



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter January 10th 2009

Casey Fields, Graded Scratch Races - January 3rd

Welcome to the New Year, a year that should prove a big one for the club.

Congratulations to Rob Amos on winning the 2008 Club Aggregate Championship, a title he missed out on the previous year due to injuries suffered in the horrific accident at the end of 2006, and a rain cancelled last race that saved Ronnie having to beat Rob in the handicap to hold the small lead that he had in the championship.

Race report

People weren't talking about it for fear that mentioning the devil's name would give it occasion to arrive, despite not voicing the absence of the wind it showed up anyway. As race time approached clouds covered the sun and the Southerly picked up, not to the Casey Fields norm but, enough to keep the temperatures down and make it difficult for anyone contemplating a lone breakaway.

a-grade

A lazy start to the a-grade race as the small bunch of ten rolled off the start line, regretting that extra helping of Christmas Pudding that had been justified as carbo-loading. As the laps rolled under the wheels the pace slowly picked up until it resembled the a-grade race pace of Auld Lang Syne, just in time for the summoning of the intermediate sprint, an early ringing of the bell seeing riders jockey for their wheel of choice. Wisdom in the bunch had two wheels marked; Roy Clark, always one to watch and David Holt who was riding his first a-grade race, David was a new member late last year who quickly rose through the grades and sporting a set of legs that warranted respect. David put those legs to use, but far too early, driving the bunch through the latter half of the lap reaching 52kph along the back straight and leading the line astern bunch (? - ed.) into the last corner. Through the last corner those who could get out of the saddle to contest the sprint and those who couldn't get out of the saddle in the hope of surviving the sprint. Nobody'd considered little Jamie Goddard, but it was his form that crossed the line ahead of Roy and the Phils; Cavaleri and Thompson.

Fortunately for the stragglers there was no going on after the sprint nor any counter attack of the sprint and although it took some serious effort, and nearly half a lap, the bunch reformed to continue as before. A surge by Phil Smith on the lap after the sprint was ignored but as soon as Roy made a move to get

across there was an immediate response and again the bunch was gruppetto. Another lap, another surge and this time no interest from Roy meant that Phil was set to enjoy the next twenty-five minutes on his 'pat' while the remaining nine did as little as they could whilst ensuring he didn't get more than a couple of hundred metres up the road.

As two-thirds race distance came and went Phil still held a handy lead despite the breeze stiffening, but there was movement in the chase as souls got restless, well Roy's legs started to twitch. Two attempts along the short uphill stretch to get clear and build that bridge were responded to by enough of the eight that both attempts were abandoned and a regrouping ensued. The counter attack to the second attack came half a lap later, David again putting his legs to use stretching the bunch to breaking point as the chase turned downwind through the loop at the bottom of the circuit. By the time the race rounded the corner it was one, three, three, one, one and one. Phil Thompson, Jamie Goddard and Roy Clark closest to, and closing on, Phil Smith. Phil Cavaleri, Damian Burke and David Holt burying themselves to keep in touch. Frank Nyhuis on the ropes but pushing on, Nigel Kimber with the towel at the ready and Damiano Ambrosini bringing up the rear. As the lead chasers rounded the turn into the back straight Roy attacked his fellows and it was two, two, three, one, one (still) and one at lap's end.

The promise of assistance lent strength to Phil Smith's legs and the lead pair began to draw away as the two groups behind came together to form a five man chase group, Nigel pulled the plug and, Frank and Damiano continued on but were too far off the pace to re-join the race. The remaining fifteen minutes of the race took around twenty-five minutes to run but maintained much the same form, Roy and Phil slowly pulling away from the chase which lost Phil Cavaleri along the way and, at one point, split in two before again regrouping. The remaining sole riders continued to plug away, determined to work off that other extra helping of Christmas Pudding for next week's Omara sponsored Dunlop Road crit (plug - ed.).

In the end it was Phil Smith leading down the back straight only to be rewarded with second place as Roy rode past going into the last corner and away up the small incline to greet the officials with a comfortable thirty-metre gap. The sprint for third was started as the chase rounded the last bend, Jamie Goddard jumping as the four came out of the corner, Damiano responding whilst Phil Thompson and David Holt, having nothing left in their legs after the efforts required by the chase, could do little other than watch as the pair fought out the sprint. The gap garnered by

initiating the sprint, and a determined effort, were enough for Jamie to hold off Damian to take third place.

b-grade (Nigel Frayne)

Off to Casey for the first crit of the year, 24 degrees forecast, perfect! On arrival the long grass was standing upright and still, so the 30 kph sou-sou-easter' predicted by the Bureau obviously wasn't going to eventuate. But this is Casey and like Boswell strange things happen out in the fields. A warm up lap soon confirmed the usual conditions - a breeze from the south that was going to test any break away.

Seventeen riders lined up and after a slightly delayed start we rolled out of the gate - well actually we sprinted out of the gate chasing the wheel of one Kevin Starr who obviously decided to lose 2 kg of Christmas lunch on the first lap. With my whole race strategy based around preservation, no, make that survival, this could have meant disaster. I pounded the pedals to get up front and together with Ray Russo and Martin Stalder we hooked onto Kev's wheel listening to the mad scramble from behind.

After a half lap the group had managed to form a single unit and thankfully a more compact Kev drifted off the front. However this wake up call set the scene and the entire race was conducted line astern and with an acute alertness to both avoiding gaps and shutting down attacks. The field featured a good compliment of strong surging types who seem to relish in pushing into the wind. Ian Smith was the first of the big men to push away and once again the nervous followers closed him down. The pace was kept brisk with an average speed over 38kph and yet attacks by Martin Stalder, Thorkild Muurholm and especially Paul Wilson persisted throughout.

When four riders had managed to assemble off the front within the first 20 minutes the opportunistic marshals rang the bell for an intermediate sprint. The escapees were quickly drawn back to the group and as a nervous lap was completed there were those willing to contest the sprint and those like me, looking to survive and prepare for the attack that would surely follow. Everyone seemed to be alert to that danger and so when Kev Starr swooped from behind, one by one, riders linked up through a mixture of cunning and scrambling into a long line once again.

The strong types continued their surges even joined occasionally by sprinters like Ben Schofield ensuring the high pace was maintained. At half distance the average speeds (for 1.2k splits - ed.) had gone from 38 to 40 to 41 and hit 42.3kph, which, according to the Polar was the quickest 1.2km split of the day. This relentless pace saw off a couple of riders including the aforementioned Ben who was seen drifting backwards after his second attack not to be sighted again. The same pattern continued as Ian Smith, Martin Stalder and Paul Wilson took turns at hitting the field only to be quickly drawn back by prominent workhorses such as Matt White (showing good form), Rudi Botha, Andrew Neilsen and Thorkild.

And so, after passing the hour mark and with most other groups already sipping beers, our bell tolled for a final lap. The high pace under that breeze had taken its toll on both legs

and brains and that seemed to ensure a very tired pack arrived grupetto at the final bend. Rudi, was surprised to find himself clear in the straight and was able to withhold the afterburners until the last seconds and hold out Kevin Starr and a fast finishing Rob Truscott who got a nice run on the inside rails. Matt White led the rest of the pack home.

Race time: 1hr 13min
Distance: 47.1km
Ave Speed: 38.2kph
Max Speed: 50.4kph

c-grade

A tough day in the saddle for the ten starters in c-grade with only half the field completing the hour and a bit long race, a solid initial pace setting the scene for the day. A couple of early attempts to break the shackles met with a raising of the bunch pace that nullified each effort, that was until Rob Harris made a determined effort that had him almost half a kilometre clear when the officials decided to ring in the intermediate sprint. With one rider in no-man's land David Birznieks set about dragging the bunch up to him by the finish line, Rob having taken the sprint a good half minute earlier.

The momentum of David's chase continued after the sprint and with some semi-organised pace lining Rob was eventually returned to the fold but at the cost of David. With nine-tenths of it back together the pace eased a bit but not enough, nor long enough, for David to regain the protection of the bunch before things heated up again. As the race came down to the business end those still with some reserves in their legs made some serious attempts to break away but were quickly brought back. The surges seeing the odd rider slipping away until there were only five.

Into the bell lap it was again Rob Harris who led the way, quickly picking up the speed hoping the others wouldn't be able to hold on. They did, single file, wheel to wheel, as Rob led them through the lap, along the back straight and into the last corner. Harold Simpson managed to find a couple of extra kilometres per hour, coming from second wheel to start the sprint out of the last corner. The impetuous and the initiation was enough to get Harold to the line first, Jim Swainston made his move from the back of the line moving quickly, not quickly enough to catch Harold but quick enough to pass the other three for second. Dave McCormack completed the podium, crossing just ahead of the other two.

d-grade

No report

e-grade (Les McLean)

Things had started out badly for the Cadd family, Juanita had broken a window at home that morning and sadly Graham's bike, not being securely fastened to the roof of Juanita's new car, was dislodged en route to the venue and badly bent the large chain ring when it happened. Races were held up whilst quick repairs were undertaken to try to straighten the offending item.

When racing finally got under way, the grade started rather slowly but soon picked up the pace. Because of only seven E graders, everyone started to put in and the speed increased with Peter Kronemann, Juanita and Peter Webb doing the majority of the turns with the others putting in their efforts. Matthew Robinson in his first race showed promise when he went to the front a couple of times and did his turn of pace. He lasted the distance and finished with the bunch.

When the bell sounded for the intermediate sprint, the pace slackened slightly and then increased as the sprinters sensed a killing. Unfortunately they quickly came up behind d-grade on the turn into the final straight and there was a hectic scramble as the sprint started with Peter Webb leading out from Les McLean and Clive Wright as they tried to maneuver past d-grade. That was the finishing order as the sprinters flashed past d-grade and the line.

The pace then slowed somewhat at this point and that allowed those riders who threw everything into the sprint to have a well earned breather. After a short respite Juanita, Peter Kronemann and the prolific Peter Webb started to push the pace along with great turns of speed approaching 40 km's per hour.

Juanita with her usual strength and speed tried to break up the bunch on many occasions but was subsequently brought back every time by the determined remainder. Peter Webb also attacked a few times but he too was pegged back to the field. Graham Cadd was having a little difficulty as he could only use his small chain ring due to major damage to his larger one. Because of this problem the sprinters thought that Graham would be out of the running but they were wrong.

In the final lap the pace remained steady as riders jockeyed for positions. But it was Clive Wright who took off from the back of the bunch to jump 20 metres away at 400 metres to go down the back straight. The race was then on with Peter Webb in the box seat and he was off after Clive with Graham on his wheel. Les was last when Clive took off and he too finally managed to get a clear run to the line. But it was Peter Webb who comfortably won from Graham (of small chain ring fame) with Les just getting over the luckless Clive for 3rd place with the rest strung out behind.

f-grade

No report

Results

	First	Second	Third	Fourth	Sprint
a-grade (10)	Roy Clark	Phil Smith	Jamie Goddard		Jamie Goddard
b-grade (17)	Rudi Botha	Kevin Starr	Rob Truscott	Matt White	Darren Darling
c-grade (10)	Harold Simpson	Jim Swainston	David McCormack		Rob Harris
d-grade (15)	Tim Crowe	Neil Wray	Andrew Buchanan	Tony Rodriguez	Graeme Parker
e-grade (8)	Peter Webb	Graham Cadd	Les McLean		Peter Webb
f-grade (6)	JC Wilson	Ron Stranks	Keith Bowen		JC Wilson

Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries, to Trevor Coulter and Geoff Cranstone who got proceedings underway and finished them off. Thanks also to JC for bringing the trailer, to Peter Mackie and his side-kick – Chris Norbury, who were 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	January	10	2:00pm	Dunlop Road	Omara Graded Scratch Races
Saturday	January	17	2:00pm	Arthurs Creek	Graded Scratch Races
Saturday	January	24	2:00pm	METEC	Graded Scratch Races
Saturday	January	31	2:00pm	Dunlop Road	Omara Graded Scratch Races
Tuesday	Jan	13,20,27	6:00pm	METEC	Graded Scratch Races
	Feb	tba.		NB. No entry to facility before 5:00pm	
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.

Northern Vets Program

Sunday	January	11	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	January	18	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	January	25	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	February	1	10:00am	East Trentham	48k handicap

Victorian Veteran Cycling Council Program

Sunday	March	8	9:30am	Woodstock on Loddon	56k Handicap	2/3 - \$15
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For your calendar

Date	Location	Event

Other Results, etc.:

Training Rides

Looking for a few extra miles to hone those legs? There are several training/coffee rides each week that club members enjoy;

- For the hard core flat track roadies there's Beach Rd on a Sunday morning. Departing from the Southern end of Renfrey Gardens, St Kilda at 8:00am, the ride goes to Frankston with a regroup just the other side of Mordialloc, a rest at Frankston with the option of doing Oliver's Hill and then returning to St Kilda for a coffee. Total ride time is around two and a half – three hours, average speed 30kph.
- For those who like it a bit bumpier there's the one in twenty - plus a bit, this ride starts from the shops at The Basin 8:00am Sunday mornings, heads up the 1:20 before continuing up through Sassafras, Ferny Creek and Kallista to Emerald for a well deserved coffee and maybe some cake. The ride returns to the bottom of the slide via Monbulk, Olinda, 'the wall' (that second piece of cake may have been a mistake) and Sassafras. In all it's around 45k that is completed at an easy b-grade pace in around two and a half hours, riders regrouping at the top of each major climb
- For those who like it dirty there's the Warby Trail, again 8:00am Sunday morning this ride starts outside the Cog Café in Mt Evelyn and follows the rail trail to Warburton, arriving around 9:45, where the group has a table reserved to enjoy a coffee before returning to Mt Evelyn around 11:30-12:00, ride distance is typically around the 70k mark although maybe a bit longer if an additional loop along the river is included at Warburton. Mountain bikes are recommended. For details see Hylton Preece or Graeme Parker on any race day.
- If Sunday's too far away, there's the alternative Wednesday Warby Trail Ride from Mt Evelyn, starting 9:00am (sometimes earlier) from outside Cog Café on Monbulk Rd (near Marshall St). There's coffee at Warburton before backtracking to the beginning, ride distance is around 65k and gets back about 1:00pm. Again fat tyres and comfy seats are the recommendation.
- And for those in between there's the Tuesday Yarra trail ride that runs to the city with a 30 minute coffee and cake break at South Bank. Approximate distance 60km from Lower Plenty. Meet at various points along the bike path, 8:30am Bonds Road Lower Plenty, 9:00am Burke Road, other points as you wish. Start times will be 30 minutes earlier when daylight saving begins. Enquiries can be made of Keith Bowen 9439 8013

If you want further information on any of these rides catch me (Nigel) at a race meet and I'll refer you to ride regulars.

NOTE: These are social/training rides not races, the aim is to get a few more kilometres in the legs and work out the lactic acid from the previous day's exertions whilst getting to know your fellow club members.
