

Newsletter



Duty Roster

31 October, Avenel

Nigel Kimber (R), Nick Hainal (TC), Graham Haines, Phil Thompson, Perry Peters, Ian Milner, John Williams

7 November, Casey Fields

Dave Hyde (R), James Broadway, David Thompson

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, tjtop2@optusnet.com.au

Editor: Nick Tapp

nick.tapp@detail-ed.com.au



There's just one race report this week from Yarra Glen but it was a full afternoon of racing. Peter Gray also reports from Northern Cycling's Jim Pritchard Memorial Handicap.

Meanwhile, last weekend in Adelaide, four Eastern members – Roy Clark, Anna Davis, Chris Ellenby and Ron Stranks – were collecting an impressive haul of medals at the Australian Veterans Championships. Ron and Anna made the podium in all three disciplines in their age group – time trial, road race and criterium – and Anna finished 1st in all three. Congratulations to all four riders!

The much anticipated Eastern Veterans/Pinnacle Cycles Team Time Trial is finally upon us. Best of luck to all riders taking part on Saturday at Avenel. Later in this issue is an article on Pilates for cyclists, supplied by Anke Wagner, who is sponsoring a prize for the TTT.

And the October special offer on the club jersey ends this Saturday 31 October. Contact David McCormack to secure your jersey at a reduced price. Details appear later in this newsletter.

Graded scratch races, Yarra Glen, 24 October

Grade	1st	2nd	3rd	4th	5th
A grade (11)	Phil Smith	Peter Howard	John Clarkson		
B grade (15)	David Chesney	Cameron White	Ian Smith		
C grade (19)	Rob Giles	Rob De Bernardi	D. Watts (N)	John Williams	Andrew Buchanan
D grade (13)	Andrew Wedderburn	Kym Petersen	Sam Bruzzese		
E grade (7)	Geoff Mackay	Susan O'Keeffe	Geoff Miller		
F grade (7)	Tony Lateo	John Eddy	Richard Maggs		

A grade

A grade was fairly respectable with the strong 'vintage' members but also the 'young and improving' co.

It didn't take long for the attacks to happen and Tony Chandler soon took off down the road for a bit of TT practice, but the bunch were wary of Tony and soon shut him down.

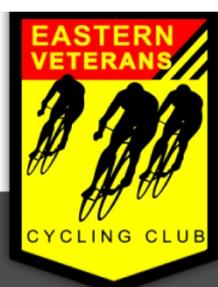
John Clarkson was most aggressive throughout the race and made many attacks, but none really stuck until about lap 5, when he got away with J-P Leclercq. With a lack of chasers, it was starting to look like déjà vu from a few weeks earlier, when John gapped most of A grade for a podium finish. The bunch did not really roll effective turns, but eventually after a couple of laps a few strong individuals managed to bring back the J.C. and J-P break and the race went back to being more pedestrian.

With three or four laps remaining, and after a hard Amos turn on front, there were a few gaps opening up. I took the opportunist approach and when no one followed my wheel, I attacked and got a gap. Relatively unfit and with a strong bunch behind, I was not confident of holding a break but had to give it a crack, especially after the Skope guys had softened up the bunch.

I think that I was lucky that the hard men decided to be charitable and let me have a good gap. I was really suffering on my own and mentally it felt like I was travelling 5 km/h slower than bunch speed!

Fortunately, I managed to hold out till the finish line for a 1st, Pete Howard and John Clarkson sprinting it out for 2nd and 3rd. Sadly, my team mate J-P had a crash on the last corner and was not able to contest the sprint, but J-P is tough and suffered no injuries.

Phil Smith





Graded scratch races, Arthurs Creek, 17 October

This report should have appeared in last week's newsletter. Apologies – but better late than never.

E grade

What a perfect day for cycling. The four septuagenarians facing the starter were Richard Maggs, John Eddy, Jim Swainson and Laurie Bohn. After passing through the neutral zone John picked up the pace a bit and the four of us worked fairly even turns back to the start of the bell lap. An unspoken gentlemen's agreement saw us all over the hill together for the second time and from there everyone did their share at the front. Somewhere along the third leg Jim dropped off the back. Good to see him back on the bike, won't be long before he is hurting everyone again.

Laurie tried his luck on the last hill but was soon rounded up on the descent so it was going to be a three-man sprint to finish Laurie managed to cross 1st, John 2nd, Richard 3rd.

Thanks to all officials on the day and special thanks to Nigel for marking the danger spots on the road. It is also good to see Richard racing again. Richard overcame poliomyelitis as a child and in his early teens joined Coburg Professional Club and rode in all the big road races of the time including numerous Melbourne to Warrnambool events. He also spent a summer racing in Belgium and Holland on the amateur circuit (English licence).

Laurie Bohn

Jim Pritchard Memorial Handicap, Avenel, 25 October

This week's race report isn't from Yarra Glen but from an annual event held by Northern Cycling and their first, I believe, departing and finishing at Avenel. No, I haven't become bored with reporting on Eastern E-grade races; it's just that my performance was so bad last Saturday (dropped on lap four) that it seemed appropriate someone closer to the action might submit a complete and accurate description.

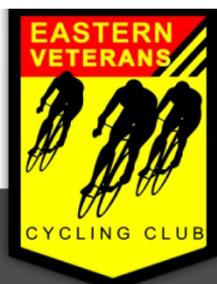
Excuses first

I don't often enter races conducted by other clubs but when I read an EVCC email on Tuesday evening about the 50 km John Pritchard Memorial hcp, I immediately decided to give it a go, despite just having climbed the equivalent of Mt

Kosciusko that morning. Besides, I suspected Peter Mackie's patience with some of my recent placings might be growing a bit thin and it could well be my last opportunity to genuinely claim E-grade status. So much for excuses and justifications!

Sunday too far away

Set the alarm for 5am, far too early as it transpired to make the 9:30 start. Leave home at 6 to arrive at Avenel at 7:30. Hmm! What do I do for the next two hours? The answer wasn't difficult. Go for a ride! In planning for next week's TTT, one proposal was to start at Avenel and use a local road for rider access to the start/finish. A reconnaissance of the area in case we decided to





adopt this departure in future sounded like a good way to kill some time. The road wasn't suitable after all but the cool and quiet morning was refreshing.

The tour

Next was a tour around town – railway station, post office and finally the Mangalore Airport, which was surprisingly large and functional. I loved the control tower. The local roads were looking functional too, until I struck a deep gravel section about two kilometres long with corrugations thrown in. Thought I was riding Paris–Roubaix. Oh well, it's oon to the hhhhhhaandicaap.

The race

Thirty-six riders, predominantly from Northern, entered the 50 km (two laps) handicap with a 34-minute difference between Limit and Scratch. I was placed in the 11-minute group with club president Vince Sini and three other apparently capable riders. There wasn't much time to get acquainted in the 'departure lounge' on the Seymour side of the bridge. The climb out of the town occurs after a couple of hundred metres, so it was a little surprising that our pace was relatively high and increasing beyond the summit. Despite some heavy breathing and a little difficulty in maintaining the rotating turns, the group co-operated very well. Vince in particular looked very strong and well rehearsed in this discipline. I don't have any data but I'm confident this is the fastest I have ever ridden this leg.

With the Seymour turnaround behind us, the group reformed and quickly returned to race pace. The high early pace started to produce

strain in both my legs and I had to miss several turns in order to contribute effectively. Eventually I succumbed to the pace as we started the return climb but continued to 'time trial' my way over the course with my group tantalisingly close. Click up a few gears, stand up, speed up, sit down, change down and spin was my repeated routine for the following 28 km. The 16-minute group overtook me with about 16 km to go. Tony Bramucci and Vince had distanced the remainder of the 11-minute group and giving them some encouragement as we passed in opposite directions was instinctive. A procession of groups including Scratch zipped on by before the final climb. It was heartening to receive some encouragement from David Anderson, as he overtook me just after the incline. It was certainly a relief to reach the summit prior to the fast plunge into the finish.

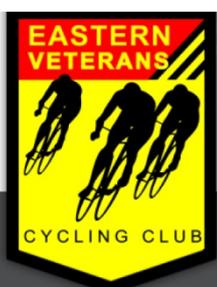
We were bloody close

It was very convenient to have the Avenel pub close to the finish (200 metres) for presentations (Scott Riddell was 1st across the line and Tamara Riddell 1st lady), drinks and race recollections. Apparently Vince and Tony were leading at the summit with approximately 600 metres to go, when they were swamped by the eventual placegetters. Vince said later, and I quote, 'We were bloody close, we thought we had it won.'

Thanks to everyone at Northern Cycling for a pleasant morning of racing and I hope to see you again.

Peter Gray

P.S. The Hume Freeway was bloody close too!





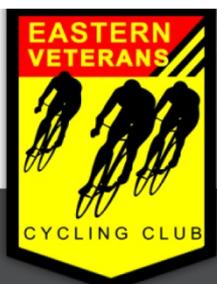
Tuesday night racing at Metec, 27 October

Grade	1st	2nd	3rd	4th
A Grade	Peter Howard	Richard Abel	Dave Moreland	
B Grade	Steve Ross	Mark Edwards	Dayle Goodall	Perry Peters
C Grade	Neil Cartledge	Dave Hyde	Bob Lewis	
D Grade	Cameron Price	Greg Harvey	Colin Mortley	
E Grade	Phil Johns	Craig Chamberlain	Nick Hainal	

Wednesday criterium at the Loop, Kew, 28 October

Division	1st	2nd	3rd
Division 1 (13)	Iain Clark	Fraser Short	Phil Thompson
Division 2 (7)	John Williams	Chris Ellenby	Rob De Bernardi
Division 3 (6)	S. Bragg	Scott Lee	D. Drew
Division 4 (4)	John Eddy	Richard Maggs	Barry Rodgers

Thanks to Steve Barnard, Laurie Bohn and Barry Rodgers for setting up and running proceedings.



News etc.

Eastern Vets at the Australian Veterans Championships

Thanks to David McCormack for the following results from the Australian Veterans Championships, held in Adelaide last weekend.

<p style="text-align: center;">Australian Veteran Cycling Championships 2015 Adelaide South Australia Eastern Members Results</p>

Individual Time Trial

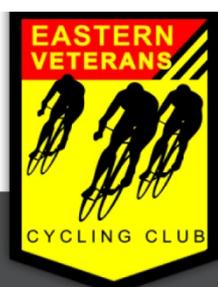
M 80–84	1st Ron Stranks	Ave. speed 28.96 km/h
W 50–54	1st Anna Davis	Ave. speed 40.09 km/h

Road Race

M 50–54	2nd Roy Clark
M 60–64	1st Chris Ellenby
M 80–84	2nd Ron Stranks
W 50–54	1st Anna Davis

criterium

M 50–54	2nd Roy Clarke
M 60–64	1st Chris Ellenby
M 80–84	3rd Ron Stranks
W 50–54	1st Anna Davis





Jersey Month – October

*****OFFER ENDS THIS SATURDAY 31 OCTOBER*****

In a promotion to encourage more Eastern members to don the Club jersey, a special low sale price for the month of October is offered.



Short sleeve Eastern Pro Jersey on sale for \$45.00

Only for the month of October. Reverts back to normal price 1 November.

Sold-out sizes will be re-ordered promptly at the end of the month, so get your order in.

To take advantage of this promotion contact David at davemacq@bigpond.com or catch up on race day.

Future events

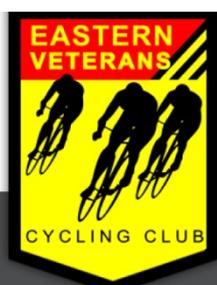
See following pages for details of the Team Time Trial, Seymour, 31 October 2015.

For other events, 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.

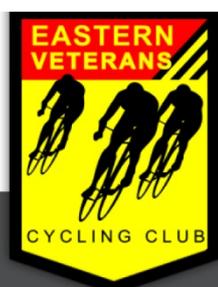
Northern Vets – for more details: <http://www.northerncycling.com/>





Training rides

Day/Time/Place	Route	Style	Contact
<p>Tuesdays 9:30 am (9:00 am during DST)</p> <p>Main Yarra Trail (meet under Burke Road overpass)</p>	<p>Under Burke Road on Main Yarra Trail to Southbank via Yarra Boulevard and bike paths along the river and return</p>	<p>Social, bike paths and roads, coffee @ Southbank</p>	<p>Keithb33@optusnet.com.au</p>
<p>Sunday mornings</p> <p>Beach Road Ride. Leave 8.00 am sharp. Meet at Peanut Farm Reserve, cnr Blessington & Chaucer Sts, St Kilda</p>	<p>Ride along Beach Rd to Frankston. 10 min stop. Then ride back to St Kilda (approx. 65 km)</p>	<p>Social ride, coffee back at St Kilda</p>	
<p>Saturday mornings (7.30 am) and Sundays/public holidays (8.00 am)</p> <p>Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood</p>	<p>Maroondah Hwy to Carlton for coffee, then return</p>	<p>Fast social</p>	





**Eastern
Veterans Cycling
Club**

60 km TTT Handicap starting
1.30 pm Avenel Road
Seymour

Excellent prize money \$1000,
plus vouchers to the value of \$400
* Plus trophies

Entries close Wednesday 21 October
at 9.00 pm. Entries to Peter Mackie
0400 710 610 or
peter.mackie@parmalat.com.au

**Pinnacle Cycles
Team Time Trial
October 31, 2015**

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ENTER NOW

Get your team together
and ride like World
Champions BMC.

Teams of four, with
time taken on the third
rider to cross the line.



EASTERN VETERANS CYCLING CLUB

PINNACLE CYCLES

TEAM TIME TRIAL

Seymour, 31 October 2015

The EVCC Pinnacle Cycles Team Time Trial will be held at Seymour on 31 October 2015. The race distance is 56.7 kilometres, starting at the Seymour end of the Seymour–Avenel Rd. This is the usual starting place for EVCC races on this course. It is on an out-and-back course to Avenel over 2 laps.

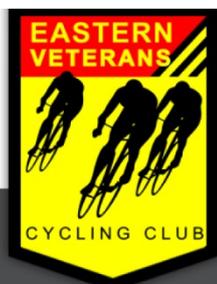
Entry fee is \$10/person. Entries (with the handicapper, Peter Mackie, 0400 710 610, peter.mackie@parmalat.com.au) close 9:00pm sharp, 21 October 2015. Each team will be made up of four riders, either self-selected or, if you wish, you can be placed in an existing team by the handicapper.

Registration will be outside the Royal Hotel, corner Emily St and Manners St, Seymour. Start time is 1:30pm and registration closes at 1:15pm. The start is approximately 5 km from registration so allow sufficient time to get to the start line.

Each team will be required to wear nominated coloured hat covers, or identically coloured hats of the nominated colour, clearly visible to the timing officials on the finish line. The team's time for the event will be taken on the third full licence holder to cross the finish line. Teams with fewer than three full licence holders will not register a qualifying time. Riders who hold an EVCC trial rider licence will be permitted to enter the event.

This is a handicap race, with the team handicap time based on times achieved in the Rob Graham Memorial Individual Time Trial, 2015. If you did not enter that event, then the time will be set by the handicapper. The team's handicap time will be based on the average of the three fastest times of the four-rider team, as set by the handicapper. Teams of three riders will be accepted but you are encouraged to form a four-rider team if possible. It is your responsibility to be at the start line before your team's nominated starting time. Any team that misses the start will not be allowed to start out of order.

Presentations will be in the Royal Hotel beer garden. The purchase of drinks at the hotel after racing would be much appreciated.



Why is Pilates good for cyclists?

Cycling has been becoming increasingly popular as a sport, as an easy form of training and as a cheap form of commuting and transport. Training for cycling has been traditionally very simple; the more miles the better! But could the introduction of Pilates help the cyclist?

The answer to this is a resounding yes – at both an elite level, and also for someone who is using their bike to get to work or for health benefits.

For any cyclist improving efficiency is key – the more power they can produce with less effort, the faster they can travel for longer.

It is easy to spot a tiring cyclist – as fatigue sets in their effort becomes less and less efficient, and as they pedal, their bodies will start to roll from side to side on their bikes. In contrast, riders who are still moving efficiently will have their legs turning the pedals smoothly whilst their head, shoulders and body remain still and secure, in doing so they are wasting less energy to propel the bike.

Clearly, the longer a cyclist is able to maintain good form on the bike, the more efficiently they will use their energy, and the further and faster they can go.

Pilates targets the core muscles that help stabilise the rider on the bike, keeping the spine in a stable position whilst the limbs move. So by improving their core strength, cyclists can increase their power output. An increase in core strength also improves balance and therefore bike handling – always an advantage in both performance and safety cyclists at all levels.

It is not just through the core where performance gains can be found. Pilates also encourages improved limb alignment when moving. Again, the key here is improved stability. Making the movement more stable improves the movement pattern in the leg, stopping the knees and feet from turning or twisting during the pedal stroke. This delivers significant benefits in both force production and efficiency and – equally important – also helps protect against potential knee or ankle injuries.

Cyclists frequently have lower bone mineral density than sportspeople in other disciplines – this means that their bones are softer and more susceptible to fractures. By adding some resistance based training – Pilates works well for this – load will be put through these bones and joints which will increase their bone mineral density, increase resilience and reducing the risk of fractures in crashes. Another advantage of using Pilates for resistance training is that it will improve muscle strength without increasing bulk, allowing cyclists to improve their power to weight ratio (watts/Kg).

Last but not least, let's not forget that Pilates is known for its ability to improve flexibility and posture, so it's a great way to redress some of the postural and muscular tightness and imbalances that cycling inevitably brings. Cyclists tend to suffer from tight hip flexors, necks and upper backs, caused by being hunched forward over the frame – it's a particular issue for racing cyclists. Pilates will help stretch and lengthen these muscles, and also strengthen them so they don't set tight and short, this is another good preventative measure to avoid injury.

Competitive cyclists can build Pilates into their regimen during both the on- and off-season. In the off-season they can use it to help build strength and improve alignment. During the season, it will help them stretch and release tight muscles whilst improving core strength.

Given most cyclists' obsession about getting their bikes as light and strong as possible, perhaps it's time more of them thought about their bodies in the same way, and started improving their speed, efficiency and endurance whilst warding off injury by introducing Pilates to their cycling regimen.

Pilates for Sport

Whether it's in team sports such as rugby or football, individual sports like tennis/athletics or endurance events (marathon, cycling, running or rowing for instance), Pilates is playing a bigger and bigger role in elite sports.

More and more teams and athletes are making it a fundamental element of their training regime. In fact, incorporating Pilates into a training/exercise programme benefits sports people at all levels, with three key advantages springing most obviously to mind:

1 Reducing the frequency and severity of injuries

By addressing postural issues through Pilates, athletes can avoid many common injuries.

Instability through the pelvis is a common cause of lower back pain. The cause is often postural; an anterior pelvic tilt (in plain English, a tendency to stick the bum out), which is often caused by tight hip flexors. This in turn shortens the lower back muscles and brings the hamstrings into a stretched position, leaving both vulnerable to injuries. Pilates is excellent for releasing the hip flexors, which will help bring the hips in to a more neutral position, and reduce strain through the back and hamstrings.

Addressing these points can significantly reduce the prevalence of injury, both chronic and impact-related.

2 Increased body controls

The reformer is piece of exercise equipment specifically designed for Pilates and is a fundamental element of many Pilates programmes. It is designed to challenge the body in a variety of different ways, but in all of them, control is paramount. Reformer Pilates gives more feedback to the athlete than traditional weights, machine-based or mat workouts. This feedback helps build awareness of where the limbs are in relation to the rest of the body, and how to correct their position whilst moving. Pilates will also build awareness of which muscles are working and how to activate the 'correct' muscles to provide movement and stability.

These motor patterns are fine-tuned through repetition over time, and are directly transferable to the gym, pitch, court course or track.

3 Increased power output

The body cannot generate powerful movements from a position of instability. Increased core stability is one of the key benefits of all Pilates programmes, enabling athletes to channel and maximise their power more effectively.

The extra stability through the hips and core that Pilates develops can allow athletes to generate power from more unorthodox positions. A lot of exercises in Pilates are unilateral, generating strength and control in unstable positions even through an athlete's 'weak' side.

While Pilates offers clear and important advantages for elite sportsmen and women, the benefits are equally valuable for recreational sports people, because many of the underlying postural issues it addresses are actually more prevalent for them.

Elite and professional athletes apart, we lead ever increasingly sedentary work lives. Training and playing for a couple of hours each day teamed with 12 hours sat on the phone, at a computer or on a train/plane is the perfect recipe for tight muscles, poor posture and muscular imbalances.

This makes it even more important for recreational sports and exercise enthusiasts to include Pilates based training into their regime to avoid injury and to aid optimal performance.

(Article from ten health & fitness)



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