



Eastern veterans cycling club

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Respecting the Rights of all Road Users

Newsletter January 16th 2010

Graded Scratch Races – Dunlop Road - January 9th

Race report

The weather promised to be hot, the racing promised to be hot, a slight sou-westerly change tempered the temperatures (the forecast maximum of 34 not reached) but not the racing. It was a relatively small turnout for a Dunlop Road event, the high temperatures driving a few to the beach leaving 72 to battle it out over the six races.

a-grade (Damian Burke)

A baker's dozen greeted the 34ish mercury and the melting pavement. As expected the first lap rolled out slowly as all acquainted themselves with the position of their bidons and rehearsed the reach / grab / gulp / squirt on face / helmet / slot back move which would become robotic in precision and repetition over the next 50 or so minutes.

All except Justin Davis, who was keen to continue his form (2 wins at Sandown during the week!), Justin easing off the front whilst the bunch let out the string and left him to his explorations, the gap growing to almost thirty seconds at its greatest point. The head wind in the finishing straight was enough of a deterrent on its own let alone the heat, the bunch assuming Justin was vying for the title of Spartacus Cancellara.

At about the ten minute mark the chase bunch got organised and lifted the pace; Guy, Phil, Frank, Roy, Rob et al. starting to roll up and over to bring Justin back. It took a couple of laps to get rolling and a further two solid laps before Justin ran up the flag, sat up for a drink and let himself be brought back. No sooner was he in the shadows of the bunch than Phil Smith took a flyer off the front, the groans were audible as was the jamming of bidons into cages and off again. Phil held the bunch off for a couple of laps getting out to about 15 seconds at the greatest point. The rest of the group doing steady pace turns watching and waiting.

Through the half-hour the pace was up and it was all back together. Frank doing a couple of large turns at the front, Rob trying a couple of half breaks with both Phil and Frank but the bunch was fairly attentive and in no mood to let anyone away. About 35 minutes in, Phil & Rob put the hammer down hard, again, and opened up a 50-meter gap that threatened. Frank was first to react and get across with Damian hard on his heels. The group of four settled and strained on the leash but the bunch was having none of it and after another fairly helter skelter lap it was again all back together. Phil tried again with

the same result and so the laps ticked by almost as fast as the water bottle levels diminished.

After a hard turn Frank drifted back into the bunch leaving Damian and Trevor to lead the bunch up Geddes Street and onto Dunlop Road. The pair oblivious that the bunch had eased up a bit and allowed them a small gap, upon realising their position the pair opted for a stealth attack i.e. raise the pace slowly and see what happens as opposed to a big bang to break the string. It sort of worked with the gap getting to 5 seconds before Frank joined them and the three were away, the gap growing to about 10 seconds before the bunch, led by Rob, decided the trio had enjoyed enough playtime and brought them to heal.

At the 50-minute mark, with everybody together, the bunch came through just ahead of the tail of the c-graders getting the bell. Post race analysis indicated that Justin's vision was askew at this stage as he thought it was the a-grade bell and coiled for an attack. Around the back Justin jumped shattering the bunch, his lead growing as he flew down the tailwind straight despite the efforts of the bunch to hold on.

Over the finish line and getting the correct bell this time Roy and Guy launched a vicious attack on the remnants of the bunch in pursuit of Justin, Damian being the only one able to respond, clawing himself up to Guy's wheel. The trio flew though the corner, no concern for brakes, and set sail with the full tail wind, the pursuit was on! Roy bent hard over the bars; Guy and Damian in the slipstream. Roy peeled off and such was the lift in pace that Guy opened a gap and Damian struggled, Roy digging deep after his efforts to stay in touch, while just ahead Justin appeared to be starting to falter. Damian fought to close on Guy and bring Roy up but through the second last corner Damian realised he was deep in the brown stuff, Roy sensing the same came around and set out after Guy.

Into the finish straight Guy was closing hard on Justin. Twenty meters out he caught him and thought he could get there but somehow Justin dragged another effort from deep down in the spoke nipples and kicked again, Guy second, then Roy with Damian following, the rest of the bunch approximately 10 seconds back.

(Editor's note, Justin finished the week by winning a tri-athlon on Sunday)

b-grade

The start line banter focussed on Ian Milner's antics of last week and no sooner had the race got underway than Kevin Starr was out of the saddle and heading for the first corner alone, looking back over his shoulder with a big grin on his face - très amusant Kevin. Out of the first corner and Ian is out of the saddle and on to Kevin's wheel - very funny lads. You could see the thought bubbles - "this isn't serious but let's make them work to get us back". There was little thought in the dozen strong bunch, attempts to turn the prank back on the perpetrators by rolling turns and leaving them to suffer falling flat as few cared to share the joke. It came down to a few to keep the reigns on Ian and Kevin until they essentially decided they'd had their fun and backed off enough for the bunch to reel them back in - five minutes down.

A half-hearted counter attack of the reunion went nowhere quickly. Another individual surge was countered with a mass surge and the group held together. Ten minutes in, up the finish straight, a slight head wind and Nigel moves off line, gets out of the saddle, clunks the chain down a few teeth on the back, jumps on the pedals and promptly goes backwards (fortunate not to go over the bars), a dropped chainring excuse enough to take a lap out. A minute and a half later it was all back together again and half way up Dunlop Road Kevin has another dig, one other going with him, but the response saw the pair sitting up soon after rounding the corner into McDonalds Lane. The bunch following suit, except Nigel who split the pair and hastened up the road (sitting down).

With more cautious sessions out of the saddle out of the corners Nigel built a handy little gap in a move that Ian Smith thought might have potential, Ian doing the hard yards to bridge the gap over the next lap. A lack of cooperation in the chase and some hard work by the lead pair maintained the status quo for twenty minutes until Rob Harris decided enough was enough and pulled the race back together again. Encouragement from behind to "go again" fell on deaf ears (sorry Justin - ed.)

Over the remaining twenty minutes many efforts were made to get away, Kevin Starr, Ian Milner and Ian Smith the main protagonists, the bunch the main respondents, no break getting much more than the initial 'surprise' gap. A promising little sortie with Kevin Star, Ian Smith Greg Lipple and Nigel Kimber ten minutes from the scheduled end of hostilities stretched the elastic band to the limit but was again terminated with extreme prejudice. As the clock ran down and the aggressors ran out of legs the likelihood of a sprint to decide the result became more and more likely.

The bell was greeted with gusto, no drop in pace as the race turned into Dunlop Road, but a lull before the turn into Mac Donalds Lane gave Kevin Starr the opportunity to surge but the move was met with an instantaneous response. The response to Kevin's deceleration was not so instantaneous, bikes skewing across the road to avoid collision. All still upright but enough of a distraction to allow a small group to get the smallest of breaks, Martin Stalder grabbing the tail of a Ray Russo led four bike train as it raced up the road. Kevin Starr recovering quickly to chase but it was game over for the remainder, the chase by those left behind doing nothing to

close the small gap, leaving half a dozen to battle out the finish.

The sprint started in earnest as the small group headed up Geddes road and Ray started to falter. Kev still chasing doggedly. It was Rob Tidey who finished the best, Martin Stalder second best and Kevin's tenacity paying off, overhauling three others to finish third just behind Martin.

c-grade

C-grade started fairly fast, the first twenty minutes conducted at a solid steady pace set by a few whilst the remainder of the 20 strong bunch held on grimly hoping the pace would ease a bit. With the pace in the high 30s to low 40's, the average for the hour was looking to be high.

When the pace did ease off relief was short lived as Steve made a move with a few friends. The bunch in no mood to be left behind gave chase. Then Richard Dobson and 2 others tried to get away, Neil Cartledge quick to realise the potential giving chase. Neil catching the leaders as they turned into Geddes St. Into Dunlop Road Richard swung up and Neil went through, out of Dunlop Road Neil cornered a little too fast and nearly caught a cone, comments from behind offering encouragement and indicating support. Eventually Neil eased up enough to allow the next rider through, it was Ron Chapman with the news that they were away!

The pair worked together for the remainder of the hour, slowly pulling away from the bunch which at times showed the inclination to work together to pull the pair back and then the ethic would collapse and the gap would grow. Out front Ron and Neil were well matched, the pair riding well together to keep the large bunch at bay.

Over the last three laps the leaders lifted the pace in anticipation of the bunch having a go to bring them back. The effort telling as on the penultimate lap Neil dropped 3-metres and knew that if he didn't get back on before the Geddes St head-wind stretch it was all over.

Neil got back on in the corner and then started his turn out front as the pair took the bell. The bell was a welcome sound and having no chasers in sight made it even better. Neil did his half lap before Ron took over for his half lap as the pair turned off Dunlop Road for the last time. Neil returning to the front for his turn as the pair turned for home.

Half a minute after Neil took the chequered flag the bunch rounded the last corner, spreading out as riders fought for space to sprint. It was Chris Norbury who followed the right wheel out of the corner and timed his jump best to claim the last of the podium positions, Ken Bone just running out of road had to settle for fourth.

d-grade

No report

e-grade (Les McLean)

The BOM stated 34°C for race day and they were pretty accurate. But as race time came around the temperature seemed to wane a little to only be around 32°C. Whew what a relief.

Race entries were low, probably due in the main to the high forecast temperature, only eight starters setting off with Ross Gardiner moving the pace along from the start. As the laps passed the tempo picked up somewhat with most of the group doing their share of pace making. Stewart Jenkins, who had just been promoted to e-grade, started to go to the front and move the race along. He did this quite a few times but could never break away.

Ross also tried jumping away but the small bunch did not allow him to get very far before he was reeled in. Les McLean and Barry Rogers did their bit at keeping the pace high as well. Peter Kronemann also contributing, comically complaining each time he took over from Les that he (Les) did not offer much in the way of a good sit due to his small stature. Robin Condie also did his fair share of the workload. Stewart again tried to jump away up Dunlop Road around the 40-minute mark. But everyone was onto him and he could not manage to get clear.

Philip Johns had been quiet during the early part of the race but came to the fore toward the end to impart some pain of his own. Ross tried again to garner a gap by increasing the pace but all went with him and he was thwarted again and Peter tried his usual fast move to get clear but again the small bunch were onto him quickly.

There was a bit of banter in the bunch as Neil Wray had stated he was going to sit on the back. A few thought that this was not fair with everyone else working but not him. But during the latter part of the race Les dropped back to sit on Neil to ensure he had a good wheel for the finish when Neil stated that he was recovering from a track fall in Sydney and was not competing the race. With that revelation the thinking shifted.

The heat, and the pace, began to take its toll and all were wishing for the bell lap. Poor Ross had been on the front pushing the pace along on what was to be the second last lap when the bell was rung and he was left in front. The pace slowed somewhat down the back straight but nobody relieved Ross of his lead. It was Ross from Stewart, Peter, Robin, Les, Barry and Neil, with Philip moving up on the outside. Les thought Philip was going to jump down the back straight and was going to grab his wheel but it was still a long way from home and didn't go on with it.

Coming up to the final turn the pace increased with the edgy sprinters jockeying for positions. Around the bend it was still Ross in front followed by Peter, Robin, Les and Barry. Finally Robin jumped past Ross and Peter took off with Les and Barry hard on his heels. A bit of a skirmish in the middle of the field as Robin jumped had hearts racing but was quickly sorted with no damage done. Up the last straight Les had Robin's wheel but Robin just started to power away in the last 100 or so meters and crossed the line a clear six lengths ahead of Les with the fast finishing Barry taking out third spot.

It was a good even race with Ross doing a mountain of work and Stewart, coming up from f-grade acquitted himself quite well. But all accolades go to Robin who has a remarkable fast finish and is sure hard to get past in that final few yards.

f-grade

A small field of six set out for the fifty minutes or so of racing, a field bolstered by the returning JC Wilson wearing the no. 1 saddle cloth and flexing his ankle for the first time in a while. The race started at a fairly sedate pace, the field getting a feel for the conditions, JC getting a feel for his left foot and hanging off the back for a few laps before getting into the mix, just in time to as Petra Niclasen started to increase the heat and the tempo; heart and respiration rates quickly followed.

Half an hour in Petra redoubled her efforts and pulled a small gap on the field, Catrin Harris, finding the heat (both in the physical and literal sense) too much, surrendered a similar gap at the other end. Catrin continued to chase for the duration but slowly lost ground to the bunch. The ever attentive (and wily) Ronnie kept a close eye on proceedings and on Petra. The bunch, sharing turns, made Ronnie's job easier, JC Wilson putting in big efforts which would slowly close the gap to Petra only to have her up her efforts and slip away again. The next fifteen-twenty minutes proceeded in this way, Petra desperately trying to fight off her pursuers who would close a bit then fall back then close again until finally they shut the gate and it was back together again for the last couple of laps.

A little respite, then came the bell and more respite until

The last lap antics getting more and more serious the further the lap proceeded, everybody looking to somebody else to start the sprint, until somebody blinked and Petra jumped down the right-hand side of the road. By the time the penny dropped and the others had stopped looking at each other to start chasing Petra had a handy little gap and a couple of hundred metres to go. Brian Farrell wasn't scared to cross the road in the quest for Petra's wheel (and nobody cried fowl), JC opting to stay left, Ronnie comfortably on his wheel and Rod Goodes, missing the boat, left to watch the race disappear up the road at a rapid rate.

Brian closed on Petra and with momentum went by with just under two-hundred metres left to cover and a race winning gap. Nobody told Ronnie that Brian was on a flyer. Ron stepped off JC's wheel one-fifty from home and wound it up. As lactic acid and fatigue built in Brian's legs Ronnie continued to increase his tempo. Like aircraft in the night Petra was passed as Ron bore down on the slowing Brian. Fifty metres from the line it was inside ten to Brian. At forty the gap was less than eight. Thirty and you couldn't have driven a small car through the space. Twenty and Ronnie was sniffing Brian's back wheel. Ten, and Brian was going to have to find something he didn't have as Ron shot past. Ron finishing almost a bike length ahead of Brian, Petra, holding off JC and the belatedly chasing Rod, completed the podium.

Results

| | First | Second | Third | Fourth |
|---------------------|----------------|----------------|----------------|----------|
| a-grade (13) | Justin Davis | Guy Green | Roy Clark | |
| b-grade (14) | Rob Tidey | Martin Stalder | Kevin Starr | |
| c-grade (20) | Neil Cartledge | Ron Chapman | Chris Norbury | Ken Bone |
| d-grade (11) | Rob Green | Sam Bruzzese | Cube Taylor | |
| e-grade (8) | Rob Condie | Les McLean | Barry Rogers | |
| f-grade (6) | Ron Stranks | Brian Farrell | Petra Niclasen | |

Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks also to Leigh Bailey who was in charge of the myriad of rostered helpers which included; Brian Farrell, Frank Carroll, Ray Russo, Phil Smith, Kenton Smith, Shane Schlotterlein, Ray Sheldon, Ben Schofield, Harold Simpson, Damian Burke, Steve Short, plus the myriad of unrostered helpers who volunteered to allow the rostered ones to have a race. 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 is back on his feet and 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)

Eastern Vets Program

| | | | | | |
|---------------|-----------------|--------------|---------------|----------------------------|---|
| Saturday | January | 16 | 2:00pm | Kernot | Graded Scratch Races |
| Saturday | January | 23 | 2:00pm | METEC | Graded Scratch Races |
| Saturday | January | 30 | 2:00pm | Dunlop Road | Graded Scratch Races |
| Monday | February | 1 | 8:00pm | Maroondah Club | General Meeting |
| Saturday | February | 6 | 2:00pm | Casey Fields | Graded Scratch Races |
| Tuesday | Jan | 19, 26 | 6:00pm | METEC | Graded Scratch Races |
| | Feb | 2, 9, 16, 23 | | | Note : 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 | January | 17 | 9:30am | National Boulevard | Graded Scratch Races |
| Sunday | January | 24 | 9:00am | National Boulevard | GSR & Handicap |
| Sunday | January | 31 | 10:00am | East Trentham | Pig & Whistle h'cap – 44k |
| Sunday | February | 7 | 9:30am | National Boulevard | Graded Scratch Races |

Gippsland Vets Program

| | | | | | |
|--------|----------|----|---------|-------------------------------|----------------------|
| Sunday | January | 24 | 10:00am | Kernot | Graded Scratch Races |
| Sunday | January | 31 | 9:00am | Southeast Boulevard, Pakenham | Graded Scratch Races |
| Sunday | February | 7 | 10:00am | Kernot | Graded Scratch Races |

On the off weeks the Gippsland club runs training rides from the Kernot community hall.

Victorian Veterans Cycling Council Program

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|--------|----------|----|--------|-----------|------------------------------------|-------------|
| Sunday | February | 21 | 9:30am | Dookie | Malcolm Hill Cycles handicap (56k) | 10/2 - \$20 |
| Sunday | March | 7 | 9:30am | Woodstock | O'Brien Contracting handicap (56k) | 24/2 - \$20 |

Note : Entries can be made on-line through the VVCC website or 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 |
|--------------|-----------------|--|
| 24/1/2010 | Bright | Audax Alpine Classic - www.audax.org.au/public |
| 7/3/2010 | Falls Creek | BV – 3 Peak Challenge, 230k. - www.bv.com.au/great-rides/42359 |
| 13-14/3/2010 | Mansfield | SCODY High Country Cycle Challenge - www.bikevents.com.au |
| 27/3/2010 | Torquay | Great Ocean & Otway Classic Ride - www.supersprint.com.au |

Stop Press.

After three years of putting together this newsletter Nigel has decided that it is time to call it a triennium and move on to new things, allowing some fresh blood to inject new enthusiasm into the medium of the club.

The club is looking for a volunteer to take over the role of newsletter editor. The club AGM is coming up in March and although the position of editor is not an elected position the AGM provides an opportune time for a changing of the guard. Any interested parties are asked to ponder their interest and to feel free to ask Nigel what is involved along with any other questions they may want to know the answer to.
