



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter August 15th 2009

Handicap – Casey Fields – August 8th

Race report

It was Casey Fields.

The sun was shining, the rain had moved on, but the wind was still hanging around from last week. Regardless of the movement of atmospheric molecules from the region of high pressure in the west to the low in the east 76 members signed up for a Casey Fields handicap with a twist. Six graded scratch races with six from each grade going through to a three lap (6k) handicap final. The twist; the qualifiers would be the first four plus two of the nominated bunch captains choice. Interestingly, of the three bunch captains that didn't make the cut none nominated themselves for that extra six-kilometres of pain.

a-grade ()

The Qualifier

Ten starters, four places guaranteed, something had to be done and taking it easy to save ones' self for the final wasn't an option. So disregarding the handicapper's advice the beating up started a couple of laps into the designated hour. Phil Smith and Ian McGeoch the main antagonists this week but they were not alone, Frank Nyhuis, back in a-grade after last week's display, also making his presence known, and felt.

Still together at half race duration and looking like it'd go all the way Justin Davis and David Holt decided that it was time to sort the boys from the men and took off in an effort to settle the first third of the final six. Rob Amos saw the potential and buried himself for half a lap to bridge the almost hundred metres the 'boys' had taken. After a couple of laps of solid riding, swapping off regularly to consolidate their advantage, and with each passing lap cutting three minutes out of the remaining duration thereby improving their prospects, the lead tri-velodians were beginning to feel confident of success. Behind, the 'bunch' was in panic mode.

Ian McGeoch sensing things slipping away broke from the chase in pursuit. Ian's presence up the road a carrot to the others and fifteen minutes after the initial move it was four with a slight advantage over five, Steve Ross paying the price of domesticity. Soon after Ian joined the lead three the chase was over, the bunch reformed and plans reassessed.

A couple of lap's recovery and with the clock ticking ever closer to the allotted time a move was imminent. It came on

what was to be the penultimate lap, Phil Smith and David Holt finding the reserves to skip away, the workers in the bunch caught in two minds; chase and bring the sprinters up or mark tempo and hope. On the bell it was Justin Davis who cracked first, trying to bridge the gap. Nobody was keen to let another guaranteed place slip away but all were keen to allow Justin to rub his legs out. No help from within meant that Justin's bid was doomed and the chase was racing for third. Phil and David finishing comfortably ahead of the sprint that was to decide two of the last four places in the final. In that sprint it was Ian McGeoch who prevailed, Phil Cavalieri proving the wiliest of the sprinters to get up for fourth.

Race duration was clocked at 1:09 averaging 39.9kph with a maximum (for Rob Amos) of 57.9.

The Final

The lure of cupcakes and fairy bread reduced Phil Smith's options on the final two places by one; Rob Amos and Trevor Coulter (5th in the qualifier) getting the nod as Justin headed to a two-year old's birthday party and the others to the side lines to watch the pain they could have been suffering. Tactics were discussed, the strong b-grade bunch a major topic on the agenda. "Plan a" - hit them hard, "plan b" - we'll come up with "plan b" if we need it. They needed it.

Ian McGeoch took the bunch away from the line, setting a pace that had the others scrambling for wheels and for oxygen. Half a lap later it was all together and in some semblance of a functioning pace line. Phil Smith, with the honour of dragging the line into the wind up the finish straight to complete the first lap, brought the group to within coo-ee of second scratch. Early into the second lap it was time to implement "plan a". Of meese and men, what was "plan b" again? The scratch bunch catching second scratch as they in turn caught the c-grade bunch who in turn were mixing it with the d-grade bunch; riders passing riders passing riders. With no room at the Fields scratch were forced to decelerate to avoid an accident giving the b-, c- and d-grade riders ample opportunity to find a comfortable spot in which to enjoy the remainder of the race.

One and a half laps to race, a shattered limit group and the remnants of the e-grade bunch still to be overhauled. It fell to the scratch powerhouse of Rob Amos, Phil Smith and David Holt to do the majority of the work, the occasional visit to the front by several of the fifteen strong tail lending much appreciated assistance.

Into the last straight the outmarkers were in sight and in trouble. Two hundred metres to the finish the race came together as Phil Smith started the lead out; Ian McGeoch at second wheel, Rob Amos at third. Into the last corner Phil's legs were spent and Ian took over as the combined bunches stormed the finish line. Having recouped enough over the previous lap Ian was able to continue to the line, Rob had enough to stay in Ian's shadow but no more, but that was good enough for second, next through a couple of the rested b-grade riders before the remainder. Scratch and second scratch riders filling the top ten places.

b-grade (Damian Burke)

The Qualifier:

Sixteen riders on the start line and the announcement of 4 into the final plus 2 at Damian's discretion meant the usual jokes and attempts at bribes. That being said we rolled off the start line for the scheduled "approximately an hour" no sooner away than John Pritchard put the hammer down and opened up a large gap. Not sure if he was looking for an all day breakaway or just warming his, and everyone else's, legs up the bunch let him have his head for a lap or so before comfortably reeling him in. Then in a scene that was to be repeated for the afternoon Gary Wishart took off only to be reeled in by the bunch, then Ian Milner and Ian Smith all deciding that the cold wind could only be countered by burning up their, and others', legs.

This pattern repeated itself for much of the first half hour, the main protagonists being Gary & John, occasionally they were joined by one of the Ian's or, at various stages, other members of the bunch who were walking the balancing act of covering a break but not wanting to burn too much petrol before the final.

The highlight of the first half was motoring down the back straight with a nice tailwind looking up to see two Good Shepherds who had stopped to chase two sheep & their attendant lambs across into the centre of the circuit, thereby avoiding a nasty pile up the sole redeeming feature of which would have been a roast lamb dinner on a cold August night.

The third quarter was fairly quiet with most of the bunch sharing turns and keeping the pace reasonably high. We knew this from the fact that we were passing the lower grades and generally holding a-grade to similar marker points as we passed on each lap.

Into the final quarter and the bunch began to get nervous as the laps ticked away, short attacks came and were neutralised fairly quickly. Many tried their hands but the balancing act of energy expenditure, a tough headwind on the western legs of the circuit meant that none succeeded. Then with about 5 minutes to go Ian Milner launched a blistering attack through the finish line. The bunch hesitated, and then quickly down the clubroom straight Anthony Gullace & Damian bridged the gap. Still the bunch hesitated, 3 away and none of them were renowned strong men ... what to do? Then Rob Truscott put in a large effort and bridged the gap, which was now 5 seconds and growing.

For the next lap around they went with the bunch holding them at a seemingly comfortable 10 seconds. Into the third lap the bell tolled and the activity began. Ian put a large turn in at the front, followed by Damian, Anthony and Peter, as they rolled off the front, each quickly glancing back to see where the chasers were, the bunch was stirring but making no real headway. Into the headwind for the last time and Ian popped off the back having spent too much through the day, Peter & Anthony took some small turns but were not sure what to do, go hard or hold on and kick in the sprint. Around the second last corner and into the back straight and the bunch beginning to perceptibly close the gap. Damian went to the front of the three driving Mark Renshaw like (intent only, definitely not ability and nowhere near his speed) down the back straight and into the final corner and kept the bunch comfortably at bay. Emerging from the final corner, Rob accelerated away for a comfortable first place, Anthony second and Damian third with the bunch closing for the final assured spot, ... Peter Shanahan out sprinting the remainder into fourth.

The Final:

On the start line, Rob, Anthony, Peter, Damian, Kevin Starr, & Thorkild, all well balanced with complimentary skills so the b-graders formed a plan. Looking at conditions, respective bunch make up & gaps, the plan was to do 90% effort turns for the first lap or so & gauge the distance, race evolution from there. Cunning, well thought out, and discussed carefully, but as we know when men make plans, God laughs!

From the go the team rolled off with Damian taking the first pull, ensuring they were all settled and on before lifting the intensity. Through the hairpin and across the back we saw the remnants of the crash, not good and all automatically slowed a little to see if help was needed before returning to the task at hand. 100-150 meter turns, out markers coming into view, pace good, although Thorkild's strength was showing with all fighting to keep his wheel and his turns seemingly twice as long as everyone else's. Damian barking commands; "close up", "roll up into the wind to protect the one coming through", our strategy was working! Deep into the second lap, just as we caught the c-grade & the remnants of d-grade bunches, the a-grade train steamed past. David Holt drove through but sensible riding by all saw the four bunches come together to form one snorting, snarling, flying mass.

With a-grade at the font of the arrow we flew up the finishing straight and down past the clubrooms, probably doing five metres to limits one. Into the wind for the last time and we knew we would catch them somewhere on the back straight, hopefully early and before the sprint started. Hard out of the second last corner and into the back straight, David Holt doing a mountain of work at the front, shouts going up to ensure the out-markers knew they were toast, and the Bunch muscled its way safely past. Then into the last corner with everyone fighting for wheels, some moving up, others drifting back as their legs and lungs screamed no more, all looking to get hard to the right to avoid the bitter strong crosswind in the finishing straight. Then it was on!

Phil Smith opened up with now tiring legs, Ian McGeoch & Rob Amos hard on his wheel, Anthony, Kevin, Rob Truscott, Damian

and Phil Cavalieri all in the mix for the run in. Hard into the last corner Ian & Rob A. kicked past David and out front, Rob's wheel fell for Kevin Starr who took it like a thirsty man grabbing a beer in the desert, and in flash all were over the line. Next came Rob T & Anthony finishing well in 4th & 7th, Phil C and David Holt splitting the pair, Damian 8th, Trevor Coulter 9th & Thorkild 10th.

Overall the b-grade team were pretty happy with the result, all safely across the line and 5 of the 6 in the top 10.

Catching the out markers with about 700 metres to go is again a tribute to Graeme Parkers handicapping which while fantastic for the riders is a nightmare for the judges (from experience there)

c-grade

With seventeen in the bunch something had to be done to improve the odds but sometimes size does count and in this case, despite the efforts of David McCormack and 'Buddha Hocking', who were particularly aggressive, the bunch stayed together to the final lap. Paul Kelly, Neil Cartledge and Richard Dobson also making things tough but not tough enough to split the field.

Having saved their biscuits it was a sprinters day, Daren Smith, Tony Curulli and Jim Swainston filling the top three spots. The sprinter's bacon was preserved with David Birznieks, Grant Greenhalgh and Neil Cartledge taking the next three places and all progressing through to the handicap final, the captain (Greg Lipple) thinking Grant and Neil worthy additions to the bunch.

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

No report

e-grade

No report

f-grade

No report.

Results

		mark
1st	Ian McGeoch	scratch
2nd	Rob Amos	scratch
3rd	Kevin Starr	20 seconds
4th	Rob Truscott	20 seconds
5th	Phil Cavalieri	scratch
6th	David Holt	scratch
7th	Anthony Gullace	20 seconds
8th	Damian Burke	20 seconds
9th	Trevor Coulter	scratch
10th	Thorkild Muurholm	20 seconds

Aggregate

		pts			pts
1st	JC Wilson	54	11th	Anthony Gullace	32
2nd	Paul Kelly	44	12th	Nigel Kimber	31
3rd	Richard Dobson	43	13th	Sam Buzzese	31
4th	Darren Smith	43	14th	Guy Green	30
5th	Trevor Coulter	42	15th	Rob Truscott	30
6th	Neil Cartledge	36	16th	Leigh Bailey	29
7th	David Holt	34	17th	Geoff Cranstone	29
8th	Jim Swainston	34	18th	Roy Clark	28
9th	Rob Amos	33	19th	Justin Davis	28
10th	David McCormack	33	20th	Steve Ross	28

Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks to Michael Day and the brothers Donnelly - Frank and Gerard, who were in charge of separating the wheat from the chaff at day's end. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day for our races, 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. (but bring your bike, you just never know)

Eastern Vets Program

Saturday	August	15	2:00pm	METEC	Graded Scratch Races
Saturday	August	22	2:00pm	Yarra Junction	Croydon Cycleworks / Jack Thompson memorial handicap
Saturday	August	29	2:00pm	Halls Gap	Graded Scratch Races
Sunday	August	30	10:00am	Halls Gap	VVCC Open handicap
Monday	August	31	8:00pm	Maroondah Club	General Meeting
Saturday	September	5	2:00pm	Casey Fields	Avon Tyres Handicap

Wednesday	10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee
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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	16	9:30am	National Boulevard	Graded Scratch Races
Sunday	August	23	10:00am	Lancefield	Club Championships
Sunday	August	30	9:30am	National Boulevard	Graded Scratch Races
Sunday	September	6	9:30am	Rex Rd, Campbelfield	Graded Scratch Races (crit)

Gippsland Vets Program

Sunday	August	23	10:00am	Kernot (Melways 627 K8)	46k scratch races
Sunday	September	6	10:00am	Kernot (Melways 627 K8)	46k scratch races

Victorian Veterans Cycling Council Program

Sunday	Aug	16	Woodstock	VVCC Road Championships	Closed
Sunday	Aug	30	2:00pm 10:00am	Halls Gap	Grampians Scratch Race Grampians Open – Handicap

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 Entries for both races are to be submitted to the VVCC on an official entry form. Details on the club's activities and accommodation for the weekend are 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 - www.bv.com.au/great-rides/42359

FastTrak your training:

Too cold to go out? Too wet? Or just want some more racing experience? I can't guarantee you a win but FastTrak can provide you with indoor race training on some of Europe's signature race courses.

FastTrak offers virtual reality cycling, just like the real thing but without all the hazards of other riders or traffic. A video screen provides the vision, rolling rear wheel resistance provides the pain (or relief on the downhill bits). You can choose to ride real world famous courses through stunning scenery or perhaps imaginary roads through a French village. You will be passed or pass virtual or actual fellow riders, it's all up to you.

You can take a free FastTrak trial in town by calling Dom Bruehwiler: 0417 024 214 or visit the web site at www.fasttrakcycling.com for further info.