



May 15 2014

Duty Roster

This Week on 17th May - Yarra Glen: Keith Bowen, Ian Milner, Ray Russo, Peter O’Callaghan, Geoff O’Loughlan, Peter Oziemski, Craig Peachey, Martin Peeters, David Phillips, Gavin Plummer.

Next Week on 24th May – Special Event - Omara 100 – Yarra Junction: Dave Hyde, Zenon Gawronski, Dale Goodall, Dave McCormack, Shane Cody, John Pritchard, Matt Anstey, Wes Black, Tim Gledhill, David Pyne, Leon Bishop, Ken Bone.

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.

**ATHLETIC SOFT TISSUE H’CAP:
Seymour/Avenel, 10/05/2014
Results**

Place	Name	Start Group
1st	Bernie Gleary (Hume)	17 mins
2nd	Paul Anderson (NC)	17 mins
3rd	Graeme Parker (Eureka)	17 mins
4th	Neil Cartledge	17 mins
5th	Peter Mackie	17 mins
6th	Ray Watts	29 mins
7th	Colin Stokes (Hume)	17 mins
8th	Louise Wolfers	29 mins
9th	Ken Saxton	17 mins
10th	David Brown	17 mins

Fastest: Steve Ross (2 Mins) Time: 1:24:58

First unplaced woman: Emma Anderson

A wet wintry drive to Seymour saw a few questioning whether they would saddle up but in the end most collected their numbers and headed for the start. We have broad coverage of the race from those who prospered and those simply profited by the experience. Thanks to Neil, Ray, Louise, Mark, John, Rob and Shelly for their reports below.

17 Minute: Neil Cartledge

Handicaps are a bit of a lottery. The Handicapper plays only a small part is played as to the mark he puts you on. Some of the bigger variables are how many are in your bunch, the strengths and weaknesses of all the riders in the bunch, the ability to roll turns in an efficient manner, whether those riders joining your bunch can contribute, the weather conditions and more. This is a story about some of those variables

The 17-minute bunch got off to a bit of a stuttering start. Some needed to still warm up while Dave Brown



was ready to go hard. The slight rise from the start saw the bunch start to string out but some sense prevailed and the group started rolling turns before passing under the overpass for the first time. Graeme Parker made some salient points on how to ride and then the bunch became more cohesive, the pace picked up and the turns became fluid and precise. With the rain still falling and water from the wheel in front making the lenses of one's glasses a dirty opaque blur rendering them useless to read the computer so speed, cadence and heart rate were just guesstimates.

The first leg passed quickly. The lumpy bit towards the end was felt by most riders, but the well-oiled machine hardly hesitated. At the turn for the first time we lost a little time by easing off the rolls a little early and coasting in to the cone yet the exit was quite smooth with the pace coming up quickly. The first of the chase groups appeared and it seemed probable that we were going to get caught before the end. Then followed the first of the dropped riders from the leading groups who came and went. Up the rise on the way back caused a couple of our mob to ease off or miss a turn but once the first bump was traversed we were back into it and things continued to go smoothly. A pothole camouflaged by water created some consternation when a succession of wheels submarined with a crunches accompanied by various expletives in various dialects. But this was not enough to faze the 17-minute bunch. A couple of riders being Dean Niclasen and another chap were absorbed by the group, did some turns or sat on the back for a while.

We now were very familiar with each other, wheels were being closely sucked in both pace-lines, everybody doing strong turns yet nobody had become so familiar to be swapping phone numbers as far as could be seen. All too soon the first lap was completed but the composure was disrupted by an old bloke downing a gel, loosing position to the point of nearly going out the back until he was reminded by Peter Mackie, that it was still a race.

Now the last lap is where the race can be won or lost. Ease off and you will be caught, go too hard and the bunch will fracture. What is needed is to be just ride under that breaking point of the group. Not easy for a bunch of guys that don't ride together in handicaps more the once or twice a year. Nevertheless we did it pretty well. We rolled tight turns with nobody missing his turn to the first of the lumps. But then that old bloke really went out the back, by about 30 or so metres and being a great bunch of team minded gentlemen, the group slowed to let him get on, NOT (nor should they). He had to work his legs off, curse those up the road,

use the descent to pick up the pace and TT back up to the group where he was then questioned by you-know-who as to where he had been. The group was just on that breaking point and well judged.

Rolling turns continued unabated to the cone for the last time where John Neil encouraged us to get a move on, probably because he was sick and tired of standing out in the middle of a wet and cold nowhere, with a flag in his hand, rather than wishing us luck.

Now it was time to go home. Not far down the road a menacing group made up of just about all those behind us appeared. With less than 12 kms to go it looked like we were going to be overrun before the line. Ken Bone was off the back of that bunch so he joined up with us. The lumps slowed us a little. A sure sign that the legs were feeling the effect of the previous 45+ kms. Back to the relative flat and the view of the race leaders, Ray Watts, Louise Wolfers and Emma Anderson up the road caused the pace to lift a notch. It seemed like it took an eternity to catch them but finally with 2 or 3 kms to go we pulled alongside, the trio lifted their cadence, matched our speed and moved into our pace line. The rolling turns were disrupted for a moment and then it was back to keeping the dogs at bay. Nobody looked over their shoulder but you could hear the baying and sense their breath on the back of the neck. So it was a case of lift the effort a bit more and leave nothing in the tank.

The overpass came up quicker than expected. It was now a case of forget working together as a bunch and a return to protagonists racing each other. Ken Saxton went to or inherited the front spot with Neil Cartledge on his wheel. Ray Watts was super-glued to Neil and the others still sheltering behind these two. Ken either tired, or slowed to let somebody else take the front and that had to be Neil. It was still a long way out but with all the hot shots still biding their time, Neil chose to crank it up and try to hold on. Ray was still behind Neil, forcing the sprinters to come from that extra bike further back, when they finally decided to attack, giving Neil the belief that he may just make it. Bernie Gleary (H), a very good runner in his younger days, was first to appear beside Neil then the youthful Paul Anderson (N) moved into second place. The line was almost below Neil's wheel when the crafty and astute Graeme Parker edged in front to take third place and the last of the trophies. Peter Mackie came over Neil but the judges ruled that it was a centimetre after the line. This time Neil asked Peter where he had been.

The chase group came in with about a 1-minute gap. We must have held a pretty good average on that last



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leg. It was a very enjoyable race made so by a great bunch that all did their bit to make it a successful 17-minute win. Louise Wolfers came 8th behind Ray with Ken taking 9th. Unfortunately Dave Brown was wheel spinning with his powerful sprint but mistook it for a flat tyre and slipped out the back to avoid a fall yet still picked up the 10th and last envelope. Emma Anderson received the first female out of the top 10 and Steve Ross was the fastest rider for a second time at Seymour. Well done and thank you everybody!

29 Minute: Ray Watts

As a 29 min grouper Louise W is a great partner. Thankfully the weather was not too bad and best of all, no wind.

We started with 4 riders and lost Ronnie around the 5 – 6 km mark. That left the 3 of us, Zen, Louise and I to chase down the 39ers, who were about 2 km ahead at the 1st turnaround point. At the 2nd turn around point, we had pulled back about 6.5 mins, and we then lost Zen around 2 km out.

So Louise and I took the odd turn leading the way and caught up with part 1 of the 39ers at the last turn around point. Caught up with part 2 of the 39ers (Alex W and Emma A) around half way up the 2nd hill (bump to better riders), and we merged with all rolling thru to the front.

With around maybe 1.5 km to go the guns (17 min bunch) rolled over us. Both Louise & I were fortunate in that we could put on a burst to stay with them, and had a bit of a go on the front as well.

Then around a couple of hundred metres before the bridge I dropped onto Neil Cartledge's wheel. Neil got 4th, I got 6th with Louise getting 8th.

Thanks to all who put the event together and the race officials on the day.

29 Minute: Lou Wolfers

I really enjoyed the day out; I'm glad I gave it a go!

9 Minute (1): Mark Trounson

Saturday was my first handicap race and only my second race (I did a Tuesday night Crit at Metec) I think the handicapper Peter Mackie does a great job and even with my lack of race time I felt He put me in the right group (the 9 min group) I really enjoyed the

race, it was a new experience for me performing "rolling turns" and the guys gave me a quick explanation of how this works at the start line. I felt our grouped worked really well together. Even though we lost a lot of guys along the way, our group managed the same road speed with only 5 guys (I found that pace really easy). The thing that took me by complete surprise was when the "scratch" group came by (on the climb past Mangalore for the final time) there was a lot of yelling and then our guys jumped on the back. I wasn't sure what to do because I remembered something about penalties for gaining an advantage in a crit race, so I hung back waiting to see what would happen, next thing I was dropped and struggled to get back on.

Thinking about it now I enjoyed this format better than the crits. I like the teamwork, I like it that you can jump on with the faster group (even though I didn't). I still plan to do the odd crit, but I struggle with some/most of the rules!

9 Minute (2): John Williams

You know the handicapper has got it right when everybody is grumbling about their handicap - and so again our ever (un)popular handicapper got it right! The weather makers evidently also got it right as I didn't hear too much praise for them.

I started in the 9 minute group (about 8 minutes later than most of us felt we should be starting) and the group of C Grade regulars (Andrew, Walter, Martin, Franc, David and myself) along with a few new comers, Paul, Mark and Matthew, quickly fell into a ragged paceline, all working hard, but none to smoothly. Over time we mostly got used to one another's riding and, like a well-oiled machine, it really started to click for us (mixing my analogies there - I guess a well-oiled machine should not be making any noise - especially clicking!). On the rises we occasionally dropped a couple, but had the discipline and good sense to back off a little until they got back on - they certainly rewarded the group by taking their turns.

Most of us were wondering how we picked the 9 minute short straw, rather than the other C graders who got 12 or even 17 minutes, but by the conclusion of the first lap - after 30 kms of hard graft, it all became clear. We were now 2 minutes 40 behind the group that headed out 3 minutes ahead of us. At this rate, if we race 270 kms (rather than 60 kms) we should catch them!



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Not far into our second lap and the handicap fairies arrived in the form of the 2, 4 and 6 minute starters who rushed past, and once most of us jumped on, we now had a pack of 30+ riders, and the pace noticeably picked up. Before the final turnaround we had taken out the other 2:40 and with the pack still growing I saw Martin Stalder, Dave Worland and Walter still prominent, and occasionally taking a turn on the front of the pack - defiantly the highest numbers up there.

The juggernaut continued to grow as we picked up other riders and groups, and I for one had no idea if we had picked up all the earlier starters. When the freeway flyover came into view I found myself hurtling along in the middle of a pack of 40+ bikes - boxed in on all sides. I saw a gap and edged my way to the outside of the pack - and with clean air ahead of me, put in a surge that saw me leading the entire pack under the freeway, and the finish line in sight. Here endeth my moment of glory. In the next 300 metres at least 25 riders passed me - and none of those ended up in the places. Can I claim to have lead out Steve Ross to the fastest time? Maybe, but more likely I got in his way, so well done Steve! Congratulations also to Bernie and the other place getters. For my part I was really happy with a 38kph average, and a real buzz in a pack of riders way above my capability (Handicapper please take note).

Many thanks to David McCormack & Athletic Soft Tissue for putting up the coins to make the race possible. Dave gives great massage, and we should support the club's sponsors, so give him a try at some point, but don't steal my regular 2:00 PM Wednesday spot!

Scratch: Rob Amos

With a small group of Scratch riders made smaller with the no show of Andrew Mapstone and the removal of a rider in the wrong grade, Rob Amos was asked to change marks into Scratch. With next to no wind the chances of making up the 40-minute gap were very slim, even fastest time was in doubt, with 4 or 5 possible scratch riders in the 2-minute group.

Luckily the rain had stopped by the time that the 6 scratch riders set off, all working well to the first turn, but it was not looking good ahead with 2-minute about to pick up the 4-minute bunch and very little ground being made up by Scratch. On the return Roy struggled, as he was suffering from a virus and Tony Mirabella was also on a bad day.

At the Start turn, it looked like 2,4, and 6 minutes had all come together with the gap to Scratch much the same. As we turned, Roy called it a day and Darren Roberts decided that we were flogging a dead horse, and started to sit on to save his legs for another day. This meant that Michael Borowski, Guy and Rob had little time to recover, burying themselves in the vain hope of getting fastest time, with Tony helping out when he could. A puncture to Phil Bramich, the strongest rider on 2 minutes, gave us some hope. Darren rubbed salt into the wound by taking out the sprint, but we were 10 seconds too slow for fastest time.

An external perspective

Shelly kindly recorded the times of groups on their return to the start line at the half-way mark. She noted: All riders made it to the half-way turn, at that point the cold and distance seemed an issue with some. By the half-way turn the 17 min group had caught the 23 min group and the 6 min group was on the heels of the 9 min group.

Group	Start time	Half way time
39min	1.33pm	2.35pm
29 min	1.43pm	2.39pm
23 min	1.49pm	2.45pm
17min	1.58pm	2.45pm
12 min	2.02pm	2.48pm
9 min	2.05pm	2.51pm
6 min	2.08pm	2.51.30pm
4 min	2.10pm	2.52pm
2 min	2.12pm	2.53pm
Scratch	2.14pm	2.54pm

Thanks to those responsible for organising, officiating, the drinks and the trailer. Special Thanks to Dave McCormack and Athletic Soft Tissue for sponsoring this obviously popular event.



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The Loop: 14/05/2014.

	Division 1	Division 2	Division 3	Division 4
First	T McDonough (N)	C Ellenby	J Neil	B Rodgers
Second	A Spiteri-James	N Tapp	H Simpson	F Lees
Third	P Cavaleri	O Anstey	D Coull	

Future events:

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
Saturday May	17	2:00pm	Yarra Glen	266 J11	Graded Scratch Races - Kermesse
Saturday May	24	1:00pm	Yarra Junction	288 G10	Graded Scratch Races - Omara 100**
Saturday May	31	2:00pm	Arthurs Creek	510 N12	Graded Scratch Races
Saturday June	7	2:00pm	Casey Fields	134 E10	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 eve.

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

February 2014	Race	Dist.	Venue	Time	Event
18/05/2014	Road	67 km	Colac Vets 22	10:00am	Open Handicap – Colac Vets
25/05/2014	Criterium	1hr+bell	National Blvd (Ford)	9:00 am	Graded Scratch
01/06/2014	Handicap	42/63 km	Bowls Club Mollison St	10:00am	Munro/McDonough Memorial
08/06/2014	No Racing				

AVCC National Championships PERTH 26-29 SEPTEMBER 2014

Registrations are now open for the AVCC National Championships to be run in Perth, Western Australia from 26th to 29th September 2014. There will be two track championship events, road, criterium and 25km time trial championships. The track at the Speed Dome, Midvale, will host individual time trial and pursuit championships - road bikes will be allowed for these events.

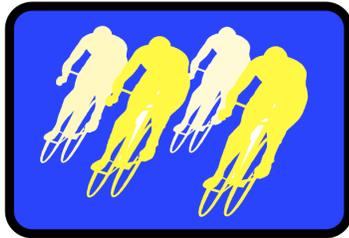
A link to img's event desk can be found on the West Coast Masters CC 'Nationals' web page at: <http://www.masterscycling.asn.au/nationals/nationals.htm> There is also a guide to the process available through a link on that page, or directly at: <http://www.wcmasterscycling.asn.au/nationals/2014RegistrationGuide.pdf>

The event is also listed on the AVCC web page at: <http://www.ausvetcycling.com/#>



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Cycling Club*

OMARA Eastern 100

Omara Cycles in conjunction with Eastern Veterans is proud to sponsor the Omara Eastern 100. A challenging race of 104 km for A, B and C grades and 72 km for D and E. Both races include the climb beyond Powelltown.

Saturday, May 24, 2014

Starting 1.00 pm Yarra Valley Secondary College Melway 288 G10

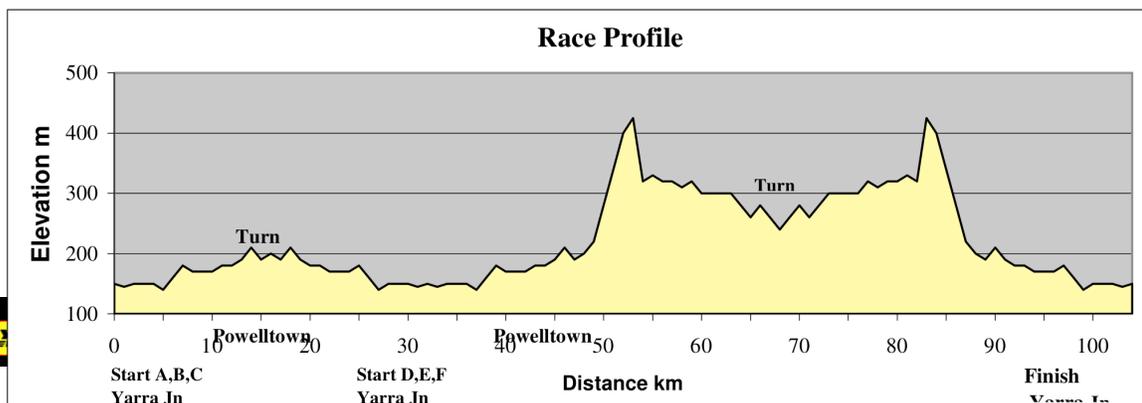
Trophies and Excellent prize money (\$2400)

Entries (\$10) close 5.00 pm on May 21.

Entries to Peter Mackie 0400 710 610 or peter.mackie@parmalat.com.au



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Training Rides

Day/Time/Place	Route	Style	Contact
Tuesdays 9:30 am (9:00 am during DST) Main Yarra Trail (meet under Burke Road overpass)	Under Burke Road on Main Yarra Trail to Southbank via Yarra Boulevard and bike paths along the river and return.	Social, bike paths and roads, coffee @ Southbank.	Keithb33@optusnet.com.au
Sunday Morning Beach Road Ride Leave 8.00 am sharp Meet at Peanut Farm Reserve. Cnr Blessington & Chaucer sts. St Kilda.	Ride along Beach Rd To Frankston. 10 min stop. Then ride back to St Kilda. (approx 65 km)	Social Ride - Coffee back at St Kilda	

Members' Corner

In addition to race reports, every Member is invited to submit cycling-related material of possible wider interest including favourite rides, best or worst cycling experiences, brushes with fame (or the infamous), cycling holiday snaps, etc.

Cycling Memoirs of Myanmar (Tony Tonkin)

Recently I returned from a three-week cycling tour throughout Myanmar (Burma). I recorded a GoPro video as a memento for the ten other riders in my group and myself, featuring some of our cycling and scenic highlights of the trip. The link to this video is available below or type into the Youtube search box - Cycling Memoirs of Myanmar.

In the first week of the trip we cycled through the south of the country, visiting villages that have seen only a few foreign visitors since the country was 'opened' up by the military junta some 2-3 years ago. As with our tour of Vietnam two years ago, we found the people in these villages to be extremely friendly and welcoming to our group and we enjoyed learning about their culture, beliefs and way of life.

After returning to the capital Yangon, we flew to Bagan and cycled through many interesting areas, relatively unknown to us here in Australia, but highly regarded worldwide. These include the temples and stupas of the Bagan plains, Mt Popa, Mandalay, the mountain areas leading to and including Inle Lake and many more.

I can highly recommend Myanmar as a great Asian adventure holiday destination. Overall the cycling and your security is safe, the food is excellent (not spicy) and the country, culture, scenery and sights all interesting; even better with the people being so friendly and welcoming. If anyone should be interested cycling in Myanmar I can highly recommend a couple of excellent tour companies to handle your trip.

<http://youtu.be/Prm4LYwLtPc>

Trading Post

EVCC is interested in trialling the use of the Newsletter for members to advertise cycling gear for sale or purchase. If you have items for sale or you are after a particular bit of kit, drop me an email with a description, price and contact email address. Ads will run for 2 issues unless you advise me to withdraw or renew.

John Neil (jaybeenesq@gmail.com)
Newsletter Editor



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