

behind
bars

Newsletter

Eastern Veterans Cycling Club



29 May 2014

Duty Roster

This Week on 31 May: Arthurs Creek: Andrew Buchanan, Colin Tozer, Neil Cartledge, Liz Randall, Peter Ransome, Dave Richards, Barry Rogers, Steve Ross, Darren Rowlinson, Alison Skene.

Next Week on 7 June: Steve Barnard and Richard Abel

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.

Omara 100 Yarra Junction

24/05/2014

Some 81 riders faced the starter for a sunny afternoon ride out through Powelltown over the hump to the designated turn-around and back (with A, B and C Grades warming up with an initial out and back to Powelltown before going over the top to bring up the metric century which gives the event its name).

It appears that it just takes a longish ride in the country to bring out the scribes in the peleton. After a finish line view from Keith Bowen there are reports covering all grades in greater or lesser detail.

NB under **Members' Corner** (many pages below) you will find Louise Wolfers' account of her impressive ride in the Athletic Soft Tissue Handicap a fortnight back. I unaccountably overlooked it at the time. Apologies Louise.

View From the Finish Line: Keith Bowen

A mix of sprint finishes and big gaps for the finish of the Omara last Saturday.

At the turn at Yarra Junction in A grade, a group of four had a break, with race favourite Tom Leaper back in the bunch biding his time. At the finish it was a lone A grade rider coming up the hill. As expected it was Tom Leaper, the question was who would be next? Three minutes 50 seconds later the familiar "bobbing" style of Phil Smith crossed the line. A short time later the sprint for the rest of the placings was won by James Steward from Guy Green and Stefan Kirsch.

In B grade, Clem Fries had a break of about a minute at the turn around. Coming to the finish there was a bunch of 12 or more riders, Darren Woolhouse won by the narrowest of margins from David Phillips, Emillio Romano (Northern, never been out of the money when



racing with us), Clem Fries (Gippsland) and Anthony Gullace.

C grade was much the same with a big bunch contesting the sprint. John Williams, who was seen on Thursday practising on the climb and the descent, from new rider Graeme Bull, Tony Tonkin, Martin Stalder and Tim Crowe.

It is always a debate at the finish line as to which bunch would be first back, on Saturday it was D grade. A group of three approached the finish with the handicapper, Peter Mackie crossing first from David McIndoe with Alison Skene, despite numerous attempts to get rid of the first two, crossing for third. Not too far back (50m?) was Keith Wade and similar distance back, Ken Saxton.

Geoff Youl was a runaway winner in E grade with Louise Wolfers coming second, with similar gaps to Nick Hainal, Ray Watts and Colin Doherty. This was another good result following her eighth placing in the Athletic Soft Tissue Handicap.

In F grade, Sally Head (Geelong) got under the handicapper's guard winning by 17 minutes from Ron Stranks, Alex Watts and Brian Farrell.

If you are interested in the bunch finishing order, it was D, A, E, F, B and C.

A Grade: Nigel Kimber

Welcome to the Tom and Davo show. Well, on paper it was looking like that'd be the result – but there were some quality legs in the field to keep them honest.

Thirty kms flat to warm up, then a warmed up 15 kms to start the hurt before the real hurt starts - the bump, then survival mode. Unfortunately the script hadn't done the rounds and although it was a tame first couple of kilometers the testing soon started. The plan was to sit at the back and do nothing, nothing. With seventeen in the bunch it shouldn't be too hard to achieve and with a hundred clicks to cover it was unlikely anybody would be inclined to try to ride a leach off the back this early in the race.

Things went to plan despite a few tentative moves up the road by twos or threes that upped the tempo for the duration. One particularly threatening combination (Stef Kirsch, David DePedro, James Steward and Mick Hay) that slipped away mid-way out had the plan shelved temporarily and a bit of effort assisting the return of the protagonists to the fold before resurrecting the plan and returning to the back – my



job done. Another couple got clear closing in on Powelltown, not considered too threatening at this point but worthy of holding a tighter leash going into the turnaround. Out of the turn Tom Leaper was keen to chase but calls of 'no' and 'heel' (actually there was no call of 'heel' – just a moaned 'hell') Tom backed down and waited for the rest of us to round the cone and regroup before the bunch set about returning those ahead to the mass.

Two-thirds of the way back Peter Howard and Phil Smith made a break, David DePedro and Jean-Philippe decided, at the same time, that they should be involved and with a bit of effort JP (moving from the back of the bunch) hooked the wheel of David (who'd moved from the front of the bunch) and gratefully accepted the lift to the tail of the leading pair. The mix of colours in the break was such that nine of the remaining thirteen had the sudden realization that their cranks were crystal, leaving a couple of our Northern cousins and the Bike Force duo of Roy & GG to contemplate their options - and they obviously had a plan that they could stick to.

Out of the Yarra Junction turn Tom wasn't as keen to set off down the hill as before and the lead four disappeared around the first bend – and that'd be the last time some of us saw them till the far turnaround. Things hotted up on the way back out to Powelltown, Tom started to get itchy legs and was now keen to get up the road to assist his co-Croydon Cycleworks buddy - David. Everybody sensed this and every time Tom twitched his legs there were two or three other pairs of legs quick to respond. At least one of us got a lesson in pro-cycling protocol, nothing as subtle as easing off the pedals to encourage someone else through, using the brakes is much more efficient.

Finally, a couple of kms short of Powelltown Tom has broken the spirit of the group and it's only James Steward and Stef Kirsch who had the ghouls to give chase but too late, missing the wheel but gaining enough of a break to warrant pushing on. A kilometer into the climb, with the lead four, Tom and James & Stef long gone the remainder of the race starts to take shape, the cream rising to the top and slowly drifting up the hill leaving Phil Cavaleri to drive the 'autobus' with Rob Amos and yours truly shuffling our feet and avoiding the driver's eye.

The bunch ahead stretched under the pressure of Mick Hay and lost a few, Chris Hughson the first to unhitch, then Lawrence Lee & then Michael Saunders, Guy Green and Roy also struggling to keep up as Mick continued to power up the climb in pursuit of Stef and James who had themselves parted company; too





many weeks off the bike telling on Stef. Mick soloed past Stef and joined James at the top, by which time Stef had been joined by Roy who paced him to the crest where they sat up, caught their breath and waited for Guy

The leaders were also under pressure; first JP and then Peter Howard losing touch with the little Spaniard and our Phil, who seems to be back. The rampaging Tom caught and left behind both JP and Peter Howard before cresting the bump to link up with David and Phil on the down to re-establish a strong lead group.

On the descent JP regained Peter Howard's wheel as the re-formed trio of Guy, Roy and Stef first chased down Mick and James then chased them down. The bus, which had swollen to four on the climb picking up Chris Hughson three corners short of the top, mopped up Lawrence Lee around the Ada Tree turnoff and Michael a little while later.

There were now three groups on the road, the lead bunch of three, seven in the chase group and six in the bus. All groups were working together in one form or another. Sighting of the lead car a long way from the turn was a depressing moment until a yellow cap was spotted behind and the neurons joined the dots remembering that the car was ahead of d-grade who'd gone straight to the far turnaround.

The gaps at the far turnaround were not embarrassing, the failure to engage a slightly lower gear was though as I struggled out of the saddle to regain the back of my group with John Pritchard yelling encouragement at me from the cone to find an even bigger gear. Back to the top of the bump little changed except David DePedro popped leaving Tom to leave Phil before starting the fast drop back to Powelltown. In the chase group big Mick put the hammer down going up (the last bit) again causing a split – JP, PH & RC being left to fend for themselves. Things were a bit more civilized in the bus with all six cresting the top together – the split occurring on the descent, those foolish enough to follow Rob quickly riding away from those with more sense.

At the bottom Tom was alone and TT'd it back to take a comfortable win. Phil Smith also alone did likewise, showing form of days past when he was club TT and hill-climb champion. David DePedro hit the bottom alone and struggled back, ultimately being caught and passed by all and sundry before the finish. James, Guy, Stef and Mick arrived back in Powelltown together and with Guy not happy to leave Roy behind it fell to the other three to keep the pace up to keep Roy, Jean-Philippe and Peter Howard from making



that junction.

Nigel Kimber, Rob Amos and Michael Saunders reached the bottom together and clear of Phil, Chris and Lawrence Lee. It was a good descent, one of the best (Strava tells me so). From there it was a haphazard return to Yarra Junction for the first of the last, rolling turns? track turns? anybody? A determined effort from Phil Cav dragged the last of the last up to the next to last reuniting the sensational six half-way back. The six were quickly the fabulous five as Phil continued to push and dislodged the sundry - me. As always Gladysdale was a two-edged sword, the proximity to the finish brought a welcome feeling, the dead uphill road not.

At the end, with first and second secured, it came down to a small sprint for the last trophy and the last of the envelopes. Mick tried to sneak a late break, attacking on the last little incline, his sprinting prowess no match for his leg power. Unfortunately those with him weren't to be denied and he was not allowed away, he was only allowed to lead the small group to the start of the sprint – a sprint that James Steward initiated and a sprint that James Steward won, Guy calling on his guile and ken to finish fourth and Stef making a strong return crossing ahead of the cruising Mick in fifth.

The second half of the chase weren't that far behind and the bus not much further back with Nigel and David rounding out the a-grade race results.

Figures for the race (mine): 101.1k (1025m climbing) in 2:51:34 at 35.4kph.

B Grade: David Phillips

Fine conditions with not much wind and a comfortable temperature greeted us for the Omara 100 race at 1pm Saturday. This was my second Omara and I recall taking a week to recover from last year's event ran in excess of 34 degrees. I finished in the second group that day in about 10th place after being dropped on the first side of the Powelltown climb and never seeing the leaders again despite a huge effort from 4 or 5 of us to bring the race back.

Naturally, I knew the course well and had a good knowledge of most of my competitors as I have raced against them at Eastern and in the VVCC open Handicaps all year round. When Clem Fries snuck off the front of the peloton within the first 10km I knew he must have been feeling good and confident to go so early. He had brought excellent form into this after his close second in the Benghazi Handicap (won by Brave





Dave Anderson off 13 minutes) in the first week of May. That was a tough race and Clem was in my bunch (10 minutes) where we averaged over 400 watts in the first 15 kms!!!!!!

When we got to the first turnaround point at Yarra Junction Clem had built up an advantage of a minute and looked very solid as he crossed by. There were plenty of spurts from within the bunch to get away but nothing really decisive and it all stuck together, mostly.

I knew that the Powelltown climb would be the start of "the race" and tried to conserve as much energy as possible as I am not a climber (85kg is not easy to haul over any incline). Then the race exploded at the steep base when John Clarkson attacked and all I remember was going from third wheel to struggling to hang on to a select group of about 5 riders including Steve Knight who is an excellent tempo climber. I tried to stick with him but slowly but surely I went over my threshold and into the red. I was labouring and the race slipping away. I could hear gasping behind and all around me and I was just in survival mode. The climb did flatten only slightly but I remained in the big chain ring and dug deep. Christine Foster came around me and I gave her a gentle push of encouragement. Eventually we were at the top with about 4 other riders and the leaders were out of sight and gone. We had a chase on our hands.

Thankfully I managed to convince the chasing group to contribute to short bursts of track turns on the undulating hills approaching Piedmont. 5 of us then became 7 then 8. We had the numerical advantage over the lead group and were working really well together as a team to bring it back.

And then it happened. We could see the lead group of green caps approaching the turnaround point and that gave us enormous momentum. The lead group were caught not long after that and the race was back together, including Clem Fries who had been caught by the leaders at some point from when I had been dispatched on the big climb.

Kudos to all in the chasing group who refused to give up. Quality racing. With this I had a brief burst of adrenalin and attacked the leaders as if to signal "here we are! You are going to have to do better to beat us (me!)

I didn't last long as I looked over my shoulder and there was a long single line of riders with heads down. I knew the terrain leading up to the back side of the climb suited me and I felt pretty good after recovering



from the red zone on the big climb. I also knew that it was likely that I would get dropped by the same riders again so any advantage would be handy. If I could escape off the front I could time trial to the finish I thought I did this in a race in the same place last year and it worked (ha ha optimistic!!!!)

Any mental advantage in cycling is gold and why not try. Alas, every attack I did was shut down by various riders, but they were the same ones so I kept that in my memory bank. Peter Cooper, Clem Fries, John Clarkson, Darren Woolhouse and Emilo the main protagonists I recall.

David Morland and Steve Knight then opened a gap starting the climb setting a solid pace. All of a sudden I was struggling AGAIN!. This time there was not as much reaction from the bunch as I suspect many were getting tired at the 75km mark. However Steve, Emilio, John, Peter and couple of others were getting away from me. My seat was making a horrendously bad noise and it was giving me the shits. Turns out one of the bolts had come completely lose and the saddle started slipping badly. Great. Off the back gasping for air and in pure survival mode. I knew this side was not as steep or long so I just hung in there and I could still see the leaders as they approached the top of the climb and commenced their descent into Powelltown.

A big advantage of being my weight is being able to go down hills quicker! I started the descent with my noisy, wobbly saddle and found it difficult to handle. I approached Ron Stranks and in the blink of an eye another B grade rider whizzed past me and on to the wrong side of the road disappeared. I can't remember who it was but he was flying! I could not even follow him but I know I reached speeds of over 65kmph on the descent there.

Thankfully when I reached the bottom hump I could see the leaders who had sat up (????) and time trialled across to them and made the catch just out of the other side of Powelltown. Despite a wobbly saddle and being dropped twice I still felt ok but wanted to watch now not play. I also wanted to get my heart rate down after the chase down. I needed to conserve as many tickets I had left. There was no one else up the road so it came down to the last 10-12 of us left. Between this point and the lead in to Yarra Junction there were various aggressive moves from Peter Cooper and Emilio amongst others.

Nothing stuck and even Clem had a big dig. Everyone was fatigued and many reports of cramping in the last 10 or so kilometres on Strava followed. I just sat last wheel and had no signs of cramping at all. So I shoved





a gel down the gullet and though wait wait wait wait. My plan was to sit on Clem Fries wheel and he would lead me into the sprint. Approaching the finish there was an incline and a long drag up. It was fraught with danger to go early as I usually do! Being dropped and with my seat the way it was it made me race conservative. Just wait!! Then with about 150 meters to go (?) Steve Knight decided he had enough and pulled over to the left to sit up. Unfortunately someone ran up his backside and there was an almighty crash. With this I saw Clem launch out of the corner of my eye and I managed to get on his wheel. I felt good. we were picking off riders on our left at a rate of knots. We were on the extreme outside in the middle of the road and cars were approaching so we needed caution. All I can remember was peeling off Clem's wheel and seeing one last challenger. Darren Woolhouse on my inside. It felt like we were neck and neck for an eternity but it was probably 30 meters... With that the line came and I thrust out everything I had and looked across. It was so close neither of us knew who had won the race after 100.4km!! Extraordinary result considering. Second place was pretty good. Thanks to the fellow riders, marshals and volunteers for a great day. Also thanks to Omara for their generous sponsorship. Thoughts with Steve who fell I hope he is ok.

Hope you enjoyed reliving my race. Time 2 hours 56 minutes. Average speed 34.5 kilometres per hour. Heart rate was out of the screws!!!!

C Grade (1): John Williams

Most of the grades saw big breakaways and convincing wins. In C grade, we had the close one. After 100 kms of racing, 15 riders set themselves for the final sprint to the line - the winning margin, around an inch.

Forty-five kms of civilised rolling came to an abrupt end at the foot of the bump as the mountain goats raced to the front. Over the top, around 8 riders were away, and Gavin organised a ragged paceline in the hope that we could stay away. Not to be. 15 were back on by the final turn. Back up the hill, several attempted breaks but none stuck. Thank goodness for dry roads on the descent. Russell flew, taking about 100m on the rest of the pack, but by the time we hit level ground, everyone was still around.

The pace over the last 15 kms was sustained by numerous unsuccessful breaks, As the finish line came into sight Stewart Williams was leading, John Thompson moved alongside and upped the ante. John Williams took off with 350 to go, everyone

chasing. At the line Graeme Bull had got to within an inch. One metre later he and Tony Tonkin had flashed by. Martin Stadler and Tim Crowe took the last of the money.

Fabulous race in perfect conditions. Thanks to Omara!

C Grade (2): Tony Tonkin

On a cool dry day suitable for racing a solid field of 23 riders lined up in 'C' grade for the challenging annual Omara 100.

The peloton stayed together both out to Powelltown and back to Yarra Junction travelling at a reasonably solid pace with only a few pushes from the front. We all knew the race would really start at the climb 'over the bump', and so it was with the entire peloton 'hitting' the climb as a unit. An early break was established by some 8-10 riders holding on to a solid pace throughout the climb. A few, including myself were removed from this group but still in touch. However, I sensed that many others had been dropped by the time we hit the top.

After a quick descent, we regrouped and with about 10 riders started doing some solid rolling turns for several kilometres to consolidate our lead. I think it was Tim Crowe who brought some sense back to us by suggesting we back off slightly before we blew out 'all our candles'. Because of our earlier pace I have no idea how the likes of David Brown, Frank Tomsic, Walter Savini, Darren Rutherford and a few others got back on to us by the last turn. To their credit they must have put in a huge effort.

Now on the return leg with this enlarged peloton, we maintained a solid pace throughout the rolling climbs and descents before we hit the 'bump'. Again the group splintered, with this time a lead group of 6-8 riders getting away slightly, with only a few others, like myself, hanging on. However, a significant break to the balance of the group had been made and with a dry road this splintered group made a fast but relatively safe descent.

Again into Powelltown with a regroup of about 10 riders a solid pace was maintained to consolidate our lead. Tim Crowe, Russell Wheelhouse and John Williams to their credit attempted to break away a couple of times, only to be brought back by the group. Also still in contention and looking dangerous were Michael Cosgrave, John Thomson and Martin Stadler. It was still anyone's race.





It was obvious with 5 kms to go that the result would be decided by the sprint and so it was to be. With about 200 metres to the finish line we all 'fired up' with John Williams and Graeme Bull getting a good break off the front. I was able to hold on the outside to get 3rd with no more than half a bike length between the three of us, Martin Stalder came in 4th with Tim Crowe arriving 5th.

We averaged 31.7 kph over the 100 kms of racing; we should all be pleased with this performance over a course of this type and length.

Thanks to all the guys on duty. With these length races it must have been a long day of duty---Cheers.

D Grade (1): Peter Mackie

Good numbers for this year's Omara 100! Several riders have been hanging out for this loved event, especially since it was cancelled last year due to weather.

We had a group of 10 riders and about half were hill lovers, the other half just love pain.

Dean did his usual tactic of trying to sneak a gap early, perhaps wanting a head start up the inclines prior to the bump. It wasn't long before Dean was out the back, but he continued on and completed the course.

The pace to Powelltown was very comfortable with nothing happening until we reached the climb. Neil was first to disappear, followed by Adam. Alison set the pace most of the way up, slowly filtering the group down. Colin departed about halfway, Ken with 2km to go and David C with 1km to go. Eventually the top appeared and there were four of us – David Mc, Alison, Keith and myself. With the first test over, the next one just started - the descent! Having listened to Dave Hyde's words at the start I descended like a scared little pussycat! Resulting in Alison and company disappearing around the corners. Then I had a choice of either waiting to see how far David C was behind or have a crack at chasing Alison and the boys. I decided to man up and chase the group in front. It took me a few kms of chasing before I made contact.

So now the three was back to four, but I needed to recover and every time we got to a little incline I struggled and had to make up the gap on a decline or a flat. I attempted to do some work on the front, but I must have been too slow because each time someone came past causing another gap. I think they were trying to get rid of me. Well, the turn around came up quicker than expected, and David C was with Ken and

they weren't that far back. David even suggested we wait for them but Alison had no plans for waiting nor did David Mc. The trend continued on the way back, I'd lose touch on a hill and chase to get back on. We stayed together back to the climb home.

David Mc increased the pace and Alison went with him, Keith didn't bridge the gap and I was starting to get sick of being dropped, so I went around Keith and hooked onto Alison's wheel and tried to get my breathing working properly. Legs burning, we finally reached the top, with Wes Black yelling words of encouragement (NOT! Lock that into the memory bank), as we rolled over the top. I decided to try and stay in front on the way down so I did not lose touch again. This tactic worked until about 1km to go when Alison and Keith (yep, he caught us coming down) went past, and again I had to close the gap rejoining them in Powelltown. Well things didn't change, a couple of bursts by each of us to test one another's legs and Alison had a good crack with about 6km to go and we all had to chase.

Alison had at least one more effort in her, and went for it up the climb 3km from the finish, neither David nor Keith went with her, before thinking too much I chased her, not getting her wheel until we got over the top. Alison put an almighty effort in to increase the gap on David and Keith. We had the finish in sight, but David had now dropped Keith and appeared to be catching us fast. Two hundred metres to go I jumped off Alison's wheel hoping David had no sprint in his legs to chase. I crossed the line not knowing if Alison or David was second; eventually David (2nd) did edge Alison into third.

D Grade (2): Keith Wade

Just 10 of us on the starting line in ideal weather, but possibly some of the best that D grade has. We had a strange ride out to Powelltown with many surges between some slow interludes where no one wanted to work on the front, but eventually Alison Skene took over and set a good pace which she continued up the bump for the first two kms leaving us all gasping for breath. She moved over for David McIndoe to lead for a while when I eventually took up the lead for the last 1.5km. Over the top I looked around and saw three of us, Alison, David and myself, which I thought was petty neat. But at the bottom of the initial descent I looked again and suddenly there were four as Peter Mackie materialised from nowhere like the Cheshire Cat in Alice in Wonderland.

We battled on in a rather disorganised fashion to the turn around and much to my amazement then found





Ken Saxton and David Coull right on our heels probably only 150 metres back – apparently they were gaining on us all the way out. That probably galvanised us a bit as we headed back in our disorganised manner with Alison and David doing some long turns and the Cheshire Cat charging through at great speed every now and then making us dig deep to get on his wheel. I eventually got dropped on the final ascent up the bump and came over the top with the others disappearing round the corner, but caught them easily on the way down.

From the bottom it was more of the same until Alison made a very bold attack with about 7 km to go. David dug in deep and eventually dragged us up to her, but not to be deterred, she went again coming out of Gladysdale. Again she was chased down but with about 2kms to go I was spent and left the other 3 to fight out the sprint. The Cheshire Cat got up over David with Alison third and deserving great praise for her strength all day. Wonderful race and all great fun.

D Grade (3): Alison Skene

A world away from the last O'Mara, run in high summer (incidentally my first road race), perfect autumn weather conditions greeted the 10 starters in D. The only questions were whether the dress code should include arm warmers and whether to pack the 'salted caramel' or 'chocolate outrage' flavour gel.

The first 20kms to Powelltown were taken at a modest pace, in anticipation of the punishment to come. As soon as the road started to resemble the Stelvio Alison Skene decided to 'do a Quintana' and set a cracking pace as she wanted to see who was strong and yes, she'll admit it, she has a sadistic streak. Successfully dispatching a number of riders, a select group of four crested together – Keith Wade, David McIndoe, Peter Mackie and Alison. This turned out to be the decisive break.

A robust pace was maintained on the mostly downhill outward journey, with Peter periodically falling back, at one time doing a successful impression of someone who had genuinely run out of puff. At the turn, the group realized they only had about a minute on a chasing pair of riders. While Peter suggested waiting, Alison ungraciously blurted, 'no way! let's just keep a good pace and see what happens'. Which turned out to be the maintenance of a handy gap all the way to the finish. The four continued to share turns and stayed together back over the sharp climb, and on the subsequent downhill rollers, this section enlivened by a dropped drink bottle and a stray dog.



By this time Keith was starting to feel the pinch, and when he waggled the elbow to request someone take over the pace making, Alison decided Mick Rogers had the right idea (no, not the Chinese beef sandwich), and launched off the front with about 6km to go. This had the desired effect of apparently catching the others by surprise, expending precious energy in the chase (clearly not enough, ed), with a regrouping a couple of kms further on. 'That wasn't very nice', said the otherwise inscrutable David, plotting his revenge.

Now, Alison, not known for her patience, nor her sprint finish, at 1km to go launched another desperate long range attack. Glorious dreams eventually turned to the more familiar anguish when, about 50m from the line, the inevitable rush of wheels heralded the fast finishing Peter 'Nacer' Mackie, followed shortly after by David, pipping Alison on the line. Congratulations and thanks to all my racing competitors, Omara Cycles and all the officials for a great day of racing.

E Grade (1): Louise Wolfers

Nice weather greeted us at Yarra Junction, cool, mostly dry roads and light winds - just perfect for racing. I did a 6km warm up (bit shorter than I prefer) and was ready to roll.

We had a fairly cruisy ride along to that big hill (I think 29kph) and Geoff Youl kept riding of the front; I chased and caught him but no one else seemed interested in keeping up (were they waiting for the hill?). I dropped my bottle at about the 5km mark (thinking well I'm totally stuffed now) but Ray Watts gave me one of his bottles ... thanks big time mate!! Geoff rolls away again and we just let him go (we will catch him, they said) - that was a big mistake... he was already out of sight before the big hill. We hit the big hill, not too hard and I get into a comfortable tempo and relaxed position on the top of the bars, my breathing feels real good (not too fast) and I hear some heavy breathing behind me; its Nick Hainal. As we get to the last 1km of the climb I decide to sneak a peak; no one else is there but Nick and I think that's good, isn't it?

I'm starting to feel a little tired in the last 500+ (it seemed to go on for ever, its a bit steeper than I'm used to) and Nick pulls away from me before the top, I can't match his pace ... bugger. As I crest the hill I stand and sprint just for 20 to 30m to really pick up the pace. I hammer down hill, what a joy that is (and the recovery it provides) and I catch Nick at the bottom ... I say hello.

I ask him to take turns, he's not keen but it's us two





against the world. We do longish rolling turns up to the turn around we see that Geoff is probably about 1.5km in front and I don't think we'll catch him.

The return was hard with those shorter but steeper hills and again before the top of the big hill Nick drops me, as I crest the top I sprint over it and I hammer downhill but he's totally out of sight on the descent! Thinking he's gone, I keep going hard (I really love downhills) and to my surprise I catch him in Powelltown (hello again I say).

As we pass Powelltown I begin to remember the terrain from last year's ITT here, I know where the little rises and falls are ... nothing big to fear. I see someone ahead, is it Geoff? I want to push harder to catch up, so I increase the tempo. The legs are really hurting on the rises but I keep at it (surely everyone else's legs are hurting too). It's not Geoff but someone from a higher grade, he latches on to my back wheel for the free ride home, I try to pick up the pace a bit more (my legs are dying).

At about 6km to go I realise Nick is no longer there ... I SMILE big time, I thought I was only going to get third ... now I'm in line for second! The guy on my wheel says I'm well clear and no one is coming, I keep going! I hammer along as best I can (much faster than my ITT a year ago) my legs are really in pain, I keep doing a higher cadence and try to recover on each little downhill section!

The finish line appears faster than I expected and I push hard up the hill, I've no energy to stand up and thankfully no need to. I do a little fist pump as I cross the line ... totally stoked with second! I am so tired, wobbly and exhausted I nearly fall off the bike and have to lie down on the footpath with dizzy spells!

This was only my second longer road race (other than just criteriums) and I honestly thought I couldn't do it. The boys told me the hill was the place to go hard and they were absolutely right. I ate a lot too (gels and dried fruit) which I'm sure really helps for such a long distance. I've spent the last four weeks riding up Mt Dandenong and a few other big hills and mountains 3 to 4 times a week, and I think that helped too!

Looking forward to next time!

E Grade (2): Jim Swainston

What an incredibly epic journey this bike race is! A lovely day made it even better and safer. We set off sedately and it could have been "Seven Run Away Together" but Geoff Youl had other ideas and after about 5Kms set off on his own and looked to be going



easily. There was no real excitement to reel him in and the race started in earnest as we began the testing climb. Not sure where Rob was dropped but is a tough one to start back in! Geoff was trundling along in front followed by Louise who was taking a keen interest. Nick Hainal was keeping her company and Colin Doherty had me to keep an eye on his back wheel.

Susan O'Keeffe and Ray Watts were lost from view about 2Kms from the top and I felt my ascending was more ME-Like than Quintana-like ie. SLOW! Over the top and Geoff was gone from the chasing Louise and Nick with a gap to Colin then another gap to myself. On the way down Ray suddenly appeared and we proceeded to work well. I excelled myself in this section but paid the penalty with a massive cramp on the way back up the hill. Prior to the turn we had caught Colin and after some sorting out we began to work nicely in sync. I kept battling the cramp but got to a point where I couldn't turn the pedals around. So off I got and hoped it would ease and had visions of Kevin bringing out the screen as they do in horse racing. (Being put-down!) My two fellow workers offered to wait but it could have been ages before I got going again.

Eventually I started gently up the hill but realised I was awfully hunger flat. Tom L. went past and looked like he was on his way to a picnic making it look so easy! I got some calls of encouragement from the various grades as they went past and this was most appreciated. I was seeing the crest of the hill about every 500 metres but it was like a mirage - not real! A careful descent and I was wondering if I could get a Mars bar on credit in Powelltown - probably not! I rode pretty evenly toward the finish feeling like I was the only rider on the road until I saw Kevin, my great white hope - food. My choices were a turkey sandwich, an apple or a banana. The banana did wonders just as Susan O'Keeffe came into view and I hopped back on and we rode in working turns which lifted our spirits and made for a good ending to this special day.

The first 5 really deserved their placings but I felt like celebrating, as it was the first time in 7 years that I had actually been able to push myself. This came about because of radiation treatment I had in 2007. I may comment further on this in future editions.

A great day and a great sponsor!

F Grade: Brian Farrell

Five starters set out to Powelltown in a very orderly





pace until we got to the squiggly bit on far side of Gladysdale.

Ronnie took over the pace in a bid to stop all the chatter back in the bunch. Ronnie has made a big recovery since Easter he must have had his bionic leg re-programmed.

All together at Powelltown, Ronnie made the first move on the climb but was soon challenged by Sally who rode off in the distance, while for the rest of us the lights went out. With a little recovery I was able to see Ronnie go over the top.

That was the order of the race Sally with Ronnie chasing but getting nowhere and Alex and myself chasing Ronnie and still getting nowhere.

At the turn it was much the same - Alex and myself steadily making it over each climb until Alex blew a fuse. I made the best of what I had and paced myself back to the finish but little did I know Alex had caught me and sprinted for 3rd place

It will be another hard day out next Saturday the Opperman GP. It is 76km this year but flat.

Thanks to those responsible for organising, officiating, the drinks and the trailer.

Yarra Junction – Omara 100, 24th May 2014

Grade	1st	2nd	3rd	4th	5th
A Grade (17)	T Leaper	P Smith	J Steward	G Green	S Kirsch
B Grade (18)	D Woolhouse	D Phillips	E Romano	C Fries (Gipps)	A Gullace
C Grade (23)	J Williams	G Bull	T Tonkin	M Stalder	T Crowe
D Grade (10)	P Mackie	D McIndoe	A Skene	K Wade	K Saxton
E Grade (8)	G Youl	L Wolfers	N Hainal	R Watts	C Doherty
F Grade (5)	S Head	R Stranks	A Watts	B Farrell	

The Loop 28 May 2014

	Division 1 (11)	Division 2 (8)	Division 3 (4)	Division 4 (4)
First	S Miller (G)	R Wheelhouse	J Neil	B Rodgers
Second	R Newnham	J Williams	H Simpson	L Bohn
Third	R Russo	G Plummer	D Mayne	F Lees

The Wednesday Bunch were treated to an exhibition of high speed “Looping” by Shane Miller, who spotted Division 1 a lap and rounded them up. Shane also exhibited exemplary courtesy and consideration for the slower groups by giving clear warning of his approach and showing his appreciation for their clearing his way.

Thanks to Keith, Laurie, Barry and others who contribute to running this popular event

Future events:

Eastern Vets Program: www.eastervets.com/

	Date	Time	Location	Melway Ref	Event
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
Saturday June	14	1:30pm	Seymour/Avenel	90 M5	Royce Bennett Memorial Handicap
Saturday June	21	2:00pm	Yarra Glen	266 J11	GSR – Kermesse – A Grade teams race





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
01/06/2014	Handicap	42/63 km	Bowls Club Mollison St	10:00am	Munro/McDonough Memorial
08/06/2014	No Racing				
15/06/2014	Criterium	1hr+Bell	National Blvd (Ford)	9:00 am	Winter Crit Series Race 1
22/06/2014	Criterium	1hr+Bell	National Blvd (Ford)	9:00 am	Winter Crit Series Race 2

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.

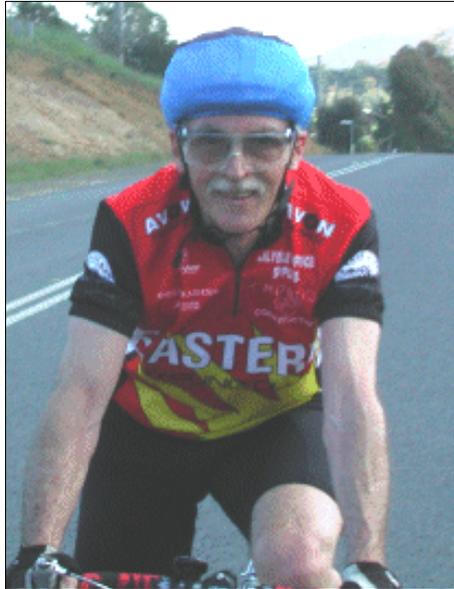
A link to img's event desk can be found on the West Coast Masters CC 'Nationals' web page at:<http://www.masterscycling.asn.au/nationals/nationals.htm> There is also a guide to the process available through a link on that page, or directly at:<http://www.wcmasterscycling.asn.au/nationals/2014RegistrationGuide.pdf>

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

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	





Royce Bennett Memorial Handicap

Proudly presented by
Eastern Veterans Cycling Club

Saturday, 14 June 2014

60 km Handicap

Avenel Road, Seymour

Starting 1.30 pm

EXCELLENT PRIZE MONEY PLUS TROPHIES

Entries opening soon





Eastern Vets

Le de TOUR France Night

Friday 11th July 2014

From 7:00pm till Late

The Kilsyth Club

Corner Canterbury & Colchester Rds. Bayswater Nth.

Guest Speaker – Keith Flory PhD.

Director of Performance – Drapac Professional Cycling Team

& formerly

**Education and Training Manager - UCI World Cycling Centre
Switzerland**

Mark in your Diary, Not to be Missed!!





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.

Athletic Soft Tissue Handicap 10 May 2014 - by Louise Wolfers

What a day for racing! Peter Mackie in an earlier email this week had promised me: "It's always sunny in Seymour" ha ha! Because he promised, I said right let's go!! With all the bike prep done the night before all I had to do was get on board a very much-appreciated drive with Paul and Emma Anderson. We arrive in Seymour and it still drizzling and all the faces around registration looked gloomier than the clouds above!

Unfazed, we unpack the bikes, get our race gear on and ride the 5km to the race start line; were early as Emma is in the first bunch off at 1:30pm. Sitting nervously as the count down winds down for my +10min start (it feels like the start of a TT event) and I see there's only four in our group; I wonder if this is going to be a hard day and will I even keep up? Sometimes the unknown is nice as I've never done a race longer than a criterium, ever!

Off we go at 1:40pm with 10 min to catch the first group; we start in an orderly manner and sort out how were doing rolling turns. I'm unsure of what pace to do and I didn't feel too good in the first few kms (not enough warm up). After about 10 kms we lose Ron and sometime later I turn around and see we have lost Zenon on the return lap. At the half-way point they tell us we've made up over 6min; wow I was pretty happy with that; now I'll try chasing a lil bit harder. It was down to just Ray Watts and me in our group and I think how can we possibly ride the remainder of the race (last half) with just the two of us?

I watch all the other grades chasing us coming the other way and YES I purposely waved and poked my tongue out at the BIG BOYS chasing us from the other direction ... just for fun (I'm smiling here = it lifts my spirits ... this is crazy stuff!). After a few caffeine energy gels and a muesli bar I'm really starting to feel much better in the second half and I keep telling Ray to eat and drink more too (we share some food). I stick to my plans for higher cadence pulls at the front, pull in quickly behind Ray and recover. Sometimes I needed just a little longer recovery behind Ray (thanks mate) and then I tried to return the favour when Ray needed a longer break; this seemed to be working. On the second half approaching the hill we could see the flashing red lights of the first group; I wanted to go faster.

Towards the last turn around I could see we were only a few hundred metres from part of the first group which was breaking up; we caught some of them and chased Emma and Alex and caught them on the big hill. Looking back (with maybe 8 kms to go) we still couldn't see the chase group behind us; I thought we might have a chance here to steal the chocolates! I encouraged the others to join in; Alex and Emma were keen to give it a go and the four of us did some good fast rolling turns for quite a few kms. We could see the bunch would catch us (at approx 3 to 4 kms to go) so we sat up and waited for them (good bit of recovery). Hearing them approach Ray yelled for us to up our speed to match them and latch on (it worked). Ray and I even did a pull on the front in their group.

Approaching the last overhead bridge everyone starts spreading out all over the road and I'm not sure whose wheel to follow not ever having ridden with these guys; I just picked one and tried to keep increasing the speed. I really had no energy left to stand up and sprint so I sat and pushed a really high cadence and spun my way over the line. I think I've finished in the top 10 ... WOW ... no way! I find out that Ray finished 6th and I finished 8th and I just can't believe it! After crossing the line my legs felt like jelly, I'm shaking, I'm cold and I nearly fall off my bike as I turn around back to the finish line! My overall speed was 31.6 kph, my average heart rate was 166 bpm and my average cadence was 94 rpm with a 121 rpm max.

I can honestly say that was the hardest race I've ever done. My preparation leading up to the race over the last four weeks has been to ride up Mt Dandenong (and a few other mountains approx 2-3 times a week along with a lot of long, flatter TT style threshold intervals). I thought Emma did an awesome job for her first big race; especially having a go with Alex picking up the pace at the business end and for her as newbie at the club all I can say is "watch this space"! :)





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*

