

# Newsletter



## Duty Roster

### Saturday Feb 14<sup>th</sup> Dunlop

Andrew Buchanan, Nick Hainal, Ray Russo, Leon Bishop Wes Black, Peter O'Callaghan, Graham Haines, John Eddy, Daniel Ives, Gerald McIver, Russell Wheelhouse, Gary Leroy, Steve Martin, Gavin Plummer

### Tuesday Feb 17<sup>th</sup> METEC

Craig Everard, Matt White

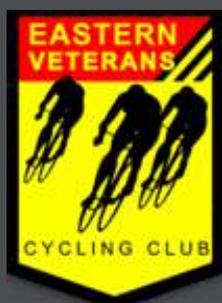
### Saturday Feb 21<sup>st</sup> Yarra Glen

Keith Bowen, Nigel Kimber, Zenon Gawronski, Matt White, Pete Ransome, Ken Bone, JP Leclercq, Chris Hughson, Kelvin Stagg; Ross Morgans, Alan Hasan

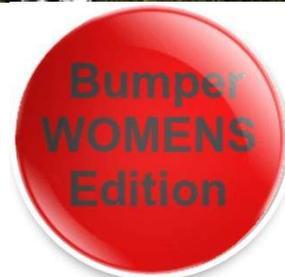
### Tuesday 24<sup>th</sup> METEC

Chris Ellenby; Craig Peachey

*If rostered for duty, you must be at there at least 1 hour prior to start time. It's your responsibility to find a replacement if unable to do your duty, then advise Andrew Buchanan, [tiptop2@optusnet.com.au](mailto:tiptop2@optusnet.com.au)*



This week's image of the week is from Andrew Mapstone – it shows Peter Mackie and Anthony Gullace riding home from another METEC night. I think we'd All agree that there are many people in the club who put in a lot of work to make things happen – thank you. Maybe you might capture a moment like this to share?



This edition is a bumper Women's edition – I hope you enjoy reading about three EVCC women who are achieving pretty remarkable things in their cycling sport. I am certainly inspired by them. So what are your adventures – please contribute a story. Future bumper editions may include 'safety'; 'mens'; 'nutrition' .... email me your thoughts.

Editor: Janita Keating [janita\\_todd@bigpond.com](mailto:janita_todd@bigpond.com)





## Saturday Race Reports – Casey Fields

The hot wind and forecast high temperature may have been the catalyst if not the excuse for a poor-turn out at Casey Fields where only 37 riders registered for the Criterium race around that demanding yet popular circuit. To add a little more to the effort required, the circuit was shortened along the back straight eliminating some of the cross wind sections where some respite can be gained and forcing the riders to push up the finish straight into the wind a few more times than otherwise. Offsetting this was a 180 degree turn that provided a more technical aspect of cornering sharply but quickly without the loss of momentum or putting the peddle down. All things when considered, a good decision.

The small grades delivered an opportunity for all the riders to share the work load and for Ciaran Jones in A grade and John Thomson in C grade, victories with individual break-away's, both good rides in the conditions. In the other grades racing was as furious as we have come to expect from Casey with bunch sprints deciding who was to stand on the podium. A good day of racing!

### A Grade (no reports)

### B Grade

Hot and windy and for some reason they decided to change the circuit, parking a car on the track, closing the far back section of the course forcing riders to endure the head wind up the finishing straight more times than usual.

Low numbers overall, 7 riders in B grade, meaning nowhere to hide. First few laps were ok, but once the surges began (guess who – Chris!) my legs found it hard as they weren't warmed up. Initially, all surges were reeled in, until Phil decided to attack following a Chris surge and just after the newly introduced hairpin. Initially, we waited than Chris pounced and chased Phil, not real reaction from those remaining until Smithy decided it was time to go up the finishing straight.

The 3 rode well together and increased their gap on the remaining four (4). Of the four (4), Ross & Pat did the bulk of the work and myself chipping in when I could. Eventually it looked like Chris attacked his breakaway friends, which was good for the remaining four, this could potentially weaken the lead riders legs. Phil rejoined Chris, leaving Smithy all alone, although we didn't seem to be closing in on Smithy, understandably Ross & Pat's legs were tiring, I tried to contribute a bit more but made little difference.

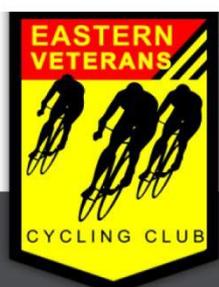
About 4 or 5 laps to go, I spotted Smithy talking to Dave Hyde near the club house, I didn't see him after the race to ask why he'd pulled out, I'm assuming he had a hot date! A couple of laps to go, the of Ross's work got the better of him and he too watched the final laps from the side. The three (3) of us were now racing for third, my money was on Paul – a strong rider who had been sitting back; Pat had done a lot of work and I'm not as strong as either of these two. With that thought, as soon as we got the bell I went and attacked from behind. I noticed I gapped Pat, but when I looked closely, I had Paul glued to my wheel so I pulled right, and thought if he wanted it he can do it from the front, and he did.

Well done Phil & Chris in difficult conditions, and Paul for 3<sup>rd</sup>. *(Peter Mackie)*

### C Grade (no reports)

### D Grade

With only 5 out of a normal 10 to 15 riders in D grade it was clear from the outset that it would be a hard race where everybody was expected to do some work on the front. The wind from the north dictated that the slight rise on the finish straight was going to hurt those that had the foolishness to push into the wind, but there was no shirking the responsibility of trying, to be foolish that is. The turn after the clubhouse left the bunch in dead air for a short while each lap. In this condition the heat was suddenly extreme, like stepping into an oven. Once the corner was





negotiated, the moving air had the Coolgardie effect once more. It was here that the 35 degrees was most apparent.

The neutral lap had to be the slowest on record with nobody eager to lift the pace. So slow that we were in danger of E grade overtaking us before the finish straight! If that had happened we were in danger of wearing red hats next week. Adrian was the man to make the decision to race. Not with his normal big attack early and getting a gap, but with a more welcome, sedate lifting of the tempo. Then Colin Mortley came forward and there was a strong hint that he was really going to attack hard today, so his wheel was marked by Ian Smith. Neil Cartledge was there making the normal pest of himself by just being there and occasionally making a bit of a surge.

The race progressed much the same. Turns on the front with the occasional surge bordering from time to time on an attack and nobody prepared to try and get away fearing being dropped should it fail. Echelons were formed when the wind direction dictated, an indication of the maturity of the skills of the riders.

At about 45 minutes in, the pace dropped slightly, nobody took advantage by attacking so it was apparent that the legs were tiring. A quick gel while Colin was on the front was caught by the wind and most was splattered over this rider and his bike, namely the handle bars. Not a lot of energy gain but it meant 'sticking' to bike riding for some time.

The two fingered sign from Nigel on the finish line could have been construed in the normal manner

of what we were being thought of, but the bell on the next lap clarified the situation. With Nigel one shouldn't jump to conclusions!

The large increase in speed after the bell was not forthcoming, just a constant lifting of the tempo. Colin was on the front and nobody was generous enough to offer an "I feel sorry for you Colin, jump on my wheel and let me take you to the line", so Colin led the faltering five to the shortened back straight. Adrian said thanks Colin and ramped up the cadence leading the group into the last turn. Colin was well placed on Adrian's wheel followed by Bernie Evans who picked a protected line slightly to Colin's right, Neil's favourite spot, forcing Neil to go up the middle. Ian at this point was on the back of the five and feeling the effects of a lot of hard work on the front.

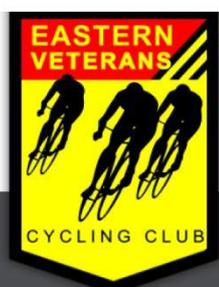
Exiting the turn, Adrian lifted his effort into the wind while Colin was still sheltering behind ready to pounce. Neil came up the centre and Adrian tried to get on to the wheel but the previous 100 metres or so on the front had sapped some of his remaining energy reserves but left just enough to hold off a strong finishing Colin now paying for the last lap on the front. Neil first, with Adrian second and a close third going to the improving Colin. A tough but thoroughly enjoyable race given the conditions and such a small group. The 34kph average probably reasonable under the circumstances. Thanks guys! *(Neil Cartledge)*

### **E Grade (no reports)**

## **News and stuff**

### **Destinations: Riding the night – epic!**

Are your epic long rides in the hills not, well, epic enough? Here's a tip – do it in the dark! That is what a group of three friends and I undertook a couple of weeks ago, inspired and influenced by an upcoming 'Everesting' attempt (a fair bit of which is done in the wee





hours), Bicycle Network's 'Ride the Night' and a yearning to do something out of the ordinary.

Leaving home at 2am on Saturday morning, we cruised through the suburban streets, populated only by taxis, out to The Basin, ignoring the gaggle of teenage revellers looking for entertainment. I expect they were disappointed. A serene ascent of the 1in20 was the first reward, highlighted by glimpses of the city lights to the south. Sherbrooke Rd provided a short but thrilling descent, the absence of traffic allowing us to use both sides of the road.

Following a lumpy course out to Emerald and on to Gembrook on no-longer familiar roads was an interesting exercise, having no anticipation of the upcoming terrain. With each (admittedly rare) passing car we wondered what the driver might be thinking (if it was 'what the hell are these crazy people doing?' I would have to agree), and what mind-altering substances they might have on board. A couple of live (and some 'resting') wombats on the road verge at different times added to the entertainment.

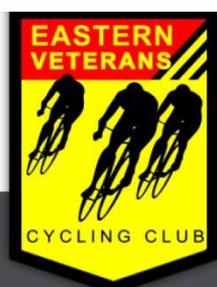
Not knowing exactly how long our light batteries would hold out, and hence rationing their use, also added to the excitement. Dawn appeared around Gembrook, which coincided with our turning north and into more open country. There were no close encounters with kangaroos thankfully. The hills keep rolling on and by Hoddles Creek we figured we probably wouldn't be able to follow our original plan to Kinglake via Toolangi and still make a deadline, but the pace picked up anyway once the road flattened out.

A short breakfast/coffee stop was welcome at Healesville, although the choice of establishments was limited at 7am. We then followed the enchanting Old Healesville Rd, which took us into Yarra Glen, up into

Christmas Hills and further north to Smith's Gully via the equally delightful Clinton's Rd. Still feeling adventurous, we detoured down toward Hurstbridge via Cherry Tree Rd, looping back up via the challenging Flat Rock Rd. The return was by a familiar route through Kangaroo Ground, Eltham, Viewbank, and Heidelberg. As I neared home at the appointed hour of 10.30am, I went around the block a few times to bring up the 190kms even, feeling pretty chuffed with our adventure. Some ride stats: 190.9km, moving time 7:34 at average of 25.2km/h, elevation gain 3320m, Strava suffer score Epic! ~4 hours in darkness, no mechanicals, no injuries, no unpleasant encounters with wildlife. My Strava file can be found here:

[www.strava.com/activities/245168257](http://www.strava.com/activities/245168257) (Alison Skene)

### National Track Championships – an insider's view





Last week I had the opportunity of being the Team Manager for the ACT team at Track National Championships.

The team consisted of 12 athletes (3 from the AIS and 9 from ACTAS, including Nathan Hart, Rebecca Wiasak, Kimberley Wells, Alison Rice and my nephew Thomas Clarke), ranging in age from 16 to 40. There was also 1 mechanic, 2 coaches and 1 physio.

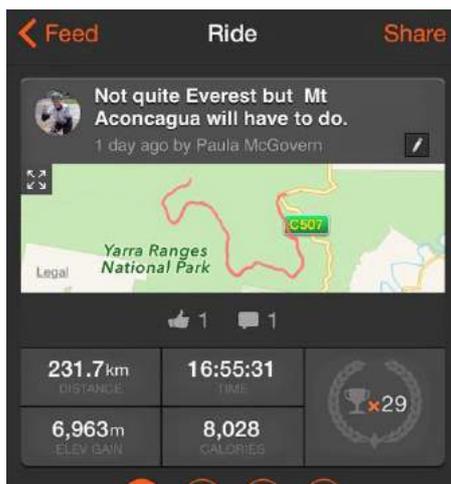
My role consisted of all the logistical responsibilities including getting their bikes and helmets checked before every race. Bikes had to be over 6.8kg and the correct length (with TT bars) and handlebars not below top of front tyre. I also looked after transport, accommodation, taking them grocery shopping and ensuring athletes were eating and drinking. The most important job however was to collect the regular communique's from the commissaries, which included the start lists, scratchings and results of all races.

With the start lists I had to constantly calculate the exact start time (to the minute) for each athlete's race and let them know, so that they could start their warm ups at the correct time and start to mentally prepare for their races. This was by far the hardest task, as crashes, mechanicals, scratchings, extra heats, other delays, constantly changed these start times (I swear I am taking a break from anything mathematical for at least the next 6 months.....). I stayed with the team all week, not far from the Velodrome and the days were very long, sometimes not getting to bed until midnight.

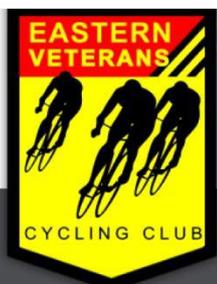
The most interesting part of the role was getting to know the athletes and how they managed (or didn't manage) mentally and prepared physically for their races. Watching the male sprinters, doing repeat stair jumps (about 6-8 steps at a time) in preparation for their races was interesting. The coaches were happy with the team's performance, picking up 1 silver and 2 bronze medals.

If you were a cycling groupie the opportunities to get 'selfies' and autographs with the likes of Anna Meares, Jack Bobridge, Matthew Glatzer, Shane Perkins etc. were in abundance...however that was not my cup of tea, just a quick chat and smile was enough for me. All in all a great experience that I thoroughly enjoyed. (Dale Maizels)

### Not quite an Everesting (at Donna Buang)



Way back in November an opportunity was put to me to have a go at an Everesting. An all girls attempt on Mount Donna Buang (MDB). For those that are not familiar with Everesting it is about repeatedly climbing a single climb to a total of 8848 vertical metres, the height of Mt Everest. I had thought about doing one of





these but put that to the back of my mind. Then this came up. A great chance to attempt one fully supported from the Hells 500 with 24 other women. An expression of interest turned into membership of a closed Facebook page, training program and various other bits and pieces.

The 7<sup>th</sup> of February came around quickly. I had decided to do the section from Cement Creek to the Summit of MDB. 9.2km @ 6% av gradient of about 575vm. So that meant I had to do about 15 laps of Donna! I had been training up in the hills quite a bit and getting longer rides into my legs. I had experimented with eating and drinking on the bike and I even dragged my poor hubby out to MDB at 11pm at night to test my bike lights and the conditions at riding down the hill at night.

Our ride started at midnight. It is eerie riding up the mountain by moonlight. Eerie but rather thrilling as well. It was a mild night and I had one of my Rowville Rider buddies for company on this first stint. Laps 1 and 2 were no problems. Lap 3 and fatigue hit big time. It was about 4 in the morning and I was struggling to keep the bike on the left side of the road. I was so tired. A power nap did the world of difference and new ride buddies arrived and off again. Mt Kosciuszko(2228m) done before breakfast (4 laps), Mt Fuji (3776m) done by lunchtime (7laps). My back really started to hurt at this point. A massage to relieve the pressure and off again. Number 8 was crunch time. I was hurting big time, my times were slowing, I thought I had to stop.

At the briefing before the ride I was given a sealed letter in an envelope and snap lock bag. "To be opened only in emergency." I was told I would know when. This was it. It was a letter from my family to me. It reminded me of the journey I had travelled in the last four years, that the sun would still shine if I stopped now and they would still love me. It also said that they knew I would be planning the next attempt, so I should regroup, eat and walk around and get one more lap out. What could I do? I had to do another one. I got my ride buddy to gear up again and off we went up the bloody mountain! In fact I did another 4 laps. I had different support riders come up and ride with me, feed me and rub my very painful back. I was pushing but my back was just not happy. It was such a battle – physically and mentally. My body wanted to stop, my mind wanted to keep going – it felt like war had broken out in my body. My speeds had really dropped off at this point and my back just was not coping with the last 1km kick to the summit. My hands were starting tingle, it was now dark, the mist coming in and we were into our descent. No respite for the back, fatigue, self talk to focus to keep the bike on the left side of the white line, then reality- I could not complete the last 3 laps I needed. I could hardly sit. I had ridden every metre and every kilometre of 231km.

My body was failing me. I had tremendous support from my ride buddies. I did not complete one lap by myself. I had so many messages on Facebook and on my phone. My gorgeous husband (unbeknown to me) had driven up to Donna the night before the ride and posted encouraging signs on the signposts along the 9km climb. He told me something about working back late! When the beautiful dawn awoke the mountain we could actually see the signs. They were fantastic! My base camp was full of food, water and company. In the lead up, Kym Petersen and Aaron Twigg had taken over the off bike organisation for me. It was getting stressful. I had everything I needed and they ensured there were enough riders to keep me company. I can't thank them enough. They rolled laps with me as well! *(Paula McGovern)*

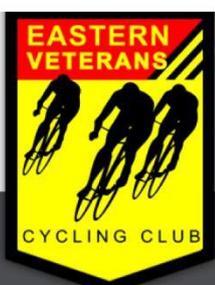
### **Destinations: Tour Down Under, Adelaide**

You know the saying, 'what happens on the trip, stays on the trip' – not so! Tony Tonkin has just returned from a trip with several EVCC members and with the aid of his GoPro has captured a short highlights clip which you can look at here:

<http://youtu.be/GbMARCihb-8>



*Names from left to right: Susan Okeefe; Annie Hartley; Allan Chiong; John Mc Leod; Jean Wiegard; Graham Cadd; Nigel Kimber; Juanita Cadd*



## Murray to Moyne Cycle – Riders wanted



Riders Wanted (men or women) Murray to Moyne (M2M) (Mar 27 – 29th)

- ✓ M2M is a great ride, plus all teams raise money for great causes/charities
- ✓ Our charity/team is - Ride For Georgia (R4G),
- ✓ Georgia suffers from severe Cerebral Palsy & Sensory integration Dysfunction.
- ✓ Monies raise go towards giving her somewhat of a normal life - education, mobility equipment & technology to allow her to communicate with her family

- a. We have 20 riders already, but we need another 5 or 6
- b. Riders are broken into three groups, based on ability
- c. Day 1 - Groups rotate - ride for 30km; rest for 60km; ride another 30km etc..
- d. Day 2 – All riders ride the last day of 90km

Great cause! Jersey, food, drinks, transportation, accommodation & bike spares included in entry fee.

[www.murraytomoyne.com.au](http://www.murraytomoyne.com.au)

Contact Chris Waixel 0433 038 702 [wax250269@hotmail.com](mailto:wax250269@hotmail.com) or Peter Mackie

## Dave Ryan Memorial Ride



Image: Brian Farrel.

Dave Ryan c2012

Eastern riders were outnumbered at Sunday morning's memorial race in memory of Dave Ryan. Notwithstanding our disappointing turn out of only about 16 riders in a total field of around 90, our results were outstanding with three first placings and a third.

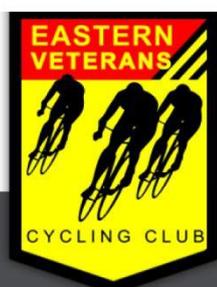
John Eddy in division 6 was the first winner with a "Cavendish" like finish, 10 metres from the line he wasn't in the first three, at the finish line he was a clear winner. Peter Gray was next up, division 5 was all together at the bell, but Peter must have put in

an outstanding last lap, no sprint was needed, Peter first, daylight (50 metres plus) the rest of the field all split up. Pete Ransome managed third in division 3, in a bunch finish. Despite being outnumbered 6 to 2 in division 2, Matt Rice with the support of his "super domestique" Ray Russo won, sprinting from a long way out. Guy Green managed 4th in a big division 1 field.

Wednesday riders featured strongly in the results, John, Peter, Pete, Ray are all regular Wednesday riders and we can also add Northern's Darren Roberts and Carl Cubitt, first and second in division 1 to the list.

Dave would have been disappointed in the turn out from Eastern, but nevertheless proud of our results.

Congratulations to Northern on a thoroughly deserved win and a thank you for your safe and friendly racing, together with your post race hospitality. We will be back later in the year in strength, for the next race and determined to get the trophy back. *(Keith Bowen)*





## Assistance needed



Thank you Dave Hyde for transporting the trailer – all members have benefited from his generosity. Dave is unable to continue to transport the EVCC trailer to races so this vital and essential task needs someone to take on the role. Their car needs towing capacity and also enough space at home to store the trailer. As compensation for the effort and extra petrol costs the club subsidises the volunteer's race entry fee. Please contact Nigel to offer your assistance: [nigel.kimber@virginbroadband.com.au](mailto:nigel.kimber@virginbroadband.com.au)

## AGM reminder

**ANNUAL  
GENERAL  
MEETING**

The Club's AGM is coming on March 30<sup>th</sup>. At this meeting, all positions (except that of secretary) will be open for filling. Nomination forms for positions are available for positions from <http://easternvets.com/documentation/> and are due to Nigel one month prior to the meeting. [nigel.kimber@virginbroadband.com.au](mailto:nigel.kimber@virginbroadband.com.au)

## Classifieds

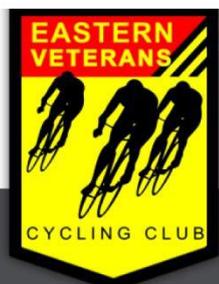


**Wanted to Sell:** 1 x lightweight Bontrager Evoke saddle, Size 125mm, hollow rails. Used twice.....wrong size for me. Very good condition. \$30.00

Andrew Buchanan 0418 281 073

## Race Results

Sat 07.02.15 Casey	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
A Grade (5)	C Jones	B Jukes	L Lee
B Grade (7)	P Thompson	C Ellenby	P Webster
C Grade (12)	J Thomson	P James	R Lewis
D Grade (5)	N Cartledge	A Dickinson	C Mortley
E Grade (4)	R Stranks	Z Gawronski	G Harvey
F Grade (4)	T Lateo	K Smith	C Wright





Tuesday 10 <sup>th</sup> Feb <b>METEC</b>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
<b>A Grade (14)</b>	V Bowman	J Philpotts	G Green	
<b>B Grade (14)</b>	D Moreland	S Crowhurst	G Greenhaigh	D Pyne
<b>C Grade (14)</b>	P Ransome	C Doherty	B Lewis	P Semmens
<b>D Grade (16)</b>	G Leroy	A Wedderburn	P Brann	D Casey
<b>E Grade (8)</b>	K Petersen	C Sheers	G Harvey	
<b>F Grade (0)</b>				

Wedn 11 <sup>th</sup> Feb <b>The Loop</b>	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
<b>Division 1 (11)</b>	R Newnham	T Coulter	A Burmas	
<b>Division 2 (6)</b>	R Debernadi	T Curulli	P Webb	
<b>Division 3 (5)</b>	B Evans	G Cadd	D Drew *N	
<b>Division 4 (3)</b>	B Rodgers	L Bohn	C Wright	

Thanks to Peter Mackie and Keith Bowan for METEC and Loop race organising and Neil Cartledge for 'behind the scenes' newsletter support.

## Future Events

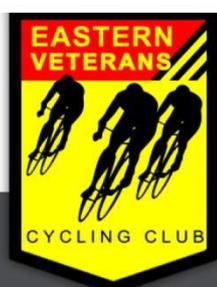
### Eastern Vets

Please refer to page 1 of this newsletter, or go to <http://eastervets.com/roster/>

Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants will NOT be allowed to start in any EVCC race until fees have been paid.

No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the eve.

**Northern Vets** [www.northerncycling.com](http://www.northerncycling.com)





Date 2014	Race	Dist.	Venue	Time	Event
15/02/15	Vic Crit Championships and support races	30 laps	National Boulevard (Ford)	?	
22/02/15	VVCC Handicap - Dookie				

## Training Rides

Day/Time/Place	Route	Style	Contact
<b>Tuesdays</b> 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
<b>Sunday Mornings</b>  Beach Road Ride. <b>Leave 8.00 am sharp.</b>  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.	

## Sponsors



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