



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter December 5<sup>th</sup> 2009*

## Casey Fields – Graded Scratch Races – November 28<sup>th</sup>

### Race report

A beautiful morning for a ride, clear skies gentle breeze, good company. The afternoon, not quite so beautiful, the clouds rolling in and threatening to deliver the promised morning rain, the wind was up, from the west, but it was Casey Fields, it was just the company that carried the morning's ambience through.

The format for the day, well, it was d-grade's turn for *X* laps of intense suffering in an elimination crit while the other forty-four looked on before everybody hit the track for an hour of regulation criterium racing.

### d-grade knock-out crit.

With eliminations starting at the end of lap one it was full on from the start, Peter Mackie leading a thin line that culminated with a little knot at the back as the fifteen riders got themselves sorted. Around the last bend and into the finish straight for the first time the knot at the back increased in size, the bunch spreading out across the track, riders tried desperately to pull their back wheel just ahead of somebody else's. Jake Jodlowski the first to hear his number called by those on the line.

It was down to fourteen. Those on the front uncaring but working hard, those on the back catching their breath before having to do it all again. And do it again they did until there were just a couple left. Peter Mackie having bowed out on the third lap, handing over the reins to Charles Frisch before conceding well before the line.

Ten laps down, ten riders eliminated, five riders remaining, four laps. It was getting to the business end of proceedings. Sam Bruzzese the next to depart then there were four. Charles opting to up his chances of a high finish attacked the other three half way through the lap and cruised across the line whilst Rob Green and Mark Cheeseman eliminated Gary LeRoy. Two to go. Having been successful the previous lap Charles repeated the dose leaving Mark and Rob fighting to remain in the race. Rob the winner and in pursuit of Charles who had eased off to the line - a tactical error that allowed Rob back into the race, an error that would be rued. Rob catching the rolling Charles and sitting the wheel until the last moment where a well timed and executed sprint saw him take the big money.

### a-grade

A solid pace from the gun saw the original seven cut to six before the second lap started, Ian Harper finding himself alone and, under the prevailing conditions, unlikely to be get back on. Twenty minutes swapping turns made sure of Ian's fate and then Tony Chandler tried to settle his own, taking Justin Davis along for the ride. Justin had a change of heart and it was Tony alone with five chasing. Tony quickly gained a gap that varied from twenty to eighty metres depending on which way the road was pointing.

The chase gave Tony his fifteen minutes before starting to bring him back but Tony obviously had other plans and an effort regained him his eighty metres and some respect from the pursuers.

Justin sensed Tony's resolve and set about bridging, half a lap later it was two away and looking like the remainder were fighting for third. With some tired legs in the chase Roy Clarke did the only thing he could and half a lap later it was three away with three chasing, the quality of the break limiting the chases options to not being lapped before the hour was out.

The chasers attained their aim even though the leaders continued to work turns in an effort to put a big enough gap into them to allow for some racing at the finish. The bell found the leaders almost half a lap ahead of the chase and despite this lead there was no game playing. Tony, aware that he didn't have the finish to beat the other two, attacked early in the lap only to be matched by his companions. Resigned to not being allowed away and unlikely to be able to match the legs of the others in a sprint Tony led the threesome through the remainder of the last lap.

Wind assisted speed down the back straight delayed the sprint until after the turn to the finish. To the line it was youth over experience as Justin rode away from Roy, still accelerating as he crossed the line, Roy ten metres behind and Tony, with a big smile on his face, another twenty metres behind him.

### b-grade

Paul Wilson took off from the gun like a Yak in a Tea House, wreaking havoc amongst the dozen behind. Before the lap ended the twelve were eight; Matt White (with no warmup) and Martin Stalder cruising on the back of a lower grade and shaking their heads at the onslaught.

A lap later another had fallen and the race was down to eight, - Paul and his seven followers. The next fifty minutes were dominated by Paul and Robert Suter, if it wasn't one off the front and making the others sweat it was the other. Initially the masses had the legs to respond on demand but as the race progressed the responses became more tired, Robert managing to gain a gap from the forty minute mark until the conditions drove him back five minutes later. Paul countered the reunion for ten minutes on his own but never far enough away to be a serious threat to the race.

A last lap surge by Rob was met with an immediate response setting the scene for an eight-way sprint to decide the results. A toughly contested sprint won by Kevin Starr ahead of Thorkild Muurholm and the recently promoted prince of sprints - Jim Swainston.

Peter Shanahan's race;

Arrive early, get bike ready, bit of a chat, some lunch, get myself ready.

Race should be interesting given 10 or more days off the bike (except the 3ks to rescue my wife with car troubles).

Off to the toilet, ½ hour to go, should be good for a decent warm up.

"Who let my rear tire down?" further inspection - valve still tight, maybe I have puncture! Change tube, check tire, tube has a small hole.

Now ready again - for two lap warm up.

Feel good pushing into wind but why am I puffing.

Race delayed due to d-grade elimination race. Good time to do some more riding to warm up.

Race proper:

Race off with a flurry. Paul Wilson always ready to test everyone's legs put in a few attacks. Find myself down the back, scrambling for a wheel.

New guy, Rob Suter - ed.) put in a few efforts to get away, was successful more than once, but with no support ended up back in the fold.

Had a little dig myself, but with no miles in the legs and lactic acid just waiting to pull me up, a long way short of anything heroic.

A few other antagonists and the continuing chasing saw the pace speed up and slow down a bit at times.

With Thorkild, Kevin Starr, and others prepared to chase nobody was getting away, at least not on their lonesome.

Jimmy Swainston was still there and still in contention - on to watch.

Mid Race the field was down to eight. Rob Truscott struggling to get back to the fold at one stage towing me back also, thanks Rob.

Having a little trouble with one of the gears. Trying to adjust them so my next attack, or final sprint, would be successful.

All the same I was feeling very comfy on the bike.

"Oh bother" my rear tire flat again. Walked back to pavilion. Wait a while! should be a spare wheel here some-where.

Borrowed another bike, no time to check if shoes fit the pedals - Look into Shimano? No!, not even after I'd removed my cleat covers. At least they helped the feet stay on the pedals.

Any chance of a place now would have to be a strong and constant break away - and that wasn't likely to happen.

A little slip of the foot on peddle a few laps later, I decided to call it a day. Safety comes first.

"Thanks for the bike" any promise of, 'half my winnings' quickly annulled by the DNF. Who won what? I don't know. Family commitments dragging me away to Tooradin. There a couple of well soaked fishermen, (on the inside) giving us a lovely Pike for dinner yum yum, a win despite 2 flat tires.

### **c-grade**

A flat track, a change from the week before but legs still a little weary and the wind enough to test the best rested. Adding to the test Neil Cartledge and Grant Greenhalgh set a quick pace from the beginning, Steve Short compounding the equation by attacking the small field at every opportunity. The combination of efforts showing up those who were still suffering and whittling the bunch down to six, Chris Norbury, Dave Worland and Dennis Pawells somewhat surprising casualties of the wind, the pace and the previous week's efforts.

Through the last fifteen minutes the remaining six continued to battle it out, Rudi Botha punted on the bell and backed himself to get away, he got the bell but not the break. Another attack (by Rudi) along the back straight had riders digging into reserves and grabbing wheels, Harold, fortunate to be in Neil's shadow, enjoyed the tow back to Rudi's wheel before starting his sprint. Passing Neil and Rudi there was nothing but clear road between Harold and the line, but behind there was a train coming. Would he make it? Would he hold on? The officials on the line giving the win to Grant Greenhalgh, Harold second and a fast finishing Steve Short completing the podium.

### **d-grade** (Andrew Buchanan)

D graders were in for a bit of a 'warm up' in the form of Miss & Out. A big bunch ensured that those riders who chose to compete thru to the last four or five, would be very warm indeed come the start of the main crit.

As it was, the last two standing, Rob Green and Chris Frisch, fought out a stirring finish to Miss & Out. Rob prevailed by about half a wheel from Chris. The recently returned, Mark Cheeseman gained some valuable fitness surviving to finish third. Andrew fourth.

After Rob and Chris crossed the line, newcomer to Miss & Out, Andrew Buchanan enquired "What happens now?" 'Now we have the crit' came a chorus from those around about !

Eighteen D-graders lined up for the main event - the Crit. Any thoughts of a neutral stage went out the window at the start. Led by Peter Mackie, Murray Howlett and Brett Robinson took off as if they had to catch the last train ! These fresher, early retirees from M & O, had seized the opportunity to bounce some of the jaded legs in the bunch from the very start. This trio picked up Graeme P (on a warm-up lap - ed.) and ripped through the first lap or so before Mark and Andrew scrambled on to make it six away.

The main bunch was in a race of its own a few hundred metres back. Gary Leroy, Paul James and Charles Frisch retired, leaving a group of eight chasers. This bunch contained the likes of Jake Jodlowski, Sam Bruzzese and Rob Green, so a serious chase was 'on' at some stage.

The breakaway riders worked well together, before Andrew succumbed to another burst into the Casey breeze, and dropped off the back to a solo position between the groups for a few laps, eventually drifting to join the chasers.

After the halfway, life at the top was becoming more challenging, with five still away, but despite coaching from Graham, the bulk of the bullocking was left to Brett and Murray. Sensing that the leaders were starting to wilt, the chasers found new enthusiasm for their task. Jake, Geoff, Sam, Rob and Andrew dug in and, getting a bit organised, started to haul back the metres.

With not many laps to go, as the breakaway was showing some serious wear and tear, and the chasers were closing, Brett Robinson summed things up to a nicety. 'See ya, fellas' and he was off to claim the prize.

Sam and Geoff dropped from the chasers before Jake, Rob and Andrew joined what they thought was the pointy end, only to be told that the 'pointy end' was about 200 metres up the road in the form of the tearaway, Brett! Jake entertained a chase, but it wasn't many pedal turns before reality hit home - Brett had the spinnaker up, and was powering away to victory.

With interest in the minors, Peter and Murray sensed that Rob Green might be positioning to give Jake a lead out to the final sprint. The two remaining musketeers, were determined that all the early work would not be for nought, and Peter and Murray sprinted doggedly to claim second and third respectively. Jake grabbed fourth with Graham and Rob coasting in next. Mark gets an honourable mention, up in the firing line until cramps forced him out in the last lap.

A strong win for Brett, and some good performances behind him. ( Av 33.4k, 35ks, 64 mins )

## **e-grade**

With only five starters this race was pretty much going to be a parade to the bell, a bunfight for position for the next nine and a half-tenths of a lap and a hundred metre sprint to the finish. Actuality pretty much met expectations, the only variation to the script being a solo sojourn up the road by JC Wilson around the forty-minute mark. The other four happy to leave him out there in the hope that the solitude, and the conditions, would tame the sting in his sprint. JC's legs are quick and his brain isn't much slower, John, realising what the tactic was, freewheeled until the others reluctantly caught him.

And so it came to the bell and a lap of trying to get 'that' wheel. Juanita, foregoing the jostling, leading the gentlemen through the majority of the last lap. Carrying a lot of speed off the back straight there was no surge of power as JC opened the sprint, rather a gentle acceleration that others struggled to match. As JC wound himself up Graham Cadd fought to uphold the work Juanita had done throughout the race, Graham closing on JC as the race ran into its final metres. But John had a response and the line was too close, the proverbial tyre separating the first two across the line. Adam Dymond finishing strongly in third position just a few metres behind.

## **f-grade** (Les McLean)

With a very strong north easterly wind blowing and with rain threatening clouds on the horizon the seven starters in F grade took their chances and began their race.

It had not progressed one lap when Clive Wright started to turn the screws and upped the pace somewhat. Ron Stranks, (the old fox) sat back and waited until we hit the head wind into the S's near the back straight and powered forward trying to dislodge the weaker of the riders. Les McLean responded with fast turns and Keith Bowen also got in on the pace making. At this point in time Mick Lynch was just hanging on at the back and having trouble into the head wind.

Petra Niclasen, the only woman in the field began to assert her authority and took her fast turns of pace particularly up the straight into the head wind. She did this time and time again with apparent ease. Around 30 minutes into the race Mick finally succumbed to the high pace and winds and pulled the plug and retired.

Clive still attacked and tried to break up the field but through shear will power everyone hung on including Rod Goodes. Ron then started to attack into the wind also trying to dislodge the sprinters but all held their ground. Les and Petra continued to work at the front keeping the race speed very high for the conditions.

Around the halfway mark a rider in another grade fell ahead of us near the back straight and Petra, being a Doctor, and Keith stopped to see if he sustained any major injuries. On finding he only suffered minor abrasions and could get himself back to the finish, they rejoined the field on the next lap.

Keith did his bit at the front, but around 5 minutes to go he finally called it a day and retired to watch the finish. Perhaps he was saving himself for the big criterium race at Northern the next day. At the bell it was Les who was leading the remainder of the field up to the line and he continued to be left in front for the whole last lap. The rest were watching each other with Les watching them. It was Ron tacked onto Les with Clive on his wheel followed by Petra and Rod.

Les kept the speed fairly high as he knew that it would make it difficult for Ron to gain the jump as he has a tendency to attack into the wind coming up to the back straight. Les increased the speed down the back straight to ensure no one could jump past easily and around the final bend kept up the momentum. Just past the bend into the straight Ron was still on Les's wheel with Clive tacked onto Ron when Les dropped a gear and jumped hard into the head wind to try to put distance between him and the rest. A small gap opened up and it was hard slogging all the way to the line with Les holding off the fast finishing Clive who just pipped Ron on the line for second. Petra and Rod finished a short distance back. This was a very hard fought finish into such a strong head wind.

The average speed of our grade was 29.7 k's per hour and all accolades must go to Petra and Rod for lasting the distance in such trying conditions and at such a fast pace.

## Results

	First	Second	Third
<b>d-grade</b> (elimination)	Rob Green	Charles Frisch	Mark Cheeseman

	First	Second	Third	Fourth
<b>a-grade</b> (7)	Justin Davis	Roy Clark	Tony Chandler	
<b>b-grade</b> (13)	Kevin Starr	Thorkild Muurholm	Jim Swainston	
<b>c-grade</b> (9)	Grant Greenhalgh	Harold Simpson	Steve Short	
<b>d-grade</b> (18)	Brett Robinson	Peter Mackie	Murray Howlett	Jake Jodlowski
<b>e-grade</b> (5)	JC Wilson	Graham Cadd	Adam Dymond	
<b>f-grade</b> (6)	Les McLean	Clive Wright	Ron Stranks	

## Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks also to all those on-hand to start and end the racing – Damiano Piubellini and Tom O'Malley. 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 brought the trailer along and Peter Mackie who was on hand 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 to assist with the setting up of the course. (but bring your bike, you just never know)

## Aggregate

	Points
John C Wilson	71
Jim Swainston	63
Darren Smith	58
Rob Amos	57
Trevor Coulter	57
Neil Cartledge	54
Sam Bruzzese	53
Paul Kelly	53
Richard Dobson	52
Matthew Robinson	50

With only two races to go which count towards the aggregate (Casey Fields and Dunlop Road) the current leader looks pretty safe, but the field is open for second and third placings.

Summer Series	Points
Geoff Mackay	30
Peter Mackie	24
Kevin Starr	20
Grant Greenhalgh	20
Murray Howlett	20
Rob Truscott	18
David Holt	16
Rob Harris	16
M. Rice	16
Brett Robinson	16

It's only early days, but Geoff's early selection to marshal has put him in a strong position at the top.

Many more are still to marshal, hopefully they'll have more luck than Rob Harris & Mal Jones who got no points due to a cancellation

With 15 races remaining and some "upgrading" to occur the money & trophies are still anybody's

## Eastern Vets Program

Saturday	December	5	2:00pm	Casey Fields	Graded Scratch Races
Saturday	December	12	2:00pm	Dunlop Road	Graded Scratch Races Charity Day - Cancer Council
Saturday	December	19	2:00pm	METEC	Christmas Handicap
Saturday	December	26		No Racing	
<b>Monday</b>	<b>February</b>	<b>1</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>General Meeting</b>
Tuesday	Dec	1, 8, 15	6:00pm	METEC	Graded Scratch Races <b>Note :</b> No entry to circuit 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	December	6	10:00am	East Trentham	Flannery Electrics Eagle Handicap (44k)
Sunday	December	13	9:30am	Freight Drv, Campbelfield	Graded Scratch Races
Sunday	December	20	10:00am	Avenal Rd, Seymour	Merle Jamieson Christmas Handicap (48k)
Sunday	December	27		No Racing	

**Gippsland Vets Program**

Sunday	December	6	10:00am	Kernot	Graded Scratch Races
Sunday	December	20	10:00am	Kernot	Graded Scratch Races

**Victorian Veterans Cycling Council Program**

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**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
3/1/2010	Geelong	Amy's Ride - <a href="http://www.amygillett.org.au">www.amygillett.org.au</a>
10/1/2010	Buninyong	Australian Open Road Cycling Championships Interested in watching the best battle it out, the club is looking at making a day of it, see Graeme Parker ( <a href="mailto:gandeparker9999@bigpond.com">gandeparker9999@bigpond.com</a> ) or David McCormack ( <a href="mailto:davemacq@bigpond.com">davemacq@bigpond.com</a> ) to register your interest.
24/1/2010	Bright	Audax Alpine Classic - <a href="http://www.audax.org.au/public">www.audax.org.au/public</a>
7/3/2010	Falls Creek	BV – 3 Peak Challenge, 230k. - <a href="http://www.bv.com.au/great-rides/42359">www.bv.com.au/great-rides/42359</a>
13-14/3/2010	Mansfield	SCODY High Country Cycle Challenge - <a href="http://www.bikeevents.com.au">www.bikeevents.com.au</a>
27/3/2010	Torquay	Great Ocean & Otway Classic Ride - <a href="http://www.supersprint.com.au">www.supersprint.com.au</a>

**Australian Road Championships**

Are to be held in Buninyong early in 2010. The men's race is on Sunday January 10 and if enough people are interested we will arrange a group ride around the course before the race (the road is open until 10.00 am) and then 'camp' at the top of the climb and watch the race with a BBQ. If you are interested email Graeme Parker ([gandeparker9999@bigpond.com](mailto:gandeparker9999@bigpond.com)) or David McCormack ([davemacq@bigpond.com](mailto:davemacq@bigpond.com)).

**Eastern Vets Charity Day**

Saturday December 12 is our annual charity day, come along and support The Anti-Cancer Council. All race entries will be donated to the charity plus there will be a raffle, auction and barbeque, proceeds of which will follow the race entries.

Omara Cycles have come to the party and are offering gift vouchers to all place getters in all races – the ideal Christmas gift for your partner.

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