



behind
bars

Newsletter

Eastern Veterans Cycling Club



July 31, 2014

Contents: Duty roster. Race reports. Race results. Future events. Training rides. Members' corner.

Duty Roster

This Week on 02 August: Casey Fields: John Thomson, Chris Beckett and Paul Beresford.

Next Week on 09 August: Yarra Glen: Steve Barnard, Nigel Frayne, Martin Stalder, David Bunning, Paul Constantinou, Adrian Ellis, Andrew Gartside, Mark Granland, Ian Harper, Brian Gray

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.

Arthurs Creek 26 July 2014

Arthurs Creek seems a quite popular venue despite the 180 degree turnarounds at each end, impatient drivers, mischievous bottle throwing kids, fractious horses and occasional controversy about the appropriate etiquette if you are at or near the front of the train at the final cone (ie what is a sufficient pause to allow the caboose to get around before going hell for leather towards Greens Road?).

Thanks to all the officials and, in particular, to Hylton for clearing broken glass from our path.

Thanks also go to Nigel, Doug, Nick, Mal, David, Geoff and Bernie for their reportage below. Don't miss Nigel Frayne's account of a couple of legendary TdF climbs in Members' Corner. Happy Reading.

A Grade: Nigel Kimber

When the lights go out they go out (Sherwinism).

They started to flicker half way out to Strathewen on the last lap; they dimmed considerably on the climb away from the final turnaround then went out completely at the top.

Roll back two hours and I was still trying to reach the bottom of my pockets to find the \$10 for Ronnie and race entry, the arms shortened by apathy and lethargy. Cool overcast conditions and a late shower making for a wet road didn't help, but with only six registered and no guns in the mix the reach was extended and ten of my hard-earned swapped hands. No sooner than I had my number in hand than there's a flurry of activity at the desk and four more names





were added to the list - Guy Green and Roy Clark amongst them.

I thought about asking for my money back but a look down the list suggested that there were no heroes and it was likely to stay together for the better part of the first three and (hopefully) a half laps before somebody started trying to rip legs from torsos. Which, given my recent form, suited my aim for the day – to finish the race, finishing with the bunch would be a bonus. The only potential fly in the ointment may have been Frank Nyhuis who occasionally has shown disregard for courtesy and common sense.

On the roll out to Nankervis for the first time there was some catching up to be done and as that first descent was very tentatively put under the wheels (wet roads) I allowed the group to roll through with the intent of catching the last wheel and stay there. Having to remind Frank that we were still neutral till Nankervis, and that there were still riders gingerly making their way round 'that corner', may have been an omen of things to come. I wasn't the only one drifting back, there was also Guy Green, muttering something about warming up, and seeming to have the same intent as I so I was happy to settle for sharing the back two positions under the proviso that Guy was to not to let me get any closer to the front than that – they were clear and concise instructions, I remember giving them.

First time out to Strathewen – piece of peace, there is something to be said for watching proceedings from the rear of the peloton. The cows at the turnaround were quite vociferous, I don't know what about as I don't talk bull but they either cheered us on our way back toward Arthurs Creek or were heckling the silly old men in lycra. At least they were standing so country lore was in favour of a dry race.

Part way back the omen was realised; Frank deciding to part company and make an effort to gap the group. Not unhappy with that, those in the bunch not wearing BikeGearNow/Velo Ex kit outnumbered those who did and seemed keen enough to keep a pace that allowed a manageable leash.

Into the second lap the balance changed when Nick Kennedy opted to try to join Frank, that made two away, but more importantly two more were taken out of the chase as his blue and white clad Adriatic/Nemesis mates were also unlikely to contribute to holding the leash. For the first part of the second lap this didn't seem to be an issue but then we found Phil Cavaleri and Carl Cubbit on the front and the pace seemed to diminish.

I'd done a lap, I was feeling good (funny how much protection there is, even in a small group) and I wasn't keen to just let two ride away so, with the sole intent to encourage others to act and hold the pair to a manageable gap I disregarded my own instructions and went past third last wheel and fourth last and so and so on until I was on the front.

Looking back, it was a case of shades of two years and one lap ago – nothing but grey road – what the?? Now what?? No-man's land. At Arthurs Creek that can be a lonely place, 100m as good as a thousand, the twisting roads having break-away riders out of sight quite quickly. I'd look pretty stupid if I simply stopped pedalling and waited so it was a case of head down and make the blighters work. Before too long Frank's back came into view, no sign of Nick. It took a couple of kilometres but eventually I was on Frank then straight through, dropping in just ahead of his front wheel to pick him up. On the next rise it was looking like Frank may have left his race legs at home, a small gap appearing with no effort. The final incline before the drop to the far turnaround again saw Frank drop away, whilst the run into the turn showed Nick making his way back. A questioning look and gesture of the hands was met with a wry smile.

A short delay to try to decipher the lowing, and allow Frank to round the cone and hook on, before setting off after the now receding blue and white of the Adriatic Nemesis clad Colac boy. The bunch were still a ways back, not breaking the skyline till after Nick had vanished below the horizon and we were halfway to it.

The return proved Frank had definitely brought the wrong legs with him and after a couple of turns on the front he faded and I was left to chase Nick over the last couple of kilometres of the lap by myself. And chasing we had been, the sightings more frequent and of longer duration. Up the pinch for the second time Nick had 50m, which would equate to 200 on the descent but he was coming back. Over the top it was 100m and some concerted pedalling had that back to almost nothing by the turn – "Yes!!" (little fist pump), two away, two in the chase not helping, another pretty much a passenger (unless his legs came back), two laps the only hurdle.

Pulling alongside Nick as we approached Greens Road, the chase nowhere in sight he's looked at me with a wry smile and ... turned left??????

Halfway up the hill the chase went by, still going down. Another tentative descent and then a lonely chase of the lead car, tantalisingly close but always





just out of reach. The expectation was to be quickly rounded up but it wasn't to be. At the Strathewen end the cows were quiet but there was plenty of support from riders from the other grades and even from within the chase group as we crossed paths, all keeping me going and determined to continue pushing.

The start of the last lap saw no loss of lead and the start of thoughts of maybe seeing my name in print, if I could hold the margin for this, the out-bound leg of the penultimate lap, there was a chance of bringing it home. Things started getting shaky around the cold store, comms between bridge and engine room were becoming somewhat incoherent. The final turn was made, the last leg commenced, the chase still to be seen. As we again crossed paths the encouragement from the guys fell on deaf legs, legs that were pedalling squares. The gap had been maintained but it was now only a matter of time, where I'd been pushing the big ring I was now dragging the chain round on the small one. Not even the calls of support from B Grade could raise any interest from the pins. It was getting to the point where I was hoping to be caught soon, I could justify walking Baw Baw, but the Cottles Bridge – Strathewen Rd pinch, that might be a bit harder to live down.

It all ended where the end began, I heard them coming and there was nothing I could do about it, the silence crept up as I started the short straight outside the cold store, it rushed by and disappeared up the road before I'd made the first driveway, leaving me to my suffering and solitude, the only aim – to get back to the car. As the kilometres painstakingly drifted by the aim shifted from simply getting back, to getting over the pinch (on the bike) and then to staying ahead of B Grade - who were still out there.

Thanks to all who offered encouragement, it was touching and appreciated.

66.5k in 1:59:35 (+3:20) @ 33.3kph. Avg (est) power 230w, 1,644kj (might justify the tub of ice-cream I had for dinner)

Oh, Nick had a mechanical.

B Grade (1): Doug Reynolds

With the weather looking a bit suss, the course looking as challenging as always and the road proving slippery in places, an interesting race was assured. Throw in some dim-witted local kids showering a section of the course with broken glass, and the challenge was on.

After four months away from racing, I was hoping for a



good hit-out, and Ray Russo responded early with a small gap opening on the first trip out. With Ray safely back in the bunch, a few riders showed their hand from time-to-time, as the undulating and slippery roads gradually took their toll.

Some adventurous skirmishes off the front during the second lap saw pretty much everyone in contention on the third time out, less a couple of hapless victims to the local kids having too much time and glass on their hands. Thanks to those members who went out and swept the road clear for us. Bravo!

Chris Ellenby had ventured forth on several occasions and once the group reached the turnaround for the third time, he was off again. Ken Mayberry looked pretty comfortable bridging across to Chris and both set about making life miserable for the remaining bunch, although Anthony Gullace endeavoured to join them once or twice. The gap wasn't too large, which tempted a few more hardy and ambitious souls to try and get back on equal terms, but by then, those able to contribute were declining in number and although a couple looked like making it, Ken and Chris were never seriously in danger.

On the final tight right-hander before the road kicked up towards the finish, the gap to the leaders looked closable and when a gap appeared between Ken's back wheel and Chris' front wheel, it looked like there was a chance they might be caught. Looks though can be deceptive and Ken pushed on, Chris tried to limit his losses and the remnants of the bunch decided some appropriate cat and mouse tactics were the order of the day.

Ken stayed clear to win, commenting on it being a hard ride after probably 25 km in the lead, Chris hung on for second and the bunch was brought home by Nick Tapp, with Ray Russo getting his judgment just right to roll Anthony Gullace on the line.

Arthurs Creek is a testing course, fortunately without wind this week, but the slippery conditions made riders cautious, most determined not to follow the examples we have seen in the Tour this year, with numerous crashes causing no end of drama. We on the other hand are obviously motivated to stay upright, so we can come back and do it all again next week.

I got the hit-out required, but was found severely lacking on that last little hill on the way to the finish. Still there's always next week!

B Grade (2): Nick Tapp



The wet road may not have deterred 15 B-grade riders, but I think it slowed us down for a while. It was a cautious start. Having once before slid out in the wet on the left-hander at the bottom of the hill, I drifted towards the back of the bunch. Thinking, even if I went over again, to avoid bringing anyone else down. But there were no mishaps (grinning teenagers and broken glass across the road notwithstanding) and the tempo gradually increased.

In the second half of the race there were a number of attacks. Chris Ellenby was a repeat offender, winding it up around the outside at random but frequent intervals, but he was not the only one. Ray Russo, Anth Gullace, Ken Mayberry and Craig Oliver among others caused the bunch to chase several times, but each time the attack was brought back. Finally, on the last trip out towards Strathewen, Ken and Chris established a break.

For a while it seemed as though that might be it, but before the turn Glenn Newnham and Craig Oliver launched themselves off the front and into the gap. On the way back some hard work from Emilio Romano and a sally up the road from Ian Smith helped to whittle away Glenn and Craig's advantage. Approaching the last climb it was all back together except for Ken and Chris, who seemed to have the race wrapped up.

As the climb began I slipped through on the inside of Emilio to see what was left in my legs. After a quiet day down the back, mostly, they were apparently fresher than anyone else's and I reached the top alone. After hammering down the other side, I was even getting close to Chris at the final turn, while Ken was already on his way back towards Greens Road.

The rest of the bunch were in hot pursuit, but were only just passing Greens Road when I was halfway back to the corner. I selected a big gear and put my head down. There are always more twists and turns than I remember before that finish line comes into view, but at last there it was. I gained no more ground on Ken and Chris, who took a well-earned 1st and 2nd, but I made it to the line for 3rd. I think Ray then led the bunch over the line.

C Grade (1): Mal Jones

Arthurs Creek – one of those spectacular winter road racing destinations that's always going to prove testing, especially when it starts drizzling just before the start time as it did on Saturday. Fortunately, the

volume of traffic makes it less of a problem when it's wet, but caution was still the order of the day.

Fifteen riders fronted for C grade, including last week's Eildon winner Peter Mackie and runner up Ian Milner. Several of the regulars were missing, including Eildon 3rd place getter Ian Smith (on duty), regular front-runner Dale Maizels (also on duty driving the follow car) and Wal Savini (still struggling with illness).

Nonetheless it was still a competitive field that rolled out of the fire station hardtop and up Greens Road to get on the course proper. With the neutral finishing the first time past Nankervis Road, the race began, not so much in earnest, but more just a general increase in speed.

A few tentative surges off the front were generally met with a swift response and finished almost as soon as they began. That was until after the Strathewen turn when Ian Milner slipped off the front on the return leg. It wasn't so much an attack, more a simple roll off the front and presto, a gap appeared. After a lack of interest from the bunch, Mal Jones decided to bridge across and join Ian. The 2 scurried away to open up a reasonable gap carried through to the end of the lap, back up the hill and past Nankervis Road on lap 2.

Ian had just about spent all his bikkies on the jaunt, so with the bunch closing, the pair were re-absorbed not long into lap 2. It was then that Graeme Bull started making his presence felt and bolted off into the distance. With the pace increasing, several riders were put under pressure, with last week's lead out man Dave Hyde suffering and dropping off and Dave McCormack also losing ground when the hills were attacked. Also missing was one of the early pacesetters, Franc Tomsic, whilst Andrew Buchanan endured yet another horrible day when he punctured.

With four gone it still left 11 in the hunt at the end of the second lap, including Rob Giles, having his first race in a long time and looking pretty comfortable with the pace.

As often happens at Arthurs Creek, the third and final lap saw the pace turned up another notch and plenty of attacks thrown in for good measure. None were able to stick, but pretty well every rider left had a crack at one stage or another. Perhaps the best attempt was made by first lap escapee Ian Milner when he surged off the front. Little rope was given this time and within a few hundred metres he had 10 riders on his wheel. With a "You're all too good for me", Ian sat up and let the bunch motor past towards the line.





Up front John Thomson, John Neil, Graeme Bull, Michael Cosgrave, David Brown, Martin Stalder and David Chesney went at it handlebar to handlebar on the approach to the final climb. David Chesney made the first move to hit the hill in the lead, but wasn't given any chance to get away, being closely followed by Graeme Bull, Mal Jones and Martin Stalder.

David led down the hill and around the u-turn to be the first into Greens Road, accelerating away, still in the hope of grabbing enough distance from the pursuers to get to the line first. But it wasn't to be. Graeme Bull went past not far from the final (left) bend into the finishing straight. As Graeme entered the long downhill straight Mal Jones lined him up and went past, holding on to take the win (and a promotion to B grade apparently).

In the downhill drag race to the line, David Brown and Martin Stalder both put in a great sprint to also get past David (Chesney) and Graeme before the line. However, the judges couldn't split the pair, leaving the result sheet with a question mark over second and third. The result was eventually decided before the presentation with the toss of a coin! David won the call to take second and the seemingly ageless Martin Stalder accordingly was awarded third place.

Even with the trying conditions it proved to be a great day's racing – safe and incident free (apart from Andrew's puncture). Well done to all.

C Grade (2): David Brown

It rained all the way. The only thing that stopped me from turning around during the drive up to Arthurs Creek was the cyclist's eternal optimism of arriving to a dry course with fair winds and a moderate temperature. Just like Eildon last week! However, it was not to be.

When we started out it was wet on the course. There was no rain but it didn't take long before a light annoying drizzle arrived and seemed to stay around for the rest of the ride, meaning everybody had a face full of wet tyre spray at some point. I had to spit road grit out of my mouth a couple of times. Despite this, once a rhythm was established and the body warmed up it was business as usual for race day Saturday!

The first few laps were at a reasonably modest speed due to the increased caution in the wet, especially on the tight right-hander going down the hill. We still lost a couple of riders but not sure if this was due to a

mechanical or to just being fed up with the persistent drizzle.

On one lap after the hill there were two young lads with a dog straining at the leash, barking at us as we went past. They thought it was funny. Next lap, at around the same point, Andrew Buchannan crunched over glass on the road and flatted a little later on. Draw your own conclusions. A message was relayed about the danger and by the next lap Hylton had already arrived with a big broom and had swept the road clear. Thanks Hylton.

The speed started to ramp up a few kms before the final climb when David Chesney went to the front and put the pressure on. Up the hill at a steady pace (surprisingly no attacks!) and it was pretty much all together around the last cone and then in to Greens Road.

Mal Jones took off just after the final bend with Graeme Bull and Martin Stalder in hot pursuit. Mal held strong to the line with his familiar out of the saddle sprint timed to perfection for a well-deserved win. The battle for the remaining places ended in a blanket finish between Graham, Martin and David Brown. The judges couldn't tell between Martin and David for 2nd and so it was decided on the toss of a coin. Graeme, who did a lot of work throughout the ride, was unlucky and probably deserved more.

Thanks to the organisers, referee, marshals and traffic controllers for helping making the day a safe, enjoyable event.

D Grade: Geoff Darroch

Driving out to Arthurs Creek on Saturday one couldn't help looking up to the sky and wondering if the racing would in fact happen! On arrival it had stopped raining but I no sooner got the bike out and it started again. After 10 minutes back in the car it stopped, only to start again 10 minutes later! Luckily, by 2pm it had stopped and 9 riders set off in D grade hoping we wouldn't get wet!

After the neutral stage, Neil Cartledge seemed to be a bit disappointed with the pace and started to break away for a bit, but after getting 150 metres or so in front, the bunch decided "that was enough" and chased him down.

The pace stayed fairly constant to the first turn with Peter Webb, Neil and Peter Shanahan taking turns out front. At the first turn the bunch were all still together and things stayed pretty much the same for the





second leg.

After the second turn, the hill seemed to spread the bunch out a bit and Geoff Darroch led most of the way out to the third turn at which point the bunch was starting to open up. On the way back Peter Webb and Peter Shanahan did a lot of the work although the pace still hadn't "hotted up".

After the fourth turn, the hill again opened up the bunch and four riders got away with Keith Wade leading the way down the descent. Peter Webb declared "we're away" so Keith, Peter, John Hattink and Geoff all tried to work together to maintain the gap. Webby was pushing a fierce pace and at times some couldn't "take a turn" but the four stayed together to be joined by Colin Mortley (who must have put in a big effort to bridge the gap on his own) just before the last turn.

On the final leg home there were now five off the front and the turns were working well with all riders "rolling over" on cue. Going up the hill for the last time, Keith took the lead and maintained it until we approached the finish line with Geoff in second position.

With the line in sight, John Hattink perfectly timed his sprint - just before a car came towards us from the opposite direction forcing riders to keep to the left of the road. Once clear, Geoff and Peter Webb also sprinted but John had got clear and neither were able to bridge the gap before going over the line.

Thanks to all that turned-up to officiate - on a very cold and miserable day to be standing still roadside for hours!

E Grade: Bernie Evans

The weather forecast said showers and rain it did just prior to the race but fortunately not during it, although the roads were slick and some bends looked treacherous.

As there was no F Grade, 11 hardy souls left the C.F.A. forecourt after having waited for one who rode down the drain. Fortunately only his pride was injured.

We proceeded along Greens road debating where the neutral zone finished and decided it was Nankervis Road. This being the case we crawled up the first hill waiting for everyone to get on, but some never did.

The slow pace did allow time for a cycling etiquette lesson for the bunch from one of our more experienced riders. That still didn't stop a lot of ducking and weaving by some, necessitating evasive action by the others followed by much abuse from our previous pedagogue. Luckily we had the experience of Jim to bring the bunch into line with a few stern words. Jim thought his luck had changed at one point when he was grabbed on the thigh by another rider, but that was only to stop the poor displaced bloke from crashing into the bushes!

Nick led the bunch and set a good pace with his almost metronomic pedaling while we plugged on avoiding a bottle that was deliberately smashed in the middle of the road and a couple of horses that were barely being controlled by their very young riders. In the spirit of fairness the neutral zones were strictly adhered to allowing those left behind to stay in touch.

Leon eventually won the race causing one wag to unkindly comment "he had such an armchair ride he should have brought his pipe and slippers!". I picked up second and Jim once again showed his class to get third. JC and Susan both displayed their 'never say die attitude' with a hard fought sprint despite both being out of the money.

Many thanks to all the officials especially those who stepped in at the last minute so that our day could go ahead and the quick thinking action of those who cleared the road of glass.

Grade	1st	2nd	3rd
A Grade (11)	Roy Clark	Carl Cubbit	Darren Woolhouse
B Grade (15)	Ken Mayberry	Chris Ellenby	Nick Tapp
C Grade (15)	Mal Jones	David Brown	Martin Stalder
D Grade (9)	John Hattink	Geoff Darroch	Peter Webb
E Grade (11)	Leon Bishop	Bernie Evans	Jim Swainston
F Grade (0)			





Thanks to the officials/helpers.

Thanks to Peter Mackie and Ron Stranks for taking entries and the officials: Phil Smith, Ian N Smith, Geoff Youl, Charles Lethbridge, Leo Webb, Rob Birch, Ray Birzniecks, Ramon Cardosi, Andy Burmas, Dale Maziels.

Additional thanks go to Andrew Buchanan for managing the duty roster, Dave Hyde for bringing the trailer, Kevin and Shelly for 1st aid and Dean Niclasen for bringing the drinks.

The Loop 30/07/2014

	First	Second	Third
Division 1	R Newnham	C Jones	D Willett
Division 2	M Stalder	I Flannery	G Bull
Division 3	N Cartledge	J Neil	P Griffiths
Division 4	B Rodgers	F Lees	L Bohn

Steve's Ride of the Day: Ray Russo for a 5 lap solo breakaway in Division 1.

Thanks go to Steve Barnard for acting as race organiser and John Eddy for monitoring the action at "The Corner".

Future events:

Eastern Vets Program: www.eastervets.com/

	Date	Time	Location	Melway Ref	Event
Saturday Aug	2	2:00pm	Casey Fields	134 E10	GSR - Criterium
Saturday Aug	9	2:00pm	Yarra Glen	266 J11	GSR - Kermesse
Saturday Aug	16	2:00pm	Gruyere	282 F10	GSR - Kermesse
Saturday Aug	23	1:30pm	Avenel/Seymour***	90 M5	Rob Graham Memorial TT – H'cap, Club Champs, 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.

*****Feature Race*****

23/8/2014 – Rob Graham Memorial Time Trial – Seymour

This is a true test to honour a great clubman. "The race of truth" (Sherliggetism)

A 25 kilometre race against the clock, this is two races in one:

1. **Rob Graham Memorial Time Trial:** A handicap where every entrant is assigned a handicap time, which is deducted from their ride time to determine their place - all members have a chance at winning!
2. **EVCC Time Trial Championships:** Age based championships – 5-year age groups, based on actual ride time, all place getters receive championship medals.

NB Entries will close with Peter Mackie on Tuesday 19 August 2014.





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

Date 2014	Race	Dist.	Venue	Time	Event
03/08/2014	Handicap	64 kms	Avenel Rd, Seymour	10:00am	Tom Stewart Memorial (SS6)
10/08/2014	GSR	1hr+bell	National Blvd (Ford)	9:00 am	Criterium
17/08/2014	Handicap	53 km	Racecourse, Kobyboyn Rd	10:00am	McCallion H'cap (SS7)
24/08/2014	GSR	1hr+bell	National Blvd (Ford)	9:00 am	

AVCC National Championships PERTH 26-29 SEPTEMBER 2014

Registrations are 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. NB Entries close at midnight WST on 12 September 2014.

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	





Members' Corner

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

Dave McCormack has provided this link to Nigel Frayne's account of his recent epic 135 km ride on the route of the "Queen Stage" of this year's TdF over Tourmalet and up to Hautacam. Nigel's description of his rain-soaked descent of Tourmalet has me hoping for a dry day come September (or the bike will go on top of the van at the peak, as it did on my last visit!).

<http://resonantdesigns.com/wordpress/2014/07/20/letape-du-tour-2014-pau-hautacam/>



The Editor ready to hoist the bike on to the van in 2011.

John Neil (jaybeenesq@gmail.com)

