



behind bars

Newsletter

Eastern Veterans Cycling Club



14 August 2014

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

Duty Roster

This Week on 16 August: Gruyere: Richard Dobson, Peter Webb, Rob Feigan, Mal Jones, Greg Harvey, Victor Karafilis, Bernie Kelly, Richard Knight, David McIndoe, Dean McKeown, Dan Oldfield.

Next Week on 23 August: Avenel/Seymour: Jamie Goddard, Allan O'Neil, Simon Peters, Gary Pye, Bruce Rademaker, Darren Rutherford.

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.

Yarra Glen 09 August 2014

Perhaps my tardiness in getting out the report request this week led to a reduction of input but B, C and E Grades are covered below. Thanks go to Doug and Jim for their reportage.

In **Members Corner** there is a link to a video on the Haute Route, which is claimed to be the hardest cycle sportive event in the world and Mal Jones' report (with photos) on the Noosa Strade Bianche where his enthusiasm was all that was not punctured.

Happy Reading/Viewing.

A Grade: No Report

B Grade: Doug Reynolds

Wind, a bit of sun and a pleasant enough temperature all pointed to another testing day on the smooth, quiet roads of Yarra Glen. A course not rated as especially hard, until 12 times around starts to take its toll, meant B Grade was typically happy to roll along at an easy pace, seeing just a little pressure applied each time we turned into the headwind uphill back straight.

By about lap 6 or 7 though, the monotony can start to set in, somehow causing the messages racing between the brain and the legs to get a little confused. Suddenly it seems entirely possible that a little dig off the front seems such a great idea, with a couple of willing combatants in Doug Reynolds and Jason Halls deciding to try their luck. And away they went. Things were looking good until next time past the finish line Jason picked up on an incorrect lap count. Four to go, no way. We knew it was only three and we also thought we knew that one lap less would make the difference. Jason put the foot down, Doug tried to, the





hills got much steeper and the chasing bunch, who had previously started to think it was all too late, were back in the game.

Ian Smith dangled off the front testing the waters, but at two to go, it was all back together with the sprinters starting to ready themselves for the inevitable and frequently mistimed race to the finish. But Smithy wasn't finished yet. A lap and three-quarters to go and he was at it again, taking a flyer on that fast downhill section before rising up to the right hander into the finish straight. Too early Ian we figured, noting his climbing ability is not yet world-renowned. As the lactic acid started to build, he hung on grimly, up the hill, down the fast section again, never more than 150 metres in front. Yes it would all come down to another bunch kick. All we had to do was lift the tempo, and Ian was ours.

In to the finish straight and Smithy still hung on with great determination, undoubtedly expecting the sudden rush from behind at any second. The last 200 metres are always tough, many too ambitious in starting their sprints way too early only to fade at 100 to go. No way would Ian manage to hang on. One hundred to go and he still had a gap, at 50 surely he would die. No at the line he was still clear, earning a well-deserved victory with Jason Halls and Phil Thompson dead-heating for second, and the rest struggling in behind, lamenting what could have been.

It seems that a couple of times a year Ian cagily pulls one off. Today was the day and we will pay a little more attention in the coming weeks, until sometime down the track, we will get complacent once again and Ian will front the finish in another defiant ride that catches us all off guard.

Now, will he be game to take on the upcoming giant of Mount Gruyere and show what he is really made of?

C Grade: John Neil

This was the biggest C Grade bunch since the Omara 100 even without last week's winner who had managed to get a start in D Grade. Conditions were reasonable but the big bunch and a block headwind on the climb of Glenview induced most to take a conservative approach.

After sitting in the front section for a couple of laps I found myself shunted into the back third for most of the race. As a result I am not sure who was applying the pressure in the first half-dozen laps, except to note that the three women competitors, Alison, Dale and

Anne were racing prominently with the "gents" seemingly happy to let them have clear air (in their faces). I also had no idea of the speed we were doing as I had left my Garmin (and tail-light) home, but it felt like the usual testing process.

I spent a lot of time looking at the better sides of David Watts (who kindly lent me a tail-light after I lost the nut for the fitting on the one I purchased from the club), Rob Giles and Peter Mackie. At the end of Lap 7 Peter made a move forward and I decided it was also time for me to see if I could get a better view.

Up Glenview for penultimate time Peter and Dan Oldfield went for a break and I decided to follow. I reached them just on the crest and went to the front with a view to doing a (short) turn. "Go! Go!" I heard from what seemed a distance behind me. Not on my own I was thinking but there was nothing for it but to press on with the downhill run on King St beckoning.

I led down King St and up on to Yarraview where I tried not to burn too many matches with a view to getting on to Glenview near the front and seeing if I could go with any moves. Round on to Glenview John Williams and Dale came past and I took position on Dale's wheel for the climb.

Not too far in Dan Oldfield sped past to grab a few lengths before being followed by a couple of others, then Dale jumped and I followed. I was in 5th place down King and into Yarraview. Looking up the road Dan looked out of reach and they were paying down to five. Graeme Bull and another rider jumped up on their pedals much earlier than I wanted but I had to go too.

I think I may have still been in the money at the bottom of the final ramp but with a few too many metres left my run was ending as others flew to the line, including Graeme, Rob Giles, David Watts and the ever-present Martin Stalder. It was a good day out and I did not notice any problems in bunch discipline in what felt like a safe but competitive race.

D Grade: No Report

E Grade: Jim Swainston

Seven of us faced the starter at the picturesque Yarra Glen circuit. Rob De Volle was "on the bit" early but paid the penalty for this exuberance as Nick "the metronome" started to demonstrate his supremacy with sustained pedaling. That long hill next week will require more respect! Ron was next to go quietly which was unusual as he has put up some excellent rides here in previous seasons. Ray "the powerhouse"





Watts was putting in his usual dogged effort on the dead climb as was Susan O'Keefe.

Incidentally the "powerhouse" is where the watts are generated!

As we got 4 to go Nick lifted the tempo and I had the feeling that I could be watching tails disappearing into the distance. Fortunately Nick spread his effort and the 5 of us remained intact to the finish. As we lined up towards the finish I wound up about 500 metres out but started to tire at about the 200 as Nick and Leon

shot past. I could hear some big oxygen intakes going on behind me and this proved to be Ray. Leon isn't a stylish looking rider but he is building a good record of getting the job done and kept Nick honest all the way. Ray showed grit to take 3rd. whilst Susan battled gamely for 5th.

Thanks to a big team of helpers for making a really good day. Thanks also to Nigel for working magic on the toilet door!

	1st	2nd	3rd	4th	5th
A Grade (12)	T Leaper	S Wilkinson	F Nyhuis		
B Grade (9)	I Smith	J Halls	P Thompson		
C Grade (25)	D Oldfield	G Bull	D Watts (N)	R Giles	M Stalder
D Grade (9)	K Bone	D Coull	R Gardiner		
E Grade (6)	N Hainal	L Bishop	R Watts		

Thanks to the officials/helpers.

Thanks to Peter Mackie and Ron Stranks for taking entries and the officials: Steve Barnard, Ian Milner, Russell Newnham, Ken Saxton, Andrew Gartside, Bryan Gray, Terry Murdock, Ian Harper. Additional thanks go to Andrew Buchanan for managing the duty roster, Dave Hyde for bringing the trailer, Kevin and Shelley for 1st aid and Dean Niclasen for bringing the drinks.

The Loop 13/08/2014

	First	Second	Third
Division 1	C Jones	I Clarke	T Perry
Division 2	G Plummer	N Tapp	M Stalder
Division 3	J Neil	H Simpson	A Cunneen
Division 4	L Bohn	B Rodgers	J Eddy

The starter decided to handicap 3 riders in Div 1 for the best part of a lap, but this did not stop Ciaran Jones and Ian Clarke from taking first and second respectively. In Div 2 Gavin Plummer showed the bunch a clean pair of heels in the sprint and Anne Davis was first unplaced woman. John Neil held off Harold Simpson in the sprint in Div 3 and in Div 4 Laurie Bohn turned the tables on Barrie Rodgers from last week with John Eddy taking third place.

Steve's Rider of the Day: John Eddy for coming back to racing with his major health issues.

Thanks go to Steve Barnard for acting as race organizer/handicapper.

Future events:

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
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
Monday Aug	25	7:30pm	Maroondah Sports Club	50 A7	Monthly GM





Saturday Aug	30	2:00pm	Yarra Glen	266 J11	GSR - Kermesse
Saturday Sept	6	2:00pm	Casey Fields	134 E10	GSR - 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.

*****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.

*****Special Event*****

Ballarat Weekend 13/14 September 2014

On Saturday 13 September the regular EVCC graded scratch races will be held at 2:00 pm on the Lake Learmonth course at Ballarat and on Sunday 14 September at 10:00 am the VVCC Open Handicap will be held on the same course. Put it in your diary – a weekend not to be missed!

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

Date 2014	Race	Dist.	Venue	Time	Event
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	
31/08/2014	Scratch	60/81km	Lancefield	9:30 am	Lancefield/Pastoria
07/09/2014	GSR	1hr+bell	National Blvd (Ford)	9:00 am	Father's Day

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 <u>Beach Road Ride</u> 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, items for sale etc.

The Haute Route (Dave McCormack)

On Saturday Eastern Member Nigel Frayne sets off on what is described as the "Hardest cycle sportive event in the world" - a seven-stage event starting in Venice and finishing in Geneva.

To get an appreciation of what the Haute Route is about click on the link below (24 mins). NB Nigel is doing the Dolomites/Swiss Alps which is one of 3 Haute Route events – the other two cross the French Alps and the Pyrenees respectively. The link below covers last year's event in the Pyrenees.

<https://www.youtube.com/watch?v=MDFw2qNkXQI#t=1397>

Noosa Strade Bianche – a very different event (Mal Jones)

While many were battling the wind and cold at Yarra Glen last weekend, Mal Jones was up in the sun at Noosa Heads, riding the 4th annual Noosa Strade Bianche. Here's his take on what he reckons is the next big thing in cycling.

The Noosa Strade Bianche started out as a bit of a fun event for the steel-framed riding locals on Noosa Heads, up on Queensland's Sunshine Coast 4 years ago. From those very humble beginnings with just a handful of riders in 2011, this year the event boasted its first internationals (if you can call Kiwis internationals) and a brace of riders from far and wide in Australia.

Modelled on Italy's famous L'Eroica run in the Tuscany region in October, the Noosa Strade Bianche is only open to steel-framed bikes with downtube shifters. The similarities don't end there either, with the course also boasting plenty of dirt (strade bianche) sections to make it suitably tough (heroic, if you don't mind...).

We had the chance to have a bit of a course taster on Saturday with the Piccolo Fondo – basically 35k taking on the first (dirt) climb and a couple of other dirt sections. Twelve of so kilometres were covered on bitumen, then a turn





onto the dirt that proved to be pretty challenging towards the top. Then back onto bitumen for a little way and into the forest on dirt. Bang, first puncture for the Farleigh on a dirt descent. It was followed by 2 more soon afterwards with me thinking that this could be a loooong weekend! Surely the new Panaracer Pasela tyres couldn't be that fragile? The next day would give me the answer...

Once back at the Noosa Marina (the start/finish point) there was no time to ponder the next day. The Show n Shine was on, a swap meet was in full swing, and various trade displays were doing some good business. The day finished with a special Noosa Strade Bianche dinner at the River Deck Restaurant. As you'd expect, there was plenty of chat about the day's ride, and what was in store for the longer Sunday ride, especially as it had been drizzling since the afternoon.

Sunday morning dawned clear-ish and although the roads were wet, it wasn't cold enough for long legs or arm warmers (for me at least). Think of any brand of bike and they were there on the line. Everything from the Australian brands to Colnago, Bianchi, Pinarello, Basso, Peugeot and Raleigh right through to a vintage tandem, a few town bikes with coaster brakes and even his and hers matched Repcos.

Just after 7am we ambled off, following the same roads as the previous day. As soon as the 120-strong bunch hit the dirt the punctures started (me included). The climbs also proved challenging for a number of the riders. With heavier bikes, limited gears (in most cases) and 12% plus climbs on the first dirt sections, a lot had to resort to walking up.

Just before the 50k point on the course, riders were given the choice – take a right turn and do the short course (just under 90k in total), or go straight through and do the full course (135k). A small group of us decided that we must have already done the hardest part of the course, so surely the longer loop wouldn't have any nasty surprises. Wrong, there was one mother of a (dirt) climb that topped out at 24.8%!

Being confronted with riders struggling to trudge up a hill strewn in what seemed like boulders all over it doesn't inspire confidence. Unable to even contemplate the thought of others knowing we'd had to get off, Steve (my riding partner) and I struggled up and over the climb, only to have Steve's Peugeot blow a front tyre just as we descended the other side.

My good fortune with only one puncture so far on the day was also about to change, with what seemed like a flat tyre every time we hit some more dirt. I was out of tubes and Steve was out of tubes, so finally I was having to wave down other riders to scrounge tubes. It was getting desperate in the last 15 or so kilometres as the sidewalls began giving way – the back tyre had the tube hanging out in 2 places, and the front was slowly deflating.

After stopping to pump up the front tyre every 2 or 3 kilometres, I was really glad to finally come into the outskirts of Tewantin. Once last tyre pump up and yahoo, it was back to the marina to sign off as having made it back. A drink, something to eat, and then it was back to the accommodation to shower. Bugger, had to pump up the front tyre one last time to ride the 500 metres back to the resort!

Some would perhaps say the Noosa Strade Bianche was a bit tough or even harsh for the older bikes (and riders). That would be unfair, because the course profile was available, there was a shorter course option, tyre and wheel choice was open meaning that modern 28 or 32mm tyres could be used and the weather was fabulous. I'll be back next year, equipped with a different set of wheels, more durable tyres and probably a 12-27 cassette rather than a 12-25.

For more info on the Noosa Strade Bianche go to: <http://www.noosa-stradebianche.com.au>.







Photos: David Richards, Mal Jones.

John Neil (jaybeenesq@gmail.com)

