

# Newsletter



## Duty Roster

29<sup>th</sup> August Ballarat/Eureka

5<sup>th</sup> September Casey

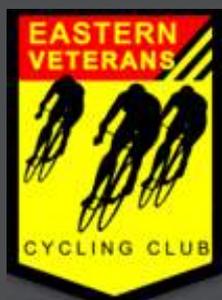
Allan Chiong, Andrew Komac,  
Robert Lackey

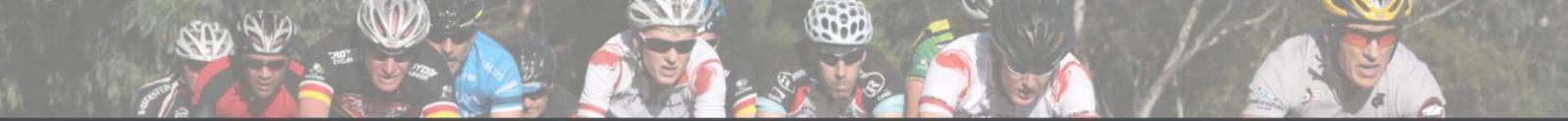
This week's image is from Wes Hurrey, showing Rob Lackey, Neil Cartledge, Colin Doherty, Colin Mortley, Mark Wallace, Phil Taylor and Wes Hurrey from SoulRider at the finish line of the Rob Graham TT at Seymour.

This is my last edition as editor. Thank you to Neil, Nigel and Peter Mackie for supporting me in the role, and for Nick Tapp for taking over the job. Many people have passed on their appreciation for the changes and effort I have made, and the whole experience has been very positive. However, life demands with a young family and work means that it's time to pass the baton on. One of my biggest motivations to take on the role, was a sense of debt that I felt for my Thursday training mate, John Neil, who died last year. At the time of John's death, he was the editor, and then Neil kindly held the fort, after doing the role for a long time prior. John's anniversary is in a fortnight's time, and I think his passing really reminds me of the fragility we as cyclists face in our leisure and sport. Ride safe and see you on the road.

*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)*

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





*Rob Lackey*



*Neil Cartledge*



*Colin Doherty*



*Mark Wallace*

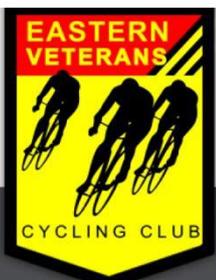


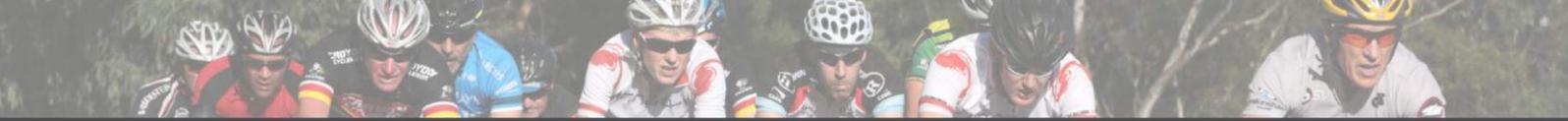
*Phil Taylor*



*Chris Ellenby*

*All images supplied by Wes Hurrey*

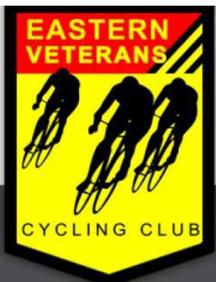


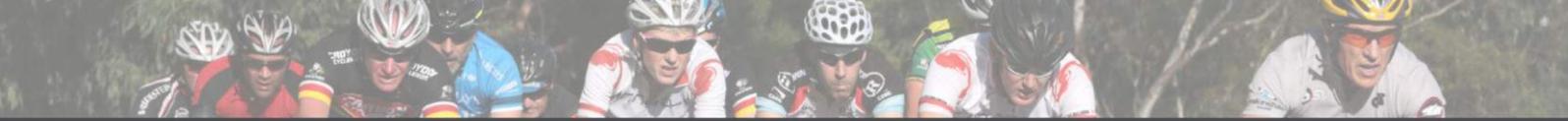


Mal Jones



Rob Lackey, Neil Cartledge, Colin Doherty, Colin Mortley, Mark Wallace, Phil Taylor, Wes Hurrey





## Race Reports – Rob Graham Time Trials, Seymour

### PHIL TAYLOR:

Get out in the bush on your trusty steed and ride as fast as you can over 30 odd kilometres, gotta love it.

I'd just like to thank the organiser's for a great event in the memory of Rob Graham, whom I didn't meet but thanks to Ronnie I know a little about him now.

I know a lot riders know Wes Hurrey and I'd just like to thank him for doing a fantastic job of training 6 or 7 of us over 12 weeks for this event with great results.

There was a conversation over using transponders for the event and I know I'm only a newcomer to eastern vets and I don't want to rock the boat but the impression I got from the chat was that these riders would be in favour of them but it might cost a little more to race - it would make a great event even greater.

### PETER GRAY:

#### BACK TO THE FUTURE

I'd just arrived home from my usual Sunday morning ride, to discover Neil Cartledge's race report request at the top of my email 'inbox'(Incidentally, there weren't any others). Neil's introductory paragraphs inspired me to sit down before the laptop and indulge myself. His address nomination did cause me some bewilderment though...."Hi all RG Time Trailers". Was Neil referring to me as the transporter of the club trailer or did he mean Time Travelers as if we'd just arrived in a DeLorean DMC-12 from another century? Or perhaps he was inferring that we were all behind the times (maybe he wasn't far off the mark). But I guess it was just a 'typo' and he really meant Time Trialers'. So clip-in, enjoy the ride and I'll try to minimize the 'I, me and my' with a bit of poetic license thrown into this 'Race of Truth'.

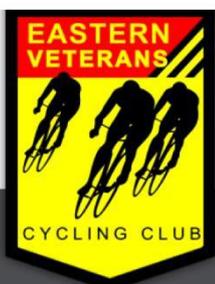
### SIXTY SECONDS TO ETERNITY

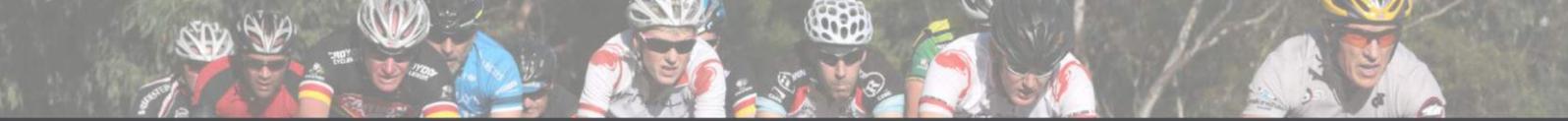
Lining up at the start, ready to begin my 28.8km journey as the 54 riders before me had done. The sixty seconds between departures thankfully doesn't give you much time to run off a check list. I was confident in my bike and gearing selections, the TT bars and helmet were all worthwhile additions. My main thoughts during that silent period after clipping in were to relax and enjoy the effort and not go out too fast.

Finally the starter Andrew Buchanan interrupted the silence to complete the Five...Four...Three... (start my clock) ...Two...One...Go! Engine power engaged it seemed initially that the bike was driving itself, as often rehearsed accelerations and gear changes had become instinctive. Twenty...Twenty five... Thirty km/h, nestle into the TT bars, adjust the body, the head and select auto pilot. Hang on, no auto pilot; I'll have to run everything on feel. In recent years I've preferred not to utilize a bike computer in training or racing however I anticipated it might help regulate my performance and provide a focus when things were getting tough. I pre-enabled the actual and average speed displays on the computer with a scrolling update every kilometer for other parameters. This was my first TT at Seymour so I wasn't sure what pace I should set myself. I hoped to achieve a 30km/h average speed.

### ACHILLES HEEL

The speedo gradually increased to 36 but I knew this was unsustainable as my minute man and the first climb approached, so it was necessary to peg it back a little. It was good to have my average up at this point, as the out and back climbs were always going to be my achilles heel. Predictably the speed dropped but I managed to stay on the TT bars. First bump, then the second, crest the summit and start the descent into Avenel giving legs a small recovery window. At this point my two and three minute men were sighted in close proximity to one another. Feelings of both





optimism and scepticism hit me simultaneously. Had I gone too hard on the outbound leg? The turn-around was a welcome sight but I was already starting to feel muscle soreness as a result of the chase. The return journey was likely to be tougher and required some discipline but the prospect of catching my 2 and 3 minute riders was tempting. The return climb saw my velocity fall to a minimal 21km/h and having to get out of the saddle for the first time since the start.

### WHERE'S THE DeLOREAN?

It's at this point in the race where the mind begins to wander. Should I have simply dialed into the 'DeLorean' computer, the date and time I wanted to arrive at the finish line? Imagine that; is that Fabian Cancellara up ahead? zzzzap, Yes! I've passed him! Now it's 'Back to the Present', over the return summit with only 9 km to go and my average speed dropping to 30 for the first time. This quarter of the course is one which I'm most familiar riding solo, as I've usually been dropped by now during GSRs and handicaps. Maintaining a high cadence would be crucial in keeping the pace up.

### NEARER YOUR DESTINATION, THE MORE YOU SLIDING AWAY

The following 5km saw my speed averaging 35 but still unable to bridge to Ray Watts, the two minute man. He just kept dangling before me like a carrot on a stick. Unexpectedly I started to feel a cramping spasm in my left calf muscle. It was a similar sensation to having someone pinching the calf between the thumb and forefinger. It came, it went, and it came again. Oh s#\*%. I tried to compensate with the right leg; didn't work; don't panic!! Push your heel down; yes ok; now focus on the finish. The freeway overpass was in sight, now the traffic control signs. I can see the finish. Let's give it everything. I'm going faster, this is awesome.

The Finish. STATS Distance = 28.8km; Ave speed = 31.7km/hr; Max speed = 48.8km/h

Congratulations to all 'Time Trailers' who laid it on the line, or at least next to the railway at

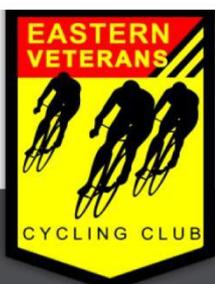
Seymour. Wes Hurrey and his successful Soul Rider group. Officials and Marshals whom I'm certain would rather have been competing.

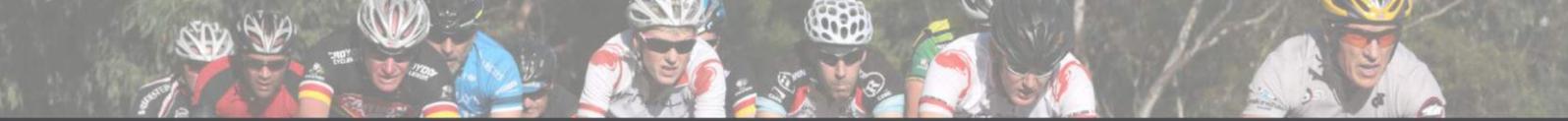
Last but never forgotten; Rob Graham.

### DAVID RICHARDS:

Saturday dawned a beautiful day. We ventured out to Seymour for the 28.8km EVCC Rob Graham ITT. The windy conditions of the day prior had blown themselves out. The sun was shining. The air was warm. Couldn't get a better day for a race. Now all that out the way – I woke up and felt very ordinary. I wasn't looking forward to the 'Race of Truth' at all. I would have preferred a nice 'sit in the bunch' kind of day, but that wasn't on the program. It seemed a good show up when I arrived in Seymour. Wes had his super Soul-Rider crew champing at the bit. It was a team's event so A Grade provided presence with some guns front and centre. Bikes of varying make and model, from straight out TT machines, to converted 'for a day' road bikes and one 80s 'funny bike' with Mal Jones. Reasonably well supported event actually.

I was off after the A Grader's had got their business out of the way, only making the start line with about 90 seconds to spare. Some others were not as fortunate and had to go as hard as possible from the get go. I was off and very quickly up to my target HR/wattage. The question would be how long can you hold it. Within the first 6 kms I caught my minute man and commenced looking up the road for the next rabbit to chase. I forgot to mention I had Anna Davis off only 2 mins behind me, so the fear of getting caught was high. Every time I thought about backing off that fear tapped me on the shoulder and laughed. I found the surface very rough on a TT bike, making it difficult to stay completely comfy on the bike. As we approached the turn around, I couldn't believe I had held Anna off behind me and I backed off a little as my two minute man Mark Wallace was just in front of me. I didn't want to disrupt Mark's ride as he looked resplendent in his Australian Cyclones skin suit.





Straight after the turn around I passed Mark, looked up and saw Anna Davis approaching. I tried to motor as best I could as the road started to get a little lumpy. With every kilometre I was counting them down. Knowing I was starting to fatigue I knew Anna chasing me would be closing. I looked up the road and barely caught a glimpse of someone else up the road. I just put the head down and pushed through with a cadence of around 100rpm. Another fear crept in – what if I get attacked by a magpie. Maybe the aero helmet might help. I dared not look back but could sense Anna was not far away. I sighted the overpass signalling about 500m to the finish line. I kicked things up a gear and drove through to the line. Just after passing the line Anna rolled passed me. I was so relieved to have held her off. Fear can be a powerful motivator. I was able to maintain my concentration well today and reasonably happy with the effort.

Unfortunately I had a daughter's netball presentation that evening and had to head off soon after we finished, so I didn't know my time or any final results. However I believe I came 5<sup>th</sup> on handicap. Thanks and congrats to all who put this on and those who competed. Well done to all who PB'd or took an award.

### **TOM LEAPER:**

Perfect conditions for a TT, one week after the VVCC TT on the same course meant for a good chance to test the body and try for a faster time. I'd had a solid week training, working on strength and conditioning. Did a good pre-start at home and arrived two hours early at Seymour. Rode a warm up lap with efforts, got the body primed and started first at 1:31pm.

Straight into a good rhythm, kept the cadence up and pushed up the hills. Reached the turn on schedule and started to suffer on return leg. In the long straights I needed to focus on being aero and keeping the power up, the bridge couldn't come fast enough, I finished totally spent, that was a max effort.

Avg 45.2 km/hr, 404w for 38:05min. My best performance for a while, 1 minute faster than last

week and 1:30 faster than last year.

Fastest time on the day but not quite the required 50 km/hr for the placings. Never quite understood why the handicaps are secret, feels a little like the post Tour crits. Still good training on good roads. Thanks to all the volunteers and the family of Rob Graham.

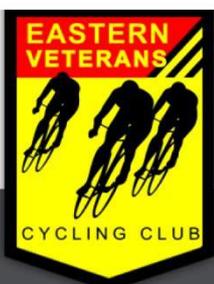
### **COLIN DOHERTY:**

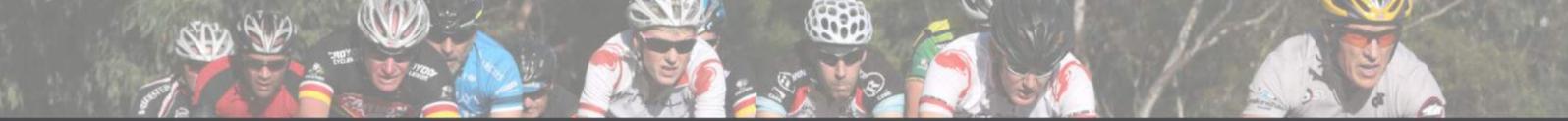
To hold an event dedicated to an elite athlete that had passed away in an unfortunate accident whilst cycling and from what I have read and people that knew Rob Graham he certainly seemed to have bought a level of professionalism and commitment to whatever tasks he endeavoured on. To hold an ITT and support in respect and memory of a great person is a credit to Eastern Vets CC.

Now, to compete in any time trial as I have only experienced over the last 12 months is certainly a test of your ability, your mental focus, your preparation (yes John and Wes you do have to make the start line at your nominated time!!!!) and enduring the pre-training regime that you set out to achieve is certainly no easy task.

As to being an avid SoulRider attendee with my training, Wes put out expressions of interest for a 12 week training plan in preparation for the RGITT and with such a lousy effort in last year's RGITT and not seeing myself as any sort of time trialist, I was a little apprehensive in taking on this training but thought it can only improve my general cycling ability so away we went.

The SoulRider program was set out for each individual rider and moulded around your strengths and weaknesses, and the detail placed upon what we set out to achieve each week was monitored and analysed, thus being able to see the results from this intense training was the motivation to ramp up the following weeks. What also made this training enjoyable was the crew from SoulRider as these guys and gals were all as dedicated and motivated with the program as I





and training with the SoulRider team was a definite bonus. A special thanks to Wes and the team.

As being a little enthused with this event, I ended up purchasing a leftover TT Apollo frame from the AIS, gearing it up with some second hand components, chucking a set of Easton TT wheels I had laying around and then found I had a bike that was slower than my roadie and Damn uncomfortable to ride. "Now what!!" Advice received "just get used to it!!" no getting used to this thing, it was bad(!!) and found the power output around 35watts less than I could make on my other set ups. Good old Wes gave me this contact to see an ex-TT athlete that specialised in Bike fits and she "Polly" certainly sorted the set up out with extreme changing of positions and yes a bike that I could put the power down in aero position. Yeah!!

The race, with following the race plan preparation as close as possible as unforeseen hurdles can certainly change your plans with 2 team SoulRiders pulling out due to illness right on the last week prior the event, I was fortunate that all seemed to go to plan other than nearly making a dick of myself on the start line as I nearly fell off with 10 seconds to go "whew" took off, set some PB's with times and average's, plenty of hurt going on during TT and won the RGITT on Handicap.

I would like to congratulate all the other place getters and the riders that set PB's and gave their best on the day, thanks to all the marshals and race coordinators for holding a successful event and big thanks to team SoulRider.

**SoulRider Program returns great results at the RGITT – by EVCC Sponsor Wes Hurrey**



SoulRider Performance Training (SRPT) ran a 12 week RGITT training block from the start of June 2015. Eight riders enrolled with the specific goal

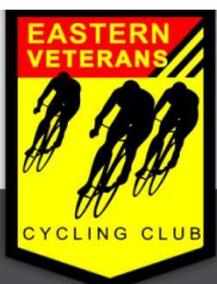
of improving their performance at the RGITT which was held on the weekend. Riders Included Colin Doherty (1st), Phil Taylor (4th), Colin Mortley (6th), Neil Cartledge, Mark Wallace, Rob Lackey, Emma Anderson and Paul Anderson. The training program was specific to each individual riders needs and included build phases and recovery phases. We had great results with three riders making it into the top10 and 4 riders winning EVCC age group TT Champ medals. Riders demonstrated improvements of up to 15% in their average speed in the TT. Congratulations team!

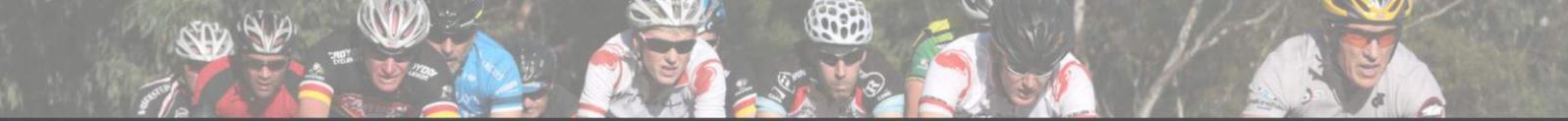
The program included the following aspects - Initial appointment for discussion of goals and current training loads.

- Fitness Testing on Wahoo KICKR
- Monthly Individualised Programs
- Recce' ride at Seymour
- Aero position review in the studio through Video analysis. A couple of the riders were referred on to Polly Dhar, Bounce Health Physio and Bike Set-up Professional.
- Track Sessions
- Core Strength Workouts
- SoulRider FTP sessions
- SoulRider Classes
- Road Rides
- Assistance with aero equipment choice. This resulted in a discounted group purchase of Lazer TimeTrial helmets and a discounted group purchase of rear wheel DYMA Disc Covers.

It was especially pleasing to see the team atmosphere created within the training group and the motivation and support they provided each other. In fact due to the success of the program the majority of the riders are now reviewing their goals, lining up other TT events including the EVCC TTT later in the year, LOOK OUT!! Neil Cartledge has provided a review of his experiences with RGITT training block below, thanks Neil.

SoulRider Performance Training (SRPT) provides specific programs and fitness testing for riders in addition to our standard weekly timetable of classes. SRPT is available for a very reasonable monthly or 3 monthly rate. A key part of the





team's success was their commitment to weekly sessions focussed on improving FTP (functional threshold power), these sessions will continue into summer on Wednesday nights at 7.30pm.

Contact Wes Hurrey on 0408 678 421 or [wes@soulrider.net.au](mailto:wes@soulrider.net.au) if you would like to discuss the recently completed training program or how SRPT can assist your riding.

### NEIL CARTLEDGE:

Wes Hurrey at the SoulRider Spin Studio ran a 12 week training program for EVCC members wanting to improve their TT times and skills and it made enormous improvements to all of the 8 participants. Unfortunately some health issues hit in the last week rendering 2 riders unable to race and another two with possible reduced performances.

There were many advantages gained by the SoulRider Team participating in the SoulRider training program. The structure of the program produced a steady build-up of power and endurance over the 12 weeks that was measurable on the Wahoo KICKR trainer. This high-tech trainer also was used to refine the set-up of the bike, the TT bars and the rider position. Wes videoed each rider's position and this was used to highlight and correct any abnormalities. Data was collected that showed when a rider went out too hard and then finished poorly or if

the rider could make improvements in any of the sectors and finish hard with nothing left in the tank.

Each rider received a 4 week program that involved training and racing for the 7 days of each week based on the KICKR results. The training program for example, included recovery and training rides, gym workouts, stretches, races with EVCC on Saturday's and Wednesday's, dedicated SouRider classes as well as normal spin and ergo classes. Several sessions were spent on the velodrome honing the aero position and strengthening the muscles involved being in that position for 25+k's while a training ride, one Sunday at Seymour (Temp 2 degrees) was stimulating while video taken of all the riders was used for training at training sessions at SoulRider. Heart rates, cadence, distance trained and raced along with power outputs for some were collected and analysed. All in all, very professional!

An aspect that could not be easily measured but clearly existed, was the motivation gained by working with a mentor and together with the other team members. So much so that the team entered the State Time Trial Championships and will more than likely, enter other TT events. Wes put in a great deal of time and effort to get the results of all the team at the Rob Graham Time Trial. Thanks very much Wes!"

## News & Stuff

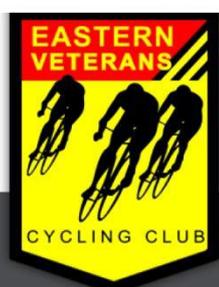
### Remembering the late John Neil (passed away 11<sup>th</sup> Sept 2014)

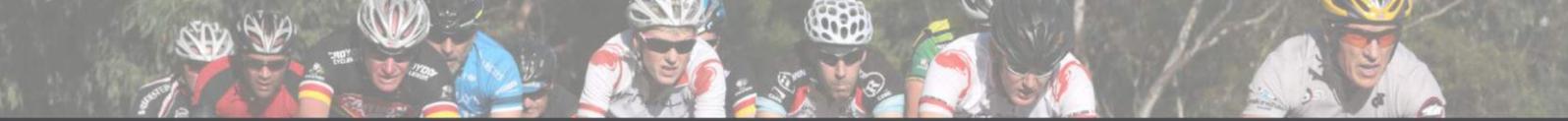
Excerpt and images from EVCC website, Sept 2014:

The Eastern Veterans Cycling Club is saddened to hear that John Neil has succumbed to a serious head injury sustained while cycling in Europe. John had been a member of Eastern Vets for only a couple of years but has thrown himself into both the sport and the club with enthusiasm and energy, rising from E-grade less than a year ago to podium placings in an increasingly stronger C-grade recently. John



Image: P. Gray



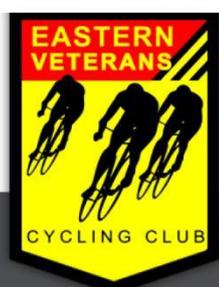


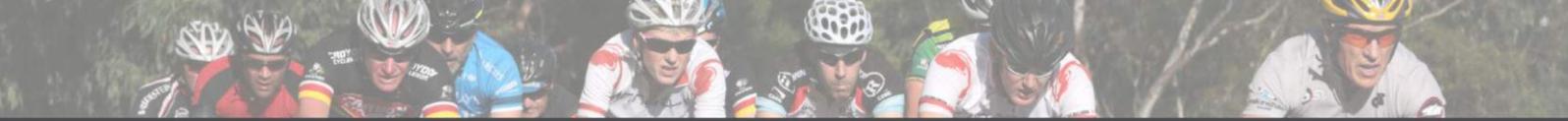
also became active behind the scenes taking on the editorialship of the weekly club newsletter, providing fresh ideas and managing to solicit reports where previous editors have struggled.

John was also a member of the Malvern Harriers Athletics Club for around 20 years, highlights of his time there included being part of the Malvern Harriers over 50 AV Championship teams of 2005 and 2006, and successfully drafting and validating an up to date constitution to take the club into the future.

After winning heath battles with heart and cancer in recent years, John was on top of the world, with a recently arrived new grandson, embarking on a fantastic European cycling tour, riding better than ever in his life, on a new bike which he told me last week “best purchase I’ve ever made”. The club extends its sympathy to all affected by this tragedy.

John’s daughter – Jessica, was keen for some images of John from his last days be made available so he can be remembered as doing what he loved.





## A Litter Bit Disgusted



Dear Riders,

In the past ten years I've had the enjoyment of bicycle riding in the Dandenong Ranges. A unique environment considering it's so close to Melbourne and of course right on our doorstep. I know many others share this experience. Unfortunately in recent years, I've observed an increase in roadside litter and have personally undertaken to clean-up some of those areas which I admire or are adjacent to our racing venues.

What is becoming disappointing is the rapid rise in the number of discarded gel wrappers, tubes and even empty Co<sup>2</sup> canisters collected. These items are directly attributed to cyclists. It's the kind of laziness

you might expect from some motorists but I can't fathom why some of our fellow biking fraternity...bla...bla...bla.

I guess what I'm asking is that all cyclist please take your litter home or dispose of it in one of the hundreds of council bins around. I'm also seeking interest and motivation from like-minded people to help clean-up the Dandenongs. Local Councils and annual programs like 'Clean up Australia Day' seem to be ineffective in these regions. CUAD incidentally have an excellent website. Their next event is 06-03-2016.

If you're interested please email me at [petergray.ebserve@gmail.com](mailto:petergray.ebserve@gmail.com) Thank you, Peter Gray

## Missing helmet covers



Two helmet covers still missing...

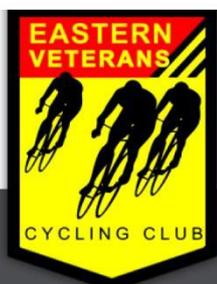
Found at Gruyere – black jacket (imitation leather). Recover next race or email Peter at [petergray.ebserve@gmail.com](mailto:petergray.ebserve@gmail.com)

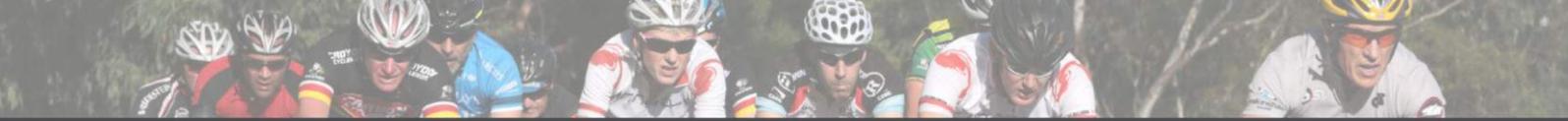
## Pro4mance Endurance Sports Nutrition

# PRO4MANCE

ENDURANCE SPORTS NUTRITION

Pro4mance manufactures world-class products, which are simple to use, taste great and are developed to complete each other before, during and after endurance sports. 100% Australian owned and made they





sponsor many NRS cyclists including our Tom Leaper.

They have an excellent range of:

- Energy Gels
- Hydration Drinks
- Recovery Protein Powder

**40% Discount off all Products when entering the Voucher Code – ‘LEAPER’**

Free shipping on orders over \$49, arrive in 1-2 days.

Go to <http://www.pro4mance.com.au> and enter code LEAPER for discounts.

## For Sale



Shimano Durace C24 Clincher Wheelset (plus extra front Durace C24 front wheel)

Carbon/alloy composite  
Braking surface alloy.  
with Shimano Ultegra 6700 10 Speed Cassette (11-28)  
One of the front wheels can also be used as tubeless

**Only \$599**

**If interested in either wheels or bike contact:**

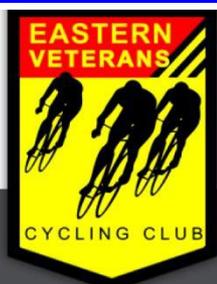
**Dale Maizels  
0411746337**

2013 Liv/Giant Avail Advanced 0 (medium) carbon road bike, Di2 Electronic Gears, compact crankset, Ultegra components.

**Only \$1999 or make me an offer.**

See this great review:

<http://totalwomenscycling.com/road-cycling/road-bikes/giant-avail-advanced-0-bike-review-4481/#khhErUCMxzsBrbH.97>



## Results

Results for Rob Graham Time Trial at time of print not finalised. Please refer to <http://easternvets.com/results-saturday/>

Wedn 26 <sup>th</sup> August The Loop	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Division 1 (18)	C Jones	S Lane	R Newnham	I Clark
Division 2 (11)	G Plummer	R Giles	M Stalder	
Division 3 (9)	S Lee	D Page	T Tonkin	
Division 4 (4)	I Brown	J Eddy	B Rodgers	

Thanks to Keith Bowen for Loop race organising and Neil Cartledge and Dave McCormack for 'behind the scenes' newsletter support. Thanks also to Stephen Barnard for helping while Keith is away.

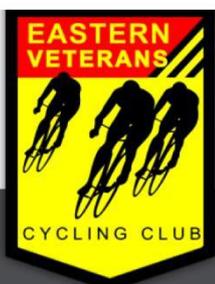
## Future Events

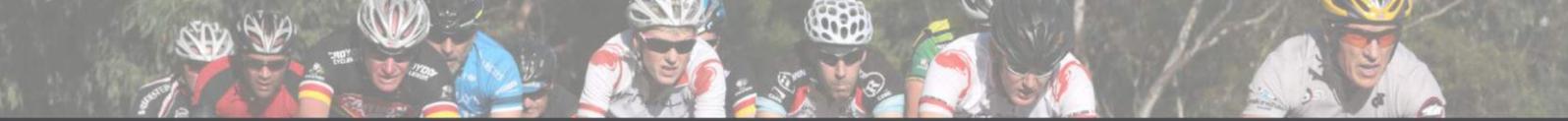
### Eastern Vets

Please refer to page 1 of this newsletter, or go to <http://easternvets.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 event.

**Northern Vets – for more details:** <http://www.northerncycling.com/>





## 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.	
<b>Saturday mornings (7.30am) and Sundays/Public Holidays (8.00am)</b>  Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social	

## Sponsors

