



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter March 20th 2010

Graded Scratch Races – Dunlop Road – March 13th

Race report

What a difference seven days can make, near perfect conditions greeted the one hundred and thirteen who turned up to race. The big numbers meaning that a few late comers were shuffled out of their regular grade to keep individual bunch sizes to the club imposed maximum. Unfortunately the large numbers on the road resulted in a few incidents being brought to the attention of the race referee; after considerable consideration it was deemed that the transgressions were not willful but necessitated to maintain safety and as such no penalties were applied. With the ever increasing numbers racing at this, our most popular, circuit the club is considering options to improve the safety of racing at Dunlop Road.

a-grade (Damian Burke)

The a-grade crew of 11 lined up safe in the knowledge that Guy, Simon & Tony were on corner duty but disappointed that Roy's brother hadn't told him (Roy) where to go and had generously offered to cover Roy's duty. Then we discovered that Justin had signed on

First lap was neutral as we rolled away to face approximately 55 minutes of sweat, angst and elevated heart rates. A surprisingly slow first lap, perhaps not given those who were on duty coupled with the absence of Phil Smith who usually rockets off inside the first 5 minutes. The pace quickly lifted once lap one was over and the first to move after the 5 minute mark was Frank Donnelly, obviously carrying good legs from his recent Sandown successes and wanting to see who would come with him. Damian covered initially then it was status quo as the bunch reeled them in. Rob Amos developed an itch and hit the front with Frank & Damian in tow but the bunch was not letting anyone out and this developed into the pattern for the day.

About 15 minutes in Rob Tidey had a crack off the front with a big push to get away, he held this for a lap or so, Damian led the response until the bunch had Rob at about 20 meters and then left him dangling there until he ran up the white flag and was absorbed back.

Justin then took up the charge at the 25 minute mark with Damian hard on his wheel the two escaped for about 2/3 of a lap before they looked over to see the bunch quietly covering the gap. From here on for the next 20 minutes it was a series of attacks as first Neville Martin, Justin, Boyd, Roy, Rob & various others all decided to chance their arms either

individually or in collections in the hope one break would stick. Unfortunately none were strong enough to snap the rubber band although several riders were dropped due to the changes of pace.

Deep into the 40 minute mark Justin made a huge attempt, man that lad is strong, but for some reason today the bunch had the knack of anticipating when he would strike and although it was an enormous effort that had the whole bunch strung out single file, the most distance he made would have been 5-10 seconds before all were back in. Neville tried another couple of counters in the back straight but neither came to much.

At about the 46 minute mark David Holt jumped for his first clear attack of the day, Justin covered but again the bunch showed an unforgiving side.

At the 55 minute mark just as the bell rang Roy attacked hard through turn one, Rob did a huge turn to cover the gap and dragged everyone back together through the second turn. Just as the second gasp of breath came into the lungs, Frank Donnelly jumped in a dummy attack; David grabbed his wheel whilst one out and two back was Justin with Rob & Damian in tow.

Down the first leg of Geddes Street Frank kept the pace high and began to lift it going into the final turn, Justin moved up and into the final curve hit the gas accelerating past David & Frank. David came off Frank's wheel and went after Justin. Meanwhile Rob was caught a little by surprise given it was so far out, and had lost Justin's wheel, Damian jumped around vainly trying to close into Justin's slipstream. About 50 meters out Justin began to tire but still had enough strength to hold off David & Damian with a small gap to the rest of the filed.

Average speed 40.01kph allowing for neutral first lap & sitting up for the lower grades on the corners

b- grade (Nigel Frayne)

Back to Dunlop Road after a long absence for yours truly. Back to crit racing after weeks of hill work training for the 3 Peaks fiasco the weekend before. I figure this is gonna hurt. Let's start with a simple goal, survive!

About 20 odd riders set off after a 5 minute briefing on the ways and means of avoiding crashes and dramas at this open road circuit. Keep left, keep up when passing groups and keep away from the cones. Got it!

I didn't hear anyone say first lap neutral or maybe it was just that Kev Starr is still nursing broken ribs and holey (sic) lungs whatever the reason the first lap was calm and gentlemanly. That was about it then ... the rest is a blur. I do recall the first escape attempt; Ian Milner, being left out there to hang for half a lap before being drawn back in double quick time. Well I might even have been part responsible having decided that I'd better try to empty out the cement ballast from my legs before things got too grippy.

After that effort I decided not to drift all the way to the back preferring to slot in behind big Ian Smith in about 5th wheel. I fancied Ian to be one of the men to attack at some point and I wanted to be thereabouts just in case a brain snap might have me jumping with him. And indeed I did get that opportunity at about mid race distance. Ian attacked down the main straight and I decided to see if I could join him. With the speedo flicking in the high 40s I was struggling - this man has good form! When I eventually did manage to arrive at his wheel, gasping and heaving, I turned around only to see a long line of desperados fast approaching. Hmm, that wasn't going to work.

And that attack really was a model for almost every one of the 1/2 a dozen, that's 5 + 1 for you young'ns, escape attempts that punctuated the 50 minutes of racing in near perfect sunny conditions. There wasn't even any wind other than that which we created for ourselves. Too strong and experienced a bunch for any lapses of concentration that may have allowed a successful escape. As we neared bell time there was a collective thought almost visual in it's intensity - bunch sprint coming up. But the collective brain hadn't factored in the rebel - Ian Smith.

Ian jumped for one last escape attempt and succeeded in building a gap of about 50 metres. Surely we'll get the bell this lap and he'll be swallowed up in the mad dash to the line? Hmm, no bell. His gap continued to grow and yet our pace was still flicking in the 40s. He's a big strong lad! Next time around we did get a bell and the chase was on in earnest. Now with the speed hitting the 50s down the back Ian was coming into focus. Could he survive?

I'm sitting in about 10th wheel and decide I've gotta get closer before the sweeping bend onto the finish straight. The road is wide and the boys are keeping left. Plenty of space to drive forward. I decide to pass the man in grey, Colin O'Brien, who looks just a little relaxed and I'm thinking he's not going to sprint (later confirmed when I discover he's preparing for the 7 day Terra Australis MTB event next weekend - go Col!). I spot Greg Lipple in front of Colin and I drive forward. Just as we swing on to the straight Greg sweeps before me and I hook on for a tow to the line. Greg's a fast sprinter, a perfect wheel for the likes of me. The bunch seems to move as one block with no-one really dashing ahead or coming through from behind. I can't get over Greg and ease off before the heart explodes as Greg drives to the line. I figure I cross in about 8th or 9th place not too far off but certainly not contesting a podium.

It's only after the finish, when the red mist and tears have subsided that I can determine that Ian has survived to the line. That's one very deserved win for the strongest man in the field. Backed himself from a long way out and took home the prize.

Great stuff - and back to a-grade haha! The minor placings are filled by Glenn Pascal, Steve Ross and Greg Lipple - Greg Lipple!? Man I was on the right wheel - should have given the heart a bit more curry? Then again, in hindsight it's easy to forget all those other joints and tendons that were screaming at me to stop.

Nice hit out for next week's Club Champs. And no crashes made for smiles all round. Well done b-grade and thanks!

My stats:

Distance; 34.9km, Time; 54min 18sec

Speed; Avg. - 38.6kph, Max. - 56kph

Cadance; Avg. - 93, Max - 116

c-grade

No report.

d-grade (Mal Jones)

Judging by the full field of 25 d-graders that turned up last Saturday, they're not a superstitious lot!

After our last couple of ventures out this way Dunlop Road, on the 13th, could have had disastrous consequences, but... The gods were smiling and the stars aligned to give us a perfect day - sunshine, no wind and safe, mostly uneventful racing.

The big field was given the usual pep talk before starting, with special attention given to the often troublesome second turn, and then sent off on 2 neutral laps to give Graeme Parker a chance to warm up after sitting on the desk taking entries.

A leisurely tour having a look at the lines lasted for precisely the 2 required laps before the dancing started and the speed went up.

Four of the regular pace setters including Cube Taylor, Peter Webb, Sam Bruzzone and Mal Jones ran hard for the next 15 or so minutes, swapping turns and stretching the elastic to near breaking point at the rear.

Back in the bunch, someone finally twigged that the 4 were potentially going to do some damage, and so pushed through to sit on the front and slow it down just enough to make it more manageable.

The welcome break gave everyone a chance to catch the breath and pedal a little softer for a while - until it started all over again, but this time with a different set running off the front.

In a bold move, Chris Ellenby saw the opportunity to open what could have been a dangerous (for the rest) gap, and pulled well clear reasonably deep into the race.

A bit of conferring back in the bunch between some of the more experienced riders decided that he probably couldn't maintain the pace, so the gap was left as was for several laps without organizing a chase.

The bunch tactic worked as Chris sat up and had a look around - sending the signal that his moment leading wasn't far from ending.

A few laps later he was absorbed back into the still large group as it snaked its way down the front straight.

With an expected duration of around 50 minutes plus a bell lap, everyone settled into a quick but comfortable tempo for the next several laps.

Hmm, thought everyone as they came around the third turn and saw the f-grade riders coming out of the side street. This can only mean one thing, and as the bunch rolled down the front straight, the d-grade board came out and bell sounded, maybe just a few minutes or lap or 2 earlier than expected.

The red mist descended and white line fever took over as commonsense and reason seemed to be parked in the too hard basket for many.

Around the 3rd turn it got momentarily ugly as the front runners negotiated the difficult corner and 3 or 4 riders were sent wide and almost pushed into the gutter on the opposite side of the road.

The sight of that was enough to have several back off and go into self preservation mode as the front runners continued to jostle for position heading into the 4th turn and looong finishing straight.

It turned out to be the classic blanket finish, with any one of a dozen or more riders a good chance to be in the money

Making the best of the tight conditions was Colin Morris to be first over the line with Alan Hicks in second. Renowned fast finisher John Thomson just edged out Peter Webb for third while Sam Bruzzese rounded out the top 5.

With Club Championships this week the battle will resume at METEC on the 27th, albeit it with a probably depleted field due to many being involved in the Great Ocean Road & Otway Classic at Torquay on the same day.

Hopefully the week after at Casey Fields, the current run of good weather will reduce the normal gale force winds down there to perhaps just a stiff breeze.

e-grade (Les McLean)

This being the second last race to be held at Dunlop Road before the end of the summer season and the last race before the Club Championships, it shaped up to be a great race. With a field of 20 riders and a gaggle of younger stronger riders to upset the older experienced riders, the race was full of surprises.

It was great to see Paul Kelly and Graham Cadd back racing again after their major falls and recovering from their injuries. Jim Swainston was relegated to E grade after his clash with the surgeon in regard to his face, although he was told just to stay at the back of the field, not pass anyone and not take part in the finish.

After the first neutral lap things started to hot up with Ian Smith, the winner of last week's hard race at Macclesfield,

going to the front and pushing the pace up. This was followed by many hard turns of pace by Michael Paulli, who was second to Ian last Saturday, Adam Dymond and Les McLean. Although after Les did his turn and the pace increased he thought it prudent to stay in the safety of the field - out of the wind.

Lawrie Bohn then pushed the pace along as did Barry Rodgers but it was Stewart Jenkins who tried to jump away after ten minutes or so. But as the pace was around the 35 kph plus mark, it needed a super effort to break from the bunch and his effort failed. Tom Saunders moved to the front and did his fast turn as did Juanita Cadd. But it was Michael and Ian that always got to the front and kept up the pressure which kept the field well strung out and dropped a few who found it too hard and fast and called it quits.

Around the 30 minute mark Ken Saxton, Michael, and Ian made a fast break and got away from the field. Les responded and after a short hard chase caught the three. Les took a quick look around and saw that the field was 40 meters back and losing ground fast. In the chase Barry responded as he saw the danger in the breakaway and brought the field up to the four after a strong pursuit. Stewart tried a couple of times to get away but the bunch speed was too high for him to stay away.

Barry did a very fast turn of pace for over a lap which sent a couple more off the back. Around the 40 minute mark Ian Smith took off up Dunlop Road and Les gave chase. Around the bend into McDonalds Lane and Ian was still powering away with Les trying to reach him. Ian nearly lost it after the turn as his speed was so high. Lawrie chased and caught Les but they decided Ian was too strong and could not catch him so they sat up and waited for the rest of the field to catch up.

Ian held a forty metre buffer between he and the rest but with very strong turns by Michael, Barry and Ross Gardiner, the field eventually caught him after two laps.

At the bell the field slowed slightly and after the turn into Dunlop Road Ian jumped to the front with Barry on his wheel, thinking he was on a good thing for the sprint. The rest sensing the danger closed up with Michael, Charles Lethbridge, Ross, Graham, Ken and Les following with the rest of the field slipping back. Down the back and the speed increased with Michael jumping to the front with the other would be contenders trying to go with him. Ian at this stage had spent all his energy earlier on and could not respond. Ken was the only rider to get near Michael around the final bend and the others sprinting desperately to keep in touch. But it was Michael who powered away with Ken a couple of lengths back followed by Charles, Ross and Les with the rest well out of it.

The final average speed was over 35kph, less than half the field finished the race indicating just what a very painful affair it was for those who did finish and equally so for those who succumbed to the high speed and dropped off during the race.

All credit goes to Michael who proved far too strong and fast for the older brigade. Ian Smith in his third race, who did a power of work and tried to get away will be a strong contender in future races once he gets the hang of racing, tactics and learns not to try and do all the work up front.

f-grade

No report.

Results

	First	Second	Third	Fourth	Fifth
a-grade (12)	Justin Davis	David Holt	Damian Burke		
b-grade (17)	Ian Smith	Glen Pascall	Steve Ross	Greg Lipple	
c-grade (24)	Dean Niclasen	Chris Norbury	Rob Green	Tim Crowe	Peter Stanley
d-grade (25)	Colin Morris	Alan Hicks	John Thomson	Peter Webb	Sam Bruzzese
e-grade (20)	Michael Pauly	Ken Saxton	Charles Lethbridge	Ross Gardiner	Les McLean
f-grade (15)	Keith Bowen	Frank Carroll	Rosie Lumbo	Ian Jones	

Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. And thanks to Martin Stalder and his little army, Martin was in charge of proceedings and the myriad helpers we need to run a race at Dunlop Road, these included; Kevin Mills, Guy Green, Simon Bone, Anthony Chandler, Andrew Buchanan, Peter Castillo, Rudi Botha, Andy Burmas, Andrew Clark, Evan Butler, Ted McCoy, Phil Cavaleri and Roy's brother. 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.

Eastern Vets Program

Saturday	March	20	2:00pm	Casey Fields	Club Championships * Competitors must have ridden 3 club races this season to qualify.
Monday	March	22	8:00pm	Maroondah Club	General Meeting
Saturday	March	27	2:00pm	METEC	Graded Scratch Races
Saturday	April	3	2:00pm	Casey Fields	Graded Scratch Races
Saturday	April	10	2:00pm	Dunlop Road	Graded Scratch Races
Tuesday	Mar	23	6:00pm	METEC	Graded Scratch Races 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	March	21	9:00am	National Boulevard	Graded Scratch Races + Handicap
Sunday	March	28	10:00am	Pyalong Rd, Seymour	McCallion h'cap (52k)
Sunday	April	4		No Racing	
Sunday	April	11	10:00am	East Trentham	Pig & Whistle h'cap (44k)

Gippsland Vets Program

Sunday	March	14	10:00am	Kernot	Handicap
Sunday	March	21	9:00am	Pakenham	Graded Scratch Races
Sunday	March	28	10:00am	Kernot	Graded Scratch Races

Victorian Veterans Cycling Council Program

Sunday	March	21	10:00am	Wangoon	Brennan – Hall handicap (60k)	closed
Easter	April	2-4		Maryborough	South Pacific Championships Victorian Road and Criterium Championships	22/3
Monday	April	5	9:00am	Maryborough	Cec Cripps handicap (65k)	22/3 - \$25

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
27/3/2010	Torquay	Great Ocean & Otway Classic Ride - www.supersprint.com.au
10/4/2010	Warragul	2010 Baw Baw Challenge - 119 & 70k options (neither doing Baw Baw) - www.vic.cycling.org.au/default.asp?MenuID=Recreational/20073/17268/Baw_Baw_Challenge/20343/35625/
11/4/2010	Tarrawarra	Just Cycle Yarra Valley 45k (Maroondah Hwy, Warburton Hwy Healesville-KooWeeRup Rd loop) - \$130, 120k (45k ride plus Donna Buang) - \$145. Entry includes event jersey, showbag of sponsors goodies - www.justcycle.com.au
17/10/2010	Melbourne	Around the Bay in a Day Registrations open 1/4/2010 for BV members, 8/4/2010 for general public - www.bv.com.au
27/11/2010	New Zealand	Wattyl – Lake Taupo Cycle Challenge Mal Jones on 0412 569 100 or email mal@shotproperty.com.au

Sunday March 28th.

Ted McCoy's Eastern Vets friends are invited to join him on a 70th birthday ride on Sunday March 28th, starting corner Parker Street and Beach Road, Parkdale at 8:30am to Arthurs Seat via Mt Eliza and Mt Martha for a BBQ lunch at Arthur's Seat. RSVP March 22nd to Ted on 9583 3280.

Sunday April 18th.

Gippsland Vets have kindly invited us to join them and Northern at Kernot for a bit of a combine. Northern have cancelled their racing for that day and have organised a bus to, ... well ..., bus their members to Kernot for the event. The race is a 60k handicap (on the course they'll be using for their Open in August), it is a flat track - not the hills we raced earlier this year.

There will be a barbeque laid on after the race and Gippsland hospitality is pretty darned good.

If anybody is interested in going, wants a ride (down there) or is able to take one or more others let me know and I'll try organizing a car-pool.

Insurance Matters:

As you are all aware a part of your annual registration fees goes towards insurance cover, but are you aware of what your insurance cover covers? An explanation of the benefits covered by the insurance is available from Keith Bowen or can be viewed at the following web address;

- <http://www.sportsnetaustralia.com>

(Claim forms are also available from this web site (as well as Keith))

One point of note is that we are only covered for 80% of ambulance costs, it is recommended that you take out ambulance cover separately, it is not expensive and it could save you a lot in the advent of having to use their services. Details of Ambulance Membership can be found at the following web address;

- <http://www.ambulance.vic.gov.au>

Terra Australis...or Terra Australis Ignota, Latin for “the unknown land of the south.”

This is also the name of an epic mountain bike event being held in Victoria's high country. Now in its second year 60 riders will be covering 570km and 15,000 metres of climbing over seven days. Scheduled to commence Sunday, March 21 at Falls Creek the stage race traverses some of the most beautiful and unique landscapes that this ancient land has to offer. Littered with beautiful, gnarled and stunning snow gums the race climbs, drops, twists, turns and traverses through some of the best views the high country can offer.

But only when you reach the top of that 1,000 metre high fire trail can you afford the luxury of a well deserved break and momentary look. Then, it's onward ever onward or is that up, down, up again and down...or is that tomorrow?

Run by Finish Line Events the Terra Australis is focused on becoming an iconic stage mountain bike event to rival that of the seven day Cape Epic in South Africa, Trans Rockies in Canada and the BC west coast event to Whistler mountain. Seven days of riding, and racing if you are inclined, take you from Falls Creek to Mount Beauty, Dinner Plain, back to Bright, around (and up) Mt. Buffalo, Beechworth and finally ending in Wangaratta.

Day four, the big day, is destined to strike terror (not Terra!) into the hearts of the writer and other mere mortals (not the national class riders!). A total of 116.8km and elevation gain of 3,206 metres the stage has been made easier with the first 11.8km neutral...who are they kidding! Starting at Bright it goes partway up Buffalo, drops into the Buckland Valley and then climbs back to the top of the mountain. Then, as you finally approach Bright, tempted by thoughts of beer, beer and more beer it's all back up again, and, finally, down through single track and into town. This stage is a poignant reminder why so much attention is required to look after one of the most sensitive and, important pieces of human anatomy...the bum!

Day two which goes from Falls Creek to Mt. Hotham is another challenge with 102km and elevation gain of a mere 2,112 metres. Unfortunately there is no neutral stage!

As a team's event (I'm in the +50's pairs) both riders must complete all stages. In my category Eastern's Kerry Ryan is 50% of the favoured team. At 67 years of age Kerry is in a legendary status of his own. Winning his category in the Trans Rockies with Craig Peacock (also Eastern) a few years back Kerry is certainly not slowing down. In the recent 100km Otway Odyssey mountain bike event from Apollo Bay to Forrest (and a couple of '000 metres of climbing or so) Kerry finished 152nd of 1,000 riders in 6.37 and 5th in the men's over 50. The open men's was won in 4.44 with another legend, Phil Anderson first in the over 50's in 5.31. Kerry's performance was outstanding for someone 30, or 40 but 67...well, you be the judge.

Our own John Pritchard has also entered the Terra for a second time partnering with Nigel Letty of Bicycle Superstores, also one of the event's sponsors. These three plus Rowan Tatchell (non Eastern) have been my erstwhile training partners the past six months. Formerly a novice in the sport I now know about single tracks, flowing single tracks, berms, gradients, lock-out, dually, hard tail, tubeless tyres (never knew they existed before), gradient %...to mention a few. And I never cease to be amazed at how many single tracks exist around Melbourne.

I have my new bike, spare shoes, spare wheels, tubes(if tubeless let me down), camelback, muesli bars, Gatorade, cream for delicate areas, sunscreen, emergency space blanket, clothes for heat, clothes for cold, clothes for wet, first aid kit, spare derailleur, chain breaker (how do I work the thing!), multi-tool, etc. etc.

Now all I have to do is ride the thing!

Terra or Terra Australis <http://www.terraaustralismtbepic.com/index.asp>

Upon my return I will pen another article and describe the experience of what promises to be a classic mountain bike event.
Colin O'Brien
