



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter February 28th 2009

Casey Fields - Graded Scratch Races - February 21st

If any of the 80 members who turned up to race were expecting an easy ride this week they were mistaken, Casey Fields living up to its reputation as a windy circuit. The gnarled and twisted, sparsely vegetated dwarf Privet trees along the Southern border doing nothing to shelter the riders from the gale that blew in from that point of the compass. The worst of the conditions restricted to the two short legs leading onto the two longer straights, a little hindrance along the first of the long legs meant there was a little assistance along the back straight which in turn became a full blown tailwind as the riders climbed the slight incline to the finish. The high speeds through the finish area carrying riders past the pavilion at full tilt before being stopped as the wind hit them in the face around the first of the two 'loops'.

The announcement of a 'President's Ride of the Day' and intermediate sprints raising a stir in the assembled mass, the two features would make for interesting racing - the intermediate sprint notorious for fracturing bunches and the President's ride encouraging any break to make the effort to stay away.

Race report

a-grade

Paul Wilson set about catching the officials' eyes early, rounding the last corner of the first lap a good 50-metres clear of his ten a-grade compatriots (too early Paul as the officials were still trying to get the lower grades away - ed.). As the officials were making their way to the finish M. Speed, Rob Truscott & David Holt jumped into the headwind out of the second loop hoping to take advantage of the tail cross wind along the back straight to consolidate their efforts. Frank Nyhuis found himself in no-man's land as he chased, the bunch bearing down on his wheel. By the time the officials were encamped at the finish line a-grade was back together and settling down, each member of the bunch taking a turn at the front to keep the pace up, and everybody else in line.

Then it was Paul Wilson again and with Rob Amos the pair managed to hold a small gap over the bunch for a couple of laps, but eventually the bunch closed it down only to have another counter the juncture. The surging and high pace seeing a couple of riders become unhitched and one rider struggling to hold on to an increasingly extending piece of elastic until, after a lap, it finally broke. Twenty minutes raced

and the eleven were down to eight. The diminished numbers not altering the pattern of attack, chase and counter attack.

At fourteen-forty-four the bell rang to summon in the intermediate sprint, there were still eight in the field, at least half just hoping to survive the sprint and the inevitable post-sprint attack. Paul Wilson backed his legs early only to find they weren't as fresh as he'd thought. Even still he managed to hold the chasers to the back straight where Neil Martin stormed out of the pursuing pack and closed the gap, Roy not far off his wheel, the pair storming past Paul without so much as a sideways glance and as they rounded the last corner Neil Martin opened up the sprint leading Roy all the way to the line. A little ways back Damian Burke led the remainder up to Paul as their race turned downwind. Neil and Roy had a significant gap over a group of three; Rob, David Holt and Mark Wallace, with the remaining three; Damian, Phil Thompson and Paul scattered a little further back.

The leaders had no reserves to nail home the advantage and some desperate scrambling by the two chasing trios was enough to bring the race back together by the time it rounded the first loop. The chase proved too much for Paul and as Roy Clarke hit the others (again) it was one away, six chasing and Paul retiring. Damian Burke also finding himself in trouble and having to pray to La Madonna del Ghisallo for the strength to get back into the slipstream of that last wheel. Damian's prayers were answered and after a lap and a half of desperate handlebar chewing he found the haven that is the windless wonderland that exists just behind another's wheel.

Meanwhile at the front of the bunch the fireworks were well and truly lit, after Roy it was Rob then Neil then David, all spending time on and just off the front. Attack and counter attack, Phil Thompson, Damian Burke and Mark Wallace doing all they could to hold on and contribute to chasing down the miscreant who had gone up the road. It was only a matter of time before one attack stuck and at the fifty-five minute mark Roy was away with Rob, the pair building a handy lead that had the remainder chasing solidly for over a lap before David got across, his weight enough to quash the move as the others closed in.

Roy wasn't finished and hit the bunch again, gaining twenty metres before being pulled back only to rest a bit before having another go. Roy's next move was timed just as Rob Amos came to the end of a stint on the front, a moment of indecision in the bunch and Roy had the break. The remainder wondering what happened and looking to each other for leadership. Neil didn't

wait too long and bolted from the bunch to bridge to Roy, the response to Neil's move had Damian and Phil in trouble but they managed to hold on to, but couldn't contribute too much to the chase. A lack of coordination in the chase enabled the lead pair to quickly take their lead out to around 100m, hard work by Roy and Neil ensuring they were never threatened over the remaining twenty to twenty-five minutes.

After fifteen minutes of erratic chasing Mark and Rob made a move to go it alone, the response split the other three, Phil Thompson finding himself on the wrong side of the split with too big a gap to close. Damian and David, digging deep, eventually found the shelter of Mark's wheel - the chase bunch was down to four and the leaders continued to pull away. With the race all but decided the officials rang the final bell after one hour twenty; Roy and Neil leading the remnants of the field by almost half a lap. Into the final, semi-downwind run, along the back straight Roy put in a big effort to ride away from Neil and cruise home for an easy win.

The race for third was a little more exciting, David Holt leading the small bunch through most of the last lap and into the final straight, the punters on the sidelines putting their money on everybody but him. Rob Amos had the sit on David's wheel, Mark - Rob's and Damian - Mark's. It was going to be a coin-toss and as David started the sprint out of the last corner Damian started to wind it up at the back, Damian quickly passing Mark who was lamenting not having a "ten" on the back and slowly losing ground to both Rob and David. As the line approached David appeared to be pulling away from Rob who was nursing a cramping calf while Damian was closing on them both. Twenty metres out it was settled, David had too big a lead to be caught, Damian had the momentum (and two legs - ed.) relegating Rob to third in the sprint. Mark, not giving in, finished a couple of seconds behind.

b-grade

In another effort to get early brownie points in the President's Ride of the Day Phil Tattersall and Dayle Goodall jumped the field in the second lap but on noticing that they'd not been noticed they quietly slipped back into the field. Apart from an attack by Gary Chamberlain at the ten minute mark, a move that gained him twenty metres and three-quarters of a kilometre pain, the race pretty much held together. That's not to say it wasn't tough, the speeds were high and this began to tell as the race entered the second half hour with a couple of riders opting for the view from the sidelines rather than from their headstem.

The sprint came and went, Greg Lipple powering through the field to take the intermediate prize then sat up to be reintegrated into the bunch only to find he'd spent too much on the sprint win and eventually joined the increasing numbers of spectators.

Before the others could catch their post-sprint breaths Peter Castillo attacked and gained sixty metres on those who were left, forcing a chase and relegating another to the pits. Next lap Andrew Neilsen jumped, Ray Russo made to bridge and those who were left got a fresh look at their headstem bolts and taste

of their salt encrusted bar-tape. Ray made the juncture making it two away, a party of three; Thorkild Muurholm, Ian Smith & Kevin Starr, in pursuit, the five or six who made up the remnants of the bunch followed as best they could. Behind them the scattered remains of those who'd chosen to stay on track, hoping for a bindy attack that would puncture all but their tyres.

Into the last half hour of racing it was five away (the party of three having joined the leaders) and five chasing, the majority of the others having conceded defeat were watching the battle unfold from the sidelines. On the field the break were working together like a poorly oiled machine but the chase were struggling to get one bike in front of the other. The erratic motion of the chase seeing one member lost to the wind and it was four chasing five. As three o'clock approached the odds swung in favour of the chase as two of the lead group came back leaving Ian, Thorkild and Kevin to plug away - Smithy's fitness, Thorkild's legs and Kev's tenacity more than making up for any shortfall in numbers.

A further ten minutes of circulating, smoothly swapping off and sharing the work meant the trio were unchallengeable as they took the bell. Thorkild, only knowing the one speed, led the small group through most of the last lap and into the finish straight. Again the punters on the side lines were placing their bets.

Kevin started the sprint, coming off Thorkild's wheel seventy-five metres from the line, Ian Smith standing up to challenge the sprint quickly found he had nothing and sat down again, resigned to take third. Thorkild responded to Kevin's move but had no response to Kev's spinning legs and although pushing him all the way to the line had to settle for second, those who put their money on the favourite reaping the rewards of short-odds. Peter Castillo led the chase group across the line almost a minute later.

c-grade

Initially the fifteen showed due respect for the conditions until, ten minutes in, Fred Boland threw the book of manners out the window and headed off on his own. The fourteen didn't seem too concerned, confident that the conditions would bring him to his senses and back to the bunch. But as Fred continued to ignore the conditions and slowly increased his lead Dave McCormack, aware of Fred's capabilities, had doubts of his return and moved to the front of the bunch in an effort to pick up the tempo and bring the solo breakaway back to the fold. Unfortunately nobody else showed any interest and Fred continued his lone escapade.

The apathy of the majority enough to encourage Alan Goodrope to chance his legs, attacking quickly and decisively. With the race disappearing down the road Dave McCormack decided it was time to do something, jumping in pursuit, four riders in tow. At around one-third race distance it was Fred, almost half a lap clear and pushing hard. Alan closing on him while further back the five; Dave McCormack, David Worland, Harold Simpson, Jim Swainston and David Birznieks were working together, making inroads into Fred's lead but at the same rate as Alan (ergo not closing on Alan). The remainder of the bunch holding together but losing ground to everybody.

Half an hour in, the intermediate sprint impending, Alan caught Fred and the pair rode two laps together before the officials deemed it time for the sprint, Alan riding away from Fred through the lap to claim the sprint and leave Fred to the mercy of the conditions and the chasers. The chasers were still rolling under the tutorage of Jim, and slowly making ground on Fred but only holding the distance to Alan.

And that's the way it stayed till halfway through the penultimate lap when the chase finally caught Fred, Alan, already have been given the bell, was untouchable. On the catching Fred Dave McC attacked the group, a slow reaction allowing him a quick sixty metres, Fred unable to respond at all watched four of his five pursuers ride off in pursuit of the fifth. Under encouragement from Harold and with the majority of work being done by David B. three of the four caught and blew past Dave McC fifty metres from the line. Jim winning the sprint to take second overall with David B. close on his heels taking third.

For managing to chase down the initial break, win the intermediate sprint, and keep a group of five riders at bay to win the race Alan Goodrope was awarded the Presidents Ride of the Day. A special mention also to Fred Boland who initiated the first break and rode solo for nearly the whole race.

d-grade (Andrew Buchanan)

A fresh Casey southerly greeted riders as they strolled across to the pay up for the days racing. A strong contingent of D graders, maybe the largest bunch for the day, set off at around neutral pace for the best part of the first lap. So far so good.

As expected, the pace picked up into the second circuit, and after some jostling to sort out the first half dozen or so, things got serious. A tall guy in yellow (83) seemed determined to try our lungs out, dragging the field along at 40ks plus wherever the wind allowed.

Not long after, at the turn approaching the hairpin, the inevitable split occurred. Big guy in yellow turned out to be Peter Cox, and with Neil Cartledge and a couple of others, had Graham Parker, Nick Hainal, Andrew Buchanan, Paul Kelly and Richard Dobson scrambling aboard to form a breakaway group of about eight. Those caught in the second half of the bunch at this point had no option, but to hope the heat would go out of the breakaway. It didn't.

After about twenty five minutes, eight became four, as Richard, Paul, Andrew and another were dropped, the balance of the original 19 scattered randomly around the Casey Fields track. Brett Robinson reporting later that he felt considerable relief at sustaining a puncture and being spared further punishment!

The intermediate sprint saw Graeme just get Neil on the line with Nick and Peter close behind. The normal slowing for recovery after the sprint was painfully and quickly interrupted by Peter powering past; Peter knowing only one speed - very fast.

Peter Cox was determined to dictate terms over the following laps, and the four strong breakaway gradually increased its lead over the nearest 'chasers', Richard, Paul and Andrew. Eventually the chase trio lapped a third group before being lapped themselves by the tearaway leaders approaching the bell.

In the run home, after a mammoth effort in leading for nearly seventy minutes, Peter Cox took the chequered flag, from Neil Cartledge, Nick Hainal and Graham Parker who all rode big races to stay up there.

e-grade (Les McLean)

The nine riders started very sedately with the pace being relatively easy for the first few laps. However, things started to change with riders such as M. Lynch and Darren Smith forcing the pace to a higher level. Darren was really putting the pressure on and doing a lot of work up front with the others content to roll along behind. The strong south wind made the riding difficult and most were content to find a good wheel and shelter behind it. JC Wilson then decided to test the bunch's metal by jumping to the front a couple of times and increasing the pace albeit for a short while. He either gave up suddenly or realised that he could not maintain that speed and he allowed the field to catch him each time.

Matthew Robinson and Sam Bruzese then decided that the pace was still too slow and they in turn went head to head forcing the race along. Apart from Geoff Cranstone and Les McLean, most others were content to sit back and hold onto their place in the field and keep out of the wind.

Geoff, Sam, Matthew and Darren then kept the pace on until the bell lap for the intermediate sprint. The pace dropped slightly at that point but down the back straight it picked up dramatically when Matthew and JC jumped the rest to go head to head up the straight with the good tail wind. Matthew just managed to hold off JC, Darren, Sam and Graeme Cadd with the rest well strung out due to the speed of the sprinters. Because Matthew did not slacken his pace after the sprint it took almost a half lap before the field all came together again. From that point on the pace was relentless with Matthew, Darren, Sam and Geoff still making the going tough. This made it doubly hard as all had to contend with the strong wind.

As the bell sounded for the last lap, the two big strong riders in Matthew and Darren jumped away and gained a forty metre gap. The pair chased by Sam with Graeme and Les hot on his heels were caught within 500 metres. From there the pace slowed slightly which allowed the remainder of the field to catch up, the sprinters starting to get a little edgy. Everyone thought there may be a flyer and they were not disappointed as it came from the back in the form of Paul James as he jumped the field down the back straight with about 400 odd metres to go. All hell broke loose as Paul managed to gain about 20 metres on the field, the sprinters realizing that this was not a good thing. Big Darren gave chase and he kicked away from the trailing field with Les followed by Graeme and Sam. Darren quickly sprinted past Paul and powered away to win by 15 metres Paul holding onto second. Les was overhauled by Graeme and Sam within sight of the line and Sam just getting over Graeme by a half wheel for third, the remaining riders well strung out behind. All due respect goes to

Darren for his well deserved win as he did a great deal of work at the front throughout the race and still managed to completely demolish the field at the end.

f-grade

A small field for this race and sense enough to keep it together for at least the first third before Mal Jones decided to venture

off on his own. A lack of urgency in the chase enabled Mal to get away and his strength enabled him to keep going. The chase never really got organised and Mal was a clear winner, taking the intermediate sprint unchallenged and the race by over half a lap. The sprint for second was a strung out affair, Charles Lethbridge starting it early and getting enough of a gap to hold to the finish, Club Captain Ronnie the best of the rest finishing a couple of metres off the pace but well clear of the remainder.

Results

	First	Second	Third	Fourth	Sprint
a-grade (11)	Roy Clark	Neil Martin	David Holt		Neil Martin
b-grade (20)	Kevin Starr	Thorkild Muurholm	Ian Smith	Peter Castillo	Greg Lipple
c-grade (15)	Alan Goodrope	Jim Swainston	David Birzneiks		Alan Goodrope
d-grade (19)	Peter Cox	Neil Cartledge	Nick Hainal	Graeme Parker	Graeme Parker
e-grade (9)	Darren Smith	Paul James	Sam Bruzzese		Matt Robinson
f-grade (6)	Mal Jones	Charles Lethbridge	Ron Stranks		Mal Jones

President's Ride of the Day Alan Goodrope

Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks to Mark Cheeseman, Mick Jamison and Kevin Jackson who did a sterling job in keeping track of who was where, who was still in the race, who wasn't, who was away, who was dropped and who was lapped. Thanks also to JC for bringing the trailer, to Peter Mackie with the drinks and thanks to Richard Dobson who is responsible for the roster and looking after helmet covers and numbers.

Eastern Vets Program

Note - Changes to program : Due to the bushfires in the areas we race our Summer calendar has been changed

Saturday	February	28		No Racing	
Saturday	March	7	2:00pm	Casey Fields	Graded Scratch Races
Saturday	March	14	2:00pm	Casey Fields	Graded Scratch Races
Saturday	March	21	2:00pm	METEC	Graded Scratch Races
Monday	March	30	8:00pm	Maroondah Club	Annual General Meeting
Tuesday	Mar	3,10,17,28	6:00pm	METEC NB. No entry before 5:00pm	Graded Scratch Races
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	March	1	10:00am	Lancefield	51k handicap
Sunday	March	8	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	March	15	10:00am	Pyalong Road Seymour	52k handicap
Sunday	March	22	9:30am	National Blvd, Campbellfield	Graded Scratch Races

Victorian Veteran Cycling Council Program

Sunday	March	8	9:30am	Woodstock on Loddon	O'Brien Contracting Handicap – 56k	2/3 - \$15
Friday	April	10	12:30pm	Maryborough	South Pacific Championships - RR	30/3 - \$20
Saturday	April	11	8:30am	Maryborough	South Pacific Championships - 300m	30/3 - \$20
			2:00pm		South Pacific Championships - TT	30/3 - \$20

Sunday	April	12	9:30am	Maryborough	South Pacific Championships - Crit Incorporating Victorian Championship	30/3 - \$20
Monday	April	13	9:00am	Maryborough	Cecil Cripps Handicap	30/3 - \$20

Other Results, etc.:

For your calendar

Date	Location	Event
Easter (April 10-13)	Maryborough	South Pacific Championships. This is a great festival of age-group racing including a road race, individual time trial, criterium and 300m sprint. The criterium championship incorporates the Victorian Championship so all VVCC licensed riders will be racing for two titles in the one race. On the Monday there is a VVCC Open Handicap - The Cecil Cripps Handicap.

Club Criterium Championship:

The Club Criterium Championship is coming up in April, this is an age-based championship; 5 year age groups starting at 35-39 for men and 30-34 for the women.

To be eligible to compete in the Club Championships competitors must be members of the Eastern Veterans Cycling Club and must have competed in at least two regular club races prior to the championship event.

Great Ocean and Otway Ride:

Organised by SuperSprint this ride has acclaim as a very good ride in its challenging course and its organisation and support. Last year around two-dozen Eastern Members enjoyed the 145k of rolling hills and coastal scenery that is the Great Ocean and Otway Ride. Again this year there is a group doing the ride and anybody wishing to join them should contact Graeme Cadd or Graham Parker over the next couple of weeks.

If there is anybody out there who knew not of this event and might be interested in participating I believe it is not too late to enter, entries close 16/3/2009 (the web site does not indicate that the ride is full). The ride covers 145k (or a 60k alternative), it starts in Torquay - Elephant Walk Reserve, on Saturday March 28th at 7:30am (Omara Dunlop Road Graded Scratch races). Cost is \$120 (145k) / \$95 (60k) and, if you are lucky, includes an event jersey. Entries are via the web only; <http://www.supersprint.com.au> and follow the links.

Committee Matters:

From the Monthly General Meeting held February 23rd.

Race Calendar:

Due to the bushfires having devastated some of the areas in which we hold our road races the road races we have scheduled for the remainder of the summer season have been rescheduled. Changes to the calendar are;

- 14/3 Casey Fields – not Yarra Junction
- 21/3 METEC – not Casey Fields

Racing Rules:

A point of issue was brought up noting that in one race on Saturday a lower grade bunch passed a higher grade bunch. The rule, as it stands for Eastern Vets **criterium** racing, is; **a lower grade bunch is not to pass a higher grade.**

Unfortunately this was brought to the race committee's notice too late for anything to be done about it but it raised the point that this rule obviously needs to be reiterated.

Eastern Vets prides itself on providing a safe environment for its members to participate in competitive bicycle races, to foster this safe environment we have racing rules, one of which is as stated above. The reason this rule is in place is to minimize the number of bunch passing maneuvers occurring in a race as these are seen as potential areas of conflict. A lower grade passing a higher grade has the added issues of the maneuver taking longer as the differential speed won't be that great and the almost certain and immediate re-passing of the lower grade by the higher grade (after they've been embarrassed).

In theory and on average this should not happen (a lower grade passing a higher grade), on Saturday this occurred because the bunch that was passed was in fact a dropped group of riders who were no longer involved in their grade's race.

The onus here is not only on the lower grade to not pass a higher grade but on the higher grade to ensure they do not get in the way of a lower grade race. I know we all pay our \$10 to go round, but if you are no longer racing it is best to withdraw from the circuit.

Eastern Vets prides itself on providing a fair and friendly environment in which members can race, to foster this aspect of the club we have another rule that states; A rider is not to use another grade to improve their position.

This rule has several components;

the first, and most important, is that a rider may not sit on the back of another grade's bunch to advance their position, be that to aid a breakaway, aid a bridging attempt or to chase back onto their race.

the second component is that, in a criterium, a rider should not use a passing maneuver to advance their position, be it a rider attacking their bunch when being passed by a higher grade or a rider attacking their bunch whilst passing a lower grade. Effectively bunch passing maneuvers in criterium races are neutral, the passing bunch should maintain a consistent fast speed, the bunch being passed should back off a little to allow the passing bunch opportunity to get clear quickly. At no time should the slower bunch speed up. And at all times the faster bunch should stay to the right of the roadway until the tail of that bunch is clear of the lead rider of the slower bunch.

Next meeting:

The next meeting of the EVCC will be on March 30th, this is the Annual General Meeting of the club and all committee positions are vacant. Nominations for any position on the committee should be forwarded to Keith Bowen
