



eastern veterans cycling club

www.easternvets.com

Newsletter June 9th 2007

Casey Fields – June 2nd.

Race report.

There weren't too many cyclists on Beach Road this morning and those that were didn't look like they were enjoying it. By mid-morning the rain had drifted away and there were even patches of sunshine, a promise of good conditions for an afternoon's race. Julungul may have moved the rain on and after a week of severe winds you might have thought she'd have run out of puff, but she'd saved enough to ensure Casey Field's reputation remained intact. A strong North-westerly making it hard work on both the North bound (finish) and the West bound (old finish & wavy straight) sections of the circuit.

So it was with the wind drying out the last couple of puddles that still resided around the track sixty-five riders set off to do battle.

a-grade (1hour 20)

Under similar conditions to two weeks ago a small group of seven headed out for the first of quite a few laps. Unlike last week there was no attack from the start and the group circulated intact for the first twenty minutes. Undoubtedly the knowledge of an imminent intermediate sprint helped keep things under control with everybody taking turns at maintaining a fast even pace.

It was only twenty minutes after the gun, the legs hardly warmed up, when the bell was rung to release the pent up anxiety. The tolling ringing in a new concern – how to handle the sprint. Opting for the 'go as fast you can to cancel any attack' method Nigel Kimber pushed, or is that pulled, the peloton into the finish straight where a slow charge led by Rob Amos saw Nigel slowly progress to the back of the bunch. Rob clearly taking the points, the remainder grouped together and close enough that Rob was picked up before the corner.

The sprint out of the way the race returned to its earlier format with riders regularly rolling over. That was until the finish straight when Phil Smith emulated what Rob had done the previous lap. Phil succeeded where Rob didn't, gaining and holding a gap. With almost an hour to go there was no panic in the chase and things continued as they had before, except that the group was one less and the pace was measured to ensure the escapee remained within reach.

Ten minutes passed before Phil was reunited with the remainder.

The next ten minutes saw Phil test the waters a couple of times before another attack at the forty-minute mark. Despite there still being half the race to go the bunch had enough respect for Phil's time-trialing abilities to not allow this move, shutting it down very quickly.

Rob Amos was the next to attack managing to get a similar gap to Phil's first effort. This move shook the bunch and it took a few words of encouragement from Stewart Bendall to get the group, and the chase organised. Again the efforts of the chasers were concentrated on maintaining a controllable gap. After ten minutes the gap was brought back to the point where a bridging attempt was a serious concern resulting in a flurry of feet and pedals from all that saw Rob's solitude ended.

This was the cue for Phil S. to revisit his plan; constantly interrupting the rolling bunch with little attacks. None of which were successful in giving him a break, all of which were successful at taxing the legs of the others in the bunch, Tony Chandler's more so than others, a moments indecision seeing Tony with a gap that was just that little too insurmountable. With around ten to go Rob has taken advantage of Phil's groundwork and attacked the bunch again. And again gaining a break.

This time the chase wasn't as disorganised and with some strong efforts by half the group and contributions from the others Rob never broke the chase. At the bell there was twenty metres in it and it was time. A big pull by Nigel had it all back together halfway along the wavy straight. A kilometre from home probably isn't the best place to attack but with the word "counter" in front it might not be such a bad idea. Well that must have been Phil Smith's logic as he has done just that. It almost came off, a very strung out chase ensued with one, then two, and then another and another digging deep and catching the wheel in front. Realising his logic had a basic flaw in it somewhere Phil pretty much resigned himself to leading the bunch home, a final effort along the back straight lacking the necessary kick to break even the weakest of rubber bands.

Phil led the race around the last corner and into the finish straight, riding wide to eliminate any protection from the

westerly component of the wind forced Simon Bone to break left. Rob Amos seeing this as the move jumped to get his wheel, Nigel a couple of milliseconds later. Simon had timed it well, Rob unable to close the gap ran second and Nigel, having just enough momentum to hold off the remainder, taking third.

Figures for the race: 54.6k in 1:21:39 for an average of 40.1kph

b-grade (1hour 15)

In the initial few laps the b-grade race threatened to overtake the a-grade one. And it wasn't that the a-grade race was a stroll in the fields, the pace in the b-grade race was healthy from the start before finally settling down for a bit. That was until Martin Stalder's back wheel comprehensively destroyed itself with an almighty bang as the tyre blew and the sound of grinding metal as the wheel collapsed in a tangle of rim and spokes. The cacophony of noise enough to startle Ian Milner into action, whilst the others were inspecting the carnage Ian grabbed the initiative and a decent break. Kevin Starr and Rob Truscott taking it upon themselves to limit the deficit and try to bring the gentle giant back into the fold.

The whistle for the intermediate sprint put some urgency into the chase ripping the bunch apart. After some serious chasing two groups formed behind Ian, the first trying to get into contention for the money on offer, the second trying to limit their losses in the hope that it would quieten down after the sprint and that they'd be able to get back on. The first group lost out as Ian greeted the judges a clear winner, the second group had better fortune as the leaders called a truce that allowed them to hook back on.

With only a lap for the stragglers to recover Ian launched another attack, a disjointed chase saw him back in the fold. Another lap's rest and he goes again, this time it takes a more coordinated effort to bring him back, another rest and he's at it again and again the bunch responds and drags him back. No sooner was it back together and Ian Milner has counter attacked his own attack, again the response is to chase and bring it back together. Ian was obviously determined to go it alone and after about an hour of responding to his every move the bunch gave up on the chase and reverted to plan b - leave him out there, let the conditions wear him out and he'll be back seeking protection and succour. Ian had different ideas and proceeded to consolidate his lead, building it to an unreachable margin.

With Ian, and first place, out of the equation the race speed settled down to a more manageable level as riders prepared themselves for the finish. Nobody attempting to attack the field, even if they had the energy the bunch had already shown that it would, more than likely, be a pointless exercise. The bell was a welcome sound to the ears of those remaining, all that was left was for someone to put their hand up and lead the bunch home. Ben Schofield was that man, selflessly pushing to the front to bring it home, Nigel Frayne on his wheel and looking comfortable. Into the final bend Rob Truscott made the decisive move

jumping early with Jim Swainston tight on his wheel. Nigel F. deserting Ben, in hot pursuit. Nigel never quite made it but the effort in trying was enough to secure him fourth place. In classic style Jim pulling out of Rob's slipstream to take second on the line.

Figures for the race: 51.1k in 1:20 for and average of 38.4kph

c-grade (1hour 10)

Like all the other races today the c-grade race pretty much stayed together for the hour and a bit. Thorkild Muurkolom and Sue Pretto spending a lot of time at the front driving the bus. The intermediate sprint had all heart rates peaking at their max but the post sprint lull saw them back around the usual 80%.

In the closing stages of the race Matt White made a few attempts to get something going but without support was resigned to return to the fold to fight another day. At the bell it was Steve Fothergill who drew the short straw and ended up leading the field for most of the last lap. Steve still had the lead through the last bend and into the finish straight before Ken Bone made his move. A frenetic surge by the majority of the pursuing bunch making it tough for the officials on the sideline, a blanket covering the place getters, and a few more. Ken's head-start enough to give him the nod with Greg Lippie and Daryl Beovich taking the minor placings.

Figure for the race: 37kph average.

d-grade (1hour 5)

Hylton Preece and Nick Hainal must have had their eyes on the intermediate sprint from the get go, keeping the pace up in the hope of hurting the sprinters enough to take the sting out of their legs. A tactic that both worked but didn't quite work as Mark Granland and JC Wilson powered to the line, Mark taking the prize but at what cost? Both Mark and JC caught flat-pedalled by the counter attack led by Graeme Parker with Nick, Peter Mackie and Hylton in tow.

As the dust settled the majority of the original contenders were still in the race, only a couple being dropped in the sprint and the post-sprint moves. Despite a few efforts by Hylton and Peter to liven things up in the latter stages of the race there were too many Tom Boonens in the mix who were simply content to quash any move in an effort to keep it all together. And together it did keep till just before the final bend when Gerald McIver wound it up and jumped the field gaining enough of a break to take a comfortable win. The minor places decided in a mad sprint, a matter of tyre depths in it with Tom (Williamson) getting the nod over Tom (Preece) with Tom (Davidson) so close that the judges had to go to the video tape to pick them apart.

Figures for the race: 40.9k in 1:10 for an average of 34.8kph

e-grade (1hour even)

Even combining the f-grade riders with e-grade it was only a small bunch of 9 starters who set out for the allocated hour long battle against each other and the conditions. It came as no surprise to any in the group that if you went to the front you would be there for at least a lap and even then you had to lose the lead as nobody was willing to come by to take over. Consequently the speedo fluctuated considerably, the new incumbent venting their anger at being forced to the head of the line, only to hit a wall as the race turned into the wind and then drop the pace right off as they tried desperately to palm the front position to some other bunny. Only to have the cycle repeat again.

Ken Crow timed his time off the front well, powering his way from the back of the bunch to take the sprint - no surprises there. No sooner was the cash safely in Ken's pocket than Ronnie Stranks attacked the field - no surprises there either. Ronnie's surge costing John Porter and Stewart Jenkins their places in the peleton. Having spent too much on the sprint (coming in a close third) John's race was all but over. Stewart was able to drag himself back up to the others. After the exertions of the intermediate sprint

and subsequent activity were over the race reverted to form with seven of the original nine still circulating together and still trying to encourage others to spend time on the front.

Ken didn't time the final sprint quite as well as he did the intermediate one, Peter James able to get the drop on him and hold the advantage to the line relegating Ken to a close second, Keith Bowen a further 20 metres back led the remainder of the field home.

Wrap-up

I don't know who spins the biggest stories, fishermen or cyclists. "How are you Rob?" I asked before the race. "It was this long" he said with outstretched arms, "I got it to the boat but then it got away". Sore throat my foot.

Thanks to the following who contributed information for this newsletter;

- Nigel Frayne and Steve Barnard for b-grade,
- Peter Mackie for d-grade
- Keith Bowen for e-grade.

Results

	First	Second	Third	Fourth	Sprint
a-grade (7)	Simon Bone	Rob Amos	Nigel Kimber		Rob Amos
b-grade (16)	Ian Milner	Jim Swainston	Rob Truscott	Nigel Frayne	Ian Milner
c-grade (12)	Ken Bone	Greg Lipple	Daryl Beovich		Greg Lipple
d-grade (20)	Gerald McIver	Nev Williamson	Hylton Preece	Russ Davidson	Mark Granland
e-grade (10)	Peter James	Ken Crow	Keith Bowen		

Officials

Thanks to Graeme Parker and Ron Stranks for taking entries and to Tony Curulli and Mick Paull for overseeing the days proceedings. As always thanks to JC for carting the trailer, Su Pretto for dealing the merchandise and Peter Mackie on drinks.

Eastern Vets Program

Saturday	June	9	2:00pm	METEC	Graded Scratch Races
Saturday	June	16	2:00pm	Yarra Junction	Le Tour Classic Handicap
Saturday	June	23	2:00pm	Macclesfield	Graded Scratch Races
Monday	June	25	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	June	30	2:00pm	METEC	Graded Scratch Races

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. 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.

Southern Vets Program

Sunday	June	10	9:00am	Crib Point	Graded Scratch Races
Sunday	June	17	9:00am	Lang Lang – Yannathan	Graded Scratch Races
Sunday	June	24	9:00am	Casey Fields	Graded Scratch Races
Sunday	July	1	9:00am	Cora Lyn – Bayles	Anniversary Handicap

Note : Southern Vets have a 'No licence – No race' policy. If you are going to race with Southern take your licence with you.

Northern Vets Program

Sunday	June	10		No Racing	
Sunday	June	17	10:00am	East Trentham	44k Handicap

Sunday	June	24	9:30am	National Blvd, Campbellfield	Graded Scratch Races
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Victorian Veteran Cycling Council Program

Sunday	July	1	10:00am	Benalla	56k handicap	25/6 - \$12
Sunday	July	21	1:00pm	Rushworth	Ironbark classic handicap (CVCC)	16/7 - \$12

For your calendar

Date	Location	Event
9-11/6/2007	Benalla	Hume Vets 3-day tour 9/6 (Stage 1) - 56k Road Race 10/6 (Stage 2 (am)) - 15k I.T.T., (Stage 3 (pm)) - 44k Road Race 11/6 (Stage 4) - 52k RR (divisions 1-5) / 44k RR (divisions 6 & 7)
15/7/2007	Lang Lang	Annual Eastern v. Southern Road Race Melways reference 334 G9 or 96 A6
25-26/8/2007	Halls Gap	A weekend of fine food, great company, good laughs, oh and a race or two. 25/8 – Graded Scratch races 26/8 – Handicap The club will be organising accommodation options and entries, details shortly.
21/10/2007	Melbourne	Around the Bay in a Day Eastern Vets will have a group doing the 210k ride via Geelong & Queenscliff

Other bits and pieces:

Racing at Picnic Point

Apologies if you turned up to find nobody there, the ride was called off on Saturday. If you are looking for a social ride to work the lactic acid out of the muscles, there is a Beach Road ride to Frankston Sunday mornings departing cnr. Wordsworth Street & Marine Parade at 8:00am.

Alex Rigo writes

G'day Keith

Recovering well thanks.....went to the doctor on monday to get a tetanus shot. They cleaned and dressed the thigh for me, and have been back today to change the dressings. I have to go back friday to redress it again. It has been pretty sore as you can imagine, and sleeping is not easy. The good news is that the bike is ok other than ripped handlebar tape which is easy to replace. I'll hopefully be able to start riding again in another week or so.

Good to hear from you and thanks again to you and all who rendered assistance on saturday. It's reassuring to know that we are in the company of good people whilst racing. I am hoping to come out to Metec on saturday to watch the race.

Regards

Alex

Other Results, etc.:

ATTA

Several Eastern Veteran members braved the cold crisp conditions Sunday morning to compete in the ATTA event at Steels Creek.

Liz Randall acquitting herself well in the 17k event finishing the first female and seventh overall, four minutes behind the winner, five minutes (and 11 places) ahead of the next female competitor.

Phil Smith winning the 33k event in a sub-fifty minute time with a 40.6kph average.

Phil Cavaleri and Mark Wallace also completing the 33k with good times.

If you have a result or announcement you would like to share please forward it on to me and I will include it here.
