



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter June 7th 2008

Graded Scratch Races – Killara Road - May 31st

Call to Arms : Uncle Ron Needs You

The date is set, Saturday next, the 14th of June. The battle field has been chosen; Yarra Junction. Lines will be drawn and it will be all legs to the pedals as the Ike Collings Shield is put up for the taking.

Over a hundred men, women and ... well, other men will arrange themselves in six platoons and pit themselves against each other and the terrain that is Yarra Junction - Powelltown (and maybe beyond - weather permitting).

Currently the Meccheekans have the shield, we want it back. So come one, come all as many legs make light work. With numbers and commitment we can prevail and wrest the shield from their clutches and return it to its rightful home.

Race report.

An early morning mist and low clouds burnt off to reveal a cool calm afternoon. The cows were standing around chewing their cud - another good sign. It was sixty-four riders who took advantage of the near idyllic conditions to tackle what is by popular opinion our toughest circuit.

a-grade (4 laps - 64k)

It was a quiet start to the a-grade race as the thirteen starters took their orders and nervously set off for sixty-four kilometres on the toughest circuit we have. The pace throughout the race was maintained at a fairly even rate, the work shared between Rob Amos, Phil Smith, Phil Cavaleri and Thorkild Muurholm with efforts by Damiano Ambrosini and Olivier Pomie on the hills that kept the bunch's heart rates in the red zone. Having half a dozen willing to keep the pressure on the pedals the pace was consistently maintained at a rate that limited the possibility of attack or any breakaway attempt.

Over the first lap there was a little to-ing and fro-ing as the top contenders tested out each other's legs but no serious attacks. As the race progressed the feedback from the tests was that all the favourites were feeling much the same and the race settled down over the second and third laps. Just occasionally, when the lead rider looked a little fatigued, Phil Smith would move to the front to pick things up a bit and test

the waters. The pace, and the hills, taking its toll on the larger riders in the bunch, Ian Milner holding on for the first lap and managing to catch the bunch on the descent from the Seville East turn on the second, but losing contact as the bunch rode out of Gruyere towards Coldstream for the second time, and completing the race on his own.

The relentless inclines found a few more struggling as the race worked its way through the third lap, Kevin Star finding himself separated from the others as they raced back to the footy oval for the fifth time (2.5 laps). Into the last lap and it was looking like the tried and true race plan was the one adopted by all contenders - hold on to the last kilometre and then attack before the final crest to lead the downhill run to the finish. In preparation for the final showdown a hard acceleration up to the Seville East turn for the last time saw the bunch just hold together and the main contenders move to the front. No serious moves on the way back to Coldstream but definite, strategic, surges being employed to drain just that little more kick out of the competitor's legs.

Out of the last turn, the Phils; Smith and Cavaleri, Rob Amos and Olivier Pomie set up camp at the head of the race, keeping things honest, the others considering it a job well done if they could stay with the bunch. With the big four controlling the race the pace was aggressive yet conservative as wheels were watched and breathing listened to. On the final incline the previous sixty-three and a quarter kilometres showed their effect as the bunch strung out under the pressure of the big four, oxygen debt and cramping quads hindering to varying degrees. Rob Amos the first of the four to pop, then an explosive burst from Phil Smith just before the top left the remaining contenders gasping for air. Olivier continued his strong hill climbing to crest between the two Phils, Rob struggling over just behind him.

As is the case at Killara Road the run to the finish is pretty much pre-determined at the top of the last rise. And so it was, Phil Smith extending his top of the hill gap to take the chequered flag, Olivier Pomie unable to make inroads into Phil held on for second. A determined effort by Rob to overhaul the second Phil was unsuccessful but provided a bit of work for those on the finish line, the remainder of the finishers trailing in after that.

Figures for the race were 64k covered at around 33.7kph.

b-grade (4 laps - 64k) (Nigel Kimber)

Killara Road, take two - well, take four and a half actually, the three previous attempts all falling short and then there was that wet day when the bike didn't even make it out of the back of the car. With minimal miles in the legs and no racing since last we were at Killara Road the previous race plan was undoubtedly the best one it was just that the implementation needed work.

So why was I leading the race away from the start line? Backing it off a bit I was soon safely surrounded by others as we slowly made our way up toward the start of that little climb to the first turn. Half way out Peter Shanahan has jumped the field to ride fifty metres ahead, nobody took it seriously but the move increased heart rates and the bunch speed to a better approximation of race pace as the twelve slowly rode back to, and then past, Peter's wheel.

At the bottom of the hill nerves were on edge and all eyes were on Phil Pelgrim and Nick Tapp, surely it'd be too early for an attack, but you never know. And so it was that with relief the whole bunch, albeit a little shuffled from the bottom, rounded the cone and headed back down to the Gruyere football oval, past the officials and off up towards Coldstream for the first. Phil admitting that he intended sticking to his plan of last week - sit in and do nothing, ... or stick to Nick Tapp's wheel; whichever seemed the better idea at the time.

The legs had survived the first round of hills but the climb out from the start/finish isn't easy and there are a couple more between there and the next turn. Conservation was the name of the game and sitting a couple of wheels back I was quite content to let others do the pace setting. Unfortunately those that were chosen chose to inflict pain, small gaps appearing along the line as the bunch crested the rises. The effort on the leaders telling as the bunch reformed each time a crest was conquered.

The first lap passed with the group intact, the second lap following much the same pattern as the first. A couple of riders doing the pace setting, Peter Shanahan jumping away every now and then only to fall back shortly after and the remainder content to hang on. The climb to the first turn saw one rider split from the bunch but, with his weight in his favour on the descent, we were soon one dozen plus one again. The hills on the second half of the lap beginning to take their toll also as neutrality around the Coldstream cone proved the saviour for a couple of almost ex-bunch members.

And so it was into the third lap that we headed now fearful that one of the lighter amongst us would ..., well er, rip our legs off. It wasn't to be and although the climb to the cone was tougher than before, and the bunch stretched further than before, and an effort by Nick and Phil to ride away on the descent things were all together by the bottom. Another jump by Peter Shanahan just prior to the small hillock at the school spurred yours truly into action, taking off up the bump and powering past Peter well before the top - I blame it on a rush of testosterone. Unfortunately a couple of the lighter members of the bunch had thought I was serious and had come with me and as we started down to the start/finish line with one and a half laps to go a little voice said "we've got a

mini break here". Yeah, ok, what do you want me to do about it? - the testosterone had worn off. Fortunately (for me) the majority of the remainder of the bunch had been quick to react also and, combined with the lack of commitment by the instigator of the attack, we cruised past the officials as a single group, led by a reluctant Nigel.

As the road headed back upwards I'm wondering what have I done, surely one of the less weighty members of the bunch would come by now and leave the rest of us (well me) floundering. Keeping the pace as high as I could to prevent such an occurrence I've crested the rise - still on the front and ready to pass the torch to someone else, anyone else. No takers. Down the other side and up the next rise, again the fear of attack, again the pressure on the pedals to try to hold them at bay, again over the top still on the front and still with no takers for the torch. Around the turn and a very prolonged neutral period - still nobody wanting to relieve me of the lead. The airport came and went (the cows were still standing), Stringybark Creek came and went. Then we were on the climb up to Gruyere Road for the penultimate drop to the finish line, again the fear, again the effort and again the relief as the descent started and I was still a part of the peleton - albeit still at the front.

Soon after the site of my transgressing of the obvious unwritten law my penance had apparently been served and somebody came round to take the burden of dictatorship from my legs. And we all got along like we did before. As the road again headed up to Ford Hill the cramps started and I went from second wheel to second last. Unable to holden to the group I gave them a twenty metre start that, with the benefit of gravity, was closer to fifty by the time I got round the cone. They don't call me 'la roccia' for no reason and with gravity as my friend now, I was back with the others by the bottom of the hill, as was 'l'incudine' - the last man round the cone.

Fifty-six kilometres covered, eight to go, it was going to come down to a sprint up the final rise. With cramp still threatening to shut my legs down I grimly held on to the bunch, conceding places as the road rose then clawing them back on the flats and descents. Sixty-three kilometres covered, one to go and we were still together, but that's where it ended. No sooner had the top of the rise been sighted than the hill-climbing forms of Nick, Ross Snowball and Phil increased the tempo, stretching the peleton into a thin dotted line. The more pragmatic of the remainder quickly realised that the race was over and pegged it back a little to keep their hearts from exploding. This realisation took a little longer to dawn on a few of the slower members in the group but, with the gap to the leaders growing with each pedal stroke, the majority of those left watching the wheels slipping away finally conceded, cruising over the top to roll to the finish.

I stopped the clock at 2:00:10 to cover the 64.52k at an average of 32.2kph.

c-grade (3 laps - 48k)

Nine starters in c-grade made it the smallest bunch of the day and it got smaller as the day wore on. Glenn Pascall was a marked man, his efforts on the inclines at Macclesfield last week bringing him to the attention of his fellow peletonees. And sure

enough, from the start and every time the gradient hit the positive Glenn was at the front setting a pace that had the peleton stretched out and its members sucking deep. On the descents and flatter sections of the course Glenn took a back seat as the likes of Andrew Neilson, Justin Murphy and Nigel Letty moved to the fore and continued the punishment.

The bunch was intact as it went into the second lap but the effort required to stay with them and then to stay with Glenn on the way up to the Ford Hill turn for the second time started to show as a couple of riders began to struggle, finally losing contact three-quarters of a lap later as Steve Short made a pre-emptive move up the last incline before the drop to the bell. Glen had no trouble reeling Steve back in, dragging four others with him, Steve struggling to get on the back of that little train as the race entered its last sixteen kilometres - six in the bunch.

Three kilometres down the road (or should that be up) a surge by Glenn saw he and Justin Murphy gain a gap, a gap, that by working together, they were able to build to a decent break by the time they rounded the penultimate cone. The chase proving too much for Gary LeRoy who soon lost contact and was left to solo it home, unable to bridge back to the small group of three ahead; Steve Short, Andrew Neilson and Colin O'Brien. The climb stretched the chasers but sense prevailed and Steve waited on the other two before starting the big-ring chase down the hill.

On the descent Andrew was able to hold Steve's wheel, Colin was not and it was two pair and two individuals that crossed the back of the finish line and headed up out of the Gruyere valley for the last four kilometres. With the leaders in sight and the pairing of Steve and Andrew working well there was hope as the gap to first place started to come down, that was until Andrew hit the wall - hard. Still keen to keep a working group together Steve backed it off a bit and encouraged his partner but to no avail. At the final turn the gap to the leading pair had increased, the stragglers were gaining and Andrew was showing no signs of coming better, so Steve set off alone in the hope that one (or both) of the leaders might hit the same wall as Andrew.

No wall, but maybe some small fences, the gap between the lead pair and third visibly decreasing as the race made its way up to the Gruyere Road intersection before the drop to the finish. But Shorty had given the leaders too much of a start and as they disappeared over the last crest he still had a chase on his hands. In the finish it was Glenn, a deserving winner and potential b-grade contender, ahead of Justin with Steve Short soloing across for third a little later. The remaining riders on course coming in in dribs and drabs after that.

d-grade (3 laps - 48k) (Dave Worland)

About 15 riders set out in d-grade with the first lap being run at a willing, if not breakneck, pace. A collective sigh of relief was expelled at the first turn as the predictions of a mauling by the Hound of the Baskervilles on the rise to the turn did not come to actuality. Rudy Botha was putting in

plenty of work up the front with the Real McCoys in close pursuit. Peter Mackie putting in his customary mad dash down the outside to see if anybody had fallen asleep up the front. The end of the first lap saw the field still together.

The speed picked up in the second lap and by half way we had a couple of casualties to the sharp steep climbs that characterise this course. The second turn on this lap saw the field down to about ten with a couple of others showing signs of strain. Tony Rodriguez and Dave Worland had a turn at the front before Rudy took over again to push the pace. Debbie McCoy was showing her strength on the hills, regularly moving to the front to drag the peleton up the slopes.

The last lap, up to the final turn around, was run at a good, testing, pace but after the turn the speed dropped off as everyone realised that, as usual for this course, it would all come down to a sprint up the final long climb. At the bend at the bottom of the final climb Peter Mackie came around the outside with three others sitting on his tail. This was the trigger for the leaders to hit the pedals and Rudy, Deb McCoy, McCoy Snr and Tony Rodriguez opened a gap to the pack, Dave Worland was able to keep in touch while the rest dropped away. With 100 metres to go to the top of the climb five became four, Ted McCoy conceding and dropping off. At the top it was three as Dave Worland found the final pinch to the crest too much.

The lighter Debbie McCoy cresting the rise clear of Rudy and Tony. Her weight her friend on the ascent became her nemesis on the descent. Rudy on the other pan struggled to the top and once over gravity took over, building enough speed and momentum to slowly peg back Deb and pass her on the line. Tony Rodriguez was not far behind in third, Dave Worland picking up fourth.

e-grade (2 laps - 32k)

The e-grade race broke up before it started - the only two regular f-grade riders brave enough to take on Killara Road were included in the e-grade bunch but given a head start, John Porter and Keith Bowen taking off on the tail of the a-grade bunch. Failing to have found fishing line and corks the pair were quickly on their Pat and doing the best to make the most of the advantage they had been given, Keith encouraging John on the climbs and waiting on the drops and flats.

Annmarie Darcy led the remaining dozen e-graders away as per the norm (after d-grade) and the chase was on. Whether it was the haste of the chase or simply lack of preparation the twelve strong chase bunch was quickly destroyed, Graeme Cadd (only operating on half lung capacity) and Sue Cox (bike free for a fortnight) the first to slip away as the road headed upwards. Phil Cox dropping back to help his better half reduced the bunch to nine as it headed to the first turn, Phil combining with Graeme to help get Sue home, a singular effort on her part to complete the course.

At the first turn it was still Annmarie at the head of a smaller still bunch, Ashley Willox fading on the way to the top of the course. On the descent though it was the slightly more testosterone loaded individuals (or should that be hop heavy individuals - ed.) who set the pace back through the start/finish

area and out toward Coldstream for the first time. With only a quarter of the race completed it had essentially taken its final form, a much reduced bunch leading a trail of shattered legs.

At the bell it was an elite group of half a dozen, including; Brett Robinson, Mick Paull, Neil Cartledge and Annmarie along with Sam Bruzzese (down from d-grade after a tram-line incident during the week and not taking part) and the 'Colonel' - Graeme Parker, that headed out for the final sixteen kilometres of suffering. Early into the second lap the out-markers were caught, passed and summarily left behind as the mini-peleton powered its way to the penultimate turn atop Ford Hill. Not a lot occurred on that final lap until, as expected, the race hit the bottom of the last little upwardly inclined slope before the drop to the finish.

Despite having done a power of work throughout the race and having to push a none-too-light frame up the hills Brett powered up the last hill, cresting clear of the other contenders and riding down to the finish for first. Second over the top, and across the line, was Neil Cartledge, Mick Paull following a bit further back with Sam Bruzzese on his wheel. Annmarie Darcy was next in and, as Sam wasn't in the race, she took the money that was on offer for fourth place.

The remainder of the starters finished; a testament to their commitment, Graham Cadd wishing he had a 27 on the back as he slowly paced Sue Cox up the last incline.

Results

	First	Second	Third	Fourth
a-grade (13)	Phil Smith	Olivier Pomie	Phil Cavaleri	
b-grade (13)	Phil Pelgrim	Ross Snowball	Nick Tapp	
c-grade (9)	Glenn Pascall	Justin Murphy	Steve Short	
d-grade (15)	Rudy Botha	Debbie Chambers	Tony Rodriguez	Dave Worland
e-grade (14)	Brett Robinson	Neil Cartledge	Michael Paull	Annmarie Darcy

Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries. Angelo Antignani was in charge of racing today and was assisted by Paul Kelly, Ryan Green, Kathy Green, Gary Chamberlain, Tony Curulli, Mathew Cornford. Trevor Coulter, Nick Hainal, Peter Smith and Jake Jodlowski out on the course ensuring we had a safe race, to them thanks. Thanks also to JC for bringing the trailer and to Peter Mackie on hand with the drinks.

Eastern Vets Program

Saturday	June	7	2:00pm	Casey Fields	Graded Scratch Races
Saturday	June	14	2:00pm	Yarra Junction	Eastern v Southern
Saturday	June	21	2:00pm	METEC	Graded Scratch Races
Saturday	June	28	2:00pm	Macclesfield	Graded Scratch Races
Monday	June	30	8:00pm	Maroondah Club	General Meeting
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	June	8	9:00am	Casey Fields	Graded Scratch Races
Sunday	June	15	9:00am	Lang Lang – Yannathan	Graded Scratch Races
Sunday	June	22	9:00am	Crib Point	Graded Scratch Races
Sunday	June	29	9:00am	Lang Lang	VVCC Road Championships

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	June	8	10:00am	Lancefield	Handicap (48k)
Sunday	June	15	9:30am	Freight Drive, Somerton	Graded Scratch Races
Sunday	June	22	10:00am	Avenel Road, Seymour	Tom Stewart Handicap (64k)
Sunday	June	29	9:30am	National Blvd, Campbellfield	Graded Scratch Races

Victorian Veteran Cycling Council Program

Sunday	June	29		Lang Lang	VVCC State Road Championships	22/6 - \$15 29/6 - \$20
Sunday	July	6	10:00am	Kilfeera & Samaria Rds, Benalla	Hume Vets handicap, 56k	30/6 - \$15

For your calendar

Date	Location	Event
14/6/2008	Yarra Junction	Ike Collings Shield It's on again, club pride is at stake as Eastern host this year's annual Eastern versus Southern road race challenge. Set this date aside and bring out your best legs to wrest the shield back from the southerners.
15/6/2008		EastLink Cycle Challenge Registrations close 13/6/2008
12/7/2008 - 13/7/2008	Lang Lang/ Cora Lynn	Southern Vets Two Day Tour Day 1; 22k ITT and Road Race (A-D - 66k, E & F - 44k, G - 22k) Day 2; Road Race (A-E - 72k, G - 50k) Entries are \$40 with the secretary and close 7/7/2008
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 Results, etc.:
