



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter March 22nd 2008



Graded Scratch Races – Dunlop Rd – March 15th



Race report.

It was hot and promised to get hotter still, yet a hundred and five individuals turned out for their regular weekend dose of masochism, some even opting for a double dose, Kevin Starr and Matt White using c-grade as a warm up for their b-grade race, Rob Amos using a-grade as his warm up (???? - ed.). The heat and the Great Otway Classic ride reducing numbers a little from our previous all time highs, at this, our premier circuit.

a-grade (cameron)

A neutral first lap was enough for John Lynch to make up the 50 metres he lost at the start, a second easy lap was enjoyed by the 21 competitors in the a-grade peleton before the battle was joined. Tom Crebbin was the one to initiate the hostilities, the third time across the start/finish line he had a healthy gap and was being pursued by a group of four, the bunch a further 60 metres behind. Next lap the chasers had bridged and an elite group of six (I know, I know - ed.); Tom, Jason Theobald, Michael Day, Phil Smith, Frank Donnelly and Phil Cavaleri, set about consolidating their break.

With an Omara Cycles rider (Jason), a Doherty's Sheet Metal rider (Michael), a Celtic Décor rider (Frank) and two Team Phil riders (Phil & Phil) in the break and one, three, two and one team mates (respectively) in the chase group there wasn't a lot of chasing going on. The one 'team' that wasn't represented was Croydon Cycles and Peter O'Callaghan set about rectifying that on the next lap. Peter was chased by Gerry Donnelly (Celtic), Roy Clark (Croydon) and Guy Green (Doherty's), Justin Davis (Omara) keen to keep the odds even was hot in pursuit of the chasers. Next time past the officials the race was fairly evenly split with a lead group of eleven and a chase group of ten, the chasers working to keep in touch although the two remaining Doherty's riders weren't doing a lot to help.

Twenty minutes in and Phil C. found the pace of the lead bunch hotter than the weather and was soon back in the chase group. A couple of laps later Jason attacked the lead bunch but didn't have the legs to go on with it. Unfortunately for him others did as the counter attack split the breakaway; Peter, Phil S., Michael and Tom jumping their fellow attackees. The response saw Jason, Neville Martin and Phil

S. slip off the back. The remainder; still together, still chasing and still in touch. Next lap Jason, Neville and Phil had worked their way back onto les pursuants une and another lap later the lead bunch was back together, the remainder still plugging away.

With just under half a race to run infighting in the lead group saw the chasers make some serious inroads into the leaders. Peter, Phil S., Michael and Tom had another dip off the front but next lap they were back as was the chase group and it was like the last half hour hadn't happened (☺). Of course reunification was the cue for a counter attack and it was Michael Day, Guy Green, Tom Crebbin, Roy Clark and Gerry Donnelly who obliged the prompter. A 75m gap and a lack of blue and yellow in the break meant that Justin had his work cut out, it took a couple of laps but with 14:45 showing on the clock it was Jason and Justin leading the bunch of twenty up Geddes Road, Michael Day showing the effects of the relentless activity.

Next lap Michael Day went from struggling hangeronerer to aggressor, attacking up the right of Geddes Road and into Dunlop Road, the break not lasting long. It seemed that this close to the end (ten minutes to the bell) the bunch was not going to allow a breakaway. But the very next lap Cameron Winton managed to find himself 80m clear of the others, no doubt helped by his Doherty's mates.

Two laps later Tom Crebbin dragged himself and Stefan Kirsch across, Cameron waiting for the pair before the three started working together. Guy also bridging with Phil C. and Neville Martin in tow. At the bell Phil faded leaving the fivesome to slug it out, Guy basically drove it for the entire last lap. Out of the last corner Tom opened it up and neither Stefan, Cameron nor Neville could do anything about it. Tom a class above, getting in almost every break, took a well deserved win, Stefan crossed the line ahead of Cameron, and Neville. Guy just holding on for fifth, a fast closing bunch hard on his wheel.

Average speed for the race was around 41kph.

b-grade (ian, ian, rob, damian)

Having watched a-grade go round for an hour in the oppressive heat some of the b-grade contingent considered grabbing a drink and watching b, d and f go round for the next hour as well, but

having paid their fees they opted not to and it was the full compliment of 29 who set off for their sixty-minutes worth.

With such a big bunch the race could have gone one of two ways; a small group getting away and making a race of it (like the earlier a-grade race) or a bunch kick, the bunch chasing down and squashing any effort that might make this report exciting.

After the first neutral lap it was Ian Smith on the front putting the hurt into everyone's legs, after he'd hurt his own it was Thorkild's turn to keep things painful. After fifteen minutes the pace slackened enough for Peter Shanahan to have a go at breaking the shackles, attacking up the right hand side of the road. Tony Curulli, aware of Peter's propensity for just this sort of move, happily along for the ride. Peter misjudged things, the ambient bunch speed still too high for the move to achieve.

Ian Milner, encouraged by the prospect of somebody wanting to break the race open, tried to get a break going but was only rewarded with Thorkild bringing the whole bunch back to his wheel. A lap later it was Terry Murdoch having a crack, only to meet the same fate, then it was Greg Walker and Chris Mucha going wide and trying to get away, again the behemoth that was the bunch put paid to their dreams (maybe the five of them should have got together pre-race and organised a group effort - ed.)

Despite the obvious intent of the bunch to oppress any individuality it didn't stop the odd attempt, Terry, Frank Nyhuis, Chris and another managing to pull twenty metres clear of the remainder just after half race distance, but no further. The strongest effort of the day came as the sun passed through 132°; Ian Milner and Tony Sullivan getting away and then working together to build their lead to around 75-metres over a couple of laps before the effort started to take its toll and the inevitable occurred.

A couple of laps respite and with the hour running down Ian Milner made a final bid to open the race up. This time Ian had good company in Frank and Rob Amos (and another); maybe too good a company as the bunch was quick to respond. With the capture the wind went from the sails and on (what was to be) the penultimate lap the pace dropped right back as the bunch rounded the corner into McDonalds Lane. Too slow for Steve Fothergill who bit the bullet and set off up the road. Everyone in the bunch just looked at each other, not considering him to be a serious threat, just another sprinter that went waaaayyy too early. Watching him get the bell some 200 m in front of the bunch half a lap later woke everyone from the spell and stirred the passengers into action.

On to Dunlop Rd for the last time Peter Shanahan and a friend jumped with Rob Truscott in hot pursuit. Rob catching Peter's wheel just as he faded turning into McDonalds Lane, leaving Rob on the front of a long line of cyclists. Not a problem because Ben Schofield was bound to come by shortly. Sure enough, with half a lap to go Ben started his now customary flyer down the right hand side of the road. Rob T. was ready for this and was quick to jump

across and accept the sit to the start of the sprint proper. The heat must have addled the brains of the others because there was a delay of a couple of seconds in responding to Ben's attack that allowed him and Rob T. to take enough of a break that it lasted through the last corner. Eventually Tony Sullivan reacted and started the chase in earnest, a train quickly forming on his wheel. Approaching the last corner Frank realised the chase was not making inroads so he took off with Damian & Rob A. jumping hard to catch his wheel.

Into the finishing straight and a head wind, Peter S. and Rob T. still clear, heads down and going hard for the line, Steve F. still further ahead but fading faster than an English suntan in autumn. Two hundred metres from the line Damian came hard off Frank's wheel with Rob receiving a perfect lead out. It was full noise to close the gap before the onrushing line. A hundred metres from the line Peter S. and Rob T. felt the rush of the wind as Damian (and Rob A.) powered past - two down, but there was still one to go. Fifty metres from the line Rob A. unleashed his kick, cruising past (?- ed.) Damian and then Steve to take victory, Damian still had his work cut out just taking second from Steve Fothergill by a tyre width. Rob Truscott used Peter Shanahan to the maximum to cross the line for fourth. The charging bunch swamping Peter before the line, Tony Sullivan snatching the fifth place envelope as he went by.

c-grade (ray)

A few of the c-grade regulars were away enjoying the sea-breezes along the Great Ocean Road whilst eighteen of their compatriots set about slogging it out in the heat at Dunlop Road. The stifling conditions were just that, nobody seemed keen to set about trying to win the race early, the bunch pretty much staying together for the duration. The now familiar twosome of Andrew Neilsen and Anthony Gullace were instrumental in ensuring the others suffered to the max, Grant Greenhalgh also guilty of keeping the pace at a level where legs were screaming for respite. If any of these three faltered and the pace threatened to slacken Wayne Doherty would make his way to the front to remind all and sundry what it was like to hurt.

Either side of the half-way mark there were a couple of token efforts to get away by Glen Pascall and Brian McCann but neither attempt had legs and were quickly run down.

It came down to the last lap, the tolling of the bell the prompt to put plans into action. Andrew Neilsen making the first move along the back straight, Trevor Coulter on his wheel. Wayne had to do some work to try to get back on, Ray Russo on his wheel. By the time the chasers rounded the last bend Andrew and Trevor had opened up too much of a gap for the chasers to reel them in.

With sprinter's timing Trevor stepped out of Andrew's slipstream to take the win. Andrew finishing a comfortable second ahead of a fast approaching wall of cyclists. The sprint for third was close with riders across the full width of Geddes St, Ray managing to keep his nose (and wheel) ahead of the remnants, out powering Wayne and Glen to be third across the line.

d-grade

Another instance where the hot conditions kept the attacks to the non-existent. John Thompson was noticeable for his efforts on the front and Louise McKimmie wasn't afraid of the pointy end either, taking her turn at driving the peleton more often than a few others.

As the race neared its conclusion Ben deJong started cranking it up, eliminating any hope of a breakaway and ensuring it would come down to a bunch sprint. And that's how it ended, the officials on the line confronted with a wall of lycra from which they picked Peter Stanley as the winner, closely followed home by Colin Morris, Denis Pauwells and Ben.

e-grade (brian)

After the initial neutral lap the tempo quickly kicked up to race pace and pretty much didn't let up for the next fifty minutes. A new rider to the club, 'L' plate and all, was the major aggressor (ahh the enthusiasm of youth – ed.), a wrong turn elicited no sympathy as Brian Farrell hit the gas in attempt to shed him and obtain some relief for his legs. All to no avail as not only did he come back but he came back with a vengeance going straight to the front and continuing just where he left off from.

Around half race distance Sue Cox managed to ride away from the others for a while but was never going to be allowed her freedom and was eventually returned to the bunch. Neil Cartledge was prominent on the front of the bunch for a lot of the race also. The absence of a routine rotation of riders at the front meant that there was constant surging throughout. As the conditions sapped the energy of the lead rider the pace declined, the declining pace was then the catalyst for second wheel to step up and out and re-assert the original pace.

The high speed of the race (averaged around 38kph) combined with the high temperatures saw a few drop away through the race but it was still a good sized bunch that took the bell and headed into the final lap. Again it came down to a mad dash for the line, Tony Rodriguez getting the better of his competition, David Birznieks winning the race for the minors over Robin Condie and David Williamson.

f-grade

It didn't take long for things to hot up in f-grade, the second lap seeing the bunch split in two. It stayed this way for around ten minutes; seven chased by five, the status quo maintained until Gary Dodds and Pat Ruys (probably not in that order) jumped out of the lead pack. The increase in tempo was felt all the way to the back to the chasers where

Keith Bowen ultimately conceded and retired to the sidelines to assist the officials.

Pat and Gary held a fifty-metre gap over the original lead bunch for a couple of laps, the diminished and disintegrating chase group a further 200m behind that. Stuart Jenkins was strong and instrumental in bringing the first of the chase groups back up to two escapees. A brief period of rest and Pat was on the march again quickly gaining a significant break, Stuart building a bridge that, unfortunately, the remaining five also used to again see the small bunch circulating grupetto. Not to be denied Pat struck out again four laps later and this time nobody had anything left to respond, leaving him on his pat.

A lap and a half later the officials rang the bell, Pat still clear of the chasers who were not making any inroads. Pat rounded the last corner well clear of the remainder and, despite slowing, first place was never in doubt. Back in the bunch the sprinters finally came out to play but it was Gary Dodds out riding Peter Webb and Michael Waterfield to claim second, Darren Rowlinson, Stuart and Ashley Wilcox just missing out on the money spots.

Post Amble

The day's racing was again sponsored by Omara Cycles who provided over five hundred dollars in prizes across all grades. Jae Omara was at Dunlop Road this week and was presented with a token of appreciation for his support of Eastern Vets in the form of a montage of photos from last year's Omara Eastern 100. Omara cycles will be sponsoring the next race at Dunlop Rd on April 12th so put that in your diary and come along for what is proving to be great racing. In the meantime drop in at his shop in Cheltenham and show your appreciation for his support of our club.

Club Championship Aggregate

	Name	Pts
1	Rob Amos	23
2	Steven Ross	19
3	Damian Burke	18
4	Peter Gray	13
5	Adrian Ellis	12
6	Damiano Ambrosini	11
7	Tony Curulli	11
8	Robert Lewis	11
9	David McCormack	11
10	Terry Murdoch	11
11	Peter Stanley	11

Results

	First	Second	Third	Fourth	Fifth
a-grade (21)	Tom Crebbin	Stefan Kirsch	Cameron Winton	Neil Martin	Guy Green
b-grade (29)	Rob Amos	Damian Burke	Steve Fothergill	Rob Truscott	Tony Sullivan
c-grade (17)	Trevor Coulter	Andrew Neilson	Ray Russo	Wayne Doherty	Glen Pascall
d-grade (15)	Peter Stanley	Colin Morris	Denis Pauwells	Ben deJong	
e-grade (13)	Tony Rodriguez	David Birzneiks	Robin Condie	David Williamson	
f-grade (12)	Pat Ruys	Gary Dodds	Peter Webb	Michael Waterfield	

Officials

Thanks to Keith Bowen and Ron Stranks for taking entries. Today's racing was under the direction of Nigel Kimber who was ably helped by traffic controllers; Sue & Phil Cox, Steve Gray & Colin O'Brien, and corner marshals Neil & Sue Wray, Ian DeKam, Barry Rogers, Damian Burke, Charles Lethbridge, Neil Cartledge, John Pritchard, David Birzneiks, Peter Shanahan, Andrew Buchanan and Nick Hainal. Also thanks to Keith Bowen, Mick Paulls, Steve Barnard, and a couple of others for helping on the finish line. And a special thanks to JC jnr. who brought the necessary paraphernalia that is required to run a race and Peter Mackie was on hand with much appreciated cold drinks.

Eastern Vets Program

Saturday	March	22	2:00pm	METEC	Graded Scratch Races
Saturday	March	29	2:00pm	Casey Fields	Graded Scratch Races
Monday	March	31	8:00pm	Maroondah Club	Annual General Meeting
Saturday	April	5	2:00pm	METEC	Graded Scratch Races
Saturday	April	12	2:00pm	Dunlop Road	Omara Cycles GSR
Wednesday			10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee
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	23	9:00am	Casey Fields	Graded Scratch Races
Sunday	March	30	9:00am	Casey Fields	Graded Scratch Races
Sunday	April	6	9:00am	Lakewood Blvd, Braeside	Graded Scratch Races
Thursday	27/3/08 & 3/4/08		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	23		No Racing	No Racing
Sunday	March	30	10:00am	East Trentham	Handicap (44k)
Sunday	April	6	9:30am	National Blvd, Campbellfield	Scratch Races
Sunday	April	13	10:00am	Avenel Rd, Seymour	McCallion Handicap (64k)

Victorian Veteran Cycling Council Program

Easter	March	21-23		Maryborough	Sth Pacific Championships	Closed
Monday	March	24	9:00am	Maryborough	Cec. Cripps handicap (65k)	Closed
Sunday	April	6	10:00am	Burrumbeet	Chris Cashin Memorial handicap	30/3 - \$15

For your calendar

Date	Location	Event
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
6/4/2008	Macedon Ranges	MAD ride - 60 or 110k rides http://home.vicnet.net.au/~mbtc/madride08.html
30/8/2008 31/8/2008	Halls Gap	Grampians VCC Graded Scratch Races Grampians VCC Handicap A great weekend of socialising and cycling Contact Ian Smith for details or expressions of interest.
19/10/2008	Melbourne	BV Around the Bay Registrations open 7/4/2008 for BV members Nigel Kimber will be leading a 250k group, there will also be a group going to Sorrento and back.

Other bits and pieces:

Looking for a few extra miles to hone those legs? There are several social/coffee rides each week that club members enjoy;

- For the hard core flat track roadies there's Beach Rd on a Sunday morning. Departing from the Southern end of Renfrey Gardens, St Kilda at 8:00am, the ride goes to Frankston with a regroup just the other side of Mordialloc, a rest at Frankston with the option of doing Oliver's Hill and then returning to St Kilda for a coffee at Café Racer. Total ride time is around three - three and a half hours, average speed 30kph.
- For those who like it a bit bumpier there's the one in twenty - plus a bit, this ride starts from the shops at The Basin 8:00am Sunday mornings, heads up the 1:20 before continuing up through Sassafras, Ferny Creek and Kallista to Emerald for a well deserved coffee and maybe some cake. The ride returns to the bottom of the slide via Monbulk, Olinda, 'the wall' (that second piece of cake may have been a mistake) and Sassafras. In all it's around 45k that is completed at an easy b-grade pace in around two and a half hours, riders regrouping at the top of each major climb
- For those who like it dirty there's the Warby Trail, again 8:00am Sunday morning this ride starts outside the Cog café in Mt Evelyn and follows the rail trail to Warburton, arriving around 9:45, where the group has a table reserved to enjoy a coffee before returning to Mt Evelyn around 11:30-12:00, ride distance is typically around the 70k mark although maybe a bit longer if an additional loop along the river is included at Warburton. Mountain bikes are recommended. For details see Hylton Preece or Graeme Parker on any race day.
- If Sunday's too far away, there's the alternative Wednesday Warby Trail Ride from Mt Evelyn, starting 9:00am (sometimes earlier) from outside Cog Café on Monbulk Rd (near Marshall St). There's coffee at Warburton before backtracking to the beginning, ride distance is around 65k and gets back about 1:00pm. Again fat tyres and comfy seats are the recommendation.
- And for those in between there's the Yarra trail ride that runs to the city with a 30 minute coffee and cake break at South Bank. Approximate distance 60km from Lower Plenty. Meet at various points along the bike path, 8:30am Bonds Road Lower Plenty, 9:00am Burke Road, other points as you wish. Start times will be 30 minutes later when daylight saving ends. Enquiries can be made of Keith Bowen 9439 8013

If you want further information on any of these rides catch me (Nigel) at a race meet and I'll refer you to ride regulars.

NOTE: These are social rides, not races, not even training rides, the aim is to work out the lactic acid from the previous day's exertions whilst getting to know your fellow club members.

Other Results, etc.:

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