



Eastern veterans cycling club

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Respecting the Rights of all Road Users

Newsletter May 15th 2010

Graded Scratch Races – Killara Road – May 8th

Race report

You couldn't have asked for a much better day for the first road race of the road season, an easier circuit though The road a little damp to the southern end from overnight rain but the rest was dry, the skies clear and little to no wind to speak of. Sixty-three riders registering for the tough Killara Road circuit, the hills deterring regular f-grade riders meant the club only ran the five grades, a & b enjoying four laps, c & d three and the small e-grade contingent battling it out over 32k.

a-grade

Phil Smith, renowned time-trialist and holder of the veterans' 1:20 record, was the man to watch, if he got away he stood a good chance of staying away. Another attracting interest was new member Daniel Keane, starting in a-grade and looking strong he was the unknown who couldn't be taken for granted.

Racing commenced without so much as a 'by your leave' nor a 'beg pardon', no sooner had the starter said 'go' than Tony Chandler was away, the other eight desperately trying to match cleats to clamps to give chase. A kilometre up the road the sound of panting caught Tony's attention, a look back and a confused expression crossed his face, Tony sat up and waited for the stragglers to catch up before knuckling down again and pushing the pedals - hard.

There was little shortage of individuals keen to make an impression on the first lap, Tony and Phil Smith setting the pace up to the far turnaround for the first time, Rob Amos, David Holt and Trevor Coulter keeping the pressure on and making it a very quick first sixteen kilometres. A nice welcome for Daniel, who not only jumped in at the deep end with some aggressive sharks but then had his race end early with a puncture at thirteen kilometres.

The second lap started much the same as the first, full gas into the inclines, little respite where it kind of levelled off. A rare sight on the climb of Ford Hill - Nigel Kimber on the small chain-ring - and out of the saddle. The downhill return fast and furious, Tony making a break on the school house bump but everyone covered. Through the start/finish, all together and posing for the camera. Up the other side, the expected move - Phil Smith attacking. A response by Tony to go with him was covered and, not wanting to drag the rest to Phil's wheel, Tony sat back; so did the bunch and Phil had the gap he needed.

A couple of attempts to get the bunch rolling in pursuit failed to materialize and Phil slowly increased his lead. A couple of attacks by Tony in an effort to break and bridge came to naught as did one by David Holt; while some hard yards done by Nigel, Rob Amos and Trevor kept Phil in sight for most of the return to the half-way point. Contributions by Anthony Gullace into the third lap also kept Phil from disappearing from sight but did cost Anthony his place in the line going up Ford Hill. Nigel's efforts also proving his undoing and no measure of 39 teeth was going to see him around the cone in contact with the chase group.

But 53, that's a different story and a serious chase down the hill saw Nigel first pick up Anthony and then close on the chasers. Anthony finishing off the chase and bringing it back to seven after one. Tony continued his aggression through the lap, Nigel showed a total lack of sense (oxygen deprivation kicking in - ed.) in going to the front and pushing the chase along with the others. Even the small climbs on the way out to Coldstream started to hurt but it wasn't till another surge by Tony on the final climb to Gruyere Road that put paid to both Nigel and Anthony. As the fantastic five chased across the line and out onto the last lap Nigel again chased down, and joined up with, Anthony to share the pain of the final lap.

With Phil too far up the road and Nigel and Anthony obviously in dire straights the chase resigned itself to fighting for the minor places, maintaining a tempo that would ensure the tail couldn't wag but allow the members enough respite to battle what was going to be the inevitable lung-searing, leg-burning, heart-tearing run for the top of the final rise to Gruyere Road before realising there was still effort required to keep the hounds in Baskerville on the descent to the chequered flag. The last quarter lap taken at a pace that almost gave hope to the last two on the road, Nigel and Anthony rounding the bend after Stringybark Creek to see the battle for the minor places unfolding on the final slope just a couple of hundred metres ahead - an almost attainable (Beach Road) gap (if the legs weren't so weighed down with lactic acid).

Phil Smith, not once resting on his groundwork, continued to push himself to the finish, ensuring an emphatic victory that will be remembered come next week and a few weeks more.

Looking round the little gathering on that final climb David decided it would be one of the two T's who'd make the move, they'd been in strategic control through the latter stages and looked strong. Others had marked Phil Cavaleri, his penchants for short sharp bursts of speed standing him in good stead. Trevor Coulter decided to eliminate Phil's advantage, going early on the climb, and maintaining a high cadence, he buried himself

to the top. David was ready, unfortunately his legs weren't - thigh-locking, morphine-demanding cramp ending any thoughts of remuneration for the hour-forty-five spent in the saddle. Phil Cavaleri had opportunistically attached himself to David's wheel and as David seized up has stepped out in pursuit of Trevor. Rob Amos battling his own demons struggled, leaving Tony to round both he and David to chase the sprinting pair up the hill. Was it too early for Trevor? was it too late for Tony? and what about Phil in the middle?

Trevor crested clear of all pursuers and maintained the pressure down the other side, anticipation of the 'whoosh whoosh' of Tony's Bowmeisters driving him on. As it eventuated, it was too late for Tony, it was right on for Trevor and Phil had done enough to stay in between. Trevor second, Phil third, Tony fourth, Rob a way's back, then Dave, Anthony further back still and finally Nigel.

Figures:

For Nigel – 64.13k in 1:51:02 34.6kph – 67.9kph max

For Phil - a good couple of minutes faster.

b-grade (with Ray Russo)

With the prospect of four laps the baker's dozen set out at an easy pace, not much happening and it was a case of all together at the first turn. Coming downhill the pace was still not excessive, no one prepared to push in case somebody else took them seriously. Toward the bottom of the hill Owen Anstey made a move to push it along but no one went with him. Ray Russo moved up and the pair started to work together opening maybe 30 metres. Over the school-house bump, cross the start/finish line and up the hill to start the second half of the lap and then roll down the hill before everyone was back on. The usual faces up the front of the pack driving the chase; Glen Pascall and Thorkild, with Phil Pelgrim and Quentin Frayne hanging around offering encouragement.

The next two laps saw Glen and Owen doing a lot of the work. As each hill came along eyes were on Phil Pelgrim and Mr Frayne in anticipation of 'that move', but it was Thorkild who would come through and up the pace on the inclines. There was no rest on the downhills, Martin Stalder pushing the pedals would come flying past and again the pace would pick up. Martin doing this a few times and if it wasn't him it would be Owen, but when either one went, Glen, or Thorkild or Quentin would chase them down and the pack would follow.

And so it came to pass that, despite efforts to break the bunch, the majority rolled into the last half of the last lap, round the final turn and back to 'that hill', the incline that was going to be the decider (- 'brokeadream hill', 'the hill of despair'). It was Owen leading the pack onto its lower slopes, 2/3rds of the way up Quentin made the move, those who could chased, some managed to regather him and as they did Thorkild counter attacked, Ray Russo chased to be on his wheel as he started the descent, the remainder breathing down their necks.

Glen Pascal descended the fastest, closing the gap and taking the lead from Thorkild with around a hundred metres to go, Ray kicked in an effort to catch the wheel as Glen zipped past. Thorkild now relegated to third. Then to everyone's surprise Ante Sunjo found a gap up the inside to sneak past all three for

the win, Glen getting a well deserved 2nd and Ray rounding out the podium.

Average speed for the race being just short of 33kph

c-grade (David Ryan)

Seventeen starters were feeling just a wee bit intimidated by the "fabled" tough Killara Road course, the sight of Deb Chambers and Graeme West in the mix adding further to the intimidation!

Off we go, and with no one in any hurry at all a reasonably easy pace was maintained for the first 15k or so. About half way up the last "finishing" hill David Ryan was leading out, he tested the waters a bit to see who was going to play, and who was not! Over the crest, to the downhill, to finish the first of the three laps; a call from behind "We're away!!!! Keep it going!!!" - Richard Dobson. OK, so some people were out to play! Five riders had escaped the bunch; David Ryan, Deb Chambers, Richard Dobson, Graeme West and Ben DeJong.

The five set about establishing their break, and kept it going. Around the far cone for the second time, the next riders about 45 seconds behind - a bunch of two!; Peter Webb and another. Five seconds or so behind them was "Thomas the Tank Engine" - Mr. Neil Cartledge. The rest strung out further behind. Darren Smith not enjoying the hills one little bit by the look on his face!

Over the last half of the race the first eight riders maintained the status quo. The lead five opening up, and maintaining, a 60 to 80 second content (compelled – ed?) to stay together and work together until the end. That is, if you call 1300 meters from the line the end! Peter and pal working hard in an effort to close the gap, Neil working twice as hard hoping the rest would blow.

Just after the start of the last hill to the finish, every one upped the pace, by half way up all five were out of the saddle and sprinting. Wow! this is tough. Risking a blow up, all continued, throwing caution to the wind. All knew that first over the hill would be first over the line. Graeme West was first over, second was Deb Chambers, third Dave Ryan, Richard Dobson and Ben DeJong bringing up the rear, over the crest there was no slowing down for a breath, cadence increasing, gears clicking; no pause at all for thought (or heart attack).

And so it was, all five sprinting down the hill, as fast as possible, legs on fire and burning from the climb, chasing the wheel that had crested ahead. As per expectations they finished in the order they'd crested the last rise; first was Graeme West followed by Deb Chambers then David Ryan third (his first result in c-grade), Ben DeJong, still in the money in fourth and Richard Dobson fifth.

d-grade (Mal Jones)

Killara Road has a reputation for being a tough and potentially bunch shattering course; hard out, hard to the far end and hard back again to the start/finish line. It certainly proved correct; it was a tough day.

16 starters including a couple that had raced C Grade at Casey the previous week sat patiently waiting for the preceding grades to

get underway before getting the obligatory briefing and then being sent off.

What became obvious was that there were going to be no friendlies, no chat, no taking it easy for the first leg as George Goodrope made a move and opened up a considerable break midway out to the first turn.

Thinking he would come back soon enough he was let go, but managed to take the first turn around flag marshal, and fellow d-grader, Alan Hicks at the Hillcrest Road turn several hundred metres ahead of the bunch.

George managed to hold the break past the start finish line until, not far from the Coldstream Airport end, Ian Amsden bridged the gap.

Sensing danger, Mal Jones set off in pursuit, and with the remainder of the bunch behind him, managed to close the gap just before the turn.

With everyone now together, the trip started back towards the finish line to complete the first lap.

As the bunch went past Medhurst Road and started approaching the Gruyere Road climb, Ian Amsden made his intentions known and moved to the front just as the road eased left before the start of the hill proper.

Again, sensing what was going on, Mal Jones jumped out and sat on Ian's wheel, the 2 steadily pulling away up the hill as the rest of the bunch were content to see the 2 ride off into the distance.

Down the descent and past the finish line, the 2 held a handy break before George Goodrope joined in and suggested the 3 ride together to maintain the gap.

That lasted about 3 minutes as oxygen deprivation from doing too much way too soon caught Mal Jones out – and he dropped off, waiting for the bunch to absorb him back into the fold – then spit him out the back.

Several others were also struggling, resulting in a fragmented bunch going to the Hillcrest Road end for the second time.

What was obvious though was that Ian Amsden was in flying form and making it look easy, towing George Goodrope along for the moment. That changed on the second lap though...

Nothing was going to stop Ian as he ever so gradually pulled away from George on the second lap, with a cluster containing Sam Brusseze, Graeme Parker, Nick Hainal, Laurie Baigent, Chris Ellenby sliding further back as the two ahead powered on.

Heading into the third lap, a rash of withdrawals saw Mal Jones, Mark Cheeseman, Laurie Baigent and Peter Mackie all

call it quits for the day joining those that had already pulled out (Mick Paull was an early casualty after he dropped a chain).

The bunch splintered further as Cube Taylor and Ted McCoy dropped off the back, Geoff Cranstone also having a lonely ride.

At the halfway mark of the third lap, the result looked to be a foregone conclusion, with Ian Amsden well in the lead, George Goodrope by now a distant second and the main bunch a similar distance back.

Although strange things can happen the further a race goes on, Ian didn't falter, and put in one of the best rides seen in a long time to comfortably post his first D Grade win with George Goodrope well back in second.

Counting, counting, counting, then finally the first of the rest appeared at the top of the hill. Nick Hainal did the best in the sprint of four or five to finish third with Chris Ellenby in fourth.

It took some time before the rest of the field dribbled through, showing that Killara Road had claimed yet more victims...

Better still, with Kernot and then Macclesfield in the next 2 weeks (after Casey Fields this Sunday), there's plenty more hills to come, especially if we use the hills course at Kernot!

e-grade

The hills soon put paid to a few of the e-grade combatants, reducing the small peleton, the pace set by Peter Kronemann not helping matters either. Peter riding off the front in the second kilometre to not be seen again, leaving the rest to chase as best they could. The chase essentially together at the first turn atop Ford Hill, that was until Ronnie took a wide line that had him riding "cross" before finding the bitumen again. Brian Farrell, following the wheel, also got a taste of the dirt, this little excursion leaving Ronnie and Brian chasing the chase down the hill.

JC, not as quick on the descent as the others, was cleaved from the small chase bunch and eventually caught by the chasing pair as he rode up from the oval and out to the Coldstream turn. The three working together in an attempt to catch the shattering race ahead but it was not to be. Indications at the turn at the top of Ford Hill for the last time showed the race too far away prompting JC and Ronnie to pull the plug with half a lap to run and leave it a procession of individuals on the road.

Peter Kronemann finishing first with daylight between him and the next man across the line – Adam Dymond, Ross Gardiner finishing third.

f-grade

No race

Results

	First	Second	Third	Fourth
a-grade (9)	Phil Smith	Trevor Coulter	Phil Cavaleri	
b-grade (13)	Ante Sunjo	Glen Pascall	Ray Russo	
c-grade (17)	Graeme West	Deb Chambers	David Ryan	Ben DeJong
d-grade (16)	Ian Amsden	George Goodrope	Nick Hainal	Chris Ellenby
e-grade (8)	Peter Kronemann	Adam Dymond	Ross Gardiner	
f-grade (0)	no race			

Officials

Thanks to Peter Mackie and Ron Stranks on the desk taking entries. And thanks to the helpers on Saturday; Nigel Frayne, Hylton Preece, Frank Carroll, Marcus Herzog, Catrin Harris, Rob Harris, Alan Hicks, Paul James, Michael Hay, Rachel Holt and Keith Bowen. 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 David Ryan 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

Sunday	May	16	2:00pm	Casey Fields	Teams Race & Graded Scratch Races
Saturday	May	22	2:00pm	Kernot	Graded Scratch Races
Saturday	May	29	2:00pm	Macclesfield	Graded Scratch Races
Monday	May	31	8:00pm	Maroondah Club	General Meeting
Saturday	June	5	2:00pm	Casey Fields	Graded Scratch Races
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	May	16	10:00am	East Trentham	Pig & Whistle Handicap (44k)
Sunday	May	23	9:00am	National Boulevard	Graded Scratch Races & Handicap
Sunday	May	30	9:30am	McGregor Avenue, Tullamarine	Graded Scratch Races
Sunday	June	6	10:00am	Avenel Rd, Seymour	Tom Stewart handicap (64k)

Gippsland Vets Program

Sunday	May	16	10:00am	Kernot	Graded Scratch Race
Sunday	May	23	10:00am	Kernot	Graded Scratch Race
Sunday	June	6	10:00am	Kernot	Graded Scratch Race

Victorian Veterans Cycling Council Program

Sunday	May	23	10:00am	Cororooke	Colac "May Open"	closed
Saturday	May	29	1:00pm	Rochester	Oppy Race	19/5 - \$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
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
