



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter April 19th 2008



Graded Scratch Races – Dunlop Rd – April 12th



Race report.

The club's supply of numbers was stretched to the limit by the one hundred and thirty two individuals who made it out to Dunlop Road for the last of the seasons criterium scratch races. Cool conditions and large bunches were going to make for some fast racing, the seemingly omnipresent headwind and the large bunches would make an individual breakaway almost impossible and bunch sprints almost inevitable.

What should have been a great days racing was marred by a series of accidents, the worst of which resulted in suspension of races until two fallen riders were cleared from the road in ambulances. We were extremely lucky that those involved were not more seriously hurt (one simple fracture of the clavicle, some stretched tendons and ligaments and some deep bruising). We are also lucky that the club boasts quite a few medical and para-medical members who are almost always present at our events and make themselves available to assist if required. The incidents on Saturday reinforce the need for all competitors to take care, to be aware of what is going on around them and to ride predictably. One incident involved a rider forgetting that there was a parked car on the circuit, even though it had been there throughout the race, his avoidance reaction causing a chain reaction that resulted in three riders hitting the bitumen. The other incidents involved riders coming off their line without notice or cause and colliding with adjacent riders.

The lessons to be learnt from the weekend's experience is that you should always be aware of what is happening around you, of what lies ahead, where other riders are in relation to yourself and to hold your line. Don't blindly follow the wheel in front; constantly look ahead for potential hazards. Don't look around but do be aware of the potentiality of riders on either shoulder. By looking down at your feet you should be able to see the front wheel of any rider coming up on either side whilst still being able to see the back wheel of the bike in front. If you want a better look at who is on your wheel firstly check that the wheel in front isn't going to do anything radical and then look under your arm, not over your shoulder.

As Ronnie says every week; "hold your line". Most importantly in the sprint but this also applies on the road; especially through corners.

Ride predictably, ride safely and be aware - the world needs more wares.

a-grade

Even with a few of the regular a-grade riders away at the Tour of the Southern Grampians it was a large and strong group who set off just before 2:00, the numbers bolstered by a few new faces from b-grade and a few old faces coming out for their first race in a while. It didn't take long for one of the a-grade regulars to introduce the newcomers to the club's top level of racing, Damian Burke attacking on the second lap. A small chase group led by Rob Amos and with Phil Cavaleri, Tony Chandler and Gary Chamberlain posed the possibility of a very early decision to the race. The strength of the potential break elicited a quick response from the remainder and it was all back together before any threat was realised.

Ten minutes in and a move by Phil C. and Frank Nyhuis was quickly shut down, the bunch seemingly intolerant of even the slightest break. This was reinforced a couple of minutes later as Rob got away, Gary in no-man's land trying to bridge, and the bunch chasing for all they were worth. Again and again the intent was made obvious as first Tony and Gary tried to get away and then Gary trying again five minutes later with Ian Milner and Quentin Frayne, the trio burying themselves in an effort to break the spirit of the chase. But all to no avail as the peleton simply upped the tempo to match, and then surpass, that oh the attack, closing the move down within a lap.

With twenty five minutes of hard racing and at least five attacks covered the bunch turned the gas down for a bit to recover, that was until Ian Milner made a move up the right hand gutter. The resultant chase had Phil Smith on the front and he didn't back off when Ian was caught but kept the wick up high and had his grade-mates stretched out like honey from a spoon. Another lull in the proceedings followed Phil's aggression before Rob Amos, resurrecting old habits, had a gap over Damiano Ambrosini who had clear road behind him to the bunch. And again Phil S. took advantage of the chase down to get away on his own, but nobody was going to let a time-trial specialist get a gap and it was soon back together.

With time running out and most of his fellow b-grade promotees having featured at some point in the race Kevin Starr put his name, and his machine, forward ten minutes from the scheduled conclusion of affairs. This close to home nobody was going to be allowed out on their own, a lesson learned by Kevin and a few minutes later by Ian Milner. Never one to let a little set back upset him Ian tried again five minutes later and was able to get away with Frank Donnelly and with no immediate response from the bunch (it takes time to draw straws - ed.) it appeared as though he may have lucked it. Alas not to be and after a lap and a bit of freedom it was back together in time for Phil Smith to take the bell and lead the still full compliment into the final lap, Quentin Frayne on his wheel.

As the race turned off Dunlop Road for the last time Phil turned off the gas and waited for somebody to take the lead. He didn't have long to wait as 'a little voice' prompted Quentin into action, jumping hard Quentin grabbed a small gap, Tony Curulli on his wheel. Unfortunately for the pair there was no delay in the response and after three hundred metres it was obvious to Quentin that he wasn't going to stay away. Tony had other ideas though and used the lead out to take a twenty metre lead around the last corner and into the finish straight only to be confronted with a wall of waving arms between him and the chequered flag, glory and fame.

The carnage from the crash in the c-grade finish putting a finish to the a-grade race.

A shorter second a-grade race was held to settle the result for the day, this race getting underway with the remaining three grades after the road had been cleared of carbon, alloy and flesh. It was a slightly smaller bunch that took to the road for the second time with some riders accompanying the injured to hospital and some just running out of time. Unfortunately I have no knowledge of the goings on in this race so can only direct you to the results below - ed.

b-grade

To race or not to race, that was the question. The c-grade accident bringing back memories of those wonderful peaceful moments of flight just before the sickening impact of helmet and shoulder on bitumen.

Something about a horse had me on the start line, still shaking but determined to get through it. A forty-five minute race duration was welcome as I, and sixteen other riders, set out to do battle.

Figuring that the front would be the safer place, and without the likes of Ian Smith and the other regular b-grade antagonists who had found their way into the a-grade race, I was happy (?) to get proceedings underway. It wasn't long before Thorkild Muurholm and Ray Russo made their way to the front to keep the punishment up as my under-done legs started to flag.

Five minutes in Tony Sullivan put in a blinder of a lap that had the bunch stretched and the speedo in the mid forties then he disappeared to only be seen again at the end, or was that just me? others claiming that Tony made a number of attacks throughout the race. Another rider who was constantly dealing the out the pain was Mark Withers; Ben Schofield and Peter Shanahan also making their contributions.

It seemed as though throughout the race a pair of riders would jump from mid field and get twenty metres clear before the bunch would chase them down. And it was almost always Thorkild or Ray leading the pursuit. Each attack seeing the peleton stretched out, little gaps appearing along its length and almost always a gap appearing in front of my wheel, a gap which would take the better part of half a lap of concerted effort to close down.

Ten minutes from the end David Hyde managed to get away and he stayed away for a lap before being swallowed up by a bunch that was beginning to ride with its head rather than its now tired legs. A fall in the d-grade race along Geddes Street had the race at neutral for half a lap before resuming with a couple of laps to run.

It was a full compliment that took the bell and started the final lap, the pace coming right off as the race turned into Dunlop Road for the last time, jockeying for second wheel seeing the bunch concertina to four wide by five long. Nerves were tested as the mass turned out of Dunlop Road for the last time and started the last two-thirds of the lap.

Finally Mark Withers, pre-empting Ben, opened the sprint a long way from home, Mark never got more than a couple of metres ahead of his pursuers but then never got caught as he led them a merry chase around the last two bends and into the finish straight, sans one Nigel Kimber who inexplicably followed Mark in his initial move up the left of Geddes street but decided that intact lycra, skin and bone was more valuable than anything in the envelopes that were to be handed out, yours truly pulling out before the last corner. Once around said corner the race fanned out as riders scrambled for clear road and a shot at Mark's wheel. None got it and Mark finished ahead of the wall, Tony Sullivan had his wheel just ahead of the others to take second, David Anderson, Steve Ross and Leigh Bailey following in that order.

c-grade

With the exception of a solitary effort by Colin Johnson at the five minute mark that lasted less than a lap the first half of the c-grade race was fairly uneventful. The large bunch size ensuring that the pace was kept high enough that attacks were discouraged to the extent of almost being non-existent and any that were attempted were not much more than a temporary increase of speed of the peleton.

At the half-hour mark a switch was flicked and the moves started, first cab off the rank was Warren Steinicke who managed to get fifty metres clear of the bunch along the finish straight, Matt White leading the chase. Next was a small group including el presidente Matt along with Grant Greenhalgh,

Trevor Coulter and Frank McCulloch trying their luck but the masses weren't having any of it and had the break closed down before it could get established.

The mid-race exertion must have taken its toll as a couple of laps after the last break had been reeled in a rider mid-field ran into a parked car (one that had been there for a while), the fall taking out three riders and knocking the wind out of the others. A couple of slow laps to re-assess the situation and Frank found himself off the front with little effort and little response from the masses behind. Next lap Frank was back with the others and the pace had stepped back another notch, the collected mass seemingly psyching itself for the anticipated bunch finish which was still fifteen minutes away.

With no further excitement it was Warren holding the short straw as the slightly diminished bunch took the bell to signal one lap to go. It was the same bunch that rounded the last corner and spread out across the road as riders jostled to improve their position and others tried to catch the passing wheel of choice. Until one such jostle, or attempted catch, caught someone out and there was a touching of wheels, a loss of control and Steve Barnard hit the bitumen - hard, the consequent avoidance actions by those in the immediate vicinity dropped a few more riders and cleared the way for Jake Jodlowski to have nowhere to go but straight into the fallen Steve. Jake doing a pretty poor Superman impersonation cleared his handle bars but failed to miss the bitumen, also hitting the deck hard.

The leaders barely glanced back at the commotion behind them, Trevor Coulter proving the strongest of the remaining sprinters taking the win over Grant Greenhalgh, Anthony Gullace, Hylton Preece and Warren Steinicke. Fortunately others in the group did look back or had no choice but to stop, and help was quickly on hand to assist the fallen and to stop the a-grade sprint before it met a similar fate.

d-grade

It was a huge group of thirty-one subdued riders who set off on a shortened 45 minute d-grade race. Most riders were upset by the fall in the c-grade sprint and were wary of their own well being. All that is except the usual offender, Peter Mackie who took advantage of the tentative start of the others to ride off the front on the first lap but the bunch gathered its confidence and chased him down by lap three. Once settled the huge bunch meant high speeds and that a breakaway was unlikely but that didn't stop Peter Mackie, Cube Taylor or Laurie Baigent from trying, their efforts pushing the speed up to 43kph as the bunch responded to their attacks.

Starting the last lap in 3rd wheel Gavin Plummer was well situated for a good finish but found himself shuffled back as the lap wore on, ending up mid bunch around the back of the circuit and badly positioned for the sprint finish. Three hundred metres from the finish, the last corner still not in sight, a lapse in concentration, a change of line, a touch of wheels, and another couple of riders kissed the bitumen, the aftermath of this incident halving the finishing bunch. Despite the semimation it was still a big bunch that survived

the mayhem and continued on, taking the last corner at full speed and then kicking it up a notch as the sprint started 150 metres from home. As with most other finishes of the day it was a wall of colour that descended upon the thin white line, Peter Stanley proving to have the fastest legs in the run to the finish. David Birznieks, Tony Rodriguez and Colin Morris close on his wheels and Gavin Plummer, passing the handicapper (never a good thing to do - ed.) in the last 20 metres, taking the last of the cash.

e-grade

A large contingent of Southern Vets members bolstered the numbers to near record levels as twenty-nine registered e-grade riders set off to pit their legs and their hearts against one another. It was Graham Cadd driving the bus early, a few passengers having to stand to stay onboard. Daryl O'Grady finding the pace hot and calling for a drink from the side line, his trusty domestique; Ian Jones, called upon to deliver a drink bottle to his club-mate. Twenty minutes in and a few driver changes later the pace slackened enough for Neil Cartledge and Garth Kotnik to slip away for the better part of a lap before the struggling chase line was able to couple back to Neil's wheel while Garth continued to barrel along at full steam just off the front of the train.

Another driver change saw the pace come back to a more manageable level and competitors took the opportunity to suck in some oxygen and recover. The petite form of Sue Cox obviously required less re-oxygenation than her bigger rivals and was quickly on the march, unfortunately her timing was poor and a rampaging c-grade bunch aided the chase and intimidated her back into the relative security of the peleton. When c-grade finally cleared off it was Brain Farrell who set about testing the waters, no response from the bunch meant he enjoyed a lap or so in solitude before being hauled in. Darren Rowlinson took the opportunity to counter attack the union and had twenty metres and some solitude of his own for a while before a very stretched bunch finally caught him.

And there ended the second third of the race. Where the first third had seen a hard and steady pace that restricted the ability to attack and the second third had seen the pace back off enough to enable a few riders to attack, the third third was one of resignation and preparation. Individual members resigned to the fact that any attempt to breakaway was doomed to be chased down and preparation for the now almost inevitable sprint.

On the bell it was again the almost full compliment of entrants who went into the last lap, the run up Dunlop Road a mass of colour as riders tried to sort themselves out. To no avail though as Southern rider, Garth Kotnik poured on the pace as the race started down McDonalds Lane for the last two thirds of a lap. Garnering a gap Garth led Mark Gardiner through the last corner, the main bunch following behind. Thwarted by a complacent c-grade bunch Garth hesitated and before he could get going again Mark had his measure and was well on the way to the line. Garth held on for second with the three final places going to Graham Cadd, Trevor Wilkie and Kenton Smith who crossed the line a wheel's width apart, the bunch mere metres behind them.

Post Amble

f-grade

No report.

This week was the last of the summer series of graded scratch races and was again sponsored by Omara cycles. Thanks to Jae and the guys at Omara Cycles in Cheltenham for their support over the first four months of this year.

Results

	First	Second	Third	Fourth	Fifth
a-grade (19)	Gary Chamberlain	Boyd Friis	Damiano Ambrosini	Phil Thompson	Rob Amos
b-grade (18)	Mark Withers	Tony Sullivan	David Anderson	Steve Ross	Leigh Bailey
c-grade (25)	Trevor Coulter	Grant Greenhalgh	Anthony Gullace	Hylton Preece	Wayne Steinkcke
d-grade (32)	Peter Stanley	David Birznieks	Tony Rodriguez	Colin Morris	Gavin Plummer
e-grade (29)	Mark Gardiner	Garth Kotnik	Graham Cadd	Trevor Wilkie	Kenton Smith
f-grade (12)	Jeff Smith	Ashley Willox	Rohan Shied	Gary Dodds	

Officials

Thanks to Graeme Parker and Ron Stranks for taking entries. Today's racing was under the direction of Nick Hainal who coordinated the myriad of both rostered and non-rostered helpers which included; Colin Johnson, Greg Lipple, Dave McCormack, Jim Hobbs, Dale Thompson, Richard Thompson, Martin Stalder, David Worland, Steve Short, Neil Cartledge, Thorkild Muurholm, Harold(Homer) Simpson, Sam Bruzzese, Phil Smith, Hylton Preece. Thanks also to JC for bringing the trailer and to Peter Mackie with drinks.

Unfortunately (that it was required) but fortunately (that they were there) the club extends its thanks to the medicos who tended the injured - Mark Wallace, Alan Cunneen, Graham Cadd, Juanita Cadd, JC Wilson and to all the other riders who stopped to assist.

Eastern Vets Program

Saturday	April	19	2:00pm	Casey Fields	Club Championships
Saturday	April	26	2:00pm	Killara Road	Graded Scratch Races
Monday	April	28	8:00pm	Maroondah Club	General Meeting
Saturday	May	3	2:00pm	Casey Fields	Graded Scratch Races
Saturday	May	10	2:00pm	Steels Creek	Athletic Soft Tissue Handicap
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	20	9:00am	Dromana	Graded Scratch Races
Sunday	April	27	9:00am	Somers	Graded Scratch Races
Sunday	May	4	9:00am	Cora Lynn – Nar Nar Goon	Graded Scratch Races
Sunday	May	11	9:00am	Casey Fields	Mother's Day 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	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)
Sunday	May	11	9:30am	Lillee Crescent	Mother's Day Scratch Races

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 www.racerightcyclingcamp.com 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 Registrations open - 210k via Queenscliff sold out (2/4 -11/4/2008 (9 days)) Nigel Kimber will be leading a 250k group, there will also be a group going to Sorrento and back.

Other bits and pieces:

Halls Gap:

Get along and join the fun of the weekend.

Other Results, etc.:

Tour of the Southern Grampians - Coleraine.

Whilst 84 year old Mr. Ray Creek was unable to cross the main street in Coleraine on his motorized wheelchair for the second weekend in a row, this time due to its closure for the tour (Herald Sun, 15/4/2008) the following Eastern members managed the following results in the b-grade race;

Time Trial (9.4k)		97k Road Race		66k Road Race		Crit (20 laps)	
Roy Clark	1 st	Stephan Kirsch	1 st	Peter Howard ³	9 th	Roy Clark ³	4 th
Guy Green	11 th	Guy Green ^{1,2}	8 th	Roy Clark ³	13 th	Peter Howard ³	9 th
Stephan Kirsch	15 th	Peter Howard ¹	11 th	Guy Green ³	20 th	Guy Green ³	19 th
Peter Howard	25 th	Roy Clark ¹	15 th	Stephan Kirsch ³	27 th	Stephan Kirsch ³	27 th
Cameron Winton	34 th	Cameron Winton ¹	29 th				
Simon Bone	46 th						

¹ same time -0:00:19

² + 2 KoM sprints - 3rd & 1st

³ same time -0:00:00

General Classification		KoM	Masters 2+
Roy Clark	2 nd	-0:00:25	1 st
Stephan Kirsch	6 th	-0:00:32	3 rd
Guy Green	=11 th	-0:00:49	
Peter Howard	19 th	-0:01:19	

Congratulations to all.
