



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter August 1st 2009

Arthurs Creek - Strathewen - Graded Scratch Races - July 25th



Race report

The signs weren't good; the trees were bending to the wind, the cows were lying down, and the weather man had predicted rain, but we know his cricket is performing about as well as the Australian test team at present.

A sortie of the course revealed a bit of debris on the road but nothing to cause concern. The further north the more open it became as the devastation of the fires became apparent. No roadside scrub to protect from the wind, and a wind it was, a flag hanging from a tree by where the Strathewen Hall used to be showing a serious tailwind home which made for a serious slog out. The green grass, the new growth on the charred trunks and the new fences showing hope and renewal, even the cows were more optimistic, standing and grazing in the fields.

Under these conditions sixty riders gathered for their weekly fix of adrenalin and lactic acid. Smaller numbers in the lower grades saw the e and f grade races combined for five bunches on the road - five to start with, whether they stayed that way or not was yet to be resolved.

a-grade (7 riders, 4 laps (64k))

The enforced neutrality extended well beyond Nankervis Road, nobody seemingly interested in starting hostilities. Members of the small group content to watch and wait, even a sojourn to the front by Guy Green only succeeded in raising the pace till he swung off, the next in line allowing it to drop back to the way it was before. It wasn't until almost halfway out to the far turnaround where an increase in gradient and an increase in effort saw Nigel Kimber clear of the group and pushing into the wind on his own. The chase holding Nigel to a manageable margin before Rob Amos decided to bridge before the turn, David Holt seeing little interest from the others also made the effort. At the turn it was Nigel a couple of metres ahead of Rob, David a similar margin back then a bit of a gap to the remainder, enough of a gap to constitute a break.

Out of the turn, and with the wind behind, the lead three quickly joined forces and tried to push their advantage. Rolling turns the trio rode hard but made no ground on the pursuers who were being commanded by Guy. Halfway back it was obvious the break wasn't going to be allowed to get away, an easing of effort and it was all back together. The remainder of the lap spent recovering and preparing for the small chain-ring climb at the end of the lap.

The second lap was fairly even, a few surges keeping the peloton on the ball. Rob Amos and David Holt active through the lap, Phil Cavaleri sprinting clear two-thirds of the way back, but with no support he quickly faded back to the bunch. The breathing a little harder the second time up the last little pinch but still all together over the top and into the third lap.

A third of the way out the bunch was inspired to start rolling turns and did so for a couple of kilometres before somebody questioned the logic and it was left to Nigel to lead the group through the mid-section of the course until Rob Amos came round to do a turn and rolled off the front. Nigel certainly wasn't going to chase, but neither was anybody else and Rob moved away to open a significant gap. David Holt the first to see the light hit out in pursuit before Rob made it to the turnaround. Still no interest from the bunch and Nigel, following David's reasoning, followed him up the road. Around the turn it was Rob and David, Nigel then the remainder.

After a brief conversation Rob and David put in some hard yards and pulled away from Nigel and the rest. Making no inroads into the leaders Nigel sat up to await the others, Jamie Goddard the first to come by with words of encouragement to 'get on'. Nice sentiments but . . . It was a case of use it or lose it as Nigel buried the hurt and caught the offered wheel, Guy Green slotting in nicely behind. A kilometre of Jamie chasing then Guy mumbled something about the fish and jumped across to the lead pair. The resultant increase in tempo from Jamie in an effort to stay with the race put paid to Nigel's race, Phil Cavaleri able to hold on but the pair unable to bridge to the, now, three leaders.

With Rob, Guy and David working together the chasers had no hope, the trio rolling turns for the remainder of the third lap and the majority of the last until hitting Nankervis Road on the final return. David finding himself first onto the small chainring and first onto the hill, a third of the way up the hill David was still leading and looking ok, as long as Guy didn't jump him he'd be in with a ... Guy jumped. Too strong for Rob to hold and too strong for David to grab the wheel as it went past. Over the top there were a couple of bike lengths in it between first and second and between second and third.

Despite a desperate descent by both followers the gaps remained the same at the final turn ensuring a very tough race to the finish, an 800m sprint pursuit to decide the results. Each was as fresh (or as stuffed) as the other and at the finish the gaps were the same, Guy taking the win ahead of David and Rob.

b-grade (20 riders, 4 laps (64k))

A field of twenty set off on the first of four laps. The enforced neutral an opportunity to catch up on the goings on, and maybe make up position, before racing commenced in earnest. It wasn't long after the flag was raised that a small group got away; Frank Nyhuis, Thorkild Muurholm, Nick Tapp and one other but the strength in the break and the size of the bunch meant it was never going to be allowed as much as fifteen metres let alone fifteen minutes and was quickly brought back in line. After reunification Frank again slipped away off the front, a lone rider not stirring the same response from the group and he was allowed most of the balance of his fifteen minutes till Nick and a couple of others set about returning him to the group. A task that proved a little tougher than anticipated but achieved.

The remainder of the first lap was a bit of a procession, as was the start of the second until Jason Pastor rode off the front to be the hare for almost a lap and a half. The occasional bid from individuals within the bunch to bridge were jumped on by like minded individuals or opportunists and quickly came to naught. The surging and ebbing of the pace ensuring Jason remained unaccompanied, whilst the likes of Frank and Thorkild maintained a steady pursuit amidst the activity around them.

Half way out to Strathewen on the third lap Nick Tapp made his way to the front to aid the chase only to find himself separated from the group and in no-man's land. Despite sitting up to await the field they didn't close. In the mean time Jason had decided that he'd had enough of his own company and sat up to await the field also. The race eventually coming together at the penultimate time round the Strathewen turn. The tailwind keeping the pace up on the return and keeping the group intact to the foot of the climb from Nankervis Rd. There'd been no moves on this hill in the first two laps and the third ascent proved no different.

The grade took the bell as one and set about the final sixteen kilometres, no move on the climb up from Greens Rd and the trend continued all the way to the far turnaround, a steady and fairly easy pace to Strathewen as members of the group considered their options and pondered their tactics. Nick

Tapp, one to do so, decided that; a) the strength in the bunch, and the attitude, meant that nobody was going to ride away at this stage, b) the last hill was too close to the finish for a hill climber to get a big enough gap to take to the finish and c) the only chance was to shamelessly sit in and preserve all energy for the last couple of hundred metres. Nick isn't without shame and set about relieving Frank at the head of the race, Nick content to lead the race home, the others content to let him do it - the pace set by Nick being enough to deter ideas of contributing.

Thorkild made an early effort to settle the results by attacking a couple of hundred metres short of the base of the final climb, taking a few hopefuls with him but all to no avail as the bunch responded hitting the bottom of the hill at a fair clip before bunching up as the incline took its toll. A gap on the left, a surge of adrenalin and Nick was back on the front and leading the group to the top where Doug Reynolds and Rob Harris took over, leading the bunch past the now tapped out Nick. Nick left to watch as the majority stormed down the hill and into Greens Road for the finish.

With the majority of the starters surviving the final climb and descent as one it came down to a bunch sprint to settle the places. Jason Pastor proving to have the most gas left in the legs and probably booking a ride in a-grade in the near future winning ahead of Stuart Bendall, Rob Harris and Phil Pelgrim

c-grade (16 riders, 3 laps (48k))

With the exception of a short lived attack by Peter Shanahan half a kilometre after kilometre zero, a move that was quickly nullified on the next descent, the sixteen strong group didn't start racing till well into the first time out to Strathewen. The carrot of the combined e & f wheels ahead enough to shake the lethargy from the legs. The increased tempo having the group bearing down on the d-grade bunch into the Strathewen turnaround. With a few sprinters, and a couple of new members, in the group the pace setting reverted to a few; Ian Smith, Matt White (now warmed up), Neil Cartledge and Richard Dobson the big contributors.

On the first return to the Greens Rd turn the d-grade bunch were encountered and eventually passed. Once free of the lower grade David McCormack put in a few attacks that stretched the bunch; the 'few' putting in to bring him back. Dave Worland also taking the opportunity to stretch the legs, and the bunch, on the downwind return leg kept things on the honest side of Dutch.

Into the second lap Matt White released some aggression by riding hard at the front and stretching the bunch into a thin line, the effort proving too much for David whose efforts of the first leg came back to bite him. For the remainder it was a case of dig deep, chase, hold on, recover, repeat for the remainder of the lap as Matt, and occasionally Dave Worland, continued to put in little testers. The big man Darren Smith and a pair of new faces; Matt Rice and Brendan Goss, were riding strongly in the bunch and looking comfortable, Matt being tagged as the wheel to watch toward the end of proceedings. Unfortunately for Darren the thought of a third ascent from Nankervis Rd was more than his stomach could handle and, after a brief roadside stop around Greens Rd, forced his retirement. Despite Darren's retirement the bunch was still over a dozen strong and looking to stay that way

to the final climb up from Nankervis Rd where it was most likely going to be decided.

Into that last climb Neil Cartledge found himself at the wrong end of the line, not being a strong climber the back of the line isn't the place to be. On the climb Neil climbed out of the saddle and up the line to go over the top at fifth wheel. With the bunch cresting pretty much intact there was no supreme effort to drive for the final turn but enough to challenge anybody who thought to cruise to the bottom. Around the turn it was groupetto as Dave Worland led Matt Rice, Brendan Goss, Neil Cartledge and the re-formed bunch into the run down Greens Rd.

On familiar territory and now knowing the way home Matt and Brendan took off, not to be sighted again. The rapidly disappearing pair instilling panic in the back of the bunch which saw it reversed, Dave and Neil swamped as the back-markers reacted to the early start to the sprint. Matt and Brendan holding their lead to the line and finishing in that order whilst behind the sprint for third developed. Around the last bend and seeing that the traffic controller had the road closed the bunch spread out across the full width of bitumen, the dispersement allowing Neil the opportunity to break free of the box he'd found himself in. The leaders a bridge too far, but the line of riders ahead a series of stepping stones to use, and as the intervening riders fell away to the left it came down to just Richard Dobson between Neil and third place. Ten metres to go the gap to Richard was closing quickly but the gap to the line was closing quicker. Five metres and it was close. A metre from the line there were mere inches in it. A throw of the bike - not enough, the judges adjudging Richard third by a couple of millimetres.

Club Clothing

A range of clothing is available for sale and usually available from Kevin Starr at the races on Saturday. Check out the website (www.easternvets.com/clothing.php) for the full range of clothing.

d-grade (11 riders, 3 laps (48k) - Dean Niclasen)

With the regular pace-makers from D-grade now in C-grade the bunch set off from Arthurs Creek with the hope of a less taxing pace than has been the norm this year. It was a nice easy climb in the neutral zone up the hill for the first time to collect Graeme Parker from his warm up, then down again and through the tight left-hander for the commencement of the race-proper. The only thing was nobody seemed all that intent on racing! Ross Goodings was one of the early pace-setters, but with the strong winds blowing nobody seemed all that keen on pushing the pace along early. The bunch settled into a nice easy rhythm for the first outbound leg with no attempted breaks to speak of. The highlight of the outbound leg was the bookmaker taking bets as to who would be leading C-grade as they went passed, unfortunately for most the bookie cleaned up when C-grade passed with Neil Cartledge and Richard Dobson in second and third place, rather than the expected lead!

The return leg was equally uneventful, with Graeme Parker moving to the front for the climb back over the hill, effectively blocking any of the strong climbers from pushing the pace. Around the cones and then back over the hill it was still Graeme at the front, to the relief of the sprinters who were happy not to push the heart rate up too high.

Lap two proved to be an almost carbon copy of the first, with a few of the bunch taking a turn at the front but nobody pushing it too hard. Craig Dare, as the new rider to the group, was looking comfortable with the pace and doing his share at the front, along with Ross Goodings, Graham Haines and Ted McCoy. As the group neared the climb again, Dean Niclasen jumped to the front next to Graham Haines, and took over Graeme's earlier role as the blocker. It was a nice easy pace (for the sprinters at least) over the hill in both directions, as lap three started with still no real drama to speak of.

The final outbound leg was still at a comfortable pace for the peloton, such that all eleven reached the final turn in a single group. The pace finally picked up as racing resumed after the neutral turnaround, but the peloton stayed together up until the approach to the last climb. With the climb approaching, Dean Niclasen attempted a repeat of his earlier move to the front, only to find Ted McCoy was wide awake to the tactic as he moved to the right and blocked Dean from moving to the front. This time the group started uphill with the climbers at the front; Ted, Sam Bruzzese and Craig Dare all pushing the pace in an attempt to drop the sprinters. One hundred metres into the climb and Craig decided it was time to make his move, and move he did. With an acceleration reminiscent of those seen on the big climbs in Le Tour, Craig leapt off the front, leaving the rest of the peloton well behind. Most of the peloton managed to start the descent and the chase after Craig together, however before the turn at the witches hat it was evident that they were racing for second place.

Up Greens Rd the sprinters started to jostle for position, with Ted McCoy and Sam Bruzzese at the front but looking vulnerable. Dean Niclasen attempted to move wide to go around, but John Thomson called for him to hold his line as he went past. Around the final bend the peloton could see Craig as he neared the line for a comfortable victory, but the sprint was well and truly on for the remaining places. John Thomson moved up the right side of the early leaders and put on a good turn of pace to move into the lead with 200m to go, but the move into the closed road section of the course also opened up the opportunity for those behind to go wide and not face disqualification. Dean Niclasen took the chance and went wide, then started to move up on John. With 100m to go John was starting to think he might have second place, but he didn't hear Dean moving up on his outside. As they approached the line Dean realised that it was going to be a close call, and made a final lunge at the line. It turned out to be just enough, with Dean taking out second place by a few centimetres from John in third place.

e/f-grade (6 riders, 2 laps (32k))

No report.

Results

	First	Second	Third	Fourth
a-grade (7)	Guy Green	David Holt	Rob Amos	
b-grade (20)	Jason Pastor	Stuart Bendall	Rob Harris	Phil Pelgrim
c-grade (16)	Matt Rice	Brendan Goss	Richard Dobson	Neil Cartledge
d-grade (11)	Craig Dare	Dean Niclasen	John Thomson	
e-grade (6)	JC Wilson	Kayleen Jones	John Shaw	

Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks to David Hyde, Brian Farrell, Roy Clark, Michael Cosgrave, Andrew Buchanan, Tony Curulli, and Justin Murphy who were on the road offering encouragement and ensuring we enjoyed a safe ride. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day for our races and to JC Wilson who brings the trailer to all our races and Peter Mackie with the drinks.

Note : Members rostered for marshal or traffic control duties must be at the circuit at least one hour before the scheduled start time.

Eastern Vets Program

Saturday	August	1	2:00pm	Casey Fields	Graded Scratch Races
Saturday	August	8	2:00pm	Casey Fields	Graded Scratch Races
Saturday	August	15	2:00pm	METEC	Graded Scratch Races
Saturday	August	22	2:00pm	Yarra Junction	Croydon Cycleworks / Jack Thompson memorial handicap
Monday	August	31	8:00pm	Maroondah Club	
				General Meeting	
			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	August	2	9:30am	South Gisborne	Graded Scratch Races
Sunday	August	9	10:00am	Avenal Rd, Seymour	General Memorial Handicap (64k)
Sunday	August	16	9:30am	National Boulevard	Graded Scratch Races
Sunday	August	23	10:00am	Lancefield	Club Championships

Gippsland Vets Program

Sunday	August	2	10:00am	Kernot (Melways 627 K8)	46k scratch races
Sunday	August	23	10:00am	Kernot (Melways 627 K8)	46k scratch races

Victorian Veterans Cycling Council Program

Sunday	Aug	16		Woodstock	VVCC Road Championships	10/8 - \$15
Sunday	Aug	30		Halls Gap	Grampians Open	24/8 - \$15

Note : Entries are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

Other Results, etc.:

For your calendar

Date	Location	Event
29-30/8/2009	Halls Gap	A great weekend of dining, socializing and cycling. - Graded Scratch race - 2:00pm 29/8 - VVCC Open handicap - 10:00am 30/8 Details available from Ian Smith

13/9/2009	Shepparton	Fruitloop ride, 50, 100 & 200k ride options. \$90.00 registration - www.fruitloopshepparton.com/fruitloopride/
13/9/2009	Whittlesea	DeGani Kinglake ride, 120k - \$130, 70k - \$105 - www.supersprint.com.au/events/degani-kinglake-ride-2009.aspx
18/10/2009	Melbourne	Around the Bay in a Day.
7/3/2010	Falls Creek	BV - Alpine attack, 230k. Registrations open 1/9/2009 - \$150 - http://www.bv.com.au/great-rides/42359

Committee Matters:

At the committee meeting held July 27th a couple of things came up;

- Members who are rostered to do duty at an event must turn up at least an hour before the scheduled race start time to assist with the setting up of signs and the course.
Rostered members who show up late may be deemed to have not fulfilled their duty and may be required to meet that obligation before they will be allowed to participate in any future Eastern Vets event.
- The club uses e-mail to distribute information, such as changes to the calendar, to its members. The secretary has been experiencing returned e-mail messages because of unknown recipients.
If you have supplied the club with an e-mail address and haven't been receiving updates or other correspondence from the club please e-mail Keith Bowen (keithb@rabbit.com.au) to get your details updated.
- After the success of the VFF Fence Building exercise two weeks ago the club is looking at repeating the activity. Anybody interested in participating should register that interest with Keith Bowen.
- Parking at Arthurs Creek, it was noted on Saturday that some cars parked outside the school were encroaching on the roadway, especially the larger cars down where the shoulder tapers away.
In future the club asks that members be aware of the impact their parked vehicles may have and park accordingly.

And now for something slightly different (again)

For those interested in something a bit different from your regular road racing Rob Amos has the thing for you. On the 9/8/2009 Rob is hosting the third round of the Fat Tyre Flyers winter x-country series on the slightly fire damaged track at his property in Chum Creek.

If you are not CA licensed day licenses are available for anyone wanting to have a go at this alternative discipline, talk to Rob at any Saturday meet if you want to know more.

Halls Gap

Every year the Eastern Vets take a trip to the country for a weekend of racing. This year will be no exception, we will again be going to Halls Gap for the VVCC Open weekend at the end of August.

Halls Gap is approximately 3 hours from Melbourne via the Western Hwy. For those of you who have not visited before it is on the eastern edge of the beautiful Grampians. The town is quiet, the views spectacular and the region offers many bush-walking opportunities.

This is always a great weekend and the Grampians Cycling Club are excellent hosts - although they did let us down with the weather last year! The event is always the last weekend in August - this year, Saturday 29th and Sunday 30th.

Saturday racing will be 44km graded scratch races for all grades with approx \$150 prize monies in each grade
Sunday, the main event, the 61km VVCC Handicap with approx \$3000 up for grabs.

Saturday evening dinner will be at the Quarry Restaurant in the centre of the town.

In previous years the non riders have gone on a winery tour to some of the local wineries on the Saturday afternoon, and a similar event will be organised again this year IF enough interest is forthcoming.

Several members travel up on the Friday and return on the Monday making an enjoyable long weekend break in country Victoria.

If you are interested please let Ian Smith know so I can sort out the accommodation and restaurant details.
