the first on his wheel, followed by the rest, Colin tried in vain to go with the group but the gap grew.

A well contested sprint from what I could see at the back, well done to the place getters, particularly Simon (1st) who was adamant he shouldn't be put into D grade; next its C grade!! Lol! Love my job

A special note - The handicapper will be talking to one or two riders who were consistently and without notice, moving around in the bunch throughout the entire race, causing others to react and be put in danger

D Grade: (Jim Swainston)

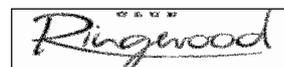
Someone must have put the word around that D Grade was the Promised Land as our numbers have risen quite dramatically in the past 2 weeks. This gets the brain in gear trying to pick up on the new faces and creates more variety in the races. Saturday was a day for the strong men as the wind was equally as tough as 2 weeks previous. I noticed a big burly character in a yellow head band whilst we were getting our pre-match address but it wasn't until the presentations that I realised I should have known him! (Simon Peeters)

Our pace was kept solid all race and this was evidenced by the slow dwindling of our numbers. This was mainly due to the powerful turns of Neil Cartledge and Colin Mortley fighting a duel of lap turns. Michael Muscat joined in with his brand of pure exuberance at times. There must be something in this Soulrider caper as the efforts of the disciples are pretty impressive. At one point I thought I might try and match one of their turns but I changed my mind and tucked back in.

As we received the bell Nick Hainal forced the pace and with about 600m to go I thought "well I haven't done much" and attempted to jump away but not by far. The line of sprinters rounded me up coming to the last corner with "Doc" Cunneen making the running and almost hanging on for some money. Simon Peeters judged it best to win at his first appearance in D whilst the improving Rob Devolle took second from powerhouse Neil. Hans Werner took the last available money.



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Casey Fields: 18/1/14

	First	Second	Third	Fourth	Fifth
A Grade (6)	Ciaran Jones	Steve Ross	Jean-Philippe Leclercq		
B Grade (11)	Phil Thompson	Chris Ellenby	Ross Tinkler		
C Grade (15)	Paul Consto	Paul James	Tony Corelli		
D Grade (18)	Simon Peeters	Rob Devolle	Neil Cartledge	Hans Werner	
E Grade (79)	Geoff Miller	Greg Harvey	Ray Watts		
F Grade (6)	Alex Watts	Stewart Jenkins	Rod Goodes		

Thanks to the officials

Last Week: Casey Fields 18/1/2014.

Peter Mackie and Chris Norbury for taking entries, (referee), Nigel Kimber, Laurie Gates, Callum Gough, Gerald McIver and Steve Barnard for marshalling duties. Also thanks to Andrew Buchanan for managing the duty roster, JC Wilson for bringing the trailer and for bringing the drink refreshments.

Metec: 10/1/14 (No racing due to the circuit being un-available). We return next Tuesday (Jan 28th) for Croydon Cycleworks Racing.

The Loop: 22/1/14.

	First	Second	Third
Division 1	Phil Thompson	T McDonough (N)	J Hasouras (N)
Division 2	Rus Wheelhouse	Tony Curelli	Owen Anstey
Division 3	M Collins (N)	P Griffiths (N)	Peter Gray
Division 4	Laurie Bohn	Frank Lees	M Powell (N)

Future events:-

There seems to be a bit of confusion concerning this weekend's racing. Some members have an old version of a calendar that indicates this Saturday is at Dunlop Road. It is not. Racing this weekend is at METEC, racing commences at 2:00pm.

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
January 2014					
Sat	25	2:00pm	METEC	51 D8	Graded Scratch Races
Sat Feb	1	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	8	1:30pm	Dunlop Rd.	51 D8	Graded Scratch Races
Sat	15	2:00pm	Gruyere	282 G9	Graded Scratch Races

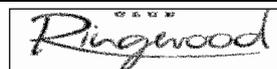
Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants will NOT be allowed to 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/>

January 2014	Race	Dist.	Venue	Time	Event
26/01/2014	NO RACING - Australia Day				
2/02/2014	Trentham Handicap	44/55km	East Trentham	10:00am	Vin Nuttal Memorial Handicap
9/2/2014	Graded Scratch	1hr+Bell	National Boulevard	9.00am	Graded Scratch
16/2/2014	Graded Scratch	30 laps	National Boulevard	8:30am	Victorian Crit Championship & Support Races



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A note from your friendly handicapper: (Peter Mackie)

Many thanks to those who have, not only just recently, approached me with support and those who ask me questions directly (face-to-face), or by e-mail why I, or the club, make some decisions. **Firstly, keep in mind we try to appease over 300 riders, not just one or two; and every rider has their own case or reasons.** So I hoping this may help you to better understand my logic (Good luck my wife is still trying)

Our web site has the below link with a very generic overview about handicapping.
http://easternvets.com/wp-content/uploads/2013/11/EVCC_Handbook.20131125.pdf

Some other clubs have different rules or ways to manage moving riders up or down the grades, each have their good and bad points:

Based on prize money – EVCC award 3 places in all grades even if there are only 3 riders (down to 5 places with 20+ riders), hence we wouldn't have an F grade for very long. Sponsored races attract larger prize money. Based off aggregate points - this penalises riders who consistently attend week-in-week out; handicap place getters are awarded higher aggregate points

So I try to use a mathematical approach and some common sense.

- If some riders average two or more points per race, this means they are placing regularly in the races they attend e.g. Rider 'A' enters 15 races & has 31 points his/her average is above 2 points/race, I would suggest they move up a grade. This doesn't work in some grades as they don't always have enough riders to earn the additional aggregate points for a place.
- Riders with 3 wins over a short period of time, clearly highlights a need to go up.
- I monitor grades whilst racing myself; sometimes I pull out early to watch the end of a race – recently I've seen some riders pull up (sit up) so they don't win.
- One track type doesn't suit all
 - Some riders are sprinters and perform better in Crits; however Casey fields is flat and some sprinters can't handle the wind factor too well; Metec is too technical for others.
 - Other riders are better on the roads with some variations (rolling hills); others need a big variation (Omara 100; Killara Rd)
- Riders are not normally put up after a single win or place (in most scenarios), therefore I don't believe they should be put down a grade because they have been dropped from one or two races.
- Always start a rider back in the grade they last rode; how does the handicapper know what they have been doing the last 'X' period of time? Trust a cyclist, no way!
- You need to consider the pace difference between the grades, usually at least a 2k/hr difference

As you can see it's pretty simple, but for some reason not everybody can be pleased!

NOTE - A handicapper doesn't like to be taken advantage of, so do so at your own expense

Don't Trust Your GPS!!

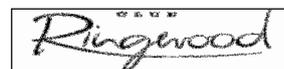
Tuesday riders were confronted with a red car blocking the bike path at Burnley on the way home this week. The female driver had been studiously following instructions from her GPS and turned off the on ramp at Burnley, onto a dirt track, through a gate onto the bike path and continued for about 400 metres until it became obvious that this must have been the wrong way. There was no way to go forward, and backing out was going to be tricky.

Fortunately our group had a Good Samaritan in Susan O'Keefe and here is her description of the rescue:

"I did look after her. There was no way I could leave her. It was a bit of a process getting her to back back up the hill and stay out of the river!!! I got her to turn around at a bit of space at the top of the hill and at least face forward. Her instructions were to drive very slowly behind me and stop if I gave the signal. She got back on the freeway at the on ramp, which of course she had over shot and the car had to be reversed again!!!! Fun and games. I asked her what had happened - she said the computer said go that way!!!! "Sharing the Road" I'm all for, "Sharing the Bike Path" not so sure. Main thing being all is well that ends well and we had a good laugh".



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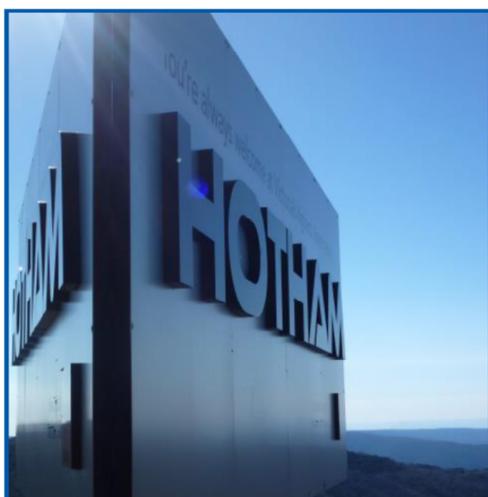


BRIGHT CAMP FEB 14TH TO 16TH

Whether you have decided to tackle the 7 Peaks Alpine Ascent Challenge, preparing for the Scody 3 Peaks 235km epic in March or even preparing for a trip to the European heartlands of cycling, the Gradient Blue weekend camps will provide you everything you need to help you in your preparation or completion of these goals.

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- Gradient Blue are there to ensure fuel and weather does not add to the



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