



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter March 14th 2009

Casey Fields - Graded Scratch Races - March 7th

Casey Fields, what can you say? It's been windier in the past. Saturday's conditions putting the day on the lower end of Cranbourne's scale of pain. Despite the wind, the long weekend and the VVCC open in Bendigo on Sunday it was a reasonable turnout of sixty-six who took the starter's orders at two-o'clock.

At the start of proceedings the wind was from the west, making it tough going along the short straight in front of the pavilion and along the wavy section out back but pushing the speed to pro-peleton levels along the back straight. As the day progressed the wind shifted through almost ninety degrees to come from the south - aiding the run up to the finish and taking the pain out of the wavy stretch.

Race report

a-grade

A relatively gentle start for the nine a-graders until David Holt rode off, gaining a 100-150m break before the lap's end. The chasers were essentially content to leave David to his own devices, slowly riding out of sight. A couple of attempts by Roy Clark, Rob Amos and Justin Davis to get free of the others over the next twenty minutes amounted to naught, each move covered and quashed leaving David to slug it out on his own, albeit with a diminishing lead. With the intermediate sprint imminent and the gap to David down to less than the length of the straight Rob got serious and as David started to feel the strain Rob bridged with Paul Wilson in tow. The sight of three up the road spurring the remainder into action and half an hour after David'd abandoned the bunch it was all back together.

According to the textbook the reeling in of a break is the time to counter attack and Paul was obviously on that page as no sooner was it back together than he was away, but the bunch were now awake and responded quickly reeling him in in turn and just in time for the officials to ring in the sprint. But Paul wasn't finished and took a flier off the front as the last of the peals of the bell dissipated. But with over two kilometres to go there was no panic in the bunch and eventually Justin Davis led the chase up to Paul, Rob and David holding his wheel whilst the others scrambled to stay in touch in the knowledge that the real moves would occur after the sprint.

Having hauled in Paul Justin started the sprint that had all but those on his wheel struggling. Over the line it was Justin, Rob

and David, then a gap back to Kevin Starr, Damian Burke, Phil Thompson and Paul, Roy caught at the rear with a job on his hands. It didn't take long for Roy to react; the leading three showing no intention of easing up had Roy out of the saddle and closing the gap quickly. Phil was the next to bite the bullet and set about bridging, putting in a lap's hard chase before joining the four up front.

Damian was next to try but found nothing, returning to join Kevin and Paul in the chase. Unfortunately for the trio the previous forty minutes had taken their toll on Damian and the chase was down to two. A couple of attacks by Justin as the clock rolled through the hour also taking their toll on the leaders, the first dislodging Phil Thompson who lost contact and was left to complete his race on his own, the second causing David to retire with legs locked in lactate overload. So as the race wound down to its conclusion it was Rob, Roy and Justin destined for the podium, Phil on his Pat, hoping to stay on the same lap, and, maybe for a mechanical in the lead group, Kevin and Paul bringing up the rear. David, Damian and Rob Truscott, having succumbed to the relentless hammering, had withdrawn at various points to fight another day. To Phil's dismay it was Paul who suffered the mechanical, picking up some tacks that flattened his rear tyre and put him out of the race.

A fidgety b-grade bunch gave the leaders cause to think that they (B) were on the bell lap and provided an excuse to back it off a bit - allow the lower grade the road for the finish, they weren't (on the bell) but next time past the officials they were. Another relaxed lap and then the threesome were on their final lap, a lap that saw the lead shared until the start of the back straight where Justin started the sprint. Justin's attack taking the other two by surprise; gaps appearing between the wheels. Along the straight Roy was able to close the ten metres to Rob and make inroads to Justin. But Justin had done enough and as the three bore down on the line it was obvious that youth had it over experience, Roy sitting up to roll across the line second to Justin and just ahead of Rob.

Avg speed: 39.8kph

b-grade

With no 'ready or not Kev' in the field it should have been a leisurely start to the b-grade race as the 19 starters moved away in pursuit of the a-grade bunch, but it didn't take long for the pace to pick up, the tail wind along the back straight seeing somebody

drag the bunch out at over fifty as any prospect for an easy introduction to proceedings was blown away along with any lingering cob-webs. The next ten minutes were fairly uneventful, a core group of individuals being at the pointy end keeping the pedals rolling over, the odd one occasionally seeing just how hard they could go, either into the wind or with it, but with no more than an increase in tempo the remainder had little problem staying in touch with the wheel in front.

The ringing of the bell for the intermediate sprint at twelve minutes came as a bit of a surprise. Everybody had fresh legs and everybody had thoughts of winning the money on offer consequently the pace came off as all sought the shelter of another's wheel, nobody prepared to forego their chance in the dash. Momentum built as the lap progressed and riders jockeyed for that ideal sit, eighteen doesn't go into four and it was a compact bunch that warily made its way down the back straight, as much under wind-power as leg-power. The move was heard before it was seen, a hundred metres from the bottom corner the "whoosh whoosh" of John Pritchard's carbon ZIP 404s announcing to one and all that the sprint was joined. The impetus, the momentum and the ability of John was enough to see him hold off all comers and claim the intermediate prize. John was followed across the line by a handful of fellow sprinters, the bulk of Nigel Kimber, in no-mans-land, just off the back of this group but ahead of the tail.

It may have only been a gap of fifteen to twenty metres but it was worth the effort, Nigel caught, and then moved up, the elite bunch of contenders urging them to keep going to break the thinly stretched rubber band that the trailing dozen were clutching to. Unfortunately the pleas fell on deaf ears and as the race headed round the first loop desperate chasing saw it back together.

Over the next few laps the lactic acid levels weren't allowed to get too low, every time the pace dropped Gary Wishart would march up the road and await a response. A response he got but the delay in responding increased with each move, Gary returned to the fold every time. Interspersed amongst Gary's attacks Nigel K. tested the waters a couple of times, jumping into the wind but was quickly returned to the shelter of the bunch. Ian Smith also getting in on the act, whenever he thought the bunch were taking it too easy he jumped clear only to be run down as soon as a couple of his friends decided to join him. None of the attacks eliciting a great deal of urgency in response, with over half an hour of racing to go and unfavorable conditions a single rider wasn't given a lot of credence, it was only when a couple of riders separated themselves from the bunch and threatened to form a breakaway group that the tempo in the bunch was lifted to bring the errant souls back to the flock.

Forty-five minutes down, thirty to go Nigel put in another tester to find himself away with two others, Gary Wishart and Peter Alsopp. Not one to let the opportunity pass the threesome put in some hard yards to build the gap and keep the chase at bay. Peter was the first to crack, deciding that half an hour at the required work rate was not a good thing for his lungs. Gary was the next to go leaving Nigel on his own with only words of encouragement - 'KEEP GOING'. A moments hesitation and Nigel's lead was in jeopardy of being wiped out

but as the road swung around the decision was made and a redoubling of effort had it back to where it was, and holding.

The remaining thirty minutes saw a haphazard chase by a handful of individuals and a couple of bridging attempts by a few. A lack of commitment by the bunch to bring Nigel back saw the efforts to organise a chase fail as the roll was continually interrupted by reluctant participants. As the race wound down a couple of attempts by Ian Smith to get across to the lone leader came up short as did one by Thorkild. Nigel's 250-300 metre lead proving too big a chasm to bridge. Each attempt giving rise to anguish for Nigel, was the bridge builder providing a carrot that would spur the bunch on and close him down or would the bunch shutdown and regroup on catching the solo-chaser. The latter seemed to be the case and Nigel was able to stay away.

As the laps wound down encouragement from the sidelines were a welcome sound but not as welcome as that of the bell (at one hour fifteen). Two point a little bit kilometres to go and a couple of hundred metres over the chase - it wasn't over, but as Nigel started down the back straight for the last time the bunch were still a couple of hundred metres back (still making their way along the wavy straight) - it was over but for the battle for the minor placings. A battle won by Peter Alsopp in a tightly contested sprint that saw half a dozen vying for the remaining cash. Ben Schofield led the sprint out from mid-way along the back straight, holding the pack at bay to within sight of the line and holding enough speed to only allow Peter and Frank Nyhuis past before the line and take fourth.

Figures for the race; 1:19:32 at 38.8kph for 51.5k

c-grade

No report.

d-grade

The race had fourteen entries and started with, and maintained, a reasonable pace throughout...well, if we take into account the numerous times we slipped past C grade, albeit they had a very small field of six (the race controller had given permission for the passing of higher grades - ed). The likes of Neil Cartledge and Darren Rowlinson were the early pace setters and were ably assisted by Graeme Parker, Andrew Buchanan, Paul Kelly and Mark Granland in keeping the pace high enough to stop anybody from venturing off on their own.

The intermediate sprint saw most of the field content to watch while a few went for the glory and the dollar\$. Up the rise Paul Kelly held off those who contested what seemed to be a late sprint for the mid-race honours. There were no post-sprint heroics and the bunch reformed to essentially stay together for the duration. The occasional attempt at a break-away doomed ...always difficult at Casey with a stiff breeze wafting across the open fields, this day coming from a vague southerly or south-westerly direction. John Thompson was one to try his legs, his short-lived fifteen minutes ending after around two. Then around two-thirds of the way through the race Nick Hainall moved quickly to the front gaining a break with another rider. Colin O'Brien was quick to join the pair to see if a trio could get away

but the field was having none of it, and that fifteen minutes only lasted a little longer than the previous fifteen minutes.

As the race continued Neil Cartledge, Ben De Jong, Richard Dobson and Andrew Buchanan, not afraid to swap turns at the front, kept the pace honest and, between ambling back and forth in front of or behind C grade, kept the field intact. Until, with just over two laps to go Colin O'Brien jumped away from the field in search of glory. Colin having to get past the large b-grade bunch in his quest to stay away, which, while successful for a half lap then saw the green helmeted through move ahead. Back on his own Colin stayed away from his own grade until the final half lap when Neil Cartledge led the field back to his wheel, bringing it back together in time for a bunch kick. A quick acceleration before the final turn by Darren Rowlinson saw him draw away for a comfortable victory while Mark Granland, Andrew Buchanan and Paul Kelly battled it out for the minor places.

Bunch captain Richard Dobson always kept a close eye on proceedings while Graeme (the enforcer) Parker had occasion to remind a number of riders during the last 800 metres to maintain their line...wheels overlapping having a ripple effect down the line and causing a little consternation.

e-grade (Les McLean)

The ten "would be winners" started off on a race that was to be hard from the start due to the strong south west wind blowing across the Casey circuit and the pain inflicted by a few strong riders in the field. Darren Smith, the winner of the E grade race and Mal Jones the outright winner of the F grade race at the last meeting at Casey were the riders to look out for.

It took almost two laps before any one started to force the pace, Darren, Mal and Sam Bruzzese making it hard out in front and going at it turn for turn. Brian Farrell at this stage was just looking the field over and biding his time as to when to attack, the rest just hanging in there.

Juanita Cadd also got into the action and started to push the race pace to a higher level. Gerald McIver (jnr) also did his bit to make it tough for the rest with hard turns of pace.

Graham Cadd then pushed to the front in a bid to try to weaken the rest. However this came unstuck as he was left at the front as the bunch got the bell for the intermediate sprint. The bell

was rung short of the halfway mark and everyone was hurting at Graham's pressure up front.

Around 700 metres to go Mal took off with a blistering burst of speed and Les McLean was quick to chase him down and hang onto his wheel. Down the back straight with Mal going at top speed certainly spread the field out completely. At the corner the field was about 20 metres behind the lead pair and as the leaders rounded the final bend Les started to attack Mal but to their dismay Darren came hurtling out of nowhere and blew both of them away winning the sprint by 15 metres. The three then slowed which allowed the rest of the field to come together, much to the relief of all concerned.

A couple of laps later Brian saw his chance and jumped away to a 20 metre gap but was slowly hauled back by the determined Sam and Juanita. More sustained high turns of pace were instigated by Mal and Darren which certainly hurt the other riders. Brian made a couple more attempts to get away but each time he was pegged back. The pressure was still being applied by Juanita, Mal, Sam and Darren keeping the race speed well up. With about three laps to go Clive Wright jumped from the rear of the field at a great burst to gain 20 metres or so where he stayed for nearly a lap before he succumbed to the pressure and to the wind.

At the bell, the pace eased slightly with Darren and Mal still at the front. Les saw the danger rider in Darren and slid in behind him at the start of the back straight. Juanita at this stage had run her race after doing a mountain of work at the front and pulled out. No flyers came from the rear as normal and it was Darren who accelerated towards the end of the back straight with Les right on his wheel. Mal was left stuck on the outside of Darren and was a spent force at that point in time, taking no part in the final sprint. Into the final bend Les selected a higher gear to desperately try to stay with Darren and hopefully beat him. At this stage confusion erupted behind the two front sprinters, the other riders sprint lines disrupted by a movement to the left by a tired rider as they entered the bend. Les tried to stay with Darren but he was far too strong as the other sprinters came free from the melee and started their belated runs. Graham came home with an almighty effort but failed to catch Les by a length, running third. Darren winning by 15 metres, and still riding away, the rest of the field well strung out behind Graham.

f-grade

No report.

Results

	First	Second	Third	Fourth	Sprint
a-grade (9)	Justin Davis	Roy Clark	Rob Amos		Justin Davis
b-grade (19)	Nigel Kimber	Peter Allsop	Frank Nyhuis	Ben Schofield	John Pritchard
c-grade (6)	Dan Ives	David McCormack	Jim Swainston		Chris Norbury
d-grade (14)	Darren Rowlinson	Mark Granland	Andrew Buchanan		Paul Kelly
e-grade (10)	Darren Smith	Les McLean	Graham Cadd		Darren Smith
f-grade (8)	Stewart Jenkins	Ian Jones	Frank Carroll		Stewart Jenkins

Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks to Rob Harris and Peter Kronemann for getting proceedings under way and finishing off the races in a safe manner. 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	March	14	2:00pm	Cancelled	
Saturday	March	21	2:00pm	METEC	Graded Scratch Races
Saturday	March	28	2:00pm	Dunlop Road	Omara Graded Scratch Races
Monday	March	30	8:00pm	Maroondah Club	Annual General Meeting
Saturday	April	4	1:00pm	Yarra Junction	Omara Eastern 100
Tuesday	Mar	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 : The 1:00 start to the Omara Eastern 100 on the 4th of April.

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	15	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	March	22	10:00am	Pyalong Road Seymour	52k handicap
Sunday	March	29	10:00am	East Trentham	44k handicap
Sunday	April	5	9:30am	National Blvd, Campbellfield	Graded Scratch Races

Victorian Veteran Cycling Council Program

Friday	April	10	12:30pm	Maryborough	South Pacific Championships - RR	30/3 - \$20
Saturday	April	11	8:30am 2:00pm	Maryborough	South Pacific Championships - 300m South Pacific Championships - TT	30/3 - \$20 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
1/4/2009	Melbourne	Around the Bay in a Day entries open for Bicycle Victoria members. Get in early if you want Melbourne - Queenscliff - Sorrento - Melbourne
Easter (April 10-12)	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.
13/4/2009	Maryborough	VVCC Open Handicap - The Cecil Cripps Handicap.

Ballarat – Skipton Rail Trail:

With no racing at Arthurs Creek a week ago a few of us were at a loose end and Graeme Parker suggested we try the recently completed Ballarat-Skipton Rail Trail. So on a chilly clear morning ten of us set off on the 110km round trip. The track is wide with a great surface and winds through interesting country. Along with the various townships one rides through they have provided plenty of places to stop and rest and shelter on the trail, not that we did too much of that.



We all had coffees and toasted sandwiches in Skipton where the local take away lady did not bat an eye when we all converged on her little shop. After brunch we set off on the trip home and arrived back in Ballarat weary and craving the cold beers that were waiting for us.

There are a couple of hills on the trip and you certainly know that you have been on a bike ride by the time you get back but it was a great day out and I would recommend it to anyone looking for solid workout. The other great thing is that apart from a couple of walkers and four other bike riders we had the trail to ourselves. If you get the chance give it a try - it's worth the effort!

Lake Taupo Classic:

Darren Smith and Mal Jones are off to the Lake Taupo Classic in New Zealand later this year. The event is run on the last Saturday in November (28th) and is one of the great rides. Mal did it last year and found it probably one of the best organised events he's ever done - so much so that it makes the Around the Bay look very ordinary by comparison. See pic below. Contact Darren or Mal if you want to have a look at more pics.

Anyway, Mal has booked accommodation in Taupo - right on the lakeside within minutes of the start. The accommodation has space for 6 people, so there'll be 2 spare beds (we already have 4 of us going).

If anyone is interested, we'd be happy to have them along. Airfares are around \$200 each way (Melbourne -Auckland is the preferred route). Car hire is reasonably cheap and the scenery is amazing.

There's also likely to be a function after the ride on the Saturday night.

Anyone interested can contact Mal via email or mobile on the numbers shown below.
mal@shotproperty.com.au
0412 569 100



Photos from Saturday – Casey Fields 7/3/2009:

As those of you who were at Casey Fields on Saturday you will be aware that there was a photographer present, if you are interested in having a look at the photos from the day go to www.cycling-inform.com.

Committee Matters:

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 the current secretary - Keith Bowen.
