



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter March 1st 2008



Graded Scratch Races – Dunlop Rd – February 23rd



Race report.

History and the weather bureau conspired to reduce the numbers a bit at Dunlop Road this week but 112 lycra-clad individuals rocked up to pay their money and they weren't let down. The course provided a bit of protection from the prevailing westerly wind which meant that races were going to be hard and fast but with an opportunity for break-aways to succeed.

a-grade

After an initial neutral first lap Boyd Friis tested the waters, jumping to a twenty-metre lead and waiting to see what happened. Nothing. Two laps later Guy Green tried the same thing with the same result. But two laps later somebody got it right and the bunch was split in two; Roy Clark, Gerry Donnelly, Michael Day, Neil Martin, Tom Crebbin and Guy away from the remainder. There were some strong legs in the chase group but the presence of a Celtic Decor rider in the break reduced the number of willing workers, consequently the well-oiled break drew away from the somewhat less well-organised chase.

With the chase making no inroads into the leaders Boyd tried to bridge alone but with no help he was soon back where he started from. Forty-five minutes into the race Neil appeared to blow up, dropping off the back of the lead group and slowing right down. Two laps later and the leaders were down to four as Roy retired with a puncture. Fifty minutes gone, a comfortable lead and two Doherty Sheet Metal riders in the breakaway, it wasn't going to be long before the leading quartet split. And so it came to pass, Michael Day (Doherty) and Gerry Donnelly (Celtic) getting clear of Guy (Doherty) and Tom.

A little way back Neil had found some extra biscuits and started to haul himself back up to the now split leaders, and a little further back the chase group had finally got organised (Gerry was in the lead break) and also started to close the gap. The organisation and the splitting of the lead group seeing the pursuers taking back 20-seconds over four laps, but too little too late. Neil eventually caught the pairing of Guy and Tom and then proceeded to haul them toward the leaders. The chase though taking its toll and on the bell Neil

faded to leave two away, two chasing and the remainder around 150m further back.

The sprint for first was won by Michael, the sprint for third by Guy and the sprint for fifth by Boyd.

b-grade

After last week's first lap blitzkrieg the neutral lap instruction from the race controller was welcome and it was a sedate start to the race with everybody together as the peleton headed up Dunlop Road for the first time. The friendly relaxed atmosphere didn't last long after the bunch crossed the start line for the first time, Frank Nyhuis making the first move of the day as the group headed up Dunlop Road for the second time. A lack of interest in chasing by the two lead riders saw Frank quickly grab 50m before Nigel Kimber cracked, deciding that something needed to be done, and setting about matching Frank's pace.

The second time across the start/finish line Frank still held his lead, but third time round it was grupetto. Any thoughts of a steady pace were dashed as Gary Wishart knocked it down a couple of cogs and pushed his carbon beast up the road. Gary's kick didn't last too long but required effort from the bunch to pull it back only to have Damian Burke counter. Then it was Rob Amos attacking from fourth or fifth wheel for the first of the couple of attempts he was to make early on.

The first fifteen - twenty minutes were pretty hectic, Frank Nyhuis launching a few more attacks after his initial foray off the front, Rob Amos throwing in a few of his own to contribute to the pain, Gary Wishart also generating increased lactate levels, Nigel Kimber, Kevin Starr and John Pritchard also not innocent of making things easy. Most of the attacks saw only one or two riders get away, the bunch begrudgingly responding to match the new pace and then increasing the tempo when anybody attempted to bridge to the break.

The winning move happened just before half race distance as Kevin Starr bolted up the finish straight with Rob in pursuit. This was the move to be in and a serious effort by Nigel saw him take the top corner at over 50kph, five metres in arrears and with Bob Lewis in tow, Bob having seen the writing on the road had positioned himself well. Closing the gap along Dunlop Road the now four leaders set about consolidating the break. Over the next lap Glenn Newnham and Rob Russell made the juncture and at six against 17 the odds were improving but were still in favour of the chasers. A lap later it was seven against

sixteen as another rider crossed the bridge, burning it in his wake.

It was a bitza break with the rotation swapping between a rolling bunch and a team time-trial, fortunately the chase wasn't much better organised and the leaders were able to extend their lead to over the length of the straight despite losing one of the crew along the way.

Meanwhile back in the pack, the initial response was for a few individuals to try to bridge in the search for fame and fortune, Gary Wishart and Tony Curulli getting half way across before the math got the better of them (two into seven don't go). Ian Smith was another to valiantly go where others had gone before only to meet the same fate.

Eventually after everybody who was going to try had the bunch decided to try knuckling down and work together. This spirit of cooperation saw the gap to the leaders almost halve but a disintegrating bunch and spent legs meant that the party was over, it was going to be the break that ate well this night.

Well clear of the opposition at the bell the leaders had a bit of tactical space in which to try to out wit and out maneuver the immediate foe. Rob Amos was content to take the group of six into the last lap but wasn't going to take them any further than the first corner. Plan B. The door was open, Nigel dashed through and up the left of Dunlop Road, Rob, the first to collect his marbles was quickly on his wheel - glued to it like a single to a rim. Mindless of the impending headwind along Geddes St. Nigel kept his head down and provided the perfect lead out to Rob, Rob riding around Nigel a hundred metres from home, offering words of encouragement as he disappeared up the road. A quick glance behind showed that second wasn't assured so it was back to the grindstone for Nigel who was able to hold on and finish ahead of the sprinting Bob Lewis and Glenn Newnham, Kevin Starr crossing the line in fifth.

Figures for the ride: 42k in 1:03 for an average of 40kph

c-grade

A mob of twenty-five set off for the hour's punishment, the peleton size dictating that it would be a fast race and that breakaways were going to be difficult to orchestrate, a bunch kick the most likely finish. True to prediction the pace was pretty respectable right from the start with Anthony Gullace and Steve Ross keeping the tempo up initially. Andrew Finnigan began to show his strength after 15 minutes or so with repetitive surges to the front that just kept on coming. Andrew Neilson, not about to take a back seat either, got involved soon after with some powerful riding at the front. As is becoming the norm, once they get wound up, the two Andrews having a prominent role in constantly maintaining a punishing pace for the remainder of the race.

The solid pace (38k average for the race) kept attacks to a minimum. An early move saw a couple of riders away for a couple of laps but efforts by the initial pace setters in Steve and Anthony saw to it that it didn't last. Nothing much for the next forty minutes till at the fifty minute mark Steve Short backed himself and slipped away whilst the others

looked at each other wondering what he was doing; it took a while for the peleton to commit to doing something about it and haul itself up to Steve's wheel three laps later. Hearing the bell, criterium debutant, Nick Tapp made his way to the front of the bunch in readiness for the sprint, a sprint he won comfortably but instead of getting the chequered flag it was another bell. Realising the first bell had been for the e-grade race Nick desperately tried to catch a wheel as the field surged past him – to no avail and he was left to watch as the still large bunch disappeared down Dunlop Road.

A congested start to the sprint as the bunch took the last corner en-masse, eventually opening out as riders fanned out in search of a clear line. A gap down the left of the road provided Steve Ross the opportunity to wind it up and get past half a dozen riders over the last seventy-five metres to take the win. Kevin Mills having marked Steve as a man to watch was on his wheel all the way and accepted the tow to the line for second. Grant Pascall holding on to take third over Ken Bone and Trevor Coulter, the next ten riders finishing with the same time.

d-grade

One score and one fairly evenly matched individuals meant that it was going to be a fairly uneventful race, the pace expected to be maintained at a fairly even fairly fast tempo. The actuality matched the expectation and the race essentially progressed groupetto to the last lap. The odd time that an effort to get away occurred, the speed differential wasn't enough to effect separation and all that was achieved was a temporary increase in speed.

Like a track sprint event the riders in the bunch were wary of the others and all motions were covered, none proceeding much further than an idea. The last lap saw further, more intense, jockeying for positions until someone broke and the sprint started, just over a hundred metres from home. Alan Hicks proving the best of the sprinters with Gavin Plummer and Dave Lowe filling the minor places.

e-grade

A large e-grade contingent argued that it would be another hard and fast race decided by a bunch kick, the initial tempo supporting that outlook as various members of the eighteen strong group took turns at keeping the liquid crystal displays in the high thirties. Neil Cartledge was one of those responsible for the high pace and the first to break ranks, with less than half the race left to run he jumped 40 metres up the road. The pace at this stage was such that the c-grade bunch struggled to pass him and he disappeared; a red hat engulfed by a field of blue. He was eventually ejected from the back of the bunch and with visual contact restored the bunch set about bringing him back again.

Shortly after the bunch was reunited Juanita Cadd counter attacked with enough strength to lead the bunch by fifty metres for the next three laps but with no support from behind (or the officials - ring that bell - ed.) she retreated to the comfort of the peleton to recuperate to fight another day. And fight she did. With little time for recovery Juanita was back in the fray as Adrian Ellis made a move along McDonalds Lane, Andrew Buchanan and Juanita joining off the front of the bunch.

Working together the trio soon had a good gap and were looking solid. Neil C. tried to make it a quartet but was unable to get across and was resigned to return to the bunch to contest the sprint for fourth.

The leading trio worked together to the last hundred metres where race etiquette took over from gentlemanly etiquette and the boys hammered into the sprint leaving Juanita to fend for herself. Adrian taking the honours from Andrew and Juanita. Trevor Wilkie led the remainder home ten to fifteen seconds later.

Juanita's efforts catching the president's eye and earning her the ride of the day.

f-grade

The thirteen starters in f-grade disregarded the starters call for a neutral lap and set off at their usual leisurely pace, slowly getting into the groove. The visiting Southern Club Captain in Pat Ruys was a marked man, Keith Bowen ensuring he didn't go home confident for the Southern - Eastern challenge next week. Pat's propensity for attacking and trying to get away another reason Keith was wary. Needless to say anything Pat tried was well attended by Keith or another in the bunch.

When Pat wasn't pushing to get away it was Ken Saxton or David Birznieks who were up front pushing the pace, maintaining a rate that saw a few drop from the bunch and so it was that a slightly more manageable bunch took the bell for the last lap.

David Birznieks made the first move, jumping strongly just before the last corner. Ken Saxton had the smarts to be marking David and was with him as the pair turned to leeward along the finish straight. Keith Bowen was not far behind Ken and then a small gap to the remainder. Ken took the maximum advantage from David's efforts pulling out of his slipstream metres from the line and pipping him for the big money. With Geoff Smith and Charles Lethbridge breathing down his neck Keith had the cyclemax in the low 50s just to hold on to third.

Once the peleton had warmed to the race the pace was pretty quick, an average of around 32.4 meant that the winners deserved the spoils.

Wrap Up

Unfortunately due to staffing issues Jae was unable to attend this week's race but please get along to his shop in Charman Rd., Cheltenham to show your appreciation for his support of our club.

Results

	First	Second	Third	Fourth	Fifth
A Grade (14)	Michael Day	Gerry Donnelly	Guy Green	Tom Crebbin	Boyd Friis
B Grade (23)	Rob Amos	Nigel Kimber	Bob Lewis	G Newnham	Kevin Starr
C Grade (25)	Steve Ross	Kevin Mills	G Pascall	Kevin Bone	Trevor Coulter
D Grade (21)	Alan Hicks	Gavin Plummer	Dave Lowe	Peter Stanley	Paul Kelly
E Grade (18)	Adrian Ellis	Andrew Buchanan	Juanita Cadd	Trevor Wilkie	Paul James
F Grade (13)	Ken Saxton	David Birznieks	Keith Bowen	Geoff Smith	Charles Lethbridge

Officials

Thanks to Ronnie Stranks and Graeme Parker on the entries desk. Ian Milner was in charge of the myriad of helpers which included; Graham Haines, Thorkild Muurholm, Geoff Mackay, Mick Paul, Alex Rigo, Shane Schlotterlein, Ben Schofield, Peter Shanahan, Harold Simpson, Kenton Smith, Roman Suran, Steve Fothergill and Nigel Frayne. As always thanks to JC for carting the trailer and Peter Mackie & Chris Norbury providing the much appreciated drinks.

Eastern Vets Program

Sunday	March	2	9:00am	Casey Fields	Southern v. Eastern Crit.
Saturday	March	8	2:00pm	Yarra Junction	Graded Scratch Races
Saturday	March	15	2:00pm	Dunlop Road	Omara Cycles GSR
Saturday	March	22	2:00pm	METEC	Graded Scratch Races
Monday	March	24	8:00pm	Maroondah Club	Annual General Meeting
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	March	2	9:00am	Casey Fields	Southern v. Eastern Crit.
Sunday	March	9	9:00am	Casey Fields	Club Championships
Sunday	March	16	9:00am	Lakewood Blvd, Braeside	Graded Scratch Races
Sunday	March	23	9:00am	Casey Fields	Graded Scratch Races
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	March	2	10:00am	Lancefield	Club Championships
Sunday	March	9	9:30am	Lillee Crescent	Graded Scratch Races
Sunday	March	16	10:00am	Ballan	Ballan Handicap
Sunday	March	23		No Racing	No Racing

Victorian Veteran Cycling Council Program

Sunday	March	9	9:30	Woodstock	O'Brien Contracting Handicap	\$15 due 3/3/08
Easter	March	21-23		Maryborough	Sth Pacific Championships	\$20 / event due 29/2/2008
Monday	March	24	9:00am	Maryborough	Cec. Cripps handicap (65k)	\$20 due 29/2

For your calendar

Date	Location	Event
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
30/8/2008 31/8/2008	Halls Gap	Grampians VCC Graded Scratch Races Grampians VCC Handicap A great weekend of socialising and cycling
19/10/2008	Melbourne	BV Around the Bay Registrations open 7/4/2008 for BV members

Other bits and pieces:

RDNS

Last year Angelo wanted your entry money, now he want's the shirt off your back. OK, maybe not the one off your back but any old clothes that you no longer fit into because of all that weight you've lost riding your bike.

The Royal District Nursing Service Homeless Persons Program (RDNS HPP) organise a festival for marginalised and homeless individuals. Angelo's request is that we need **Male Clothing donated for the festival**. Items need to be useable, clean, jackets, jumpers of various sizes, etc. Please NO lycra. Angelo will be available at the next couple of races with an empty suitcase for any donations. Retro 60 and 70's clothing is OK!

Any assistance will be greatly appreciated. Angelo can be contacted on 0410 560 383 if people want to discuss any matters.

Other Results, etc.:

If you have any results or items of interest please get them to me and I'll include them here.
