



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter January 19th 2008



Graded Scratch Races – Dunlop Rd – January 12th



Race report.

With the weather gods smiling it was another big turnout (122 riders) at Dunlop Road to kick off 2008. The day started on a somber note as a minutes silence was observed on the start line in memory of Ivan 'Ike' Collings (15/9/1939 - 30/12/2007), a champion cyclist and a supporter of cycling at all levels. Lorraine was present and, to her, the club membership extends their deepest sympathies.



a-grade (thanks Tony)

Wearing the race sponsor's kit Justin Davis (O'Mara cycles) set about giving his sponsor some serious coverage, jumping from the gun and leading the race for the first fifteen minutes. The bunch seemingly not too interested in chasing for the first four laps but finally picking it up enough to close the 100m gap Justin had enjoyed over the next three laps.

No sooner was it all back together than the race started in earnest. Phil Smith the first to hit the bunch, a trio of riders trying to bridge and the bunch trying to close it down. They did (the bunch that is). But that was just the cue for the first of many counter attacks, the clunking of gears as the peleton raced down Geddes St signaling a response to a second attack by Phil. Justin Davis and Chris Beales going with him and leading the race into the next lap.

The chase was quick and decisive as was the counter attack, this time it was Guy Green and Gary Chamberlain on the march. The little terrier, Phil Smith, who still had something was chasing. The threesome managed to stay away for a couple of laps doubling their lead to around a hundred metres before the chasers brought it all back together.

A couple of laps to recover and Mark Wallace decided half-race distance was as good a time as any and built himself a

handy 150m lead which dwindled over two laps before N. Martin jumped from the bunch to offer assistance. Next lap Roy Clarke and Gary Chamberlain had added their legs to the break and Russ Newnham thinking it was a good thing tried to join them. The fifth man was the straw that saw the bunch dig deep, swamping Russ as they closed the break down.

A lap of respite before Guy Green tested his legs; Tony Chandler, in the right place at the right time, was able to offer his assistance and Phil Thompson, feeling that this pair had the potential to stay away, made a desperate bid to get across. Phil ran out of legs as Mick Buckley and Phil Cavaleri took up the challenge, only to have the bunch catch them as they caught the lead pair.

As the race entered its final laps Phil Smith tried again, going wide up Geddes St, but this close to the finish the bunch weren't keen to let him slip away. Another lap, another attempt, another chase and Phil was pretty much spent.

Gary Chamberlain was the next to attack. A delay in nominating a chaser allowed him to get around a hundred metres on the bunch, N Martin also managing to catch the others by surprise was in hot pursuit. Stephan Kirsch and Russ Newnham took advantage of the still disorganised chase to get away, and passing a fading Gary joined N. the triplet went into the last lap with a little break on the remainder. It wasn't enough as the

bunch regrouped along Dunlop Road before Justin Davis surged away on the back section of the circuit to round the last corner 50m clear of Russ, Guy and Phil Thompson, the bunch hot in pursuit.

Justin held on for the win, Guy passed Russ on the line and Phil was swamped by the bunch half way to the line, Stephan emerging from the mass to take fourth.

According to Tony the race average a tad over 41kph making it one of the fastest we've seen. A solid performance from Phil Smith and a courageous one from Stephan Kirsch who is just back from serious injury

b-grade (thanks Steve)

A high pace kept the attacks to the minimum, the race rarely being a bunch of cyclists, more often than not it was a strung out string of cyclists. Ten minutes in, John Pritchard had a go, but simply stretched the string and wore his legs out. Rob Truscott tried to capitalise on the hurt as soon as John slowed down but Phil Pelgrim was determined to not let it snap, nor were any of the others. A couple of laps at break neck speed and it was time to step back and consider plan b.

Harold Simpson was the first to action as he took a 50m gap over the bunch. But the pace of the bunch and the slight head-wind down the finish straight soon had him back in the fold.

Refreshed and revitalised John Pritchard had another go, this time breaking the shackles and staying away for two laps before realising the futility of the exercise and returning to the relative ease of the bunch. No sooner was John back in the bunch than Phil Pelgrim counter attacked, only to be beaten back after a lap off the front.

Meanwhile back in the bunch the two Londoners and the pomie (Olivier) had been conspiring and as soon as Phil was safely back they launched their attack. This move stirred the colonials into action and a working chase group set about the pursuit, it took two laps to reel the escapees in. The efforts of the break and the chase seeing b-grade running into the back of a-grade which seemed to be on a bit of a 'go slow'. There weren't a lot of complaints from the green hats as they rolled around recovering and waiting for the a-graders to extract their collective digits.

By the time the road ahead had cleared the race was in its final laps and all thoughts turned from the possibility of an escape and solo win to the inevitable imminent sprint. Ben Schofield tried to combine both worlds starting his sprint 800m from home (and hoping to stay away) Steve Gray thought it ambitious of Ben but was cautious enough to go with him, ... just in case. Ben was ambitious, his legs giving out half way home. Tony Curulli made the next move as the bunch lined up for the dash down the finish straight. Steve swapped wheels but Tony proved too strong, holding on to take the win, Steve finished second, Rob Amos and Kevin Starr (Londoners 1 & 2) third and fourth and Olivier Pomie fifth, a tight finish with just a bike length covering the first five.

c-grade (thanks Dave)

Alan Cunneen must have had a copy of the last race's script as he took off from the gun, realising the error of his ways he was soon back on the same page (and the same bitumen) as the others. After ten minutes of circulating Andrew Neilson and S. Ross thought it was time to put the bunch to the sword. Similar thoughts must have passed through the minds of Geoff Puttock and another as they set off in pursuit of Andrew and S. Geoff and his companion weren't able to catch the leaders and were swept up as the bunch chased them down. The leading pair enjoying an extra lap of pain before finally being returned to the peleton.

The initial rush of blood over the race settled down and essentially stayed together for the remainder. Frank Nyhuis the only one brave/mad/strong enough to get a gap, the large bunch were in no mood to allow a breakaway to getaway and, led by Geoff and Dave McCormack, they chased Frank down, enlightening him to the futility of such an exercise.

Not to be intimidated (and emboldened by his mid-race effort) Frank started the sprint half way along McDonalds Lane with Michael Paull on his wheel. From there on in it was a race of attrition. With Frank not letting up riders were left legless along the road, those strong enough to stay with him battling it out for the minor placings.

d-grade (thanks Peter)

Peter Mackie enjoyed his fifteen minutes early in the race, rolling away from the peleton on the first lap. With no interest shown by the bunch Peter knocked it up a couple of gears and put his head down. As Peter's lead continued to grow the peleton took interest and started a chase, raising the heart rates of some in the bunch close to the MAX. Once the big group had the momentum Peter's time in the sun was soon over.

After the initial flurry of feet and pedals Peter Gray and R. Hobson took control and the pace settled down to a consistent slog until Nick Hainal, Nick Bird and Colin Morris separately tried to break things up with a series of individual attacks. All to no avail, the sprinters desperately hanging on as the race entered its second half.

After a little period of rest the antagonists again tried to shed the sprinters, this time their attempts were bolstered by the inclusion of efforts by Alan Cunneen and Peter Mackie. But still no reward. And then it was the bell lap. The sprinters had survived and it was going to be their day.

The lead-out started half way round the circuit, the bunch stretched to single file as the leaders powered it through the last couple of corners. When the sprint proper started it was a bunch of eight who emerged, spread across the road. The decision by Mark Granland to follow Peter Gray's wheel was not a bad one, just unfortunate. Chris Norbury jumped first followed by Colin Morris, at which point Mark went only to have Peter stand up a second later and inadvertently cut him off. Neil Wray, who was on Mark's wheel, also getting checked. Mark recovered enough to take fifth, Chris too strong for all didn't relinquish his

advantage, Peter Gray and Bruce Johnson had enough to pass Colin before the line.

Peter Mackie's figures for the race : 55 minutes to cover 35k for an average of 36.1

e-grade (thanks Brian)

The e-grade race started at a slightly more sensible rate as the twenty strong peleton worked their way up to race pace, the absence of the 'them aggressive women' enabling the gentlemen to ease into it. It was S. Hopley who finally cracked and made the move from amicable ride to serious race, cranking it up and stretching the bunch into single file as the race entered its second third.

Angelo Antignani took over from S. to keep the momentum up, the die had been cast, the next forty minutes spent at a solid pace that saw minimal opportunity for attacks. Angelo's efforts inflicting more pain on his fellow competitors and providing some embarrassment to d-grade as he dragged the bunch ever nearer to the tail end of the higher grade.

The one move that succeeded in breaking the rubber band came from a trio of Southern riders; Frank Barlow, Trevor Wilkie and Ben Shuster. With the majority of the bunch struggling just to stay in it it was Brian Farrell who drew the short straw and set about the chase. As the gap closed more assistance was forthcoming from within the bunch and the trio's little escapade was ended just in time for all to clear some lactic acid from the leg muscles and prepare for the now inevitable sprint.

Your intrepid correspondent had been expecting big things from Team Cox at the end of the race, the pair seen riding together throughout most of the race sitting comfortably at fourth or fifth wheel. Not to be. The lead out by the big man, Phil, was good, but not good enough to deliver his partner to the top of the podium. Sue, the best of the Eastern crew, having to settle for fourth behind Trevor, P. Stanley and Frank.

f-grade (thanks Keith)

Forty-three years separated the oldest from the youngest competitor in the f-grade race and up until the last couple of laps less than 43 metres separated the first rider from the last. The racing was tight despite efforts by Southern riders working the bunch over. Initially it was Pat Ruhys then when he was brought back it was Ian Jones and then it was Frank Gleeson. Keith Bowen, Bob Johnson and Sid Dymond were the main contributors to maintaining Eastern pride, leading the bunch back up to the marauding Southerner each time they attacked.

Forty-three minutes into the race and it was time to try to reduce the odds, the pace picking up noticeably in an effort to shake a few from the bunch but it wasn't till Adrian Ellis got to the front five minutes later and kicked it up another notch

that the efforts of the previous fifty minutes started to tell. Adrian timed his move well, the bunch beginning to shatter as it took the bell. Keeping the momentum going Adrian led Bob Johnson into the final lap, Ken Saxton just hanging on, Keith Bowen desperately chasing the protection of Ken's wheel and the others beginning to fade.

As the race headed toward the final corner Ken lost his battle and Keith won his, Adrian and Ben rounding the final turn twenty metres ahead of Ken and Keith with Sid, Ian Jones, Frank Gleeson and Pat strung out at regular intervals behind them. In the run for the line both Ben and Keith were able to take advantage of the draft and get around their respective lead out men taking first and third respectively.

According to Keith f-grade were out there for 52 minutes and averaged 32.2kph.

Wrap Up.

May thanks to O'Mara Cycles of Cheltenham who have put their hands in the till again, providing prizes for this and the next three Dunlop Road criteriums. By doing this they are supporting the club financially which helps the club provide better races for its members. If you are in the market for anything from tyres thru group sets to complete bikes give O'Mara Cycles a go, tell them you're from Eastern and they'll look after you (just don't say I sent you - ed.). Support those who are supporting you.

A couple of things from the day's meet;
The practice of urinating in public is not acceptable and any member of a VVCC affiliate club caught doing so will be fined \$100 and banned from racing for four weeks for a first offence. Repeat offences incurring harsher penalties.

Sprinting: when participating in a sprint riders should maintain a straight line. In a couple of finishes on Saturday there were instances of riders coming off their lines, one of which (at least) resulted in contact. This is not the pro-tour and we owe it to ourselves and to our friends to keep our competition as safe as possible.

Unfortunately a couple of riders new to the club were unawares of the rule concerning using another race (grade) to improve their position and as a consequence of contravening this rule were disqualified.

Competitors must not take advantage of another race (another grade, be they higher or lower) to improve their position. This includes sitting on another bunch, or attacking when either being passed by, or whilst passing another bunch. It is inevitable that someone may inadvertently be caught up in a situation where they may gain advantage, anybody finding themselves in this situation must either get out of it (sit wide of the other bunch) or relinquish any advantage obtained (sit up and wait for your race to catch back up).

Results

	First	Second	Third	Fourth
a-grade (18)	Justin Davis	Guy Green	Russ Newnham	Stephan Kirsch
b-grade (26)	Tony Curulli	Steve Gray	Rob Amos	Kevin Starr
c-grade (24)	Frank Nyhuis	Dean Burke	D. Ambrosini	Scott Dean
d-grade (24)	Chris Norbury	Peter Gray	Bruce Johnson	Collin Morris
e-grade (20)	Trevor Wilkie	P. Stanley	Frank Barlow	Sue Cox
f-grade (10)	Bob Johnson	Adrian Ellis	Keith Bowen	Ken Saxton

Officials

Thanks to Peter Mackie and Keith Bowen for taking the entries, and to the helpers on the circuit who, under the direction of Martin Stalder, enabled us to run a safe and enjoyable event; Greg Lipple, Laurie Bohn, John Thompson, Angelo Antagnini, Stewart Jenkins, Colin O'Brien, Mark Granland, Hylton Preece, Russell Lewis, Phil Spona, Kim Marshal.

Thanks also to JC for carting the trailer and Peter Mackie on drinks.

Eastern Vets Program

Saturday	January	19	2:00pm	Arthurs Creek	Graded Scratch Races
Saturday	January	26	2:00pm	METEC	Graded Scratch Races
Saturday	February	2	2:00pm	Casey Fields	Graded Scratch Races
Monday	February	4	8:00pm	Maroondah Club	Monthly General Meeting
Saturday	February	9	2:00pm	Dunlop Road	O'Mara Cycles GSR
Wednesday			10:00am	The Loop – Yarra Boulevard	Scratch Races
Tuesday	8/1/08 – 1/4/08		6:00pm	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. 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.

Southern Vets Program

Sunday	January	20	9:00am	Casey Fields	Graded Scratch Races
Sunday	January	27	9:00am	Lakewood Blvd, Braeside	Graded Scratch Races
Sunday	February	3	9:00am	Casey Fields	VVCC Crit Titles
Sunday	February	10	9:00am	Casey Fields	Club Teams event
Thursday	3/1/08 - 6/3/08		6:05pm	Sandown Park Raceway	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	January	20	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	January	27	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	February	3	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	February	10	9:30am	Toolernvale	Alan Anderson Memorial handicap

Victorian Veteran Cycling Council Program

Sunday	February	3	9:00am	Casey Fields	criterium Championships	\$15 due 28/1/08
Sunday	March	9	9:30	Woodstock	O'Brien Contracting Handicap	\$15 due 3/3/08

For your calendar

Date	Location	Event
27/1/2008	Bright	Audax Alpine Classic www.audax.org.au/alpine.htm Andy Burmas has some accommodation available – a_burmas@hotmail.com
1-2/3/2008	Mansfield	Holden High Country Challenge www.hhccc.com.au/home.html
15/3/2008	Torquay	Great Ocean & Otway Classic Ride – 145k or 60k options www.supersprint.com.au
21/3/2008 – 23/3/2008	Maryborough	South Pacific Championships Entries close 29/2/2008, see VVCC program for details
24/3/2008	Maryborough	“Cec. Cripps” Handicap Entries close 29/2/2008, see VVCC program for details
19/10/2008	Melbourne	BV Around the Bay Registrations open 7/4/2008 for BV members

Other bits and pieces:

Merchandise

Eastern Vets merchandise is available from Kevin Starr at most meets, you can check out what's available through the Eastern Vets web site - <http://www.easternvets.com/clothing.php>.

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) and I will include it here.
