



behind  
bars

## Newsletter

Eastern Veterans Cycling Club



**21 August 2014**

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

### **Duty Roster**

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

**Next Week on 30 August: Yarra Glen:** Tony Curulli, Nick Hainal, Matt White, Harold Simpson, Nicola Smith, Andrian Zubovic, Phil Cavaleri, Peter Braine, Matthew Davis.

**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](mailto:tiptop2@optusnet.com.au).

### **Gruyere 16 August 2014**

Conditions at Gruyere were fairly benign if a little chilly but some dark clouds on the horizon boded ill for those of a pessimistic persuasion (pre-emptive pessimism proved unwarranted on this occasion). Race briefing included the possibility of negotiating a cattle drive or, at least, what the cattle leave in their wake – “Keep your mouths closed” was the sage health and safety advice proffered by the starter. Thanks for that Richard!

Thanks also go to Jean-Philippe, Johnx2, Peter and Jim for their reportage below. **NB** See also the link below the results table to some photos of the race taken by Dave Hyde (Thanks Dave).

Happy Reading/Viewing.

**A Grade:** Jean-Philippe Leclercq

A Grade - 10 riders all of whom were looking sharp and hungry for a place!!! The first 3 laps were around 34km/h, it was a testing 3 laps I would say - few attacks - but you could tell serious stuff was on the way.

On the 3rd lap, Andrew Stalder and Nick Kennedy “sprinted “ from the bottom of the big hill. This was a deadly attack. We tried hard to go with them, my heart beat went to the roof at 177bpm (come on guys, do not say I did not try...). The break was successfully completed and from there the two strong riders started to extend their lead.

Here was the situation from 3rd lap, two guys who broke away at the front, with five chasing and three casualties. The five of us tried on 4th lap to catch up





on the two wallabies, but only three of us were really putting in the effort. So, we stayed together all the way except for Phil Smith, who put a couple of serious attacks but unluckily failed (he's got a cold, -5% efficiency for Mister Phil).

On the last hill, we raised the pace, but nobody had the confidence to try to break away (maybe I should have had a crack??). On the flat last 400m before the finish line, I went to the front, I knew it was not a good move, but thought, oh well let's do it. So, I started to sprint 200m before the line, they were in my wheel (no surprise) and three of them passed me in last 100m. Only Phil did not get me, I guessed he did not try (I died in the last 80m). He was the most aggressive riders of all of the chasing five - well done to him.

Good circuit, good race, good guys, done for the day.

**B Grade:** No Report

**C Grade (1):** John Williams

19 C Grade men, bow your heads in shame! The age of chivalry may not be over, but leaving the only female in the field to take the pace for eight out of the nine laps is not cool. Indeed, I even considered going to the front and give her a chop out myself.... but I'm not sure what happened to that thought.

Anna suitably impressed the handicapper (at close range) in her time trialing ability to ensure a suitable handicap for next weekend.

The pace was solid throughout. Without any decisive breaks, each time up the hill another two or three riders dropped off the pace. Some were able to get back on down the hill and along the finishing straight, but others were unable to bridge the gap.

Cresting the hill last time 10 dropped two (including gallant Anna) to fight out the finish. Pace ramped up and it was clear that road width would be a problem for the fast finishers deep in the pack. Several riders may have strayed over the white line prior to sight of the finish line, but is fair to say that the fastest on the day took the prize money, and well deserved.

I'm sure they all shared their pay packets with Anna afterwards.....

**C Grade (2):** John Neil

Twenty blue hats pushed off across Killara Road for an anticipated nine laps with the possibility of a cow-caused halt at some point.

Hostilities commenced on the first run up the Killara Road climb and continued unabated for four laps (with peak climbing speed achieved on Lap 3). It was a matter of hanging in on the climb and then recovering your breath or ground, if necessary, down the hill and into Cahillton Road.

I was near the head of proceedings for the first 3 laps but apart from noting John Williams sliding back late on the second climb and that Anna Davis was pulling the train along I cannot recall who else was pressing the pace. Peter Shanahan had a little dig in Cahillton Road around this time but neither he nor anyone else was taking it too seriously this early. Craig Blowfield rolled off the front in Medhurst Road in Lap 4. An unknown quantity but I decided to pull up to him - dragging the rest with me.

Without a word of thanks the peleton proceeded to go past leaving me feeling as if I was going backwards on the down escalator while everyone else was on the up. It seemed a short quick trip back to Lantern Rouge. We had lost a few starters.

Back on Killara Road I knew it was critical for me to dig in and stay on. I managed it - just - with my heart rate peaking around 179 bpm. Back past the Start/Finish it was time for a gel and for getting my breath back.

According to my Garmin the average pace, which had been accelerating up to 32 kph, came back towards 31 kph for a couple of laps and then 30.5 kph as thoughts turned to the bell. Anna Davis, in only her second race, showed her strength by being the only constant in the front few. On Lap 8 I did a quick head count from near the back and came up with 13 or 14 riders.

Into the last lap the pace started to pick up again as riders thought about their positions for the final climb. On earlier laps I had experimented with my gear changes and settings and for the final I decided to stay on the big ring for as long as I could stay on top of the gear. As the climb progressed the bunch compacted and spread to fill the left lane and then the stronger riders started to make ground through those who were struggling.

I felt strong enough and was well-placed near the crest. When a small gap opened between the first four and the rest I scrambled across to them over the top and raced down to the corner. Nearing the final lump in the Finish straight I had a wheel and was thinking to sprint just before the crest. On my right David Brown went by in a sprint and I jumped after him.

Over the top with the line in sight I was up on the





pedals pushing for dear life – I heard a call from behind “Hold Your Line” (Gavin Plummer). For me? I tried to comply. As the finish line neared a shadow ghosted by on the left (Peter Mackie). I looked up as I crossed the line counting 1-2-3-4-ME! My best finish and first time to shake Ronnie’s hand and snaffle a little envelope in C Grade.

It was another competitive race with the winner in doubt to the very end. Congratulations to David Chesney, who had looked to be riding well within himself through the race, for his well-timed win. Thanks to my fellow competitors and officials for a safe well-run race.

(PM: By my not necessarily reliable calculation the race average was 31.3 kph)

#### **D Grade: Peter Webb**

The name Gruyere for the majority of the population invokes thoughts of a hard Swiss cheese enjoyed with a relaxing glass of Chardonnay. For us racing cyclists it invokes thoughts of multiple efforts of pain and exertion.

Thankfully for me the day started out very foggy, because I was listed on the web site as being on duty and if this was the case I was going to go out in the morning and smash my legs off. But because of the fog I decided to read the paper in bed. I had put in a call to Andrew Buchanan on Friday as I hadn’t got a email to inform me of my duty and I thought I had swapped some weeks ago. Luckily Andrew rang about 10am to confirm that I could race and so the plan was set - better have a go.

I have been feeling better and better each week after being flat after riding in Italy (just thought I would name drop). The race started as usual with everyone eyeing of who was there we had Tony Morris who hadn’t raced with us for quite a while and Allan Chiong who raced with us last week but is still new to the racing caper. I was expecting Dean Niclasen to do his normal first lap take off but it didn’t happen and someone decided to up the tempo on the first little rise and keep it going until we headed down to the main road for the first time up the hill.

I decided to bang it up a bit and took a handy break up the hill for the first time just to see who was going to play today. I turned the screws up a bit more for a couple of laps and could see that a group was putting in concerted effort and was slowly catching me so I backed off and joined in with the stronger riders for the

ensuing laps. We all worked very nicely together and where slowly dropping rider after rider.

I was sad to see Ken Saxton drop off with a puncture as I thought he would be a great man to have in the break, which would need to be established in the next couple of laps. We put on a bit a squirt on lap 7 and it was down to four - time to consolidate our advantage, which we did very successfully (I thought). I asked Bernie Evans to tow me down the hill because he weighs a bit more than me (doesn’t everyone?), which he dutifully did. This time up the hill we all tempoded it trying to keep the heart rate down and leave a bit in for the last assault.

The bell rang and now the tactics started to come into play no one doing too much or too little. I looked back just to make sure all was going to plan and, to my surprise, I saw Neil Cartledge only 20 metres back - I thought we had knocked him off ages ago (strong bugger). Last time up the hill and Keith Wade set the pace which we all where trying to keep pace with. I led over the hill which wasn’t in the plan but that was way it panned out. Down the hill around the corner as quick as I could go then eased up to let somebody around. Luckily it was Bernie and I sat on him till I got a bit of recovery happening and then I sensed him slowing a bit and I went around him on the little rise before the downhill to the finish line - a bit further out than I wanted to go but so be it. I told Bernie to sit on me in the hope he might place in return for towing me down the hill, but as we hit the sprint a car came towards us, which spooked Bernie and he lost a bit of momentum.

I saw David Coull was on my right and improving, so it was up another gear, out of the saddle and really go for it - luckily over the line first. David ran second and Keith third with Bernie in a very creditable fourth in only his second ride in D Grade.

Thanks to all my fellow competitors and a special mention to all the people on duty for making it a very safe race. We all are indebted to these people who look after us and make it possible to run these events, including registration, traffic control and most importantly for me – drinks.

#### **E Grade: Jim Swainston**

Well it is amazing how you can start to feel part of the environment when you go to a lovely place often enough. There always seems to be something happening at Gruyere. There is sawing firewood, carting round hay bales, cleaning up yards, cattle mustering and weddings!

E grade saw four old foxes line up - well I guess JC





isn't all that old. JC and Leon bounced up the hill the first time whilst Ronnie and I hung on. Next time things got quieter with only Leon and myself left with four to go. We worked pretty well for the remainder of the race but Leon showed a bit of cunning by going easy up the hill on laps 4 and 5.

I felt fairly confident of staying there on the last lap but Leon unleashed a little jump about 100m from the top and I couldn't change tempo to match him! He went on to win by about 200m. JC and Ron rode the race out strongly to their credit.

Even though I am generally seen as a sprinter I really find races a lot more satisfying when you get down

and swap turns!

Rumour has it that Kevin (First Aid) will be acting as midwife to that farmer's cows in return for him not moving his cattle during the race!

Great to see a quality rider in Andrew Stalder make his debut.

Thanks to all again.

	1st	2nd	3rd	4th	5th
<b>A Grade (10)</b>	A Stalder	N Kennedy	P Howard		
<b>B Grade (14)</b>	R Russo	C Oliver	G Newnham		
<b>C Grade (20)</b>	D Chesney	C Blowfield	D Brown	P Mackie	J Neil
<b>D Grade (13)</b>	P Webb	D Coull	K Wade		
<b>E Grade (4)</b>	L Bishop	J Swainston	JC Wilson		

**Dave Hyde has provided the following link to some pics from last Saturday:**

<http://s1238.photobucket.com/user/davehyde5/library/?sort=3&src=pb&page=1>

#### **Thanks to the officials/helpers.**

Thanks to Peter Mackie and Ron Stranks for taking entries and the officials: Richard Dobson, Rob Feigan, Mal Jones, Greg Harvey, Victor Karafilis, Bernie Kelly, Richard Knight, David McIndoe, Dean McKeown and Daniel Oldfield. Additional thanks go to Andrew Buchanan for managing the duty roster, Dave Hyde for bringing the trailer, Kevin and Shelley for 1<sup>st</sup> aid and Dean Niclasen for bringing the drinks.

#### **The Loop 20/08/2014**

	First	Second	Third	Fourth
<b>Division 1</b>	A Giromondo	R Newnham	P Thompson	F Short
<b>Division 2</b>	G Plummer	B Grealy	J Williams	M Stalder
<b>Division 3</b>	S Dwyer	N Cartledge	P Griffiths	
<b>Division 4</b>	J Eddy	B Rodgers		

Division 1 raced with its customary courtesy for other bunches, regularly cutting down when overtaking and with one (insert your own expletive/descriptor) overtaking Div 2 on the left (while his colleagues were on the right) on the back of the course. Gavin Plummer made it two wins in a row in Div 2 and is hoping a few weeks' absence will dim the handicapper's memory. Stephanie Coulson was first unplaced woman in Div 2 having raced prominently for the most part. Shane Dwyer won the sprint from a strong Div 3 field, which apparently matched the Div 2 average of 33+kph to avoid being overtaken. John Eddy showed he was coming back to form by outpointing Barrie Rodgers in Div 4.

**Steve's Rider of the Day:** Tom McDonough for bringing a whole tin of Quality Street chocolates and actually doing a turn in chasing a two man breakaway





Thanks go to Steve Barnard for acting as race organizer/handicapper and for his generosity in paying down to fourth in Divs 1 and 2.

## Future events:

**Eastern Vets Program: [www.easternvets.com/](http://www.easternvets.com/)**

	Date	Time	Location	Melway Ref	Event
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
Saturday Sept	13	2:00pm	Ballarat, Lake Learmonth	927 A3	GSR – A Grade Teams Race
Sunday Sept	14	10 am	Ballarat, Lake Learmonth	927 A3	VVCC Open Handicap

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.

### \*\*\*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
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
14/09/2014	Handicap		Ballarat, L Learmonth	10 am	VVCC Open Handicap

## 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 <b>Beach Road Ride</b> 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.

*John Neil (jaybeenesq@gmail.com)*

