



Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

Newsletter May 29th 2010

Graded Scratch Races – Kernot – May 22nd

Race report

73 competitors made the trek down to Kernot for this week's racing, a couple of laps round the 25k hilly circuit. The conditions couldn't have been better, the views a realtor's dream, only there wasn't a lot of time for sight-seeing, most eyes fixed to the wheel or road immediately ahead.

a-grade

A field of ten set off for the first of fifty kilometres, new member James Steward joining regulars on the two lap race. Things started fairly civilly, a few surges along the flat section out toward the hiway a sign of things to come. As the race headed toward the hills the pace pre-empted the road, raising heart rates as riders found themselves chasing the wheel ahead at 60kph.

Then the first hill, the pace dropped but not enough for Rob Tidey and Anthony Gullace who found themselves with too big a gap over the crest to recover. Nigel Kimber, Frank Nyhuis and Rob Amos chased hard to regain the leaders with enough time to suck in a couple of breaths before the next round. A round they lost, first Frank, then Rob then Nigel. Nigel watching the lead five turn into Gurdies-StHelier Road with twenty metres of bitumen in between.

The chase was on but a series of ones against five, who didn't want company, meant the gap only got bigger. The leaders pushing the pace through the second half of the lap extending their lead whilst Rob chased Anthony who chased Frank who chased Rob who chased Nigel. Rob catching Nigel two-thirds of the way round, the pair swapping off turns but making no inroads into the group ahead who were, by now, out of sight.

The pressure never came off at the front, the lead five starting the second lap with daylight between them and the chase, a series individuals, Nigel leaving Rob on his own as they passed the hall. Rob Amos was joined by Frank a couple of kilometres down the road while Anthony and Rob Tidy had b-grade for company.

Once onto the Gurdies-StHelier Road for the second time it stepped up another notch, Stefan Kirsch hitting the small group a couple of times across the top, Tony Chandler doing likewise. The surging proving too much for Phil Smith who eventually had to let go but maintained a chase that kept the leaders honest.

Over the last couple of kilometres Tony tried twice to shake his companions but they weren't going to let him go, chasing him down on both occasions so that the four raced up the last little rise together. As the finish came into sight the sprint opened up. Tony's legs were found wanting as Stef, Guy Green and James Steward burnt the last of their reserves in pursuit of the line. James proving too quick taking the win ahead of Stefan and Guy.

b-grade ()

No easy first lap for the course-virgins to scope out the climbs, Phil Pelgrim and the two of the Gippsland riders in the bunch in Clem Fries and Paul Taranto putting paid to that early in proceedings. Steve Ross also kicking in along the early flat section keeping heart rates high before most in the bunch got involved and the hills came into play.

Then the hills, and the separation of the climbers from the flatlanders. A group of eight or nine coming out at the top clear of the scattered minions. The leaders working together – in a manner of speaking, to keep any optimistic Beach Road Bully Boys from joining the party.

As the race hit the hills for the second time Thorkild and the two locals set a pace only a shade off that of the first lap. Thorkild summing the first crest with a bit of a gap, a lead that didn't last long, the chase on the descent seeing the bunch work up the next incline together and start the roll across the undulations of the ridge. Steve Ross and Clem pushing the pace along the top, hogging the lion's share of the work. Nick Tapp and Paul took over from Clem and Steve as the lap, and race, drew towards its conclusion.

Nick misjudged the finish, going too early then watching as the others chased him down and raced for the finish. Thorkild getting a deserved win, reward for the work he'd done through the hills, Steve Ross equally deservedly second, Martin Peeters rounding out the podium and Nigel Frayne's brother – Quentin, coming in fourth.

Nigel's view point.

An hour and a half in the car took us into new territory for this circuit around the hills and valleys just east of Whoop-whoop. A healthy bunch of nineteen riders rolled out in B grade, some with trepidation some with anticipation. The hill climbers were licking their lips while the rest of us licked gels. It's been a long while since I tested my legs against brother Quentin in a race and here was a chance at last to pay him back for all the pain and suffering

he's inflicted on me at training rides over the years. :-) He's out of form and nursing a grungy chest - got him right where I want him.

It's a pretty course through a rolling valley. The weather conditions are perfect and no traffic to spoil the party. With the speedo ticking along mostly in the 40s we seem to have drifted into a dream state until at the 8km mark we face a rude awakening. As the road swings right we are suddenly greeted by the steepest little pinch of the entire route, a 10.6% gradient. Ouch! Gasping over the top we plunge down a similarly graded descent and record our maximum speed of 60+kph - Big Dipper style!

The road immediately rises up at about 10% again and we begin a 6.5km section with essentially 4 steep rises one after the other. Somehow I'm managing to stay up near the leaders and I daren't look back for fear of turning into a pillar of salt! It must be ugly back there. After the second climb we have reached the highest point and there's a welcome running section across the top of the ridge. Just as I'm recovering my vision there's another 7.5% rise and the boys up front (the likely types of Phil Pelgrim and Nick Tapp) are pushing hard. I'm gasping but holding on as brother Quentin draws level and I see he's suffering.

We crest that rise only to be quickly faced with the last hill in the set. Just as I dare to believe I can hold on: bang! The legs have turned to cement and in slow motion I watch the bunch gradually draw away. Eight or nine riders with Quentin somehow holding on the back. Damn! By the time I'm rolling down the other side they have a huge gap and through the clearing red mist before my eyes I see them shooting off towards the wooded section. I continue on, waiting for some level of recovery then settle in for a nice training ride. I venture a glance back on a straight section only to see empty road. Solo!

I press on and complete the first lap and set off into the valley for round 2. After 2 or 3 kms I hear a whirring of wheels and discover I have company. They swing past and I jump onto the wheels. They're motoring along nicely. Not long afterwards we spot another pair not far behind and ease up a bit for them to hook on too. I'm not sure of the order of arrival but we end up with Martin Stalder, Kev Starr, Greg Lipple and ? (Ray Russo (I think) - ed.).

We hit the climbs again but this time there's no mad desperation. We work hard through the section and manage to stay together while still maintaining a decent pace. If we're a few kph slower than the first time through we at least remain human at the top. We set off down into the forest at a nice clip rolling in even turns with everybody contributing. As the finish line begins to enter our collective consciousness there's a sense of anticipation developing. Or maybe it's just me - plotting and scheming. As we hit the final rise, a short 5% pinch, I jump out of the saddle and pound the big ring. I'm surprised I don't hear voices exclaiming "you \$#%!" When I crest the rise and see how far away the finish line is I realise why - they're probably laughing too much! It's almost another kilometre away.

I join in the merriment and laugh to myself as they whizz on by in the sprint for bragging rites. I'm left to contemplate what

might have been if only I'd hung onto the lead group for those few short extra metres of climbing. Giving brother Quentin that whipping will have to wait for yet another day - or year... Chapeau to those boys who I gather fought it out to the line and especially to Martin Peeters the septuagenarian in the lead group. Awesome!

This is an excellent course and I want more! Let's do 3 laps next time?

My stats:

Time: 1hr 32min, Distance: 50.8km, Total climbing 603m
Speed : 32.9kph (avg), 64.6kph (max)

More stats and map at:

- <http://connect.garmin.com/activity/34126483>

c-grade (David Ryan with additional comments from Ben DeJong)

A large group of 21 blue hats assembled on the Kernot CFA hardstand to tackle the "Hills Course" at Kernot. A good showing of Gippsland Vets out to show us their home circuit.

All stuck together with nice easy cycling until the hills. As expected the hills splintered the group, somewhat severely. David McCormack forced to the blunt end courtesy of a dropped chain, David completing the race in the company of Ross Tinkler and Hylton Preece happily sharing the load.

The pointy end comprised a group of 6 who were: David Ryan, Richard Dobson, Ben DeJong, Peter Webb and two Gippsland boys; David Smith and Brett Smart. Getting down to business early and rolling turns the leaders ensured that, for the remainder of the first lap of two, they extended their lead.

At the crest of the very last hill before the end of the first lap, the leader at the time - David Ryan lost his chain! Being passed on the left and right he stopped, unwisely, in the middle of the road to "find" it again. The chase group were closer than expected, passing safely due to their skilled riding! (humble apologies to Matt White & Co.). As pointed out after the race by the oft wise assistant handicapper, chains can be "re-found" whilst still riding!

Passing Kernot hall, all stops out for the last lap, thoughts for those hills to come! The lead group of 5 were opening up their advantage. David Ryan, catching and working through the chasers, desperately trying to get back on the lead bunch. The start of the serious hills saw a strong, but sad, Peter Webb on the roadside looking wistfully at his rear derailleur, no doubt wondering what may have been, the lead group down to four and David Ryan hoping for a Bradburyian finish.

Up the first of the series of hills David Smith attacked, catching the small group by surprise and rode away. Ben DeJong picked the biggest possible gear on the short descent hoping momentum would get him up the other side with David but gravity was the winner. Like a pair of tortoise Richard and Brett caught Ben and the three set about chasing David but to no avail, despite being able to see David for the ride along the top the small chase group were unable to close the gap. David eventually riding off into the distance through the late-lap undulations.

This left three into two, the little group cresting the last rise together, finish line in sight Ben had Brett's wheel, Richard Ben's. With precision timing Ben kicked for the line, late enough for maximum benefit from Brett, early enough to deprive Richard of a lead out. Ben second Richard third and Brett rounding out the four.

Fifth, and out of the money was David Ryan, still trying to catch up.

d-grade (Mal Jones)

High drama at Kernot (and that's Kern-ot for those that would mistakenly pronounce it as Kerno) last Saturday – and that was before the 14 D Graders had even turned a wheel in anger.

First of all, Andrew Buchanan lost his car keys before or during the warm up, then Neil Cartledge announced that he was riding with 2 broken ribs (silly bugger was playing soccer the previous Monday night) and to top it off, Graeme Parker had a seniors moment and lost his reading glasses (only to later find them buried in his gear bag).

Wow, with that sort of drama unfolding, the racing was going to be a timid, pale excuse for excitement, maybe even an anti-climax...

Then again, when the dreaded Kernot hills come into play, it means that any number of mysterious ailments befall normally fit, hearty riders, and pleas are made to the executioner, err sorry, handicapper, to maybe ride a grade lower than normal (usually followed by some lame excuse about being a sprinter and not being able to ride hills).

And so, it was a group of 11 regular D graders plus Darren Smith (still nursing the sore knee) and Mick Paull down from C Grade plus Terry Watchorn from Gippsland Vets that made up the 14 starters.

Steve Flower from Gippsland Vets did the honors of getting the bunch away, with a relatively slow, leisurely pace enforced for the first several k to give Peter Mackie (had been on the desk taking entries) a chance to warm up.

With several riders never having seen the course before, there was plenty of chat about the course along the way – at least until the first hill.

The clicking of gears from small to big at the rear and chains sliding from the big ring down to the small indicated that the first of the hills had been hit.

As the bunch settled into hillclimbing mode, John Williams slid to the front, with Mal Jones right on his wheel. The 2 got into a comfortable rhythm and gradually pulled away to open up a handy gap before the first descent – only to be passed by a flying Mick Paull on the way down.

Renowned non-climber Mick figured that he was going to try to limit his losses on the hills to still be in with a shot by the end. Unluckily though, his chain derailed at the base of the next hill, and so, he was brought back to the pack (he was able to get it back on again without stopping).

As the second climb loomed, again it was John Williams (complete with a creaky pedal that made it easy to hear where he was) and Mal Jones pulling away up the climb, this time with Graeme Parker paying close attention to the pair.

Onwards and upwards over the false flat to the second part of the climb to be greeted by the ever smiling and flag waving Paul Kelly went John and Mal, this time cresting the top with a handy 30 or so metre lead.

The 2 pressed on with the break, putting the rest of the bunch under pressure to chase. Eventually the challenge was shut down with almost everyone getting across.

Further back, Darren Smith was finding the going tough, along with Alan Hicks (struggling for fitness) and the injured Neil Cartledge.

With Jon and Mal having done a lot of the work on the way out, turns were then taken by Andrew Buchanan, Tim Mortensen and Geoff Cranstone once the bunch started heading back towards the finish line around the back half of the lap.

Once past the Almerda turnoff (part of the course used recently in the Gippsland Vets Handicap) and over the challenging gradient (don't know how steep it is, but it always slows everyone down), it was back to full speed before the left hand turn to the last couple of ups and downs before reaching the loooong finishing straight.

With 2 withdrawals at the end of the lap (Darren Smith and Alan Hicks), it was down to 12 to do the second and final lap.

As the second lap rolled by, it became clear that maybe this course wasn't as spooky a picture as many had painted it (and it was certainly no Zoncolan, or even Donna Buang for that matter), so it was most likely going to be a sprint finish.

Hitting the hills for the second time around, Peter Mackie put on a burst to lead everyone up before gravity took its full effect. Once everyone had gone past, he called it quits and turned around to head back to watch the finish. Mal Jones again did plenty of work towards the front, with John Williams and Tim Mortenson never far away and Nick Hainal beginning to move up to put some pressure on.

An indication of how well D grade had fared in keeping together came when the bunch swallowed up 3 hapless C graders on the sweep down the main road with about one third of a lap to go.

Coming up past the Almerda turnoff, it was the signal for Nick Hainal to really have a crack. He made what could have been a decisive break when he pedaled off to open a gap that continued to widen very quickly.

Andrew Buchanan was in second wheel and despite urges from behind, just couldn't bridge. Sensing the danger, Graeme Parker dug very deep and went across what was by then 50 metres, pulling the rest of the bunch with him just before the long descent towards the last turn.

It was all together again with Nick leading and plenty of interest being given to his back wheel as the bunch approached the final left hand turn.

Although it's not a steep climb, that last k or so before the flat finish straight is nonetheless uphill and... that sense of urgency took over as Andrew Buchanan pushed to the front to take the lead - perhaps so he could finish sooner to look for his missing car keys. Getting up a good head of steam, Andrew powered on to enter the finish straight first, closely followed by the rest.

Seeing the line looming ever closer, Mal Jones jumped out from behind Andrew and gave it everything – albeit way too soon.

The lurking Nick Hainal powered past with Geoff Cranstone in tow to hit the line for a very impressive one, two, followed by Mal third and Andrew Buchanan in fourth.

After the finish, Neil Cartledge was seen nursing what must have been very sore ribs, while another rider that would normally figure well up in the results, John Thompson (very well placed in the final Metec twilight series results) is still recovering from a knee injury and is still to regain full fitness.

Oh, and those keys? Andrew Buchanan was thinking it was going to be a long ride home. A search around his car found the keys inside a banana peel perched on his front tyre!

e-grade ()

Things were sociable enough for the first six and a half kilometres, the nine starters sharing a good pace and a bit of banter. Conversation ceased as the road headed up and the bunch slowed, except Daryl Jowett and Ron Stranks who kept the pressure on the pedals and started to ride away. Robin Condie quick to assess the situation and equally as quick to react joined the little breakaway. Simon Peeters, not quite so quick, chased up the hill leaving the other five to their own devices but too late, he missed the break.

The three leaders stayed together, maintaining a solid pace up the next hill to the StHeliers-Gurdies road turn. The next little rise showed that Robin had been on the rivet just to stay with the other two and he lost contact but was able to maintain visual contact across the top of the ridge.

With just Simon between himself and the chase Robin was able to hold third on the road to Simon's fourth. In fear of losing third Robin kept the pedals in motion closing on the lead pair and eventually regained their wheels as the race turned for Almurta.

Three again, but not for long, Ron and Daryl riding away again as the gradient increased - again. And it stayed that way till the end where Ron and Daryl fought it out, Ronnie proving the quicker took the honours, Daryl second. Robin crossed alone in third a bit later, Simon Peeters, having ridden solo for the final 20k crossed the line in the same manner for fourth.

f-grade

No race.

Results

	First	Second	Third	Fourth
a-grade (10)	James Steward	Stefan Kirsch	Guy Green	
b-grade (19)	Thorkild Muurholm	Steve Ross	Martin Peeters	Quentin Frayne
c-grade (21)	David Smith (gipps)	Ben DeJong	Richard Dobson	Brett Smart (gipps)
d-grade (14)	Nick Hainal	Geoff Cranstone	Mal Jones	Andrew Buchanan
e-grade (9)	Ron Stranks	Daryl Jowett	Robin Condie	
f-grade (0)				

Officials

Thanks to Peter Mackie and Ronnie Stranks on the desk taking entries. And thanks to the helpers on Saturday; Dean Niclasen, Paul Kelly, Simone Kirsch, Ian Jones, Jake Jodlowski, Robert Green, Michael Pauly, Keith Bowen, Steve Flower (Gippsland) who were competently and capably led by David Hyde. 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

Saturday	May	29	2:00pm	Macclesfield	Graded Scratch Races
Monday	May	31	7:30pm	Maroondah Club	General Meeting
Saturday	June	5	2:00pm	Casey Fields	Graded Scratch Races
Saturday	June	12	2:00pm	METEC	Graded Scratch Races
Saturday	June	19	2:00pm	Yarra Junction	Athletic Soft Tissue h'cap
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	30	9:30am	McGregor Avenue, Tullamarine	Graded Scratch Races
Sunday	June	6	10:00am	Avenel Rd, Seymour	Tom Stewart handicap (64k)
Sunday	June	13	9:30am	Freight Drive, Somerton	Graded Scratch Races
Sunday	June	20	10:00am	Pyalong Road	53k Handicap

Gippsland Vets Program

Sunday	June	6	10:00am	Kernot	Graded Scratch Race
Sunday	June	27	10:00am	Kernot	Graded Scratch Race

Victorian Veterans Cycling Council Program

Saturday	May	29	1:00pm	Rochester	Oppy Race	closed
Sunday	July	4	10:00am	Benalla	George Goodwin handicap	23/6 - \$20
Saturday	July	17	1:00pm	Yarra Junction	Rob Graham TT	7/7 - \$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
12/9/2010	Whittlesea	Degani Kinglake Ride - http://www.supersprint.com.au/events/degani-kinglake-ride-2010.aspx
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

R U Tuff-e-nuff

If you were inspired by Colin's adventures in the Terra Australis, on an easier scale is the R U TUFF-E-NUFF XC RACE on 20th June at Rob Amos's Chum Creek property - round 2 of the Fat Tyre Flyer Winter Series. Day licences are available. Details are available at the web site: www.ftf.com.au
