



eastern veterans cycling club

www.easternvets.com

Newsletter June 16th 2007

METEC – June 9th.

Race report.

Don't know whether it was the weather or the promise of snags and burgers cooked by Ronnie Stranks that had the crowds out on Saturday, but a good turnout turned out for the day's event. With 82 riders the capacity of the circuit was put to the test as all grades were on at the same time under blue skies and a swirling wind that only seemed to provide assistance down the finish straight.

a-grade (1hour 20)

Although I could have sworn they said 1:10.

Nigel's Race Report

With eleven in the bunch and windy conditions the likely format was that the race would stay together for a while, any attack chased down as riders tried to keep the bunch intact. Then soon after half race distance a couple of the stronger riders would break, stretching the chase to snapping point, the stronger getting across, the not so strong forming the bus. The plan was to be on the wheel of the riders who initiated the break. Another possibility was that Ian Milner might apply his tactics of last week and continuously hit the bunch until something happened, not a scenario I was looking forward to.

There was to be no attack from the line this week, the starter's instructions seeing to that – one lap controlled to ensure all and sundry knew where the pot-holes were. Riding two abreast at a very leisurely pace the focus was more on chatting to the rider next to you rather than spotting the broken sections of track. Another lap, this time paying attention to the road surface, "Sorry, what was that you saw Spiderman Three last night, how was it?". Into the finish straight for the second time, none the wiser in respect of the road deterioration but with all the ken on SM3, the two lead riders, figuring they'd done their bit, split and slowed right down. Like the waters of the Red Sea the whole bunch parted, each line following its respective leader.

OK, it was time, c-grade were on our hammer and e-grade weren't far behind. With the sole intention of picking the race pace up to a level more suited to a-grade I've gone through to lead the others into the first stage of the race

proper. I mean, let's see, two laps at twenty-something kph is three, four minutes at the most - out of one-hour ten, that meant over an hour and five minutes before we were going to hear the bell, and given the strength of the wind, it was way too early for anything more than a little ego-boosting time at the front. You could imagine my surprise when turning off the finish straight and into the wind a look down behind revealed no shadows, not even some old friends I knew some time ago. Jesus, I was alone. Well, if they weren't interested in my efforts to help them I'll make them work a bit to catch me.

Leaving the head down I've kept it going at a pace I thought was maintainable but that left enough so that when they caught me I'd not be left behind. A look over the shoulder through the left-hander off the hump showed a significant gap back to the group, at the top of the finish straight it was a hundred metres. By this time the bunch had responded, Rob Amos pushing to the front to keep the gap in check. Having put in a big turn Rob swung off the front only to have Justin Davis attack, catching Rob heavy legged and the remainder of the bunch napping.

After a couple of laps of listening for the surely inevitable rush of wheels and wondering where they were it was the voice of Justin Davis asking if I was ready for some work that interrupted my solitude, "I'm sorry, what do you call what I've been doing?"

It was time to make a decision; let Justin go and wait for the chase group or find out just how far I can push these old legs of mine. Words of encouragement from Justin and the threat of telling Jae that "I let the O'Mara colours down" were enough to sway the decision to the way of pain.

Meanwhile back in the bunch. Realising it was a serious gap with potential, the chasing group were putting in. Rob, Guy Green and Mick Jamison doing some serious turns. But after three laps Mick was spent and the chase began to split, a group of three riding away, Ian Milner replacing Mick. With the three working well together they had a chance but another three laps was all Ian had in his legs eventually having to relinquish his turns and finally dropping off the chase a couple of laps later. Making it a two-man team pursuit; Rob and Guy chasing team O'Mara.

Meanwhile from the back of Justin's wheel. It took a couple of laps of hard work (by Justin) before the chase began to break up. Each time into the finish straight a look across showed the bunch holding at around 200metres back and in pursuit. Finally it began to break up with three riding away; Rob Amos, Guy Green and Ian Milner. A couple more laps of hard work (by Justin) saw the big guy fall away and it came down to two chasing one and a bit. In an effort to break the will of the two remaining chasers Justin put in a couple more hard laps that extended the break to almost half a lap before he let me do a turn or two.

The remainder of the race followed much the same pattern, each time coming out of the hairpin a look across to the left to check on our position, which revealed the margin to be holding, and then it was back to the grind. Three-quarters of the way through the race we lost sight of the chasers, it took a couple of anxious laps before we finally located them at the head of a small group of lapped riders, still a couple of hundred metres back.

As the clock approached one-hour ten the attention turned from the pursuit to the officials on the finish line, looking for the bell. My pleas to end the pain being met with blank looks until one hour seventeen minutes and twenty-six seconds after the clock was started my questioning look was answered with "two more". At last check Rob and Guy were still coming off the hump as we were approaching the finish line, their race now for third place. Having heard the news of the imminent end to the race Justin has announced his intention to try to catch the two chasers and powered away up the back straight. It took all I had to stay with him to the hump where my legs, and my heart, finally cracked and I was left with the situation of being alone, half a lap clear of third place with one and a half laps to race. Could I hold on or were Guy and Rob now racing for second?

There was no real choice, using Justin as a lure I kept the legs going and despite losing a little ground to him the gap back to third didn't close noticeably. The bell barely heard as all concentration was on keeping going, using the vision of the wheel ahead to drag me that last kilometre. Into the finish straight second place was assured, Justin crossing the line ahead, Rob and Guy still coming off the hump some 300 metres behind.

Figures for my race: 54.1k in 1-hour 21 for an average of 39.9kph. Not the fastest average for METEC (40.1) but one of the hardest rides I've ever done.

b-grade (1hour 10)

As soon as the enforced neutral lap was completed Rob Truscott attacked the field and with Gary Wishart took a decent gap out of the others. Gary, deciding that the pace was a little more than advisable so early in the race, quickly retired back to the bunch, Rob ignoring such thoughts ploughed on. The chase bunch didn't, but a series of short attacks by Wayne Doherty, John Pritchard and a few others saw Rob's lead dwindle until after twenty minutes the writing was on the wall and he also returned to his fellow competitors.

The remainder of the race saw a couple of the seasoned riders attempt to get something going, John, Gary and Ian Smith at various times launching an attack. But with nobody going with them, a big bunch chasing and a strength sapping wind discretion was considered better part of valour, the tactic being to sit up and return to fight another day.

The bell saw the bunch intact and a big sprint inevitable, the thought of a hectic and confusing sprint prompting Ben Schofield into action, taking off as the race turned into the wind, Rob Truscott on his wheel. A solid ride by Ben ensured that the two were well clear going into the finish straight, a tactical ride by Rob saw him ease past Ben for the win. Bob Lewis leading the remainder home in the anticipated sprint.

c-grade (1hour 5)

An evenly matched c-grade contingent meant that a breakaway was unlikely to succeed but this didn't stop a few from trying, Su Pretto and Thorkild Muurkolm being among those who did. But true to expectation the bunch responded to each move holding it together, Tony Curulli and Ross Tinkler doing the majority of the driving.

The lot of the attacks were not helped by the fact that c-grade was circulating at a pace akin to b-grade, many an attack running into the back of the b-grade bunch where it got held up enough for the bunch to bring it back.

Ross Tinkler managed the most successful break of the race, holding the chasers at bay for ten minutes before succumbing to the weight of the massed chase.

The ultimate effort from Thorkild three laps from the finish wasn't enough and the group went into the last lap bunched together.

The bell signalling the start of the rock-paper-scissors elimination series, Tony Curulli losing the final round (going paper when he should have gone rock) got to lead the field into a tightly contested sprint. With around a bike length covering the first half dozen riders on the road the judges had to be on their toes, Matt White, going against form, timed his run to the line better than the rest and was given the nod over Ray Russo, Shane Schlotterlein and Tony Renahan.

d-grade (1hour 5)

A big field in d-grade set the scene for a defensive race. A few attempts to break things up by Hylton Preece and Nick Hainal around half race distance were quashed by the bunch. Another attempt by Nick with around fifteen minutes to go met the same fate and it came down to a bunch sprint. The jostling for positions on the last lap seeing at least one rider looking for a shortcut across the grass inside the right-hander, they stayed upright and returned to the fray in time for the massed sprint.

e-grade (1hour even)

The boys were in no hurry to make a race of it, the first fifteen minutes spent circulating at a fairly slow pace, that was until Juanita Stumbles stepped up to show them how it should be done. The next twenty-five minutes saw the race continue at a pace more appropriate to competition, the lead shared amongst most in the bunch. (Although from your editor's viewpoint it always seemed as though Juanita was the one out the front doing the lioness' share of the work).

And for the last twenty minutes that's the way it was, Juanita setting a pace that all but Barry Rodgers and Ron Stranks found too hot to follow. Any thoughts of a last ditch attack were stifled by d-grade who passed the three leading e-grade riders a couple of laps from home inadvertently blocking them. After the officials cleared the road of d-grade it came down to a sprint and despite being in a hurry to get the snags underway Ron was beaten home by Barry, Juanita following in a guaranteed third position.

Average for the race 31.8kph.

f-grade (1hour even)

Despite there being over two hundred members in the club it has been a while since enough f-graders have turned up to give John Macleod and John Porter a competition. This

week saw a couple more riders join the two Johns enabling a small f-grade contingent a race of their own.

Starting with the e-graders John Porter was very happy when the John Macleod and Graham Cadd finally let the higher grade go at around half race distance. Having attained separation John Mac and Graham still maintained a solid work rate, John P, Sue Cox and Stewart Jenkins doing all they could to hang on. In the end the efforts put in by the two workhorses proved their undoing as they allowed Sue and John P. to ride away in the sprint, Sue's legs proving too young and strong for John's, giving her the big money.

Wrap-up

Despite the numbers, the sizes of the middle grade bunches and a bit of road deterioration around the back of the circuit it was a good and safe day's racing. With Ronnie providing hot food and Pete the cold drinks a sociable half-hour or so was spent recounting the day's racing.

Thanks to the following who contributed information for the above race reports;

- Rob Amos for a-grade
- Martin Stalder and a few others for b-grade,
- Matt White for c-grade
- Juanita Stumbles for e-grade
- Johnny Porter for f-grade.

Results

| | First | Second | Third | Fourth |
|---------------------|---------------|---------------|---------------------|------------------|
| a-grade (11) | Justin Davis | Nigel Kimber | Rob Amos | |
| b-grade (21) | Rob Truscott | Ben Schofield | Bob Lewis | Jeff Pretto |
| c-grade (14) | Matt White | Ray Russo | Shane Schlotterlein | Tony Renehan |
| d-grade (20) | Mark Granland | Hylton Preece | Peter Scarth | Michael Cosgrave |
| e-grade (11) | Barry Rodgers | Ron Stranks | Juanita Stumbles | |
| f-grade (5) | Sue Cox | John Porter | John Macleod | |

Officials

Thanks to Graeme Parker and Ron Stranks for taking entries and to John Jardine and Mick Paull for overseeing the day's 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 | 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 |
| Saturday | July | 7 | 2:00pm | Killara Road | Graded Scratch Races |
| Sunday | July | 15 | 9:00am | Lang Lang | Eastern v Southern GSR |
| Saturday | July | 21 | 2:00pm | Yarra Junction | ITT Championship / Rob Graham Memorial ITT See below for information concerning this event. |

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 | 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 |
| Sunday | July | 8 | 9:00am | Casey Fields | Graded Scratch Races |

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 | 17 | 10:00am | East Trentham | 44k Handicap |
| Sunday | June | 24 | 9:30am | National Blvd, Campbellfield | Graded Scratch Races |

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 |
|--------------|----------------|--|
| 15/7/2007 | Lang Lang | Annual Eastern v. Southern Road Race Melways reference 334 G9 or 96 A6 |
| 21/7/2007 | Yarra Junction | Rob Graham Memorial Time Trial. Aside from being the club time-trial championship – 5year age groupings this is also a sealed handicap event. The Rob Graham Memorial Perpetual Trophy will be awarded to the winner of the handicap event, to be eligible for this trophy a competitor must have competed in at least three Eastern Veterans Cycling Club club events this winter season. |
| 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 and a group doing Melbourne – Sorrento – Melbourne. |

Other bits and pieces:

Safety:

Just a reminder to check your bike before leaving home. Ensure that your cleats and pedals are in good condition, that your tyres have enough rubber covering the casing and that there are no series cuts in them, that your brakes are padded up and adjusted correctly and that there are plugs in the handlebar ends. Riders on machines that don't measure up will not be allowed to race until the areas of concern are addressed.

Liz Randall; in pursuit of a new track

An e-mail from Liz Randall - 11/6/2007

Hi all!

For quite a while now I've been mulling over the fact that there are very few women cyclists of my age who are still racing and as a result, as the years go by, I have had to compete against younger and younger women. It sort of came to a head this year when I decided not to travel to the world road champs in Austria but rather stay at home for the world track champs in Sydney. The oldest women's class is 50+...I'm 62...actually at the champs I'll be one week off 63. So what to do? I'd be lucky to even get to the finals of my pet track event ...the pursuit. The answer...forget medals....go for records.

This lead me onto the fact that neither of the two events I ride on the track is really "made" for me...500m and 2000m are both far too short for my physiology. So the World Hour Record was the next logical step.

I've been training for it for a while now, but have finally decided to stop keeping it a semi secret and go public! This endeavour is probably the hardest thing I've ever done and, while to the non-cyclist riding for an hour seems very tame, it is in fact difficult

beyond belief. In order to succeed and put in a half way decent time you have to set a pace that is right on the edge of what you can manage and then hang in there for 60 mins. Fitness, comfort and boredom are all elements that have to be worked on. There are no records for women older than 49, so I have to create one. Lil Pfluke set the 45-49yr olds record at ~42km ...allowing for natural decline over the years. I think I can look at somewhere between 38 and 40km...well I can look at it!!!

So...I'm inviting you to join me in my journey via access to my blog (the link is under my name below), and if you're in Melbourne would love you to come and help alleviate the boredom aspect by supporting me on November 26th 5.30-630 pm at DISC velodrome Darebin.

Blogs generally tend to the self indulgent rubbish...I have *tried hard* to avoid that, but occasionally fail! hope I you find it vaguely interesting..well the photos on the right are ok!! It will crank up to a higher pitch as the days go by, so please mark it in your favourites and keep returning (sorry if you're already in the know and this is all old news)

Liz
<http://onehourrecordattempt.blogspot.com/>

The will to win is important, the will to prepare is vital.

Geoff Puttock in Europe

An e-mail from Geoff Puttock - 14/6/2007

We are now half way through our extended adjournment and looking forward to the start of "le Tour" next month. Our Channel ferry berth has been booked and a week of riding up the Pyrenees with Mick Jamieson & Co should be memorable.

Yesterday was my first evening ride with the locals. Wanborough Vets in Wiltshire are a group of about forty riders and Tuesday and Thursday evenings are 'Pub' rides. I've ridden with them a number of times on Sunday mornings. A 'Full English' breakfast of eggs, bacon, sausage, beans, fried bread and toast with pots of tea to wash it down are the highlight of the ride. A different eatery so far each week and the return ride can be a bit laborious after taking on so much ballast - all good for the cholesterol and triglycerides.

Last night's ride started at about 6 pm and the sixteen or so starters were soon fragmented as the more competitive ones amongst them pushed the pedals a little harder. A diversion was made as I hit the front and a left turn resulted in my playing catch up, I'm sure it was done on purpose, 'team tactics'. A steep climb split us up even more and I was struggling to keep up with the local GP 'Dr Phil' who reminds me of John Jardine and his never give up approach. An arrest to the proceedings was made at the top of the hill where everyone re-grouped and a head count made to ensure no one was left behind, exhausted, in a ditch or worse. A speeding bunch then set off downhill, along a high hedge edged lane not much wider than a car, and on rounding a bend were confronted with a Range Rover traveling in the opposite direction. Lucky for us there was a passing place at that point and rather than have several lycra clad bodies spread across his bonnet the driver took evasive action and to our relief smartly pulled across to his left leaving us enough space to continue our frolicking.

The stage objective was the Crown and Anchor in Ramsbury. Not knowing the rules or where the finish line was, I was forced to take up a minor placing, but enjoyed the ride. A swift pint of bitter and we were off again. Out of the pub car park and another climb, not what you need after quaffing down the amber fluid. The peleton now made it's way to the Blue Boar at Aldbourne, the evening ride's home base. Having missed the break I was content to cruise in with the main bunch and was rewarded with a pint of Waddingtons 6X (6X for those who can't spell Bitter). Other members of Wanborough Vets are already there eating sausages and roasted potatoes which are supplied by the landlord.

It was one of those perfect English balmy evenings, perfect for imbibing. As the sun became lower, the peleton, now augmented, set off for the home run. A few miles down the road, before everyone took off for their own abodes, the group stopped for a final banter and a quick burst of singing, the Poms don't just sing at soccer or cricket matches but anyplace where grog has been consumed.

Another oddity is when ever the group passes in through a bridge or tunnel they break out into Daylight Come. Day OOO Day OOO, it echoes really well!.

After leaving Melbourne, way back in February, we traveled to Perth and a visit to friends down in Dwellingup saw first hand how devastating the bush fires were there. At their property they lost a couple of holiday villas, all of the contents of a shed including ride on mowers, chainsaws etcetera, all reduced to a charred form of their shape. Luckily for them the house was spared but their business will take some time to get back to normal.

From Perth we flew to Johannesburg, visiting Soweto as a fill in before onward to Nairobi. Fourteen days were spent in Kenya and Tanzania chasing Lions, Cheetahs, Leopards, Rhino, Hippo, Wildebeest, Zebra, Elephants, Water Buffalo and anything else that moved. This was a trip that I would recommend any one to do. Accommodation, food and hospitality were top class and the thrill of seeing so many big and powerful animals roaming free was amazing.

From our Safari we headed north to Egypt and a cruise up the Nile. A couple of days in Cairo gave us an insight of what it would be like to live in a city of eighteen million people. Crossing the road was similar to some extreme sport activity, take your life in your own hands as you play dodgems with the horn blowing drivers of Egypt.

Did not find the Pyramids that wonderful but the ancient temples of Karnak, Queen Hatshepsut, Edfu and the Valley of the Kings were much more interesting. We were there in the low season and I would hate to think what the high season would be like as tourists must almost outnumber the locals.

After traveling to all these exotic places without too much of a stomach upset, British Airways managed to give me food poisoning on our final leg from Egypt, making the first few days in England a bit restrictive to one small room. On arriving in England, three months ago, the weather has been blowing hot and cool.

We have purchased a fifteen year old Honda Accord, which we hope will get us to France and back. We have traveled over 1300 miles in it so far and apart from the rear muffler coming adrift, it's performing just fine.

I've purchased an ex demo. Felt 4C for £900 which is comfortable and nippy. Wiltshire is a very pleasant county to ride around. Hills are plentiful but avoidable if a less arduous ride is preferred. Scenery is great, with plenty of ancient monuments (Stonehenge, Avebury) close by. Local canals give a nice level ride, along the tow paths, but can be hazardous and wet if not paying attention.

Age must be an influence to where we visit. National Trust properties are top of our list with their picturesque and colourful gardens dating back many centuries. Looking at trees planted three hundred years ago that make up gardens that are older than European settlement in Australia is mind boggling.

Wishing you well down under and I'll try and up-date you all about "le Tour" as it happens.

Geoff

Other Results, etc.:

Tom Stewart 3-day tour (Hume Vets, Benalla)

A couple of Eastern members made their way up to Benalla for Hume Vet's three day event, a 56k Road race on Saturday, a 16.25k time-trial and 44k road race on Sunday and a 56k road race on Monday.

Division 1.

- Roy Clarke : 1st overall (stg 1. - 4th, stg 2. - 2nd, stg 3. 3rd, stg 4. - 1st) and KOM winner
- Simon Bone : 6th overall (stg 1. - 3rd, stg 2. - 6th, stg 3. 2nd)

Division 2

- Peter Shanahan : 6th overall (stg 4. - 2nd)

Division 3

- Ken Bone : 9th overall (stg 4. - 4th)
- David McCormack : 11th overall.

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