



# eastern veterans cycling club

## Respecting the Rights of all Road Users

*Newsletter August 4<sup>th</sup> 2007*

### METEC – July 28<sup>th</sup>.

#### **Race report.**

Clouds banking up against the Dandenong ranges didn't stop riders from queuing up at the registration desk at METEC this week, a total of 82 riders signing on for an afternoon of nose numbing racing.

Despite earlier rains, and a light shower as the sweepers were sweeping, the circuit was mostly dry thanks to a stiff sou-westerly coming across the port-bow as riders made their way down the finish straight.

#### **a-grade (1-hour 30)**

12 riders rolled out of the start chute to embark on 90 minutes of racing, the numbers bolstered by visitors from other clubs. As is the norm the initial pace was relaxed but picked up as the first lap drew to its conclusion. For the first half hour the members of the group took turns at the front, basically doing ½ to 1-lap turns; some not so long, some missing out - happy to let the returning rider drop in in front of their wheel. This rotation of fresh legs kept the pace up, which, combined with the conditions, dissuaded anybody from being a hero.

As the race entered its 2<sup>nd</sup> third the rotation deteriorated and the attacks started, Ian Milner making the first move, pulling 50m on the group and waiting for somebody to join him. After a lap and a bit out on his 'pat' he conceded that nobody was coming out to play and returned to the fold. Unperturbed he had another go a little later, an effort which was met with the same lack of enthusiasm from those within the group.

At around half race distance Nigel Kimber found himself up the road a tad, probably promoted by Ian who figured he'd force somebody to go out and play and then join them. Gerry Donnelly also got in on the act and it was three away. A hedging of commitment from some in the break and a response from the chasers ensured that that little party was short lived.

By this time the sun had traversed some 15° across the sky.

Michael Fisher (jnr) was the next to make a move, possibly taken in by the apparent eagerness of some to get involved, he spent the better part of two laps looking over his shoulder waiting, waiting, waiting until, taking pity on the lone figure ahead, the bunch picked it up a bit to offer him shelter.

Showing no mercy, Guy Green counter attacked as soon as the juncture was made. Gerry Donnelly had been anticipating this and was on Guy's wheel as the gap exploded. Michael, also anticipating a move of this nature desperately tried to respond but leg weary from his solitude he was unable bridge the gap, falling back to the bunch soon after.

A discordant chase saw the break quickly grow to 200m but then serious efforts by Nigel, Tony Chandler and Ian M. and the odd contribution by Mark Wallace, Gary Chamberlain and others in the group saw the gap stabilize, even creeping back a bit before the efforts took their toll and the enthusiasm waned, allowing the break to increase again.

As the race entered its final fifteen minutes the attacks started; individuals hitting the remains of the group at fairly regular intervals. None of the moves met success, each responded to either by the leader of the pack digging deep to drag the others across or by a bridge being built as second wheel came round first, then third over second, then fourth over third, etc until the gap had been filled. These moves disrupting the pace enough to let the break get further ahead, to the point where the bunch was in serious threat of being lapped by the two leaders.

A concerted effort in the closing stages to avoid such embarrassment was rewarded with "two to go" and then the bell. With the bell tolled, the threat of being lapped removed, and tired legs, the pace dropped right back. That was until Tony C decided to make his dash for fame at the bottom of the hump. A collective groan came from those still in the race as responses were mounted. Tony's attack coming unstuck on the exit to the left-hander, his tyre initially slipping on the bitumen and then from the rim, dumping him unceremoniously on the tarmac.

In the closing laps of the race Guy rode away from Gerry for a comfortable win, and with Tony's attack and subsequent demise it came down to a three man sprint for third that saw Mike Fisher too strong for Mark Wallace and Gary Chamberlain, the majority of the remainder following in shortly after. One noticeable absentee at the finish was Phil Thompson who was last seen at the 75-minute mark wandering the track, saddle in hand.

Figures for the race: 59k in 1:31 for an average of 38.8kph

## **b-grade (1-hour 25)**

Nigel Frayne's race

A nice sized bunch of familiar faces (about 15) rolled out for the first lap of an 80 to 90 minute race. The track has pretty much dried out yet there are enough remaining puddles to ensure the bike will need yet another wipe down at the end of the day. Taking up position as the caboose Nigel Frayne surveys the field and wonders if this crit will play out according to previous experience.

Peter Shanahan will launch an indeterminate number of attacks, some of which barely last until he has reached the front of the group before fading; Kevin Starr groaning his frustration when the pace slows will move to the front to wind us up again; Olivier Pomie will consistently spend time on the front when Kevin is resting (does he ever rest?); Phil Cavaleri will hunt down every attack in the first half of the race, either attack or try to bridge to others in every attempt to get away from us (we must have bad B.O.); Ben Schofield will go for it again.

So is the experience and so it essentially came to pass, the only questions being; would one of Peter's attacks stick? Would Ben successfully smash the field like he did last time here at METEC? What will Nigel Frayne do?

The first thing Nigel does is be grateful that he changed to the long fingered gloves and retained the leg and arm warmers. It's kind of brisk out there! A slight westerly breeze gradually increases as the afternoon wears on ensuring that it will be a difficult sprint for anyone on the front. It also proves an insurmountable challenge to any escapees as time and again the combination of wind and willing chasers foils all attempts. The key will be to get a small group of 4 or 5 out there. The only time that occurs is around the 45 minute mark when Kevin, Olivier, Phil and Nigel get a small gap. By the time they registered that this could be the one it is countered by a nervous chasing pack who see the danger. The shock of it seems to cause some new faces to move up front.

When things seem to have quietened down and Peter Shanahan seems sated by earlier efforts Nigel Frayne finally tries an escape. The plan is to get out there far enough that one or two of the strong men can bridge across and together work our way clear of the ball and chain. After half a lap of solo gasping it is clear that this is not working and it all comes back together. An ideal time for an opportunist! Peter Shanahan (not as sated as thought) zooms off on yet another adventure and this time works his way to a very handy gap. The time is ticking down and the fear is that the bell will be found to reward the opportunist. Luckily for the pack the stewards are preoccupied with bringing in the other grades so the bell stays away until we have worked our way across to Peter.

Barely one lap grupetto before the tolling of the bell, the sign says "B"; that's us. The collective minds of the bunch sprint is almost as palpable as the smell of brake blocks, after all who wants to be on the front now? Attack! Ah, Ben

Schofield, I remember this routine, hammer the whole lap and leave us in tatters, I've seen it before. Phil jumps and Nigel is on his wheel quick as a flash. Ben holds us off until after the sharp left hander but he's sitting up and looking behind where we're all gasping and gaining. Phil sits up and Nigel eases too - why? Dunno. It is a fatal decision as the group behind rolls over the three of us like the cannonball express and we're having to dig deep to get aboard. Jim Swainson is up there driving it along with Martin Stalder, Kevin Starr, Harold Simpson, Olivier, Matt Cornford and Steve Barnard.

Phil gets into the mix and Nigel joins up in about 9th wheel going around the sweeper and on to the home straight. The seas part and we're greeted by the aforementioned head wind. The gaps are widening as we string out towards the line. A very deserved Kevin Starr rediscovers his sprinting legs and takes the main prize.

Martin Stalder along with Steve Barnard have a good day filling the minor placings, Phil Cavaleri joins in the money in fourth. Nigel, Olivier, Matt and Harold roll over shortly afterwards with the rest further back.

Figures for the race: 51km in 1:22 for an average of 36.4kph

## **c-grade (1-hour 20)**

With 18 on the start line this was going to be a fast and ferocious affair that was going to suit the sprinters, the bunch unlikely to allow a break to get away.

Nigel Letty was the early pace setter keeping the pressure on and encouraging others to work a bit to keep the pace high. As fatigue started to gnaw at the strength of those trying to control the race it moved in to the next phase; Steve Short hitting the bunch a couple of times around mid-race. A few of the attacks included his mate Thorkild Muurkolm and those that didn't saw Thorkild express his disappointment by bringing the bunch back to his wheel. The pair's first attack gaining the best advantage, around 150m, before the bunch knuckled down and dragged them back.

With the ice broken, and the time remaining coming down, others initiated their efforts to break the bunch; Matt White and Greg Lipple trying their luck a couple of times and David McCormack, unable to keep his new Bianchi from powering away from him, spent about a lap off the front before being brought back.

The constant attacking and consequent chase had the race averaging over 36kph for the first hour. But the bunch's penchant for chasing any attempted breakaway ensured it was going to come down to the inevitable bunch kick. Which it did.

Just after being passed by b-grade the c-grade bunch got the bell. This was the signal for those aaaaaall the way down the back to do something about it or find themselves with a 50m deficit when the sprint started. The consequent increase in tempo risked a messy finish; fortunately b-grade sat up and allowed the now jittery c-graders to go through to complete their race in peace.

By the time the race had got round to the traffic lights, 300m to go, the jostling had been sorted and the speed was threatening to hit single digits, the procrastination eventually getting to Steve Fothergill who cracked and attacked hard. The initial surprise gleaning a couple of metres but this close to home nobody was going to let him get away and the sprinters in the bunch were quick to his wheel; the others in pursuit - riding for pride. Steve F. almost held the chasers at bay but a twitch of a few muscles in Terry Murdock's legs and he was alongside Steve and slowly inching ahead as the finish line rapidly approached. Tony Curulli was glued to Terry's wheel, observing his technique, but didn't quite have the reserves to pull out of the slipstream and edge ahead of Steve. The result

1-Terry- -Tony-  
1 -Steve-

Greg Lipple in close proximity led the remainder over the line.

### **d-grade (1-hour 15)**

With the biggest field of the day the 23 strong d-grade bunch made a formidable sight as it made its way around the METEC circuit. The large bunch size guaranteeing it was almost certainly going to come down to a bunch sprint, unless, a couple of friends got together and ...

The large number of riders in the group meant that the race was run at a fast pace, fresh legs always ready to take over when the current set started to weary.

This rotation of fresh legs at the front resulting in most of the attempted breakaways occurring as a new rider took over the lead, putting in a hard couple of hundred metres in an attempt to get clear, everyone else hanging on to their tail till it was over. The only attack that broke the rubber band was instigated by Chris Norbury, but the conditions and the dogged determination of one Paul Kelly saw Chris' freedom short lived and everybody back together, nervously awaiting the ringing of the bell.

## **Results**

	<b>First</b>	<b>Second</b>	<b>Third</b>	<b>Fourth</b>
<b>a-grade (12)</b>	Guy Green	Gerry Donnelly	Mike Fisher	
<b>b-grade (15)</b>	Kevin Starr	Martin Stalder	Steve Barnard	Phil Cavaleri
<b>c-grade (18)</b>	Terry Murdock	Steve Fothergill	Tony Curulli	Greg Lipple
<b>d-grade (23)</b>	Dave Moreland	Graeme Parker	Paul Kelly	Russell Davidson
<b>e-grade (14)</b>	JC Wilson	Leon Bishop	Graham Cadd	

## **Officials**

Thanks to Graeme Parker and Ron Stranks for taking entries. Thanks to Ian De Kam, Alan Hicks, Kevin Jackson and David James for controlling the race and picking the place getters from the massed confusion of most finishes. As always thanks to JC for carting the trailer and for this week dealing the merchandise, last but not least to Peter Mackie on drinks.

After four or five laps of anticipation the sound of the bell released the pent up eagerness and it was on for young and old as the whole group charged into the final lap. Most of the group losing their legs 15 metres from the line, the more seasoned in the group, having tempered their assault, finished over the others who were flagging. A very crowded finish had the officials on the line earning their money separating Dave Moreland from Graeme Parker and Paul Kelly.

### **e-grade (1-hour)**

Another big field in e-grade made for a high and consistent pace. The presence of Ron Stranks in the bunch ensured that there would be some action though. And sure enough Ron was in there stirring things up, but as in the other grades the conditions and with the likes of Graham Cadd, JC Wilson and Laurie Bohn in the bunch keen to keep it together, Ron's attacks were doomed to fail. After an hour of trying to break free it came down to another bunch sprint – sort of.

Unfortunate timing saw the e-grade sprint restricted to a narrow section of the circuit, the majority of the road taken by the large c-grade bunch. A strung out a-grade chase group passing said c-grade further restricting the available space.

Full credit to those in the finish for riding sensibly under the tight conditions.

### **Wrap up**

Despite the windy conditions and the large bunch sizes it was a great day's racing with all groups conducting themselves in a safe and sensible manner, the only incident of the day being self-inflicted.

Again thanks to those who helped by providing information for the various race reports;

b-grade : Nigel Frayne

c-grade : Tony Curulli and Steve Fothergill

d-grade : Neville Williamson and Paul Kelly

e-grade : Mick Paull

### Eastern Vets Program

Saturday	August	4	2:00pm	Macclesfield	Graded Scratch Races
Saturday	August	11	2:00pm	Steels Creek	Jack Thompson handicap
Saturday	August	18	2:00pm	Casey Fields	Casey Fields 120 Graded Scratch Races (note that this is a 2-hour race, see below for further details)
*Saturday	August	25	2:00pm	Halls Gap	44k Graded Scratch Race
*Sunday	August	26	10:00am	Halls Gap	61k Handicap
<b>Monday</b>	<b>August</b>	<b>27</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>

**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.

\* These are not Eastern Vets events, see below for details.

### Southern Vets Program

Sunday	August	5	9:00am	Casey Fields	Graded Scratch Races
Sunday	August	12	9:00am	Crib Point	Graded Scratch Races
Sunday	August	19	9:00am	Lang Lang - Yannathan	Graded Scratch Races
Sunday	August	26	9:00am	Cora Lyn – Modella	Club Championships

**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	August	5	10:00am	Lancefield	Open Age Championships
Sunday	August	12	10:00am	Pyalong Rd, Seymour	Eagle Handicap (53k)
Sunday	August	19	9:30am	Gisborne	Time Trial
Sunday	August	26	9:30am	National Blvd., Campbellfield	Graded Scratch Races

### Victorian Veteran Cycling Council Program

Saturday	August	25*	2:00pm	<b>Halls Gap *</b>	44k Graded Scratch Race	20/8 - \$8
Sunday	August	26*	10:00am	<b>Halls Gap *</b>	61k Handicap	20/8 - \$12
Sunday	September	9		Wangoon	60k Jack Brennan Handicap	3/9 - \$12

\* See note below concerning Club Halls Gap weekend.

### For your calendar

Date	Location	Event
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, a bbq lunch is being provided after the racing. For accommodation e-mail Colin O'Brien at; <a href="mailto:colinjbg@netspace.net.au">colinjbg@netspace.net.au</a> For race entries see Ian Smith next Saturday. Note entries close with the VVCC 20 <sup>th</sup> of August, entries through the club must be in the week before then (18/8)
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.
16-19/11/2007	Australian National Championships	16/11 - Time Trial - Paraparap 17/11 - Road Race - Australian Automotive Research Centre, Anglesea 18/11 - Track*: TT, Pursuit, scratch - Geelong West Cycle Track 19/11 - Criterium - The Esplanade, Torquay  Entries close 26/10/2007, \$15/event. *TT & Pursuit - road bikes permitted, no gear changes allowed. Scratch Races - track bikes only.

## Other bits and pieces:

### EVCC Business:

At the General Meeting held 30/7/2007 the following motion was moved and passed;

- All competitors who enter classic events; handicaps and time trials (events requiring pre-entry), must pay the entry fee whether they compete in the event or not. The entry fee is due and payable on the day of the event (payment not required at time of entry). Competitors who fail to participate in a classic event for which they have entered will not be allowed to race in any race conducted by the Eastern Veterans Cycle Club until the entry fee for that classic event has been paid.

This ruling brings our club into line with other clubs that have a similar policy.

The intent behind this ruling is to encourage all competitors who enter to turn up.

The reasoning behind this ruling is that 'no shows' at these race formats impact the outcome of the race. For handicaps the handicapper builds (and handicaps) groups based on the entries received. If riders do not show up their group is at a disadvantage as the handicap was based on bigger numbers. For time-trials there is an advantage gained by having the carrot and by leaving a gap no-shows disadvantage the rider behind them.

Another thing that came out of the meeting

- in a time-trial, riders who miss their start time **will not start**

Start times are clearly advertised at the registration desk and it is the responsibility of the rider to be available at the start line at the time they are scheduled to be released.

### Rob Graham memorial handicap:

Julie Graham has written to the club expressing her appreciation for its support and for its acknowledgment of Rob. Julie also commended the club on its running of the time-trial and for the 'provision of sunshine'.

Julie also wanted to publicly thank Ronnie for the words that he said.

Hi Ian

Thanks so much for the support & well running of the time trial... you even provided sunshine! I've expressed my thanks to Ronnie for speaking & would like to pass this on through the newsletter to.

Cheers

Julie



Julie with the inaugural Rob Graham memorial handicap winner - Martin Peeters

### Casey 120:

The next race to be held at the Casey Fields circuit (August 18) will be a tough one - 2hours for A grade, slightly less for B-F with Intermediate Sprints for all grades. In compensation for the effort excellent prize money is on offer.

Whilst I have your attention, the following was sent to the club from the management of Casey Fields concerning toilets;

There are 4 public toilets located at Casey Fields. These include:

- Tennis Centre – External Accessible Toilet
- Premier Cricket Pavilion – External Accessible Toilet
- Football/Netball Pavilion – Both External Accessible Toilets

These toilets are regularly cleaned and will be open at the times we are racing

These public toilets are for your members to use until such time as the Race Control Centre is completed. Your members are to use these toilets only – they are not to try and access any of the changeroom areas at any of the pavilions. A number of complaints have been received from tenant groups of cyclists just entering female and junior boys change areas and demanding use of the toilets. Please advise all your members/visitors that these areas are off-limits. Also note that people are NOT to ride their bikes around pavilion areas – they must walk their bikes when entering a pavilion precinct. A number of near misses have occurred and please remind them that most of the doors around the pavilion open outwards...I am sure that you will agree that glass doors and moving cyclists do not mix well.

I will also take this opportunity to remind you that the VVCC and its affiliate clubs take a very dim view of cyclists relieving themselves in public. Any member caught performing such an act will be fined (\$100 - first offence) and suspended from competition (1 month - first offence) no exceptions.

### **Halls Gap – August 25<sup>th</sup>-26<sup>th</sup>:**

So you think it's a long way to go for a bike race. Well it's more than a bike race - it's two. And besides, there's a more to do than just ride a bike.

If you are an early bird get yourself up to Boroka lookout (8k from Halls Gap) Saturday morning to view the sun-rise (I recommend you drive - Ed.), if you're not that interested in catching worms get along before lunch and check out the vista down along the valley.

Before the race on Saturday afternoon (or after the race on Sunday morning) drop by the Brambuk Cultural Centre for an insight into the history of the region. On your way home make a detour and visit one of the Aboriginal art sites at Billimina, Bunjil Shelter or Manja Shelter or visit MacKenzie Falls. See the Parks Victoria web site for directions and other options ([http://www.parkweb.vic.gov.au/1park\\_display.cfm?park=109](http://www.parkweb.vic.gov.au/1park_display.cfm?park=109) - Park Notes / Maps (at bottom of page) option 4. - Visitor Guide).

For accommodation contact Colin O'Brien at ([colinjbg@netspace.net.au](mailto:colinjbg@netspace.net.au)) to reserve a room and see Ian Smith at the next race to shore up your race entries.

STOP PRESS: Ian wishes to get the entries finalised and off to the VVCC next week so get your entries to him this week.

### **Other Results, etc.:**

If you have a result or an announcement you would like to share please forward it on to me ([nigel.kimber@bigpond.com](mailto:nigel.kimber@bigpond.com)) and I will include it here.

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