



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter October 4<sup>th</sup> 2008*

## METEC - Graded Scratch Races – September 27<sup>th</sup>

### **Race report.**

There may have been a football game on somewhere but that didn't stop 68 members from fronting up to METEC on what was a glorious afternoon for racing. The clouds that had drifted across the sky late morning had vanished and the ants that had been going ape had settled down. A gentle westerly breeze, not likely to be a factor in the day's proceedings, making its presence known along the finish straight.

The conditions and the big bunch sizes hinting that the races would be fast and furious and most likely decided in bunch sprints.

### **a-grade**

With only four in the race it was going to either be a procession to the finish or a pursuit. The race started as a procession, a fairly relaxed pace for the first couple of laps till Rob Amos made the first attempt to put the pain in the legs of the others, from then on the pace was a-grade through and through as the four swapped off turns to keep the others from attacking.

The high tempo didn't stop Rob from trying to get away a couple more times in the following half hour, or at least inflict enough pain to drop anyone who might not be feeling the full 100%. A last ditch effort at the 40-minute mark failing to achieve the break or dislodge a rider. After a blistering lap the pace dropped right off as the foursome sucked the oxygen back into their systems and tried to flush the lactic acid from their legs. None having neither the resources nor the inclination to attempt a counter attack.

Fifty minutes into the race a change of tactic from Rob saw Phil Cavaleri promoted to a 30-metre gap as the race headed into its final third. Knowing Phil's time-trialing abilities Mark Wallace wasn't going to let too big a gap eventuate but he wasn't going to chase either, eventually Phil was back in the fold, never having been far enough up the road to make bridging viable.

Reunited and, with an hour under the wheels and the bell imminent, the games started, the pace backed off to match that of d-grade as the participants watched each other, anticipating an attack, trying to push someone else to the front. Ultimately someone capitulated and it was back to the

way it was before, although not quite as intense - taking turns was back in vogue.

On the bell it was Phil C. on the front and anticipating that the big move would come at the lights he pre-empted it by powering off the hump and around the right-hander, stretching the small line to the limits of protection. As it came back together it was Russell Newnham on Phil's wheel, Rob in the prime position at third wheel and Mark doing all he could to hold onto the elastic. The race was ending as a procession.

As the train came out of the last corner Russell came out of the slipstream, Rob in tow, passing Phil with still 50m to run. Russell proving too strong for all and sundry, Rob unable to take advantage of the ideal sit he'd enjoyed through the last half lap took second. Phil was able to stay ahead of Mark for third, Mark was just grateful to have finished with the others given the interrupted season he has had to date.

### **b-grade**

Looking back on my notes for this race there's really only one thing to say - Steve Ross.

After the customary initial couple of laps settling in, where nobody was prepared to drive the bunch and everybody was prepared to let someone else dictate the pace it was Steve who, either came to the front or found himself there, that decided it was time to turn the ride into a race. A couple of laps on the front and Steve had the race-to-date average up around where it would eventually be for the whole race and the line of riders stretched out behind him straining to hold on. Relief eventually came as Steve backed the tempo down a tad to inspect the damage he'd done - none apparent, but no one was able, or willing, to take over the lead, even at the usual race pace.

Fifteen minutes down and the starting eleven were still circulating, Glenn Pascal tested the waters with the first real attack of the race, gaining 20 metres over the bunch but no more, the bunch responding to bring him back within half a lap. With no counter attack Glenn took a couple of minutes recovery time before hitting the others again, this time Thorkild Muurholm and, that man, Steve were ready and it was three away and trying to get a break going. The bunch realising that the move had merit buried themselves to bring it back. And bring it back they did - eventually.

Again no counter on reunification allowed the antagonists the opportunity to recuperate before Glenn was at it again. With almost forty-minutes under the belts Glenn had a small gap over the bunch but despite his efforts to build on his lead the bunch were quickly on his wheel. The chase, led by Steve Ross, didn't let up once Glenn was caught and again the ten followers had to dig deep to hold the wheel of the rider in front. As Steve eased up Martin Stalder towed Thorkild off the front of the bunch and the pair built a handy little gap that they tried to build further. Again the bunch saw the big money disappearing up the road and the chase was joined, not long after which the bunch was re-joined.

Having tasted freedom and with the bell just around the corner Thorkild tried to go alone, hoping for the bell and that the others were too fatigued to bother chasing a single rider. Unfortunately both Thorkild's hopes were dashed as the bunch picked up the tempo and the bell remained silent. In a twist of fate the bell was rung a couple of laps later whilst Thorkild was on the front.

Backing himself Thorkild jumped at the sound of the bell and, catching the remainder by surprise, was able to take a small lead around the corner and into the back straight. It was too much to ask that the others wouldn't respond and it was a full compliment that rounded the last bend into the finish straight and again it was Steve Ross on the front of the line, looking strong and capable, which he was, holding his lead to the finish with Damian Burke on his wheel taking second. Martin Stalder and the other principal antagonist of the day in Glenn Pascal rounded out the top four with the remainder hot on their wheels.

### **c-grade**

The c-grade race was characterised by continuous surging, as the lead rider started to flag and second wheel took over there'd be an increase in tempo that resonated down the line; gaps elongating and then contracting as riders brought themselves up to the new pace. Whether it was a particularly strong surge, or a concerted effort, David Hyde managed to gap his wheel man with the race only five minutes old, putting twenty metres of nothing between him and the bunch. Too early and with a little effort the bunch had David back in the fold in short order and character was restored to the race.

When it came to Greg Lipple's turn to do his he cranked it up a couple of notches and stretched the bunch to the limit, gaps appearing between wheels that threatened to get to the point of no return. Fortunately for the majority Greg tired and the paced eased off enough for all but one to scabble back into the shelter of the wheel in front.

And so it continued till around three-quarter race distance when David Hyde tried to shake a few from the bunch, his two-lap concerted effort hurting his fellow combatants but not breaking any of them. Things settled down again for around ten minutes before Colin Johnson figured that the bell wasn't far away and attacked the field. With another rider on his wheel the pair managed to hold the chase at bay for a couple of laps but with the lactic acid building and no sign of

the bell the break collapsed and it was back together for what turned out to be the penultimate lap.

Recovering from the chase and with nobody too keen to wear the legs out by dragging the others around this close to the finish the second last lap was run at a leisurely pace. The bell didn't do a lot to wake them up either. The dip and the hump are the ideal place to launch a move and this is where it started, the bunch stretched to the limit as it crested the little rise and headed down to the right-hander. But the elastic held and the line compressed back. As the remaining riders rounded the last bend into the straight they spread across the road and descended on the officials at the finish as one.

Half way to the finish a couple of riders slowly separated themselves from the mass and with sheer determination pulled away, Darren Darling finishing first, five-metres ahead of Rudi Botha who was in turn five metres clear of Colin Johnson and Tony Curulli who made the officials work for their decision. The bunch following a mere meter behind Tony as he crossed the line in fourth.

### **d-grade**

The first twenty minutes of the d-grade race were relatively uneventful, a solid pace keeping the bunch in line. It was the second twenty minutes where things warmed up, at the end of which there were only half the starters left standing. It started with Neil Wray showing off his new bike, Neil attracting the attention of Robert Harris and Alan Hicks, the trio pulling away from the bunch and beginning to look like trouble. Enough such that Nick Hainal and Darren Rowlinson made an effort to get across leaving the unlucky thirteen to chase as best they could. And chase they did, the bridge had been built and the bunch was back together.

Alan Hicks wasn't finished though and with half an hour on the clock he was up the road again. Fatigue in the bunch allowed Alan his fifteen seconds before the bunch begrudgingly knuckled down and set about chasing him down. The chase stretching the bunch yet again; rear gunner John Thomson finding himself struggling to stay in touch. As the bunch caught Alan the pace dipped enough for John to hook back on only to lose touch again as Geoff Cranstone cranked up the pace next lap.

Geoff kept the pressure on for a couple of laps and it told with gaps appearing along the length of the peleton. Forty-five minutes into the race and the bunch was split. Nine clinging to Geoff's wheel, the remainder scattered to the wind in the wake of the bunch. Two of the leading ten, not realising that their race was run, grimly held on for a couple of laps before conceding the inevitable, leaving eight to contest the last ten minutes. The first five of which were run at a solid pace, riders swapping off to keep the optimistic few chasers from realising their hopes.

The pace for the last five minutes wasn't that much less than for the previous five.

Through what was the second last lap Robert Harris attacked his companions and took a forty-metre lead through the

start/finish line, saluting the sound of the bell he was confident to back himself for the big money. What Robert didn't count on was the tenacity of Graeme Parker who, with Laurie Baigent and Ben DeJong, ran him down within half a lap and proceeded to ride away. By the lights it was Laurie followed by Ben and Graeme. Into the finish straight it was still Laurie, Ben and Graeme. At the finish it was Laurie, Ben and Graeme. Robert was next across the line having held off the fast finishing bunch which was lead home by Alan Hicks.

### **e-grade**

To say this race was a two-man show would be wrong but right, it was one man and one woman who featured most in the action. After a rather leisurely start to the race it was Zenon Gawronski who started the aggression with an attack at the fifteen-minute mark, Juanita Cadd on his wheel. The bunch were quick to pick up the pace, and the pair. No one expected Zenon to counter attack his own capture, but he did, this time going alone and looking to be doing it easy as he passed the officials on the line. Juanita was also on the move, trying to regain the wheel of Zenon, the bunch struggling twenty metres back.

The bunch eventually caught Juanita and then Zenon before settling down to a session of hard riding in an effort to stop the surging caused by the attacks. The pace setting duties shared amongst only a few of the nine in the race, Graham Cadd occasionally doing the right thing by his wife; taking the lead when she slowed down enough to let him past.

After fifteen minutes of riding together Zenon decided it was time to stir things up again, launching himself up the road. The bunch was quick to respond, bringing him back within a lap, the effort proving too much for Brian Farrell's crank which cracked at the point where the pedal screws in. Zenon wasn't done and wasn't to be denied as he again hit the remaining seven, this time there was no immediate response by the bunch and he was left to his own devices for a couple of laps before returning to the bunch.

Ten minutes later and with the race drawing to an end Juanita looked at her companions and took a gamble on the ringing of the bell, Barry Rodgers was quick to respond and kept her company. The bunch were a little slower to get their act together but they did eventually, catching the pair after a lap or so, the chase culling a couple from the bunch enhancing the remainder's chance for glory.

Two minutes later Juanita took another look at her companions, put her money on the table and jumped again, this time it was Paul James who followed her up the road and with words of encouragement spurred her on. The gamble paid off, the pair crossing the line fifty-metres ahead of the bunch to the sound of the bell. One lap is a long way at METEC, especially with the an hour in the legs, "that hump" to get over one more time and a bunch chasing, but Juanita buried herself and dragged Paul around the circuit one last time.

Into the finish straight it was going to come down to one of the two for the win and, having done nothing but sit the wheel for two laps, Paul did the right thing by not challenging Juanita in the sprint – Juanita first, Paul second a gap and then the bunch. In the sprint for the last of the money it was Kenton Smith who proved the wilier of the remainder, just pipping Barry Rodgers on the line.

### **f-grade**

With one of the biggest fields seen in f-grade this promised to be a fast and interesting race. Unfortunately e-grade were a little slow to get into it and f-grade spent the first couple of laps limited by the higher grade but as the red-hats picked it up so did f-grade. Through the first half of the race Ronnie Stranks, Keith Bowen and Sue Cox kept the pace honest, making the others work to retain their spots in the bunch. JC Wilson made the odd foray to the front with a couple of short but hard turns that had the heart rates approaching their max.

And that was just the first half of the race.

Half an hour into the race Sue grabbed a small break as she tried to chase down c-grade, the resultant chase stretching the bunch to the limit. Fortunately for the dozen or so remaining riders (Ashley Willox retiring with a blown rear tyre) Sue was unsuccessful in her efforts and back with the boys after a lap. John Harle was another aggressor, continually going to the head of the field to apply the pressure.

Forty-five minutes after getting the green Clive Lethbridge jumped to a twenty-metre lead and was still going before Ken Crowe mimicked the move and started to bridge, the bunch were left looking to each other for a leader. After half a lap of chasing Ken caught Clive then rode straight by as the bunch started to split under the stress of the chase behind. Ken stayed away for another lap while Clive was swallowed up by the lead chase group. The bunch eventually caught Ken and the pace backed off enough for the stragglers to get back on just in time for Sue Cox to stretch her legs and the bunch along with them. As the elastic rebounded Ronnie raced up the bunch and off the front, again spreading the field right out as it raced around to get the bell.

By the bell Ron was back in the mix and it was John Harle leading the group, the sound of the bell sparking him into action. Jason Kennedy showed race smarts by quickly going after him, Les McLean in the right place at the right time on Jason's wheel. Along the back straight Jason's strength took he and Les past John, the bunch fracturing behind. Into the dip and Les, sensing Jason weakening, made his move over the top of the hump to take the lead. Giving it his all Les managed to hold his advantage all the way to the finish. Jason having done enough kept second and the original instigator (John) worked hard to stay away from the chasing bunch for third, the bunch led in by Craig Chamberlain and Keith Bowen.

### **Post race wrap**

Given the day's other attraction it was a great turnout for a great day's racing and it was good to see a large majority of those who turned up stay around for the presentations.

## Results

	First	Second	Third	Fourth
<b>a-grade (4)</b>	Russ Newnham	Rob Amos	Phil Cavaleri	
<b>b-grade (11)</b>	Steve Ross	Damian Burke	Martin Stalder	
<b>c-grade (10)</b>	Darren Darling	Rudi Botha	Colin Johnson	
<b>d-grade (19)</b>	Laurie Baigent	Ben DeJong	Graeme Parker	Robert Harris
<b>e-grade (9)</b>	Juanita Cadd	Paul James	Ken Saxton	
<b>f-grade (15)</b>	Les McLean	Jason Kennedy	John Harle	Craig Chamberlain

## Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries. Thanks also to the rostered helpers; Dennis Pauwels and Martin Peeters who cleaned a lot of dirt from the circuit before helping on the line, and the unrostered ones Derek Dawkins, Mick Paull and the couple of others who shouted numbers at the finish. Thanks also to JC for bringing the trailer, to Ian Smith 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	October	4	2:00pm	Casey Fields	Graded Scratch Races
Saturday	October	11	2:00pm	Yarra Junction	Club Championships
Saturday	October	18	2:00pm	Steels Creek	Royce Bennet Memorial Handicap
Saturday	October	25	2:00pm	Killara Road	Graded Scratch Races
<b>Monday</b>	<b>October</b>	<b>27</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>
Tuesday	Oct	7,21,28	6:00pm	METEC	Graded Scratch Races
	Nov	18, 25		<b>NB.</b> No entry to facility before 5:00pm	
	Dec	2,9,16,23			
	Jan	6,13,20,27			
	Feb				
Wednesday			10:00am		The Loop – Yarra Boulevard

**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.

## Northern Vets Program

Sunday	October	5	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	October	12	10:00am	Avenel Road, Seymour	Vin Nuttal handicap (64k)
Sunday	October	19	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	October	26	10:00am	East Trentham	Handicap (44k)

## Victorian Veteran Cycling Council Program

Sunday	October	5	10:00am	Paraparap, Geelong	Stan Howard Memorial H'cap	closed
Sunday	October	25	10:00am	Camperdown	Camperdown – Warrnambool	20/10 - \$20

## For your calendar

Date	Location	Event
12/10/2008	Traralgon	2008 Jayco Herald Sun Tour Masters Support Races As a part of the Jayco Herald Sun Tour Southern Vets, in conjunction with Cycling Australia and Cycle Sport Victoria, are running support races over the Herald Sun Tour courses. Cost is \$16.50 (for non SVCC members) + \$20.00 per event entered. See the SVCC web site ( <a href="http://www.southernvets.com.au/modules/news/article.php?storyid=209">www.southernvets.com.au/modules/news/article.php?storyid=209</a> ) for more details and entry form.
14/10/2008	Warragul	
16/10/2008	Mansfield	
18/10/2008	Carlton	

16/10/2008	Mansfield	2008 Jayco Herald Sun Tour - l'etape du Tour Ride the last 48k of stage 4 of the Herald Sun Tour from Mansfield to Mt Buller For details check out Cyclo Sportif's website; - <a href="http://www.cyclosportifvic.com.au/page/events.html">http://www.cyclosportifvic.com.au/page/events.html</a>
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.
13/12/2008	Shepparton	Scotty's Ride. A 120km recreational challenge ride on the quiet country roads around Scott's home town of Shepparton. For details check out Cyclo Sportif's website; - <a href="http://www.cyclosportifvic.com.au/page/events.html">http://www.cyclosportifvic.com.au/page/events.html</a>

## Other Results, etc.:

### AVCC National Championships

The 2008 Australian National Titles were hosted last weekend (26<sup>th</sup>-28<sup>th</sup> of September) by the Orana Veterans Cycle Club in Dubbo, New South Wales.

A couple of our members made the trip up North and acquitted themselves well, results of note were;

#### Time Trial (26/9/2008)

45-49 : Roy Clark - 1<sup>st</sup>, 37:53 (+4:15 on age), +1:48 over 2<sup>nd</sup> and fastest time in championship by 8 seconds (40-45 winner)  
70-74 : Paul Kelly - 3<sup>rd</sup>, 45:16 (+5:17 on age), -0:42 on 1<sup>st</sup>, -0:32 on 2<sup>nd</sup>.

#### criterium (27/9/2008)

40-44 (45min + 2) : Simon Bone - 2<sup>nd</sup>,  
45-49 (45min + 2) : Roy Clark - 1<sup>st</sup>, Kim Marshall - 3<sup>rd</sup>  
70-74 (20min + 2) : Paul Kelly - 4<sup>th</sup>

#### Road Race (28/9/2008)

40-44 (77k) : Simon Bone - 2<sup>nd</sup>  
45-49 (77k) : Roy Clark - 1<sup>st</sup>, Kim Marshall - 4<sup>th</sup>  
70-74 (47k) : Paul Kelly - 5<sup>th</sup>

## Committee Matters

### Sponsorship.

This year the club has lost a couple of regular sponsors and as such is looking to replace them with some new blood. So if you own/run or work for a company who might be interested in supporting the club please let us know. Who do you talk to? Well that's a good question. The answer is the 'Sponsorship Coordinator'. And who is the sponsorship coordinator, another good question to which there is, umm ... no answer – yet.

The club is looking for a volunteer to fill the role of sponsorship coordinator, the individual who takes on this role will be expected to source new sponsors, follow up prospects and maintain existing sponsors. Anybody who is interested in taking on this position should contact either Matt White or Keith Bowen.

In the interim, if your company is interested in supporting the club contact Keith and provide him with details.

### Race Safety

In the interests of member's safety a decision has been made that bunch sizes at Dunlop Road will be capped at 25 riders. To achieve this the 1:45pm cut-off for entry will be strictly enforced. If a grade attracts more than 25 entrants it will be re-graded, either some riders will be moved up or down a grade to reduce the numbers in the bunch or, if there are enough riders the grade will be split into two. If the grade is split riders will be notified of the constitution of each bunch prior to the 2:00 start time and the two parts will be raced at different times (one at 2:00, the other at 3:00).

### SVCC decide to join CA

On Monday night (29/9/2008) the Southern Veteran Cycling Club voted to change their affiliation from the AVCC to Cycling Australia. This change took effect immediately. The upshot of this is that Eastern members (or any AVCC/VVCC licensed rider)

will not be able to race in any Southern event from the 1st of October, unless they hold a current Cycling Australia license as well, as Southern races will now be conducted under the auspices of Cycling Australia.

Eastern members who hold a current Cycling Australia license will be able to race Southern Vets races BUT, due to the structure of the agreement between SVCC and CA Eastern members (or any non-Southern CA member), will have to join Southern Vets first. Non-Southern CA license holders only have to join Southern as an associate member at a cost of \$30 per year. Non CA licensed riders may take advantage of CA's one (\$30) and three (\$40) day licenses to race with Southern but again will have to join SVCC as an associate member (\$30) and pay the required race entry fee before being allowed to compete.

As at the time of writing this report the fact that existing Southern Vets members hold a current VVCC license means that they will be permitted to race any VVCC or VVCC affiliate event until their license expires - i.e. 31/12/2008.

The committee appreciates the position that this puts some of our members in, particularly in regards to racing Thursday evenings at Sandown, and is considering the options available to the club. To this end the club is seeking immediate clarification from the AVCC on the status of discussions with CA regarding a merger of the two organisations and is also studying the offer made to Southern by CA to determine its merits.

At the moment the committee thinks it prudent to maintain our affiliation with the VVCC/AVCC and see how things proceed with both the AVCC / CA discussions and with SVCC's affiliation with CA. Members will be kept informed of the situation and nothing will be done to change the current situation without consulting the membership first.

## **Training:**

### On any Sunday

Members of the club regularly get out on a Sunday morning for a bit of a training ride. Members have a choice of hills or not-hills with one group leaving from The Basin for a cruise up the one in twenty and through the Dandenong Ranges and another group leaves from Renfrey Gardens in St Kilda (Blessington or Wordsworth Streets). Both rides are social and include coffee stops. For more information on these weekly sojourns talk to Ian Smith or Matt White re. the hills or John Macleod or one of the Cadds re. the flat one.

### The next couple of Thursdays

David Heatley of Cycling-Inform is running two informal Melbourne to Warrnambool Training sessions over the next two Thursdays; the 9th and 16th of October.

You'll get the chance to ride and talk with Brendan Rowbotham who has completed the Melbourne to Warrnambool 12 times with a best finish of 7th. This is a great chance to discuss race preparation, nutrition and the logistics leading up to the Melbourne to Warrnambool as well as race tactics for race day with Brendan. If you can get the time off this is a great chance to get some solid k's in for the Melbourne to Warrnambool, Tour of Bright or Around the Bay in a Day.

Leaving 6.00am sharp from the corner of North Road and Nepean Highway and riding with the "North Road ride" till Mordialloc. From there it will be straight on to Frankston for a climb of Two Bays, Canadian Bay, Sandells and then ride down to and climb up Arthurs Seat - Lovely view from the top! From Arthurs Seat we will ride on to Sorrento for lunch then return via the coastal road. Good for the soul and a great day of annual leave relaxing on the bike. About 200+ km's in total.

The pace will be slow-ish but you will have to be an A, B or at the very least the top end of C grade. For insurance reasons you must also hold a current Cycling Australia racing license. As there is no on-road support please also ensure that you bring food, drink and clothing appropriate for this distance.

Please let David ([david.heatley@cycling-inform.com](mailto:david.heatley@cycling-inform.com)) know if you are in. You are welcome to invite your friends along as well. The plan is to get a group of us to make it more enjoyable. Should be back in Melbourne by about 3pm.

There will be no charge for these informal training sessions.

## **TdF 2009**

Mick Jamison still has a couple of places left on his 2009 tour to 'le tour', now dubbed as 'the last chance to see Lance'. For details see Mick on race day or at his shop (Croydon Cycleworks) or drop him a line at [info@croydoncycleworks.com.au](mailto:info@croydoncycleworks.com.au).

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