



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter August 9th 2008

Dandenong Superstore Handicap, Casey Fields – August 2nd

Race report.

Casey Fields didn't disappoint, it was cold, it was windy, but that didn't stop 50 riders from turning up to contest the Dandenong Bicycle Superstore handicap. The westerly wind making things uncomfortable both in and out of the saddle, echelons being the order of the day on the north-south and south-north stretches.

The format for the day's racing; six 45-minute graded scratch races with the first five in each grade going on to a three lap group handicap.

a-grade

The a-grade race started off at a relatively easy pace, almost as though all were prepared to accept a bunch sprint to decide which five of the seven would qualify for the handicap. But it didn't last long and it was soon a slug fest, each rider strutting their stuff on the front before the next would take over for their stint. The occasional surge from the front seeing the odd rider (and I might mean that literally) getting clear for a while but the wind, oh the wind, and the persistence of Kevin Starr quickly bringing things back together.

Twenty five minutes in and it was Nigel Kimber bringing back the latest surge as the race headed toward the back section. On docking Doug Reynolds made the first serious move of the race and Nigel certainly wasn't going to step up again, nobody else seemed keen to do so either. A good break and no chase, the perfect recipe for a bridge building exercise which Ian Milner set about attempting with gusto. Again no response and Ian redoubled his efforts to get to Doug's wheel then take the lead, setting up a work ethic.

Two away and five left behind, Nigel, still on the front and thinking that that was a good pair to have in your handicap bunch, was content to let them have the race. Unfortunately neither Kevin nor Frank Nyhuis were of the same opinion and a chase was joined, Phil Thompson rubbing his inner hands with glee. Sure enough with the gap halved Phil made his move, fifty metres of tail wind before the short cross-wind climb past the finish and into the shorter of the head wind stretches. He didn't quite time it right but persisted and had the wheel of the break before the race turned back with the wind.

Three away, three chasing and Nigel out the back.

The next fifteen minutes were pretty much a procession, the lead three swapping turns and slowly pulling away from the second three who were regularly swapping turns but losing ground. With the other bunches being given the bell Rob Amos figured race end was nigh and set about ensuring his position in the final, an attack up the finish straight stretching the chase bunch and it was three, one, one, one. Next time across the line it was the bell; the three leaders well clear and looking to cruise home, Rob assured of fourth and Frank certain to get the last position as Kevin struggled in the conditions.

As the race drew to its finale Ian Milner watched in bewilderment as Doug and Phil sprinted the last sixty metres for the line.

b-grade

Maybe somebody forgot to tell John Pritchard that conditions weren't favourable for a solo breakaway to succeed or maybe he only has the one criterium plan, whatever the reason John was quickly on the attack. This prompted Thorkild to roll out his standard plan and it wasn't long before it was all back together again. Ian Smith liked John's idea, plagiarising it and hitting the other nine soon after John was returned. Thorkild still had the plan in memory and again it was soon back together. The consequent increase in tempo seeing things settle down for a bit as the usual suspects took over the pace setting duties.

As the big-hand was closing in on the '6' John made another foray up the road, this time Thorkild was a little slow to react and it was Steven Ross who jumped from the bunch to ride across to John, the pair working together to create a lead which, after ten minutes, built to a couple of hundred metres. This was too much for the bunch, and it was too much for the breakaway, the chasers getting serious, and John and Steve starting to hurt backed off the pace a bit to allow the bunch to catch up. No sooner had the errant pair been returned and Ian Smith countered, Thorkild chased, all back together. John Pritchard attacked, seeing a pattern here? And that was how the last third of the race progressed, if it wasn't John it was Ian, the bunch, not happy to give either a free ride into the handicap, continuously chasing the respective escapee down. The constant fluctuation of pace seeing half the field shelled at various points over the last half dozen laps or so.

A couple of laps to go it was five riders in the lead bunch and five places up for grabs in the final, things quietened down a bit, the attacks desisted and the pace eased up. The easing of pace allowed a couple of dropped riders back into the mix and it was a group of seven who went into the last lap. On the bell John Pritchard made a last ditch attempt to break the shackles, again it was Thorkild who brought it back together. Onto the back straight for the last time and it was a train of seven storming downwind, line astern on Thorkild's wheel.

It was a sprinters' field day with Steve Fothergill leading the way across the line with Rob Truscott in hot pursuit. The presence of two more in the bunch than would make it through to the handicap kept the finish honest until Thorkild and John faded, the remaining three pushed most of the way to the finish but able to ease off a bit as they neared the line, Ian Smith, Damian Burke and Martin Stalder completing the handicap mark.

c-grade

With a few 'known' sprinters in the group the idea was to apply the pain, hopefully lose a few and take the domestiques into the second round. Hylton Preece, Brian McCann and Rudi Botha were all of similar mind, setting a cracking pace from the outset. Attempts by Matt White and Nigel Letty to up the level of hurt were met with responses but from the wrong quarter, Rudi and Brian doing the controlling rather than making the sprinters work.

Forty minutes in Hylton and Rudi attacked the bunch in an attempt to secure their places in the final but the response from the bunch saw that move short lived.

The tactics of the race did work to some extent, a couple of starters not making it to the finish with the bunch but it was still the majority that took the bell and headed into the last 2.xk in search of one of the five places on offer. Rudi was quick to increase his chances and managed to not only gain a quick hundred metres whilst everybody looked at each other but was able to hold most of it thru to the finish. A final charge by the bunch into the wind in an attempt to maybe soften the remaining sprinters' legs failed to make much impression on either Rudi's lead or the sprinter's legs. Out of the final loop and onto the back straight for the last time (for some) it was Brian McCann with the honour of driving the train at near professional speeds. But the sprinters had their day, Tony Renehan and David McCormack, having saved their legs, pulled away from the wall of riders that approached the finish to easily take second and third, leaving four or five riders lined up across the track battling for the final two places, Nigel Letty and Hylton Preece throwing their steeds on the line to claim those last two places.

d-grade

The biggest bunch of the day made for the longest odds and called for decisive action, and that's what the other twelve got when Peter Mackie decided to back himself, riding off very early in the race (¾ of a lap in) and building a lead of almost half a kilometre. As half race distance approached there was no sign that Peter was going to come back to the

group and Richard Dobson put the foot down, getting away from the bunch and setting off after the lone leader. Seeing Richard coming Peter eased off the pace allowing him to catch up, the pair then set about sharing the load to keep the bunch at bay.

With the odds lengthening (from 5-13 to 3-11) you could have expected a response of some sort from the group but nobody was interested, the pair being allowed to maintain their lead for the next ten minutes or so. In the end it wasn't a case of the bunch rising from its stupor, it was a case of weary legs that saw the gap to the leaders start to drop. It was only Peter's legs that were weary and when they could give no more Richard rode off on his own.

As Peter started the long trip back to the bunch Darren Darling started a trip in the reverse direction, getting clear of the other ten and setting off to seek assurance of a run in the final. The wind proved too much and Darren was soon back in the bunch, not long after that little reunion Peter was also returned and it was Richard clear and most of the original dozen following. Fortunately for Peter nobody hit the bunch and he was able to get a couple of laps recuperation before the bell sounded the beginnings of hostilities.

With Richard well clear Peter repeated his first lap effort, attacking the remainder of the bunch toward the end of the headwind stretch. Brett Robinson and Darren Darling managed to stay with him and the three were able to hold their advantage to the finish, Brett finishing the stronger still a long way behind Richard. Andrew Buchanan emerged from the wall of riders that confronted the officials to win the sprint and take the last of the handicap places.

It was good to see Peter make the cut after the effort he'd made earlier in the race.

e-grade

Seven in the bunch meant it was going to be a case of hoping to outlast, or out-sprint at least two others. Darren Rowlinson had the privilege of leading the race for the first neutral lap, but it wasn't such a relaxed start for Neil Cartledge, mud in his cleats quickly putting him twenty metres behind his fellow competitors and looking at a slog to get back on despite the neutrality of the lap. Neil grateful for a hand in the back from a passing a-grade rider that helped return him to his group. The next forty minutes were fairly uneventful, following a routine; as the race turned in an easterly direction there was a rush to get away from the front and as it came around to head west there was a rush to get to the front to 'do a turn' to qualify to take part in the likely sprint.

Paul Reid was a casualty to the conditions, half way through the race losing contact and drifting away. The handicapper (on the line) taking the opportunity to bolster the less than populous f-grade bunch by swapping Paul's hat, from red to purple, mid race. Dean Niclasen was a casualty to mechanical mishap, dropping his chain not long after Paul had bid farewell to the bunch. With the group down to five the others relaxed a bit, probably a bit too much as it was soon back to six, Dean replacing his chain and regaining the bunch, and again one was looking at not making it through to the final.

On the bell it was Neil Cartledge leading the field and they were all happy to let him do it, unfortunately for them Neil cramped as the race headed west for the last time and others had to take over. Dean Niclasen started the sprint as the wind became more favourable, leading from the second last corner, Darren camped on his wheel. With Neil limping around the last half lap Peter Kronemann, John Thomson and Peter James didn't need to chase too hard and watched as Dean led Darren thru the last corner before pulling out of the slipstream to take the win.

f-grade

With only four riders in the race and five positions up for grabs this race was more a processional warm up where the members of the group could practice their team time trial technique in preparation for the main event ahead.

An added bonus half way through the race being the appearance of another purple hat on the circuit - bolstering their numbers for the handicap.

Handicap

The limit markers were very quickly spread out along the track, the handicapper's hard work seemingly likely to be equally quickly undone. Fortunately the time spent rehearsing through the scratch race paid dividends as the leading rider slowed up and waited for three of his co-markers to regain the wheel and then the group set about riding a handicap. Twenty seconds later the e-grade bunch were released, and holding formation were quickly into action and bearing down on the limit markers ahead of them.

There were no problems with the starts of the d or c grade bunches, each quintet getting away smoothly and quickly settling into the routine dictated by the conditions. But three quarters of the way through the lap c-grade were down to four, Hylton Preece finding the flat out pace demanded by the format, and his companions, too much to sustain. Despite the loss of Hylton the bunch continued to make ground on d-grade.

b-grade were also quickly down to four, Martin Stalder suffering extra resistance from rubbing brakes couldn't work out why he was struggling, eventually losing contact and dropping out after the first lap. a-grade were last away and had over half a lap to make up on the limit riders - one-sixth race distance. With all five putting in over the first lap, albeit some struggling to get past Ian Milner to do their stint into the wind, the group made visible inroads to the bunches ahead.

As the first riders completed the first lap e-grade was onto f-grade and as the second lap commenced a new bunch emerged, a few from both groups relieved that they could drop away knowing their bunch buddies still had helpers. a-grade were the other big movers over the first lap, catching b-grade quarter of the way into the second lap, unfortunately not having the luxury of picking their point of juncture the majority of b-grade were able to step across and step up to make a combined group. The additional legs in the bunch not

adding to the number of workers, conversely it seemed to reduce the numbers, Ian Smith (b-grade) putting his nose into the wind occasionally to help Ian Milner and Frank Nyhuis who seemed to be doing the majority of the pace setting.

What was left of the leading e/f-grade bunch crossed the finish line for the bell as the a/b-grade bunch were winding it up along the back straight, still around three-quarters of a kilometre behind, but with the tail wind that gap was quickly diminishing. d-grade were the next group through for the bell with c-grade hot on their wheels and the a/b group breathing down their necks.

As the leaders turned off the finish straight and onto the short windward stretch Dean Niclasen surveyed the chase and decided that it was time to redouble his efforts if he was going to win, the result being a fractured group, Dean dragging new member Mark Cheeseman clear of a second pair with the others blown to the wind. It didn't take long for the a/b group to swamp c-grade, with most of that group climbing aboard the Dandenong Superstore express. The d-grade bunch didn't hold out much longer, swept up as the a/b/c juggernaut headed down to turn into the wind for the last time. This left a couple of e/f stragglers and the two pair up the road. The stragglers didn't last long and the first of the pairs was reeled in at the start of the long straight, the lead pair were two-thirds of the way along the straight and looking like they might hold on.

Two hundred metres from home Dean again upped his effort, leaving Mark to the mercy of the chase as he pulled away into the final run to the line. Dean crossed the line with Mark still half way along the finish straight and the chasers led by Frank Nyhuis bearing down on the last corner at what must have seemed twice the speed of Mark, cramp or a serious mechanical the only thing that would deny him a second place in his first ever group ride (let alone race).

Twenty metres from the last corner Ian Milner took over from Frank in an effort to get the other a-graders to the line first, coming around to the left before the corner with Damian Burke on his wheel. Phil Thompson seeing the move rounded Frank to the right with Rob Amos and Rob Truscott on his wheel. The five coming together as they rounded the last corner, Ian in the lead, Phil slotting in between he and Damian, Rob and Rob hooking Damian's wheel. Damian thought he was sitting pretty coming through the last corner; echeloned to the right of Phil Thompson's wheel, unfortunately for Damian, Phil ran wide forcing a braking maneuver to prevent the wheels from getting dirty, the loss of momentum coming at the wrong time as Phil started the sprint. Stepping out of Ian's slipstream Phil drove it up the left but Ian wasn't finished, grabbing the wheel as he went by. Rob Amos was on the move also, having recovered from the earlier loss of momentum he powered up the road with Damian Burke, Rob Truscott and Rudi Botha in tow. As Rob drew alongside Phil, Phil kicked putting paid to Ian Milner who watched the Amos train slowly draw away, Phil locked in battle to stay ahead of Rob. To no avail, Rob winning the tussle, Phil second in the sprint (fourth overall), Damian holding out Rob Truscott and Rudi Botha for fifth overall. A blanket would have covered the five and Ian Milner would have just snuck in under a corner. Ian Smith and the lead out man Frank Nyhuis rounded

out the ten with the remainder of the b & c grade riders making them earn their rewards.

Escher, M.C. – one wonders.

Post race wrap

The day's racing was sponsored by Dandenong Bicycle Superstore. Do yourselves (and the club) a favour and support those who support your club, drop in, spend a little cash, mention that you're an Eastern member for discounts on clothing and, if you smile, maybe other stuff. Thanks Brett Rossiter ☺.

The affiliated Mornington Bicycle Superstore is leading the way in the new direction of bicycle stores so if you are in the neighborhood drop in and check it out, if nothing else, they make a pretty good Café Latte.

Echelon, interesting word from the French (échelle - 'ladder') used to also describe the steps of social standing – upper echelons of society.

Coopted into our (cycling) vocabulary from a military term used to describe the formation of tanks or planes in formation – looking like the treads of a staircase; T

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Image inspired by the 1953 M.C. Escher lithograph 'Relativity'.

Results

Heats

a (7)	Phil Thompson	Doug Reynolds	Ian Milner	Rob Amos	Frank Nyhuis
b (10)	Steve Fothergill	Rob Truscott	Ian Smith	Damian Burke	Martin Stalder
c (9)	Rudi Botha	Dave McCormack	Tony Renehan	Nigel Letty	Hylton Prece
d (13)	Richard Dobson	Darren Darling	Brett Robinson	Peter Mackie	Andrew Buchanan
e (6)	Darren Rowlinson	Dean Niclasen	Peter Kronemann	John Thompson	Peter James
f (5)	Mark Cheeseman	Graham Cadd	Craig Chamberlen	JC Wilson	Paul Reid

Handicap

	Name	mark	grade
1st	Dean Niclasen	0:01:20	e-grade
2nd	Mark Cheeseman	0:01:40	f-grade
3rd	Rob Amos	scratch	a-grade
4th	Phil Thompson	scratch	a-grade
5th	Damian Burke	0:00:20	b-grade
6th	Rob Truscott	0:00:20	b-grade
7th	Rudi Botha	0:00:40	c-grade
8th	Ian Milner	scratch	a-grade
9th	Ian Smith	0:00:20	b-grade
10th	Frank Nyhuis	scratch	a-grade

Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries, to Graeme for the handicapping. Thanks to the helpers; Colin Johnson, Ian Jollie and Phil Johns. Thanks also to JC for bringing the trailer, to Peter Mackie who was on hand with the drinks and thanks to Richard Dobson who is responsible for the roster and looking after helmet covers and numbers.

Eastern Vets Program

Saturday	August	9	2:00pm	METEC	Graded Scratch Races
Saturday	August	16	2:00pm	Steels Creek	Croydon Cycles Jack Thompson H'cap*
Saturday	August	23	2:00pm	Yarra Junction	Le Tour Classic Handicap*
Monday	August	25	8:00pm	Maroondah Club	General Meeting
Saturday	August	30	2:00pm	Halls Gap weekend	Grampians Graded Scratch Race
		31	10:00am		Grampians Handicap

Wednesday	10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee
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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	August	10	9:00am	Crib Point	Graded Scratch Races
Sunday	August	17	9:00am	Lang Lang - Yannathan	Graded Scratch Races*
Sunday	August	24	9:00am	Cora Lynn - Modella	Club Championships*
Sunday	August	31	9:00am	Dromana	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.

* Due to Victoria Police requirements competitors for these events must have a flashing red taillight and a white headlight.

Northern Vets Program

Sunday	August	10	10:00am	Toolernvale	Time Trial (16k)
Sunday	August	17	10:00am	Pyalong Rd, Seymour	Eagle Handicap, 53k
Sunday	August	24	10:00am	Lancefield	Club Championships
Sunday	August	31	9:30am	National Blvd, Campbellfield	Graded Scratch Races

Victorian Veteran Cycling Council Program

Sunday	August	31	10:00am	Halls Gap	Grampians handicap, 61k	25/8 - \$15
Saturday	September	13	1:00pm	Wangoon (Warrnambool)	Jack Brennan Handicap, 60k	8/9 - \$15

For your calendar

Date	Location	Event
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 Nigel Kimber will be leading a 250k group, there will also be a group going to Sorrento and back.

Other Results, etc.:

Three times World Champion

Craig Peacock won the World 24hr Solo Mountain Bike Championship for the third time in the 45-49yo category. The championships were held 26th/27th of July on a 20k figure of eight course at Cranmore Nordic Centre, Cranmore, Alberta, Canada.

In the 24 hours Craig managed to complete 14 laps for a total of 280km including 8,600 vertical metres of climbing, he finished two laps ahead of his nearest rival, his time and distance would have placed him in 8th in the elite male competition. His pre-race expectation had been to complete around 24 laps in the allotted time but a couple of thunderstorms early in the race turned the hard packed earth course into a muddy quagmire, rooted descents and bears additional hazards for the competitors. Lap times blowing out from one hour to two as competitors swapped wheels for feet on climbs that became too slippery to ride.

Craig trained up to 25 hours per week for the 28 weeks leading up to the championship and was supported for the event by his wife Karen and expat Aussie Shane Munro who kept Craig on the bike, washing, cleaning, oiling and adjusting the other bike while Craig was getting the other one dirty.

Male 45-49 - Final Results

1. Craig Peacock (AUS) - 14 laps 23:33:58
2. Shaun Taylor (CAN) - 12 laps 23:55:46
3. Mario Roma (BRA) - 11 laps 23:19:01

Tour of Gippsland

Against some of the strongest riders in Australia a group of Eastern Veteran members took on the challenge of the 5-day, 8-stage Tour of Gippsland over a gruelling 570k. The field of 91 riders including Tony Chandler, Guy Green, Stefan Kirsch and Peter Shanahan; the first three riding for the Hart-Ridewiser team, Peter riding on the Gold 1242 team.

Stage	Posn	Finisher	Time	General Classification
30/7/2008 - Stage 1; Mallacoota 42k Criterium	33	Guy Green	0:00:43	
	58	Stefan Kirsch	0:00:55	
	70	Tony Chandler	0:02:01	
	79	Peter Shanahan	0:06:03	
30/7/2008 - Stage 2; Mallacoota 93.4k Road Race	50	Stefan Kirsch	0:08:36	60 - 0:09:43
	56	Tony Chandler	0:08:36	68 - 0:10:49
	58	Guy Green	0:08:36	55 - 0:09:31
	78	Peter Shanahan	1:09:44	
31/7/2008 - Stage 3; Orbost 42k Criterium	13	Guy Green	0:00:13	52 - 0:09:31
	61	Tony Chandler	0:02:05	61 - 0:12:41
	73	Stefan Kirsch	0:04:10	65 - 0:13:40
	77	Peter Shanahan	0:10:25	
31/7/2008 - Stage 4; Orbost 113.7k Road Race	39	Stefan Kirsch	0:13:05	49 - 0:25:37
	57	Tony Chandler	0:22:42	57 - 0:34:15
	64	Guy Green	0:32:02	61 - 0:40:25
	77	Peter Shanahan	1:04:44	
1/8/2008 - Stage 5; Bairnsdale 72k Road Race	52	Stefan Kirsch	0:15:50	49 - 0:40:27
	60	Tony Chandler	0:17:51	57 - 0:51:06
	68	Guy Green	0:20:05	61 - 0:59:30
	73	Peter Shanahan	0:25:05	
1/8/2008 - Stage 6; Bairnsdale 33k Criterium	24	Guy Green	0:00:12	58 - 0:59:49
	59	Stefan Kirsch	0:04:57	52 - 0:45:31
	71	Tony Chandler	0:09:54	62 - 1:01:07
	72	Peter Shanahan	0:09:54	
2/8/2008 - Stage 7; Metung 128k Road Race	51	Stefan Kirsch	0:09:53	51 - 0:54:58
	54	Guy Green	0:09:53	59 - 1:09:16
	69	Tony Chandler	0:33:57	67 - 1:34:38
	71	Peter Shanahan	1:11:28	
3/8/2008 - Stage 8; Paynesville 44k Criterium	not yet	available		

An awesome effort by our members who should be congratulated on completing the race.

Liz Randall

Liz is en route to the UK for a month's training and then over to Austria to try and better her TT time of 30mins 39seconds over the 20km journey. Liz will be maintaining a blog of her exploits (training and racing in UK, Austria and Belgium) whilst overseas (<http://onehourrecordattempt.blogspot.com>). After the World Championships at the end of August Liz and her son will be retracing this year's Tour of Flanders route.

A couple of months ago Liz attempted the one-hour world record for her age group, only to fall just short of an English girl's effort of three weeks earlier, last month the world body credited Liz with the record. There has been no reason given for the allocation but Liz is enjoying the moment for as long as possible until it is all sorted. Fingers crossed.

Congratulations Liz and good luck for your European efforts.

World Championships

While wishing Liz all the best for August in Austria we also wish Ken and Simon Bone, Tony Chandler, Roy Clark, Guy Green and Nigel Kimber all the best for their sojourn to Deutschlandsberg and St Johann.
