



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter April 12<sup>th</sup> 2008*

## METEC – April 5<sup>th</sup>

### Race report.

Eighty-five riders and a handful of officials and spectators braved the curtain of rain that separated METEC from the outside world to be rewarded with two hours of good, hard (and safe) racing. The large numbers giving the officials no option but to split the day's activities in two, the three lower grades setting about their battle at two o'clock, the higher grades an hour and a bit later. No precipitation after the course had been laid out and swept, combined with a gentle breeze, meant that the track was almost dry by the time the hostilities started.

### a-grade

The controlled first lap extended into the second and then half way through the third before Roy Clark upped the tempo, catching the others unawares he quickly had clean bitumen between himself and the others. Tony Chandler, the first to react, set about chasing him down. The bunch seemingly reluctantly and belatedly getting into the spirit of the day followed suit. With the seal broken Guy Green launched a counter attack on reunification with Rob Amos and Phil Smith in tow, despite a concerted effort by Guy the move suffered a quick demise.

A couple of laps later Phil Smith rode off the front, Roy Clark quickly on his wheel. The pair, seeing that the bunch wasn't actively chasing, started working together and consolidated their advantage. A lap later and with commitment written on the leaders it was enough to stir Guy into action and he bridged across to join the team. Rob Amos sensed the danger and put in some serious work in an effort to drag the leading trio back but even with help from his fellow chasers the break held and then drew further away. Having crossed to the lead pair Guy put in a hard lap to break the back of the chase and consolidate the break (sorry – ed.), his effort almost breaking the break, Roy struggling for a while before being dropped for a while, Guy & Phil sitting up and waiting for Roy to get back on before continuing their assault.

And that was all she wrote, the leading trio continued to roll turns and built their lead to over a minute whilst the chase never really looked smooth or organised. After ten minutes of chasing the object of the chase turned from catching the leaders to not being caught by the leaders.

On the bell the leaders had space to muck around all they liked but chose not to, going into the last lap, line astern. Guy put the hammer down half way through the lap to find that the others had nothing to respond with, enabling him to cruise to the finish. Phil, having more nothing than Roy, had to settle for third. Despite there being no money below third the chasers still had their own sprint, a sprint that was won by a very determined Rob Amos.

### b-grade

After the initial controlled lap John Pritchard found himself in a position he didn't want to be in - at the front, so he took a slow detour through the pits to get to the back of the line. Next lap John was back at around fourth wheel as Ian Smith assumed his usual role of dragging the bunch up to race speed, Thorkild Muurholm relieving Ian of his duties during the lap. Next lap John was a good 150m off the front, his reputation gaining him the space, holding his lead for over a lap had Rob Truscott questioning the reputation and leading the chase. A chase that threatened to blow the race apart as the bunch began to fragment under the pressure applied by Robert. With the intent of the bunch clear John sat up and awaited the imminent capture. The resultant slowing of pace post chase enabled all segments of the bunch to coalesce.

Ian Milner decided that five minutes was enough of a rest and attacked the still lactic laden legs of his co-combatants. With Kevin Starr and Thorkild in consort the move had merit and elicited an almost immediate response by the bunch. The power of the break held the chase at bay for a couple of laps and had it split in two but the legs in the chase had it over those in the break and again it was closed down and again the post-capture slowdown saw the stragglers able to hook back onto the bunch. Nobody told Peter Gray that there was a rest period after a chase and he was allowed to ride off the front, gaining thirty to forty metres before realising he was alone and retreating to the relative security of the peleton.

Ian Milner decided that two minutes was enough of a rest and attacked the still lactic laden legs of his co-combatants. This time it was only Kevin who had enough to go with him, Thorkild a little slow to react found himself trying to bridge but the effort of the previous attack weighed heavily and he was soon back with the majority. A concerted three lap effort by the escapees and a lack of organisation in the chase saw the pair consolidate their break and the chase pretty much surrender. That was until

Frank Nyhuis tried picking the chase up again a couple of laps later, but the horse had bolted and with too many passengers and not enough drivers the bunch were going to have to settle for a race for third. An intervening a-grade chase bunch didn't help matters but the lead pair were comfortable in their role and were well clear.

On the bell it was Ian Milner who led out the final lap and the start of the sprint to be predictably over-run by Kevin before the line. The sprint for the remaining places was tight with David Hyde and Frank Nyhuis dictating a fast pace for the last lap. In the finish it was the sprinters Tony Curulli, Bob Lewis and Martin Stalder who came to the fore. The whole bunch rounding the last bend as one before spreading across the road on the run into the line. The numbers dwindling in the last hundred metres as legs simply couldn't push any more.

### **c-grade**

It took almost half an hour of racing before the c-grade race started to hot up, the initial stages a procession of various riders at the front keeping a solid tempo that limited the moves of any and sundry. It wasn't till Dave McCormack had a dip at the twenty five minute mark that things started to get interesting. Dave's effort gaining him a mention in this report but little more as his colleagues quickly sought to return the status quo. The ice broken Harold Simpson was the next to make an impression, stretching the peleton to the limit before surrendering to the pain and relaxing the pressure. A couple of laps later Grant Greenhalgh got into the spirit of things but had no more success than Harold or Dave.

Forty-five seemed to be the magic number. As the bunch passed the officials on the line at forty-four minutes gone comments were heard implying that it was "too early to attack". Next lap Ray Russo put in a move that again stretched the bunch to its limits. Anthony Gullace was able to take advantage of the rubber-band effect to launch himself off the front of the bunch, picking up Ray on the way through. The pair held a twenty metre break for over a lap. The two leaders were swapping turns and holding the chase at bay - enough incentive for Grant and Marcus Herzog to make the effort. The bridging effort successful and the lead pair were bolstered by the newcomers. Unfortunately four was where the money ran out and the larger chase group wanted their share of the dosh. The race coming back together with two to go.

Despite his earlier efforts Ray Russo still had something left for the finish, leading the sprint from go to woe, a mass of riders on his wheel, Ken Bone taking a couple of places in his run to the line finished a close second. Brian McCann and Tony Renahan, within a wheel's circumference of Ray and each other, snaffled the last of the kudos.

### **d-grade**

The eighteen strong field in the d-grade race set a new bench mark for 'controlled', completing the first 1.4k in around

three and a half minutes, the next couple of laps were not much faster until Adrian Ellis decided that it was time to race. After Adrian it was Peter Mackie who turned up the screws, Peter's efforts splitting the field - six riders getting a bit of a break. The break included Juanita Cadd and Alan Cunneen whose efforts last week ensured that the chasers made the effort to chase, bringing the break back a lap later. Nobody told Juanita though as she continued pushing hard just off the front of the now amalgamated group, when nobody came round to do a turn Juanita realised the situation and returned to the fold.

A lap of recovery before Alan Cunneen was again in the action, this time with Richard Dobson, 'Cube' Taylor endeavouring to join the party and the bunch doing their best to spoil it - which they did. Capitalising on the efforts of the previous moves Nick Hainal quickly got to the front, taking the lead as the bunch rode off the hump and put the foot down (repeatedly and hard). A half a lap and the bunch was showing signs of coming apart, gaps appearing between wheels along the full length of the peleton. Fortunately for the tail runners Nick ran out of gas and the group slinkied back together.

It took almost five laps for the acid to clear the muscles but probably needed a few more for the brain to re-oxygenate; Cube wasn't for waiting and hit the others, only managing a small break that was quickly chased down. Two laps later the race reached mid point and Cube was still on the front with Alan keeping a close eye on his wheel. A relatively quiet period followed until Peter Mackie jumped clear, Cube hot in pursuit and the bunch hot on his wheel. Another lull in proceedings was interrupted by Steve Short making a run from mid field and clearing the leaders with enough momentum to open a gap that had the others scrambling for bigger, or smaller, gears as they clambered for the shelter of his wheel. Another lull succeeded before Richard and Peter again tried to shake the shackles for a ten minute attempt at the line - not going to happen.

On what was to be the penultimate lap Alan Cunneen made the judgement and one last attempt at securing the big bucks, jumping the field half way through the lap Alan took a handy lead into the final one-point-something kilometres. Unfortunately for him there were a few too many rested legs in the bunch and it was a pair of Davids - Birznieks and Williamson, who powered the chase, catching Alan and shattering the bunch. The combination of the chase, the fragmentation and the momentum resulted in a very fast last lap as the Davids held on to win clear of Cube, Ben De Jong a little further back with a rider on his shoulder and then the remnants of the bunch streaming in.

### **e-grade**

The pressure was on for the whole hour with most members of the e-grade peleton taking turns at the front and keeping the heart rates close to their max, Brian Farrell one of the first to set the scene for the day. Twenty-five minutes in Sue Cox managed to get clear of the others for a bit, the presence of her husband in the bunch not stopping a few of the guys from chasing her as Brian and Graeme Cadd set about trying to get her number. The bunch, led by Phil, not far behind. Having rejoined his wife Phil

continued to set a hard pace in the hope of hurting those who had expended energy in the chase.

As Phil started to fade Darren Rowlinson took off and was away, and then back again. After this flurry of activity the race settled back down to a stretched out peleton as members took turns on the front keeping it fast in the hope that nobody would have the legs to repeat the mid-race activity. James Hobbs finding himself at the head of the field more often than most and putting in some strong turns. On one such foray to the front James went beyond and took sixty metres out of everyone else before relenting and waiting for them to catch back up.

It was a slightly reduced bunch that went into the last lap, James Hobbs attacked early and left the others in his wake, a huge effort by Brian brought the others back to James' wheel around the last bend. Then the sprinters opened it up with a group of four descending on the line as one. It was Paul James who had the legs, Graeme Cadd half a wheel off the pace and Kenton Smith a similar margin back in third.

### f-grade

With two new riders in the peleton the handicapper's instructions had been to take it easy early and give the first-timers an opportunity to familiarise themselves with the scene. Ken Saxton determining that fifteen minutes was an appropriate length of time started to crank it up and the newcomers started to struggle, Terri Janseen (one of the first timers) the first to be dropped. As a measure of the club's attitude Hylton Preece came out onto the circuit and aided Terri with advice and encouragement. Meanwhile back up the front Peter Webb took over from Ken and gapped the field, taking a fifty metre lead that had the remaining riders stretched trying to get back on, JC simply struggling to stay in touch. Eventually the bunch caught Peter and JC popped. JC dropping back to Hylton and Terri, providing a wheel to illustrate Hylton's theory.

By half race distance the tempo of the pace-setters had whittled the bunch down to six as the not so fit and the not so strong dropped away. Jenny Merrick (the other new rider)

was one of the casualties but she continued to circulate and finished, regaining some of the initial lost ground before race end, her efforts and determination winning her the president's Ride of the Day.

Johny Porter was another casualty, just ten minutes from the finish, and so it was that five riders went into the last lap. Ken Saxton broke early, garnering a lead that got him to the line uncontested. The sprint for second started as the remaining four exited the last corner, the quartet splitting in two half way to the line, the lead pair burying themselves in the quest for the bigger pay cheque. Keith Bowen almost got there but Peter Webb proved just a little too strong, another tight finish with less than half a bike length in it.

### Post Amble

Last week it was holding your line in the sprint and not saluting the finish, this week it's a variation on the latter theme. As it is a requirement (under VVCC regulations) to have both hands on the handlebars at (and immediately after) the finish, it is also a requirement that at least one hand be on the bars at all times throughout a race. The practice of resting ones forearms on the handlebars and loosely grasping the brake cables with the hands does not constitute having one's hands on the handlebars. This position may be acceptable for time trial events but not for scratch (or group) races, it is dangerous if riding in a group as your response time to avoid a situation is increased and your general level of control is reduced. You are a second further away from the brakes and you don't have a grasp of the bars to turn quickly or to hold them straight if you hit an obstacle in/on the road.

### Next week

Next week is the Club Criterium Championship to be held at Casey Fields. These races are age group championships with medals for the first three across the line in each age group. Entry is free and is limited to club members only.

To compete in club championships you must have competed in at least three regular club events during the season.

### Results

	First	Second	Third	Fourth	1 <sup>st</sup> Female
<b>a-grade</b> (9)	Guy Green	Roy Clark	Phil Smith		
<b>b-grade</b> (21)	Kevin Star	Ian Milner	Tony Curuli	Bob Lewis	
<b>c-grade</b> (17)	Ray Russo	Ken Bone	Brian McCann	Tony Renehan	
<b>d-grade</b> (18)	David Williamson	David Birzniaks	Cube Taylor	Ben DeJong	Joanne Sabbatini
<b>e-grade</b> (10)	Paul James	Graeme Cadd	Kenton Smith		
<b>f-grade</b> (11)	Ken Saxton	Peter Webb	Keith Bowen		Jenny Merrick

### Officials

Thanks to Graeme Parker, Peter Mackie and Ron Stranks for taking entries. Today's racing was under the direction of Neil Cartledge and Tony Rodriguez with cameo appearances by Ian Smith, Matt White and Alan Cunneen. Thanks also to JC for bringing the trailer and to Peter Mackie with drinks.

### Eastern Vets Program

Saturday	April	12	2:00pm	Dunlop Road	<b>Omara Cycles GSR</b>
Saturday	April	19	2:00pm	Casey Fields	Club Championships
Saturday	April	26	2:00pm	Killara Road	Graded Scratch Races
<b>Monday</b>	<b>April</b>	<b>28</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>General Meeting</b>
Saturday	May	3	2:00pm	Casey Fields	Graded Scratch Races
Wednesday			10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee

**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	April	13	9:00am	Crib Point	Graded Scratch Races
Sunday	April	20	9:00am	Dromana	Graded Scratch Races
Sunday	April	27	9:00am	Somers	Graded Scratch Races
Sunday	May	4	9:00am	Cora Lyn - Nar Nar Goon	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	April	13	10:00am	Avenel Rd, Seymour	McCallion Handicap (64k)
Sunday	April	20	10:00am	Lancefield	Scratch Races (60k)
Sunday	April	27	9:30am	National Blvd, Campbellfield	Scratch Races
Sunday	May	4	9:30am	Lancefield	Handicap (48k)

### Victorian Veteran Cycling Council Program

Wednesday	April	25	1:00pm	Seymour	64k Benghazi Handicap	21/4 - \$15
Sunday	May	20	10:00am	Cororooke Hall	Colac “May Open” – 64k handicap	14/5 - \$15
Saturday	May	26	1:00pm	Rochester	“Oppy Race” – 70k handicap	21/5 - \$15

### For your calendar

Date	Location	Event
23/5/2008 – 25/5/2008	???	Race Right Cycling Training Camp (the people who brought the BrightBootCamp) An hour from Melbourne, two days of seminars and on-road coaching. \$650-700 for two nights accommodation (Fri & Sat) including all food. Further information is available at <a href="http://www.racerightcyclingcamp.com">www.racerightcyclingcamp.com</a> or by calling David Heatly on 0410 331 793. (or Nigel Kimber)
30/8/2008 31/8/2008	Halls Gap	Grampians VCC Graded Scratch Races / VVCC 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 in a Day Registrations open Nigel Kimber will be leading a 250k group, there will also be a group going to Sorrento and back.

### Other bits and pieces:

#### ICE - Who they gonna call?

If you have an accident whilst out training on your own; who do the Paramedics call? Storing one or more numbers in your mobile phone under the name ICE (In Case of Emergency) enables the attending paramedics to contact a person (or persons) you nominate to be contacted in case you are involved in an incident that prevents you from contacting them yourself. eg.

ICE - Mary (wife) 555 9433

ICE - Sam (son) 555 0766

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