



behind
bars

Newsletter

Eastern Veterans Cycling Club



25 September 2014

Contents: Duty roster. Race reports. Race results. Future events. Training rides. Members' Corner, John Neil. More Gran Fondo etc. Neil Cartledge. Editor: neil.cartledge1@bigpond.com Mob: 0407 832 328.

Duty Roster

This Week, 27th September: Casey Fields: Nigel Kimber, Mick Jamieson and Guy Green.

Next Week, 4th October: Casey Fields: John Thomson, Peter Dunne and Graeme Bull.

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.

Eildon 20th September

This was just the second race at Eildon and already it is turning into a great venue. The weather was as the previous trip, near perfect. It's hard to believe that it can be anything but. Kevin the first aider is regularly at Eildon and did mention it can be very cold. Perhaps we have been just lucky so far. The racing was strong in most grades yet the atmosphere among the riders at the presentation was upbeat and of enjoyable racing. If you haven't been to Eildon you are the one missing out on good safe racing on flat track. Put a note in your diary for next year and don't miss out again.

A Grade: Andrew Mapstone.

After missing most of the road season due to a work related injury I was very keen to get out to Eildon to get at least one of the EVCC road races in. Duncan Hansford had been talking the race up all week to me how he was going to smash it in B Grade and would

be racing me in A next time, dropping me on the next ride. I myself wasn't too sure how I would go after 3

months off the bike and the silent whispers of hills on the circuit had me a little frightened after the extra beef I had pack on from my stationary times. However it didn't take much for Duncan to talk me into racing and I did obtain the hall pass off the wife well in advance knowing I would be gone for the whole day on a Saturday.

Ross Morgans, Duncan's mate, was kind enough to give us both a lift out there which made the whole experience way better. Ross had raced the circuit earlier this year so I was able to pick his brain about the ride. The conversation on the way out made the drive fly by apart from my regular piss stops due to nerves. Once we arrived we didn't have much time before the race so in a panic we rushed to get suited up and out numbers on.





Luckily with no warm up the field was very friendly and all set off with a nice social pace to allow the body to form to the bike. Driving out Ross pointed out the hills of the circuit which seemed a lot longer sitting in the car but once out on the road on the bike the hills were not a problem after all which was a big relief to me, especially after Peter Mackie ask me - "what are you doing here, you know there is hills in this race".

With a smallish field the race stuck together for the most of 2 laps for the 25 Km's plus loop with Roy Clark and Rob Amos driving the pace. Darren Woolhouse was also riding strong and looking good. For most of the race we rolled turns until the second lap when the games began to start I thought for sure Roy would attack on the hill so I was riding with both eyes wide open and staying to the front. Instead it was Paul Logan who went and I went with him with a gap. The rest of the field followed.

The downhill after the rise allowed for anyone to get back on and it allowed me of use my weight to an advantage and freewheels faster than anyone can pedal. With a long way to go Roy went and everyone let him go we all looked at each other as Roy road off.

After wasting a bit of time some of us began to chase him down and slowly we were gaining on him. Russell Newnham then put in an attack to jump across to Roy but didn't quite make it before we all caught back up to Russell. This helped any moves get shut down and bring it all back together, then on more rises in the road Paul Logan jumped again. Rob, Darren and I chased him down I was sure to put the hammer down on the down-hill grinding away in the 11.

All together once again at the last corner and the road race had now turned into a track sprint. Everyone looking at each other and creeping to the line. Rob put in a few digs but they would stop and start and we were back to the track race. Closer to the line and from the back Roy put in a dash for the line we all went. I was ready, locked and loaded and blasted off my shot to take the win in front of Russell and Simon Bone.

Thanks to all the guys who race it was a great ride and I highly recommend the voyage out to Eildon for the next one. Terrific circuit, thank you to all those that made the race possible and to the club.

B Grade: Wes Hurrey.

Another fabulous day awaited us in the beautiful Goulburn river valley. Hylton, I'm not sure how you keep coordinating the weather but well done.

A smallish bunch of 8 in B grade rolled out for the 3 laps. Cruisey trip out with a couple riders warming up the legs on the front. First time up the hill on the return leg I pushed the pace which lead into a few efforts via various riders along the gently undulating return journey. One of the main protagonists however had a slowly deflating rear tyre. After some discussion through Eildon town, regarding weather a "quick pump and try to get back on" would work ended with him dropping off the bunch as the tyre, I believe, was too bad. What resulted was a substantial slowing of the pace. Into the slight headwind it started to become a real issue when a glance behind showed C grade was only a couple of 100m back. As Richard had nominated me as bunch captain I felt some responsibility to get things moving again. Peddled up the line, gave everyone a rev to get moving and start rolling over. To everyone's credit they all rolled over. I guess there is no hiding in a bunch of now 7. We opened a gap on C, although I heard later they had put the brakes on not to catch us also.

Again on the return leg a few different riders had a go pushing the pace on the front nothing came of it with everyone still together through Eildon and for the trip back down to Thornton. As soon as we hit the headwind the handbrakes came on, we almost stopped again. After a km of seeing who could ride the slowest, once again C grade were just behind us. It was about 25km too early to start looking for lead out wheels! Same situation as the lap prior, we started rolling over again, again everyone contributed. They just needed a touch of the "whip" to get it started. Again we opened a gap on C grade either from them slowing down or us increasing the pace.

So began the return journey on the far side of the river. The pace picked up substantially in the final 15 km push to the line. Final lap, I actually began to get some cramping in the quads. I wasn't sure if this was from a hard week of spin classes, "shut up legs week" or from trying to ride so slow earlier in the race. At this point I actually thought I'm done for the day and started to look for a couple of diesels in the bunch to offer a lead out to see if they could break away, leaving me to roll home. Said diesels didn't come within conversation distance at this point so I just hung in there and survived. Luckily for me the pace stayed hard but consistent most of the way back on the return journey. If it had been surging from attacks I certainly wouldn't have hung on. Through the town and heading back out to the start/finish for the final time.

The Eildon race finish is deceptive. As you come out of town, you feel like the line is fast approaching and riders often hit the front with a turn of speed way to





soon. Unless you have the legs and you're trying to sneak off the front early you need to hold, hold the wheels as long as you can. As the pace had steadily built I managed to hold the wheels without the quads cramping. When I thought there was about 200 to go I launched for the line. And lead until maybe the last 15m when David Richards came past and got me by a wheel. I think I launched a tad early; there was probably 300 to go when I launched. 2nd and 3rd we're very close with Craig and me unsure who got it. The knowledgeable and hawk-eyed finish line volunteers gave it to me.

Another great race at Eildon with scenic venues and quiet roads. We made a long weekend of it and stayed until Monday morning, spending some time on the lake. There is plentiful good cheap accommodation for vets wanting to stay for the weekend. Thanks to the volunteers for making the event possible!

C Grade: No Report.

D Grade (1): Colin Doherty

I find myself again heading out toward Eildon with the weather looking not so good, cloudy and the temp in the low teens, and once again as soon as we reached the other side of the spur I was watching the outside temp gauge rising and looking at blue sky.

As we queued up waiting for D grades pre-race instructions there was a little conjecture on how many laps D grade were going to complete around the pondage, so a vote went out around the riders and it was all squared between 2 & 3 laps, I put my hand up for 3 as I do not mind stretching the race miles but it ended up just the 2 laps.

Off we go to the start line, cross the line and into it. I was initially sitting mid bunch and the pace was mediocre with all on single file and loosening up, these positions did not change for about 5K's and I felt we needed to lift the anti-so I pulled out and headed to the front, as passing Peter Webb as he was setting the pace, I don't believe he was happy about someone else taking the rein and passed me again immediately but with this manoeuvre did lift the pace.

I sat in the drops behind Peter for at least another 5K's trying to get a little aero as we had a little head wind and Peter is a wee bit more slender than me. Just out of Thornton we hit the rise which sorted a few of us out including myself as ended up back of the pack gasping a little thinking where's my fitness gone! Down the descent and managed to push my way up again and sat behind Dean Niclasen, and at this stage

Bernie Evans was putting in a strong effort and was out front and then Dean pushed hard and lead for a few K's. I gave Dean a hand out the front pushing hard about 8K from the start before the second lap and found myself then wanting at the rear and trying to recover.

I believe everyone had an attempt to have a go out front but you will have to excuse me as I do not yet know all the names to faces as have only had a hand full of events with Eastern Vets.

We enter the second lap and Neil Cartledge was showing his great endurance attribute along with Jim Swainston with surges in pace but again Peter Webb was out front and doing most of the work and was sharing this with Bernie Evans, we meet the rise again, Peter and Bernie take off and attack and I did not find myself in a good position to chase but thought what the hell and chased them down. I'm glad I did at this stage as it was like getting a second wind and feeling pretty good winding up for a fast finish.

The rise did sort a few of us out and spread the bunch a little prior coming into Eildon for the finish line, then it was on and it was like throwing the cat amongst the pigeons and at this stage was not real confident with the sprint due to being boxed in with Jim next to me and I think Leon, Steve and Peter in front of me. There was the gap and I went for it, grabbed Neil's wheel and had the some left in the tank to cross over in front, Neil in second posi and Dean with a superb ride in third.

What a great race Eildon is and credit needs to go to Eastern Vets for putting on such a wonderful event in Eildon and if you missed this you need to make the effort for the event next year and then understand how good it is.

D Grade (2): Dean Niclasen

The second outing for the year to Eildon, and like the first the weather conditions were just perfect. The circuit is flat enough to give the non-climbers a chance, although with three (very) small hills there is still the opportunity to try and break up the group. The biggest climb is only about 200m in length, and the bottom half is a fairly gentle gradient, so only a really aggressive attack is likely to shed a lot of riders. Even then, there is about 12km from the top to the finish line - a long way to hold off a concerted chase.

There were eleven starters in D-grade, although the start was delayed slightly by the discussion as to whether to do 2 laps or 3 laps. The final decision was 2 laps, so given the flat terrain and lack of wind it shouldn't have been too onerous. The first half of the





lap is dead flat out to Thornton, and it was Peter Webb that decided to set the pace. The pace was nice and steady which made for a good warm up. Approaching the "hill" the first time, Steve Fothergill moved to the front, looking like he wanted to control the pace up the hill. Peter Webb wanted none of it and went back in to the lead, and then set a good pace up the hill, spreading the bunch out over the top. The pace on the other side wasn't enough to hold off the chasers and soon enough all 11 were back together.

The ride back to Eildon is more undulating than flat, but even so it is a nice change from the usual tough road circuits that we mostly race. The bunch headed back through town and back out past the start/finish line to get the bell. It was a carbon copy of lap one with Peter Webb setting the pace all the way past Thornton and to the base of the hill. The first four riders crested the hill with a small lead, but once again nobody seemed interested in maintaining the pressure, so four soon became seven or eight with the remainders left behind.

From there to Eildon several riders took a turn at the front, with Bernie Evans notably trying to force the pace and put the others under pressure, but to no avail. Being a new circuit most riders still haven't worked out what tactics to employ, which makes for an interesting race. The pace slowed through the town, before Peter Webb once again decided to set the pace with about 2km to go.

Everyone seemed happy to bide their time, with the small group meaning there was no real need to force a position leading into the sprint. With a few hundred meters to go Colin Doherty and Neil Cartledge led out, with Neil thinking he was going to be victorious as he headed towards the "finish line" - before realising it was actually the last of the road signs and the finish was another 100m away! Colin Doherty passed Neil and rode to the line for a clear win, with Neil just hanging on to second spot from a fast finishing Dean Niclasen.

For those that didn't make the trip out - you are missing a fantastic circuit on really good road surfaces and almost no traffic. The weather has also been magnificent both times this year, on days that were far from ideal back in Melbourne. Hopefully we get a lot more riders out there next year as it is well worth the drive.

D Grade (3): Jim Swainston

It feels like we are paying commissions to the Tourist Bureau with our last two venues. Two lovelier spots would be hard to come by and we see them at their



best at this time of the year. The trip to Eildon is not a happy hunting ground for wombats; I reckon I saw 4 that had been skittled. There was a happier crossing for an Echidna between Buxton and Taggerty thanks to a driver who kept flashing his lights on his way south. I reckon away trips are made enjoyable by little things like stopping for a bite to eat at the General Store in Thornton. I was eating my creamed rice when Webby stopped for a pie, then Michael Muscat stopped followed by Roy Clark and we had a relaxed chat in the sunshine for a few minutes.

Our exit out to the racing circuit was better this time rather than squeezing down the walking path. D grade had a healthy number with Steve Fothergill making a rare appearance. He claimed he was just keeping Ian Milner company on the trip and with the brevity of his time with us it could have been pretty true! Peter Webb Pacing Services ensured that our pace never dropped off at any stage and we lesser climbers were relieved to get back together after the hill. Even Neil was missing for a short time the first time up but all it did was put him into TT mode.

As we were nearing Eildon the significant figure of Ray Watts appeared going the wrong way! He turned around and joined us. Big morning! Picked up the long-awaited New Bike at Hallam, got the position sorted and set out for Eildon. Thank goodness he got some riding after going all that way!

Second time up the hill I was quite happy the vote had gone with 2 laps not 3. Some of the quicker climbers pulled clear, Webby, Bernie, Colin, maybe Leon whilst I followed the even-paced Neil who was always going to pull them back on the downhill. As we neared Eildon you could feel the vibrations as the brains were weighing up the sprint chances.

Colin Doherty gave meaning to the term "fresh form". Months ago he had told me he had been good as a kid and, with negligible training and racing prior to Saturday, he pulled out an exuberant finish to win a long sprint from Neil who had gone early. Dean was always in the finish but didn't punish his legs for a useful 3rd. My count was that 8 of us had got around to the finish so we all got a bit out of the day. When Ray was asked what he thought of his new bike he wasn't all that complimentary.

Many thanks to all those who did duty and it was a big team. Good to see Nigel Frayne around and Jo Sabbatini made the big trip from the Peninsula.

E Grade: No Report.



F Grade: No Race

Grade	1st	2nd	3rd	4th	5th
A Grade (8)	Andrew Mapstone	Russell Newnham	Simon Bone		
B Grade (15)	David Richards	Wes Hurrey	Craig Oliver		
C Grade (8)	Dale Maizels	Ian Milner	Graeme Bull		
D Grade (11)	Colin Doherty	Neil Cartledge	Dean Niclasen		
E Grade (9)	Ron Stranks	Nick Hainal	Colin Mortley		
F Grade (0)					

Thanks to the officials/helpers.

Thanks to Ron Stranks and Peter Mackie for taking entries and to the officials: : Richard Dobson, Rob Giles, Ray Russo, Ian Milner, Dale Eastick, David Chesney, Stefan Kirsch, J-A Sabatini, Brian Smith & Rob Suter. **Special thanks to Andrew Buchanan and Nigel Kimber who gave up their races to help out through shortage of helpers.** Additional thanks go to Andrew Buchanan for managing the duty roster, David Hyde for bringing the trailer, Kevin for 1st aid and Dean Niclasen for bringing the drinks.

The Loop 24/9/2014

	First	Second	Third
Division 1	A Giromondo	T Mc Donough	P Thompson
Division 2	I Flannery	G Plummer	P Webb
Division 3	A Dumaraus	N Cartledge	S Dwyer
Division 4 (2)	C Wright	B Rodgers	F Lees

Thanks go to Steve Barnard for managing this popular mid-week social race in the absence of Keith Bowen. Keith had a heart pacemaker implanted last week. Keith had been struggling on the bike recently and failed an echo cardio stress test big time last week and finished up in Epworth Box Hill, where they installed a pace maker. That's really good news because it explains a lot, hopefully he will get back to where he was a while ago. The bad news is that the surgeon in a minor way, punctured Keith's lung in the process (only third time in 1000+ installations she's done) and he has to wait until that heals.

Keith feels quite well and hopefully the lung will heal within the next few weeks. All the member wish Keith a speedy recovery.

Future events:

Eastern Vets Program: www.eastervets.com/

	Date	Time	Location	Melway Ref	Event
Saturday Sept	27	2:00pm	Casey Fields	51 D8	GSR - Criterium
Monday Sept	29	7:00pm	Maroondah Sports Club	50 A7	Monthly General Meeting
Saturday Oct	04	2:00pm	Casey Fields	134 E10	GSR (Crit) – A Grade Teams race
Saturday Oct	11	2:00pm	Arthurs Creek	510 N12	Graded Scratch Races
Saturday Oct	18	2:00pm	Yarra Glen	26 J11	Graded Scratch Races- Kermesse
Saturday Oct	25	1:30pm	Avenel/Seymour	90M5	Club Championships
Monday Oct	27	7:00pm	Maroondah Sports Club	50 A7	Monthly General Meeting

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

NB Croydon Cycle Works Tuesday Night Races commence on 7 October – marshals are required. If you can help through the season please let Peter Mackie know.

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

Date 2014	Race	Dist.	Venue	Time	Event
28/09/2014	GSR	1hr+bell	National Blvd (Ford)	9:00 am	Criterion
05/10/2014	Handicap		Geelong		VVCC Open Handicap
12/10/2014	GSR	1hr+bell	National Blvd (Ford)	9:00 am	Criterion
19/10/2014	Time Trial		TBD Balliang Hall.	9:30 am	Time Trial Series-Race 3
26/10/14	Handicap	64k	Seymour.	10:00 am	Jim Pritchard Mem. (SS9)

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.

John Neil.

Some members have been enquiring about a memorial service for John Neil. From what I understand, there will be a service in Canberra and possibly another in Melbourne. This will occur when his body is returned from France. A couple of members are prepared to go to Canberra if there is not going to be a local service.

We have a lack of information about John Neil, his history, his life his achievements or his contacts. I would like to write some sort of profile on John Neil but little is known about his background. If you can help, please forward any information about John to neil.cartledge1@bigpond.com.

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.





Amy's Gran Fondo: Dale Maizels.

Having done AGF all four years, this year's race saw the introduction of age group bunches, to align with how the race is run in other parts of the world. My goals for the day were to get in the top 3 in my age, break 3hrs 30 min and hopefully help Team Blotto get on the podium.

I was in the 45-49yr bunch of men and women and wow the start was insane. It was a lot more dangerous than the format of previous years and I witnessed a few crashes. Luckily I have a fair bit of racing experience, as the bunch flew averaging over 40km/hr for a while with bikes weaving all over the place. I stayed with my bunch until the 25km mark and then those strong 45-49yr men (and 1 woman) pulled away. I was then in a small group and we worked well together and surprisingly caught the lead bunch at the bottom of the 9.5km climb.

The goal on the climb was to get my rhythm and climb at my pace, so I did and it hurt. I was happy with my QOM of 32 minutes, improving on last years' time by 3 minutes. I saw a guy climbing in the big chain ring and as I passed him he said he lost his D12 battery and wanted to borrow mine so he could change down gears. I said I'm sorry, I can't, as I'm currently sitting 2nd in my age, I felt bad for him, however I knew there would be more bikes passing him who also had D12. I knew I was sitting second in my age group and wanted desperately to keep this position (as I finished 2nd in 2013). I kept pushing hard the whole race and hoped that no one else in my age group would pass me, especially on the climbs as they are not my strongest points.

With about 6 km to the finish a slimmer girl went passed me, damn she was in my age group and she looks like a climber. I tried to go with her however I had nothing left. She was climbing strong and looked as if she would beat me by a couple of minutes. I kept pushing as hard as I could and knew I was giving it my all as my quads were starting to cramp, when out

of the saddle. So I sat and pushed to the line securing 3rd place, beaten for 2nd by only 22 seconds.

I improved my time by 11 minutes on the previous year, doing 3hrs 20min (yay cracked the 3hrs 30min). First place in my age won convincingly by 12 minutes (3hrs 8 mins) and chatting to her later, I did not feel too bad when she mentioned she used to be in the AIS with Tracey Gaudry in her 20s. We later found out that Team Blotto also won. Three goals set, three goals achieved....it was a great day shared with great friends!!!!

Dale Maizels.
(Dale also beat the C Grade boys on Saturday! Ed.)





Mal Jones.

When Amy's Gran Fondo was first run at Lorne back in 2011, it was dismissed by many as somewhat of a novelty event. Fast forward to 2014 and it has turned into what is regarded as the premier "must do" event of the year. After all, where else do you get fully closed roads, awesome support and the chance to qualify for the UCI amateur World Championships?

This year was something of a re-birth for Amy's Gran Fondo after the UCI decreed that all those competing for a coveted medallion by finishing in the top 25% of the age category had to start within their respective age group. Those not wanting to compete for age group honours had the alternative option of riding in what was called the "speed group", selected by nominating an anticipated average speed.

The change of starting arrangement had an interesting side effect that it reduced the size of the age category fields, making it decidedly more competitive if you were hoping to qualify.

On the plus side was the sensational weather. No wind, light cloud cover, not hot or cold - it made for perfect conditions.

Eastern Vets members put in some outstanding performances, with several age category wins including Liz Randall that managed to put 43 minutes into her nearest rival!

The list below only includes starters in the age categories (and if you've been overlooked, apologies). For full results including the speed group, go to: <http://my3.raceresult.com/details/index.php?page=4&eventid=29072&lang=en>

35-39 Male	KOM	Time	Ave Speed kph	
1. Andrew Stalder	0:23:18.2	2:57:05.1	37.2	Q
2. Tom Leaper	0:24:01.3	2:57:07.4	37.2	Q
106. Paul Consto	0:37:35.7	3:40:18.1	29.9	
40-44 Male				
4. Haydn Bradbury	0:25:01.2	2:59:01.6	36.8	Q
7. Sean Wilkeson	0:25:03.5	2:59:04.8	36.8	Q
162. Darren Smith	0:39:14.9	3:46:41.5	29.1	
250. Allan Chiong	0:46:22.8	4:49:37.7	22.7	
45-49 Female				
3. Dale Maizels	0:32:34.7	3:20:38.8	32.8	Q
45-49 Male				
1. Ciaran Jones	0:24:58.2	2:57:54.2	37.0	Q
17. Iain Clark	0:28:50.7	3:05:06.8	35.6	Q
68. David Richards	0:32:18.2	3:20:34.7	28.0	
197. Boyd Friis	0:40:18.1	3:55:23.8	28.0	
50-54 Female				
34. Susan O'Keeffe	0:50:06.8	4:53:15.7	22.5	
50-54 Male				
6. Michael Hay	0:26:23.1	3:02:27.5	36.1	Q
41. Shane Parker	0:32:57.4	3:18:26.4	33.2	Q
140. Nick Thompson	0:38:01.2	3:43:28.0	29.5	
55-59 Female				
17. Jenny Whitehead	0:47:32.2	5:18:09.9	20.7	
55-59 Male				
1. Gerard Donnelly	0:25:09.1	3:00:6.8	36.6	Q
5. Frank Donnelly	0:28:10.1	3:11:00.8	34.5	Q
111. Michael Allen	0:40:46.5	3:56:24.1	27.9	
129. Rob Giles	0:49:17.0	4:12:09.5	26.1	
177. Ian N Smith	0:39:45.8	5:10:07.3	21.2	
60-64 Male				
4. Chris Ellenby	0:30:54.4	3:16:30.8	33.5	Q
7. Mal Jones	0:32:34.2	3:22:15.2	32.6	Q
14. Mark Edwards	0:34:59.1	3:29:57.8	31.4	Q
20. Rob Birch	0:35:41.0	3:33:52.5	30.8	Q
42. Geoff Darroch	0:40:55.5	3:58:33.4	27.6	
98. Lindsay Donahough	0:55:17.1	6:04:21.7	18.1	
65+ Female				
1. Liz Randall	0:40:21.1	3:55:15.4	28.0	Q
65+ Male				
4. George Goodrope	0:29:14.6	3:21:57.6	32.6	Q
11. Roman Suran	0:37:40.9	3:41:13.2	29.8	

Adam Hansen's shoes. Dave McCormack

Adam Hansen showing off more of his fancy homemade shoes. In-between his, Adam was busy back in his adopted home of the Czech Republic building more shoes in his "shed" for the Tour. He's gotten his latest lightweight pair of shoes down to a scant 62 grams a piece. The white carbon shoes that have been molded exactly to his feet have had their weight reduced even further by dropping the bolts from his cleats. Instead, the Look Keo cleats are tied on and then set in place with a Kevlar ribbon.

Why doesn't he just mold or glue the cleats on? Well, as Hansen says, cleats need a certain amount of flex,

otherwise they'll just snap. And dropping the bolts alone has reduced the shoes by 26 grams! And the cost of a pair of AH cycling shoes a mere E2000 – E2500. To check out more of AH's creations go to





hanseeno.com/



Jens Voigt ends career with the hour record. Now he can really say “Shut up legs!”

Jens Voigt in Grenchen, Switzerland last Thursday evening broke the world record for the distance travelled in one hour. The German is the oldest rider to beat the record. He turned 43 the previous day! Voigt rode 51.115km, or more than 204 laps of the velodrome, over the hour on a fixed gear of 54/14. Jens lapped in under 18 seconds and towards the end, below 17s for the 250m circuit. It just goes to show that what was written on the top tube of his bike was correct: Jens will beat the hour record in less than 60 minutes! The old record was 49.7km.

“I went off a little too fast at the start and I had a bad spell after the halfway mark, but the support of the crowd and knowing that this was my last race meant that I could finish strongly,” Voigt said. “I gave everything in the last 20 minutes. I’m really happy with the distance: 51km is more than I imagined. It’s an intense event: there is no downhill, no hiding behind a teammate; it’s like a breakaway when you don’t want to be caught by the peloton”.

