



Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

Newsletter July 24th 2010

Rob Graham Memorial Time Trial – July 17th

Race report

Note to selves - “Yarra Junction, take a warm jacket and beanie”. A beautiful winter’s day in Melbourne looked to be turning unpleasant as the registrants made their way to the start at the Yarra Junction Secondary College; with every kilometre travelled, every hill crested, every bend rounded the clouds hanging over the ranges appeared to get heavier and more menacing. So it was a pleasant surprise that the car park at the Secondary College was bathed in sunlight. As the day progressed the sunlight became a little scarcer and a strengthening northerly wind made it tougher for the outer marks but the weather held and all got home safe and dry.

Of the 89 registered starters 76 made it to the start line (some only just) of the race in memory and honour of one of Eastern Vet’s best clubmen - Rob Graham. Of the 76, 60 were Eastern members with six other veteran’s clubs represented in the remaining 16.

At 1:01pm proceedings got underway with the favourites for fastest time leading the way on machines that looked fast even whilst they were still in the hands of the starter. 89 minutes later the last of the riders were away as Petra Niclasen set off on her trusted steed for 25k of self examination and a lot of questions. The majority of the first ten riding Time-Trial bikes with aerodynamic helmets, shoe covers and skin suits. As the start numbers increased the technology shifted from TT specific through modified road bike; the odd clip-on tri-bars and the odder aerodynamic helmet, to standard road bike and attire.

Thirty-four minutes after the first rider set off Martin Stalder was in the starter’s hands. As Martin’s countdown started Phil Smith rounded the final bend to start his climb through the last couple of hundred metres up to the finish. As Martin headed down the hill it was a case of one of the favourites for handicap honours crossing the favourite for fastest time, one with 25k of physical and mental testing ahead, one with 200m of burning muscles and rasping lungs to endure. Phil Smith stopping the clock at 35:08 (01:00 start time + 34:08 ride time). Phil’s heralding an increase in activity in the start/finish area as the starters counted down and released nervous riders into the race and the finishers called the numbers and times of the exhausted finishers as they came to, and across, the line.

Within five minutes Phil would know his fate, a minute past and no sign of his minute man - Stefan Kirsch. A minute thirty and still no sign, Stefan not having a good day. It was almost

two minutes before the next rider rounded the final bend and came into view of the finish, was it Stefan or was it Phil’s two-minute man - Shane Styles? As the seconds ticked by the rider got closer and those on the finish line were able to discern who it was, it was Stef. Phil still held fastest time.

As Stef closed on the line the clock ran through 37 minutes and with no sign of Shane there was just Andrew Weightman out on the road who had a realistic chance of taking fastest time. Still with daylight between Stefan and the line a second rider rounded the last bend, more anxious moments for Phil as the third man on the road powered his way to the finish, if it was Shane Phil could relax, if it was Andrew it was going to be close. Before Stefan crossed the line another rounded the corner, three on the finish straight. The second resolving into Andrew, the third (by deduction) would be Shane. Andrew had made one minute ten on Shane and was closing on the line, the time to beat 38:08. With no gantry and no countdown clock Andrew had no choice but to bury himself and hope he’d done enough. The time keeper calling “38 even” as he crossed the line, it was enough - Phil relegated to second by eight seconds.

It was almost three minutes later when the next riders hove into view, Tony Chandler chasing down his minute man in Peter Howard. Two seconds separating them on the line, Tony taking 1:02 out of Peter, securing himself fifth place outright. Richard Harvey finishing exactly two minutes behind Peter tied with him for sixth place. The remainder of the first ten starters finished with no surprises, the race for fastest time was settled, Andrew Weightman by eight seconds over Phil Smith, Shane Stiles a minute three further back, Stefan Kirsch twelve seconds behind him and Tony C. 29 seconds further in arrears, 1 minute 52 separating the top five.

With the dust settled for fastest time all that was left was to watch and record and wait till the last man (or woman) came home and the handicaps applied. Two hours, twenty-five minutes and thirty-three seconds after Phil Smith set off Petra Niclasen crossed the line, exhausted but exhilarated. As EXCEL™ crunched the numbers and the sun dipped in the western sky, temperatures dropped and those assembled partook of the refreshments on hand; sausages, burgers, tea and coffee to warm the insides, cakes and sandwiches to replenish the sugar and carbs, soft drinks to replace lost fluids and a bit more sugar and well earned cold ones to top the day.

Correct weight was called and the crowd gathered to hear the results. Ladies first, Evelyn Kloes of Northern Vets winning that category with a corrected time of 34:57, Eastern’s Louise

McKimmie (36:43) and Juanita Cadd (36:56) rounding out the podium. Next up, the statesmen of the group - time against age. Since time immemorial records have been kept and times for riders of all ages have been stored and averaged, in deference to those who exceed and excel the club recognises those who best better the average time for their age, this year it was three visitors who graced this podium, all over 66 years of age, all with sub-forty minute times, times that made them faster than three-quarters of the field. At 67 Ray Rhodes (Gippsland) took the bronze, completing the 25k with the 13th best time of the day (39:10), a time that bettered the average time for his age by ten minutes fourteen, Tommy Gray (Northern Vets), also 67, finished with the tenth best time (38:43), bettering the same age time by ten minutes forty-one. The third oldest man in the field - Bill McConnell (Geelong), at 71 years of age finished with a time of 39:27, bettering the time for that age by eleven minutes and nineteen seconds.

This brought us to the main event, the handicap; two equal times in the top ten meant the top ten was made up of eleven names. Thirty-five seconds separating third from equal tenth; 25 seconds separating first from second, the same margin back to third - Goulburn Valley rider Neville Laffy - 2nd (32:48) splitting two Eastern riders in Owen Anstey - 3rd (33:13) and Chris Taylor - 1st (32:23). With all prize monies distributed there was just the one task remaining, the awarding of the Rob Graham memorial trophy, after some words, on the man for whom the race is in honour of, from good friend Ron Stranks the trophy was awarded to the top ranked Eastern Vets rider - Chris Taylor.

A terrific job done by the organisers of the event; Ian Smith, Ron Stranks and Juanita Cadd, who ensured we had an event worthy of the man for whom it is run in honour of. These guys sourced sponsorship, produced flyers and the program, organised post-race refreshments (including Matt White as BBQ chef) and publicized the race.

Thanks to the support of the sponsors which enabled the club to reward over one fifth of the field for their efforts, they were;

- Avon Tyre Services
- CJN Maintenance Building services
- Croydon Cycleworks
- Dawn Mowers – we hire
- Eltham Cycles
- Nillumbik Shire
- Sunbeam Mowers

If you are in need of the services of one or more of the sponsors give them a call.

Thanks also to the VVCC delegates who were there in an official capacity; Tom Finning, Brian O'Loughlin and Colin Hooper.

Graeme Parker was recognized post race for his behind the scenes, and on the day, contributions and special recognition goes to the handicapper for the race - Keith Bowen, who did an excellent job yet again.

Trials of a Time Trial.

Wandering around the registration area there's a lot of money in some of the equipment on display, full blown carbon TT

bikes, disk wheels, carbon rims, singles, skin suits and tear-drop helmets, rollers and wind-trainers. Some people take this format (a little too) seriously. Fortunately the majority appear to be standard road bikes, with the occasional set of tri-bars thrown in. Hope the handicapper takes a couple of seconds off the marks of those with the technology, heck, minutes.

For me warm-up involves pumping up the tyres and doing a couple of laps of the car park before heading out onto the road to join the queue; fortunately after the first riders have disappeared down the road and around the corner taking their high-tech machines out of view. Those now waiting ahead sporting more standard looking machines. Slowly the line gets shorter as riders are dispatched at their allotted one minute intervals. My two-minute-man is away, that's the last time I'll see him. My minute-man is next, a rabbit to chase, then me and so it goes in one minute intervals back to the last rider. Ten seconds, five, four, three, two, one and my minute-man's off.

In the starter's hands, thirty seconds to go, listen to the instructions; brakes off, stay in the saddle. Heart rate's up and I'm not even moving. There's no turning back now. Focus. The 'rabbit' is rapidly disappearing down the hill and into the first corner as the seconds are counted down. And I'm away. Shit! wrong gear!, don't panic, down shift at the back 16-15-14-13, now up at the front - 53 and back up at the back -14-15. Don't think anybody noticed. Head down, back down through the gears -14-13-12, that's it no more. Keep the legs turning. Look at the speedo - 55, pretty good, no don't look at the speedo, ride to your legs and your lungs.

Round the bend, the first of the 'hounds' will be on his way. Up the little rise, as the speed drops - 50-47-46-45 down through the gears -13-14-15-16, not bad. Don't look at the speedo. Down the other side, speed picking up again, back through gears -15-14-13. Is that the 'rabbit' disappearing over the horizon, or just a street sign?

Gladysdale, well we'll be glad to see it on the way back. Look for the smooth bitumen. Keep the head down. Keep the pressure on the pedals. That is the 'rabbit' ahead, he must be seriously lacking miles in the legs.

How long have I been going? Eight minutes, I expect to see the first riders out returning shortly. There's the first, he's looking smooth and strong. Now to see how he's placed. Up the hill, round the bend, down through the dip and up into the wooded section. Definitely catching my minute-man. It's so slow through here. There he is ahead; push on, first him, then the next - delirious after just ten minutes.

Has the second rider away been by yet, don't think so, the favorite's looking good. There he goes, he's not having a good day - no threat to the leader, and the next in quick succession, he's got time up but I don't think he's got first - there goes my money. Then the next, that'll be close. About a minute on his two-minute man who's about a minute down on the front runner, that's 2 minutes - 1 minute + ..., that's too much for this brain at this time, but it'll be close.

My minute-man's done, the 'rabbit's cooked', give him room, do I say 'hi' as I go past? No, just concentrate. Check we're clear, back to the smooth bitumen. If I got my 'rabbit' the 'hound'

can't be too far behind. There's the next returning rider - too much time. Then the next, definitely closing on his minute-man ahead. Start concentrating on my two-minute-man, more a 'hare' than a rabbit to chase now. Man the rear derailleur hasn't had such a work out as it's getting today. Today it seems like a head wind out so it should be a tail wind home. Home, homeward bound, ... I'm losing it. Stay focussed. Another couple of riders have passed the other way, how many's that? Six plus a couple - maybe ten, half a dozen more and I'll see my 'hare'. If there's still ten to see, that's five this side of the road and five that side of the road so it's around five minutes to the turnaround.

There's the traffic control, the turn can't be far now and no sign of the target - got him!, there he is. Cross almost on the signage. To be sure to be sure, what's the clock say ~ 0:??:22, a minute to the turn and I'm holding him, anything less I'm up, anything more I'm down. Where's the turn? 0:??:45, I think someone stuffed up. Where is it!? 0:??:05 there it is, we're doing alright. Mark from the exit. Still closing ??:10, still closing, ??:15 this is not bad, ??:20, ok, he's got a bit on me. Out of the turn, out of the saddle - about ten seconds in it. He'll go back quicker than me, got my work cut out.

What time did I go round at? No sign of the 'hounds'. There's the traffic control sign. There he is, no it's his 'hound', there - just behind. Well that's around two minutes back to the pair. Doing better than expected, no sign of my 'hare' it's to be the stick not the carrot.

Where'd that wind come from, it was supposed to be behind me for the return. Head down, concentrate. Look for the faster bitumen. A steady stream of riders heading the other way, some closer together, some further apart - on average a just over a minute between them - not bad for an oxygen depleted brain.

Bit quicker back through Three Bridges and the woods but not quick enough, more fuel to the engine room, 'I'm givin' 'er all she' got cap'n', 'she can n'er take no moore'. Back into the light, through the dip and around the bend, out of the saddle over the rise, not only seconds gained from going up the hill faster but seconds gained over the top in getting back to max speed quicker.

The outskirts of Gladysdale, dare I dream, will my two-minute-man be at the end of the long straight through the township? Gawd, Gladysdale, so close but so hard. I swear somebody took to the road with gallons of sodium pentobarbital and a 12-gauge. Dead as Sobek and twice as rough. Head for the smooth bitumen in the parking bays by

the school - no joy, there are cars parked there. Surely there must be a smooth patch somewhere. Is that my mark ahead? Concentrate - nup no smooth bitumen and nup, it's a bin. Finally the road levels a tad and eases up its grip on the tyres.

There's the longest straight stretch just ahead. Definitely no sign of anybody ahead. I wonder who's behind and how far; I haven't looked back, except to pass my minute-man. I daren't. Just keep the head down and pedal. Two corners to go, a small rise, a dip, the climb to the finish. How's the time? 36:???. I can go sub-forty, no I can't, yes I can. Out of the saddle, power over the first little rise, yes I can. Last bend, there's the finish - somewhere through the haze. Just over a minute to 40 minutes. It takes just under a minute from start to the first corner, I know that because my minute-man was out of sight just before I started. I'm going to go sub-forty. The seconds are ticking away, the metres are running under the wheels. But one is going too quickly, the other not quickly enough. Ten seconds to forty minutes - one hundred metres to the finish. Four seconds - fifty metres, no, no, no! Forty minutes - twenty metres to cover. The clock stops at 40:04 - nice symmetry but ...

Followed in by my minute-man some forty seconds behind, he'd found something down the back of the pride cupboard to keep me in sight over the second half of the course. My two-minute-man finishing one minute 57 behind me - beat me by 3 lousy seconds. If only I'd ... just a little bit more ...

It took a while but I worked it out - it was up hill to the finish, and at the end of the race, of course it was going to take more than a minute to cover what it took less than a minute to cover downhill with fresh legs - even if I was in the wrong gear to start.

Ten things to ponder whilst riding a TT

1. Did I turn the iron off?
2. Is the universe finite? and if so what's at its end? and
3. In what universe does six times nine = 42?
4. Diddy diddy dum, diddy dum, my Sharona. Diddy diddy dum, diddy dum, my Sharona. Diddy diddy dum, diddy dum, my Sharona. Diddy diddy dum, ...
5. Pushing a 53-14 with 700mm wheels, now, per revolution that's - $(53/14) * (2 * 3.1415962 * (700 / 2))$ cm. Equals? and if I change gear?
6. Can you see shadows?
7. To, too, two - three spellings. I wonder what other phonetically similar words have multiple spellings?
8. Maybe I should have gone to the toilet before I started.
9. Diddy diddy dum, diddy dum, ...
10. Was I ironing before I left home?

Results (Rob Graham memorial TT)

	Handicap	Adj. Time
1 st	Chris Taylor (E)	0:32:23
2 nd	Neville Laffy (GV)	0:32:48
3 rd	Owen Anstey (E)	0:33:13
4 th	Dave Worland (E)	0:33:19
5 th	George Goodrope (N)	0:33:21
6 th	Steve Fothergill (E)	0:33:26
7 th	Ian Jolley (E)	0:33:29
8 th	Phil Cavaleri (E) Rob Harris (E)	0:33:33
9 th		
10 th	Rob Amos (E) Martin Stalder (E)	0:33:38
1 st ♀	Evelyn Kloes (N)	0:46:27

Fastest Time	Time
Andrew Weightman (N)	0:34:00
Phil Smith (E)	0:34:08
Shane Styles (E)	0:35:11

Time against Age	
Bill McConnell (G)	0:11:19
Tommy Gray (N)	0:10:41
Ray Rhodes (Gipps)	0:10:14

Officials

Thanks to Peter Mackie and Ron Stranks on the desk taking entries. To Graeme Parker and Keith Bowen on the start/finish and the rostered helpers led by Richard Dobson; Ian Milner, Michael Paull, Phil Pelgrim, Dennis Pauwels, Charles Lethbridge, Michael Pearce, Peter Grey and a few others who gave their time. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day for our races, to JC Wilson who brought the trailer along and David Ryan who was on hand again with ice cold drinks.

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.

Results (Club TT championship).

Age group	First	Second	Third
Men 35-39	Shane Styles	Stefan Kirsch	
Men 40-44	Peter Howard	Ian Amsden	Dean Niclasen
Men 45-49	Phil Smith	Phil Cavaleri	Rob Harris
Men 50-54	Tony Chandle	Rob Amos	Frank Nyhuis
Men 55-59	Steve Fothergil	Quentin Frayne	Dave Worland
Men 60-64	Ian Jolley	Owen Anstey	Martin Stalder
Men 65-69	Hawker Bruce	Anthony Taylor	Brian Farrell
Men 70+	Ted McCoy		

Age group	First
Women 45-49	Juanita Cadd
Women 50-54	Alison-Rose Barnard

Eastern Vets Program

Saturday	July	24	2:00pm	Arthurs Creek #	Graded Scratch Races #
Monday	July	26	7:30pm	Maroondah Club	General Meeting
Saturday	July	31	2:00pm	Killara Road #	Graded Scratch Races #
Saturday	August	7	1:30pm 2:30pm	Casey Fields	Teams Point Race & Graded Scratch Races
Saturday	August	14	2:00pm	Kernot #	Croydon Cycleworks Jack Thompson h'cap #
Wednesday			10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee

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.

Tail lights are a requirement for all EVCC Road events in the winter season

Northern Vets Program

Sunday	July	25	10:00am	East Trentham	Pig & Whistle handicap (44k)
Sunday	August	1	9:30am	National Boulevard	Graded Scratch Races
Sunday	August	8	10:00am	Avenel Road Seymour	General Memorial Handicap (64k)
Sunday	August	15	9:30am	Yellow Box Drv, Somerville	Graded Scratch Races

Gippsland Vets Program

Sunday	July	25	10:00am	Kernot	Graded Scratch Races
Sunday	August	8	10:00am	Kernot	Graded Scratch Races
Sunday	August	29	9:00am	Kernot	VVCC Open h'cap

Victorian Veterans Cycling Council Program

Sunday	August	29	10:00am	Kernot	Gippsland Open	18/8
Sunday	September	12	10:00am	Learmonth	Eureka Open	1/9

Note : Entries can be made on-line through the VVCC website or are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

Other Results, etc.:

For your calendar

Date	Location	Event
12/9/2010	Whittlesea	Degani Kinglake Ride - http://www.supersprint.com.au/events/degani-kinglake-ride-2010.aspx
17/10/2010	Melbourne	Around the Bay in a Day Registrations open 1/4/2010 for BV members, 8/4/2010 for general public - www.bv.com.au
27/11/2010	New Zealand	Wattyl – Lake Taupo Cycle Challenge Mal Jones on 0412 569 100 or email mal@shotproperty.com.au

Radioshack's Secret Weapon – TRX

Professional cyclists traditionally lift weights during their brief, six week “off” season to bolster power and strength for the coming season. But once the racing season gets underway, they don't have the time, resources or energy to hit the gym while globetrotting from one race another. Any gains made in the weight room quickly fall by the wayside. Why even bother with weight training if the guys just end up detraining the gains they made lifting weights?

Allen Lim, the team's sport scientist, introduced TRX as a means to maintain strength, balance, mobility and core work that was both convenient and travel friendly. Another huge benefit Lim sees from TRX training is that it helps to “crash-proof” riders' bodies (although looking at this years TDF you may beg to differ). The mobility, agility and balance riders develop on the TRX can help them stay upright when bad luck strikes and the peloton goes spilling onto the pavement.

Lim feels recreational and amateur competitive cyclists stand to reap the same benefits elite riders like Lance and Levi get from TRX training.



TRX training is now available specifically for cyclist. Stable Base Pilates, Surrey Hills, offers “Ride Ready” classes designed specifically for cyclist. The 60 minute classes are offered in a small group situation but are flexible in nature to accommodate riders of different levels and from the various cycling disciplines. For more info call Stable Base Pilates on 9888 4403 or visit www.stablebase.com

Teams' Races – August 7.

The postponed Teams' Points Race from early this month has been rescheduled to run at Casey Fields August 7th. The format of the points race will be 20 laps on a shortened circuit with sprints on every second lap. Points will be awarded for the first three in each sprint.

The race will start at 1:30pm and is anticipated to run approximately 45 minutes, after which the regular graded scratch races will be run. The far loop of the circuit will be available for warmup whilst the teams' race is underway.
