



Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

Newsletter August 7th 2010

Killara Road - Graded Scratch Races – July 31st

Race report

Killara Road, not the favourite road circuit, something to do with the nasty little climbs that crop up every lap. Only 48 signing up over five grades, the weather may also have been a contributing factor but as racing got under way the clouds cleared and by day's end the damp roads had dried. A westerly wind aiding the drying and carrying the sounds of gunshot from the Melbourne Gun Club to pepper the country stillness. One assumes clay pigeons the target and not stray golf balls from the Yering Meadows Golf Club, or radio controlled model aircraft flown out of Spandoni's Nature Reserve.

a-grade

With Tony Chandler riding the Dolomites expectations were for a sensible start to the day's race, expectations were met, and it was a respectable tempo set to the foot of the climb up Ford Hill. Then Phil Smith took over, as expected, stretching his legs and those of the other eight, not too serious but the bunch in no doubt - racing had commenced.

On the descent Trevor Coulter rode to a 20m gap which he held to the School House Hill where it was back together again for the run through the start/finish area to start the second half of the first lap. Having shown a pretence of togetherness to the officials Trevor took off again once the road turned and those on the line were out of site. Andy Burmas joining Trevor for the ride.

Just under fifty-five kilometres to race, two up the road, seven behind. Was it a threat? The math wasn't in favour of the break but factoring in that the two up the road were in Degani and Adriatic colours and there was another Degani and two Adriatic jerseys in the chase so it was effectively two away, four chasing. Of the four it seemed as though it was only Nigel Kimber who thought the break a possible threat. For three and a half kilometres Nigel chased, whenever he swung off to allow another through it was either a white, or black and white, jersey that replaced him and it wasn't long before the blue and yellow of Nigel's O'Mara kit was back on the front.

Persistence paid off, Trevor and Andy rounding the Coldstream turn under neutral conditions. Out of neutral Frank Nyhuis went through the gears and rode off, Rob Amos on his wheel. After the pair declared their intent by swapping a couple of turns David Holt bridged. No Adriatic rider in the break, three in the chase – leave it to them. Trevor bridged,

hmm, 2 independents, 2 Degani, no Adriatic - leave it to the white jerseys. Phil Smith finally getting out of the saddle as the road headed up to Gruyere Road - no surprises there. Over the top it was seven together, Nigel a little behind and Anthony Gullace further back still. In an effort to maintain appearances the chasers chased, Nigel making contact before sighting the line, Anthony not.

A hundred metres into the second lap the race was down to seven and one, Nigel turning back at the school, Anthony continuing his solitary chase. At the other end of the field David slowly drifted away from the pack, his lead growing as he realized his advantage and pushed hard to the top of Ford Hill, and then back down again. Heading back past the Gruyere oval David had a comfortable half-minute gap, the chase out of sight. To the Coldstream turn David's advantage came under threat, not from the chase but from cramp. Stretching the offending calf before the turn and encouraged by the sight of the gap back to the chase after the turn David pushed on.

Again Phil Smith exercised his hill climbing abilities on the rise to Gruyere Road, stretching the others and putting Andy in trouble. Over the top it was Phil with a gap over Trevor then a gap to those who were still in the chase. Despite serious chasing Trevor was unable catch Phil's wheel but Phil was able to catch David's. Phil joining David around a lap after David had separated himself from the group, Trevor being reunited with the chase at around the same point.

For the remainder of the third lap Phil and David swapped turns to keep the chase at bay. A chase that was down to three after the Ford Hill turn with Andy Burmas having slipped away and Phil Cavaleri finding the climb to the top too much. Then from the school hill incline the Degani boys started applying the pressure on every incline in an effort to cut Rob from the chase but Rob's determination saw all efforts come to naught.

Up front Phil and David continued cooperating until the climb to Gruyere Road before the drop to start the last lap, Phil riding away from David to take the bell alone and time trial the last lap, David left with no choice but to do the same. The three behind chased for half a lap or so into the final lap before it became apparent David was not coming back and they resigned themselves to racing for third.

Phil crested the last rise well clear of David to take a comfortable first place, David Holt cruised across the line for an equally comfortable second. The battle for third a little less comfortable, Rob Amos out of the saddle early on the last incline, the two

Degani riders sitting close, biding their time, steeling their nerve, waiting for the moment to go. Trevor broke first, a flurry of pedal strokes seeing him ten metres ahead of the other two before they had time to react and riding for the crest. It was enough, Trevor continuing the effort down the other side to cross the line third, Frank and Rob crossing a little later.

Figures for the race; 64k in 1:56, avg. 33.5kph, max 61.4

b-grade (Nick Tapp)

Lovely afternoon at Killara Rd on Saddy. No, really, the rain blew away before the start and from then on it turned into a midwinter sparkler - if a bit windy.

Glen Pascall, Dean Jones, Nick Tapp and Ian Amsden, (fresh from c-grade) did much of the work on the first couple of laps - in fact, Dean did so much on the first that he'd spent his bickies and found himself dropped before lap's end.

Once the third lap started Nick didn't hang around. He had been allowed a wee gap, even before the first hill, and pressed the advantage. Only Kevin Turley was keen to go with him and rode at Nick's shoulder till the gradient got serious where he slowly returned to the bunch as Nick consolidated his lead. By the top turnaround Nick had 50-100m on Ian Amsden, another 30 back to Glen and another 30 to what was left of the rest (KT, Kevin Starr, Martin Stalder and a couple of others). Ian did well to bridge across to Nick's wheel on the downhills back to the line to start the second half of the third lap.

Once Ian had recovered the pair shared the work and built their lead to around a 300m gap through the remainder of lap 3 and then on lap 4 made it even bigger.

Through the third lap the chase had been hot, too hot for a couple of guys, and then just after the Coldstream turn Kevin Starr punctured, which reduced the chase to three - Kevin T, Glen and Martin. Having fresh in their minds the Andy Schleck/Contador incident there was some discussion in the chase about whether they should wait for Kevin. However playing fair can be overdone and in any case a puncture takes too long to fix and it was now only a race for third place in a race not quite as prestigious as the tour.

The chasers followed the leaders into the final lap around a minute down, both groups swapping turns, the chasers hoping to close the gap, the leaders hoping they wouldn't.

For the leaders the road was empty when the escapees turned at the Coldstream end for the last time. This was Ian's first race of 4 laps and he was pretty spent, but he kept up the effort to the last hill, still rolling turns. Nick attacked with about 200m to the top, and rode away to win by a fair margin, Ian cruised in for second.

In the pursuit, Glen and Kevin gapped Martin on the final incline, then eased up. Martin seizing the chance to get back on and pass them on the way down, but Glen fought back to edge out Martin just before the line for third.

c-grade (Tim Mortensen)

Killara Rd; for many this course invokes memories of lung busting chases up the climbs (just how long CAN you sit at max HR for?), getting dropped, chasing hard, catching back up on the return lap just in time to get dropped again on the next climb. If you're not a mountain goat, this course often becomes a long, lonely and hard training ride. Still, this did not deter a good bunch of 16 c-graders (biggest bunch of the day) rolling up to have a crack at it. The return of Deb Chambers and George Goodrope, to what must be their favourite course, enough to raise heart rates another few beats. Also welcoming back Dave Ryan, recovering from his Femoral nerve problems, and Mal Jones returning from his KOM attempts up the Col du Tourmalet and other Pyrenean climbs. Swelling the ranks were some newly promoted riders from d-grade; Chris Taylor after his impressive performance in the recent Time Trial, and Ian Smith after some good consistent results.

As start time approached, the sun shone, the road (mostly) dried and the wind dropped, perfect conditions for racing. The bunch set off at a steady, but not cracking pace, to the first run up Ford Hill. Up around the 1st turn the climbers filtered to the front led by George Goodrope and Deb Chambers, followed closely by Tim Mortensen, Ben DeJong and Richard Dobson. No real attacks though, and the bunch rolled around the turn mostly intact. Past the start finish line and out past the airport, Chris Taylor doing some hard work at the front, the bunch seemed happy to sit behind and enjoy the ride until the Coldstream turnaround. George Goodrope taking over and doing a lot of the work on the return.

On the second time up Ford Hill George derailed (twice), Richard Dobson called for the bunch to sit up and wait for him, so getting an unexpected breather just before the steep part of the climb. Back on, George charged to the front and upped the pace (a la Lance in 2003), leading from Deb up to the turn, the bunch whittled down to about 10. Casualties including Chris Taylor, Dave Ryan, still struggling with fitness due to his injury, and Mal Jones, suffering jet-lag after a long flight back from Paris.

With nobody willing to attack, it was turning into a race of attrition. The lead bunch shrinking after each climb and the pace kept (just) high enough on the laps to keep those who'd been dropped from joining back on. The climbers seemingly happy biding their time until the final hill. Up Ford Hill for the final time, and it was Deb and George again leading to the turn, with the remainder of the bunch desperate to keep in touch. At the turn an opportunity to assess the damage, the bunch now down to about 8, Steve Fothergill and Ian Smith further casualties. On the final lap Richard and Tim led into the wind for most of the leg to the final turn, George again taking over and doing much of the work on the return.

Approaching the climb up to Gruyere Rd for the final time there were still 8 left for run home, George sitting 3rd wheel and Deb Chambers right behind in 4th. Deb by now had had enough of playing with the boys, changing down to the small ring before the turn at the base of the climb, an attack imminent. Around the turn and off she went, gliding out easily to about a 3m lead. George responding with Tim on his wheel, Tim going past George and tried to close the gap to Deb but couldn't, and started slipping back as Deb continued to slip away. George re-passed

Tim in pursuit of Deb, the pair moving away from the rest. With the 1st and 2nd places looking to be settled by Deb and George, it was now a race for the minor places. Richard Dobson pushing hard up the hill overtook Tim, Sam Fazio also getting by. Tim recovering just enough to kick and catch Sam at the top of the hill. Into the sprint down to the finish and the gaps were too big for any changes; Deb over the line in first, George taking second, Richard third and Tim rounding out the places on offer in fourth. The remainder of the bunch drifting through in small groups and singles over the next few minutes, all happy to have survived another outing at Killara Rd.

d-grade

It was a well-behaved half-score who set off for the first of three laps of the tough Killara Road circuit. And it was nearly the same ten who crossed the line to start the second. New member Peter Ryan falling away on the climb to Gruyere Road, having done more than his share on the front, and Alan Hicks was left behind to fix a flat tyre.

In a moment of inspired optimism Cube Taylor launched an attack soon after passing the school and enjoyed the solitude for the majority of the climb to the Ford Hill turn where he was ultimately reunited with 'the rest'.

Through the mid-race point the group were treated to updates of Carlton's poor performance, Graham Parker hinting that he was feeling the same. The group must have taken some notice as it wasn't a fierce pace set for the remainder of the lap. Graham recovering enough to take the lead and set the pace to Gruyere Road (or trying to control the pace). Along with Peter Mackie the pair led the troops over the hill and down to start the final lap.

Peter Mackie crossing the line to the sound of the bell, then a moments silence, then another bell; a look back revealing the bunch a couple of seconds back. Without intent Peter had gapped the field, or maybe it had been with intent – somebody else's. Peter left out there till the turn at the top of the hill where the bunch re-grouped before a leisurely descent back to the line for the last 8k.

The first half of the last half of the last lap was peppered by surges from Peter and Graham, the others content to let them strut their stuff while they tacked onto the wheels and enjoyed the draft. The last time up the last incline it was again Graham on the front but this time it was for the last time. Darren Woolhouse surging to the front on the lower reaches with Ted McCoy and the rest covering.

Half way up Gary LeRoy said goodbye to d-grade, riding easily away from the bunch over the top and on to c-grade next week. The rest left to race for second and third. Until Cube decided another podium place was his, taking off after Gary. The rest left to race for third, a sprint won by Darren Woolhouse.

e-grade (Tom Saunders)

It might seem that e-graders either don't like hills or are wary of suspect weather as only three riders faced the starter; Tom Saunders, in his first year with Eastern, Tim Hampton in his first month with the club and the old timer - Ron Stranks. For Tom and Tim it was their first ride at Killara Road. (There are times when ignorance is a wonderful thing).

Tim led off at a pace appropriate for someone with no knowledge of what was to come and d-grade were in sight as the small group neared to first turn around. Tom took over on the downhill run and it was then that they realised that Ron was battling with a bug that ultimately caused him to retire from the race. On the run back towards Coldstream the Tom & Tim duo swapped turns and kept up a pace that ensured heart rate monitors were earning their keep. At the turn Tom again took the lead and this time managed to edge slightly away from a very determined Tim. With Tim far enough behind to be gaining no slipstream advantage Tom decided this was an opportunity to improve on his time trialing ability and attempted to settle into a steady rhythm.

At the turn around on the mountain, and with three-quarters of a lap left, Tom had a 30 meter lead but was now paying the price with both lungs and legs thinking that this had stopped being fun about 20 minutes ago. The ride back to the final turn was just a lung busting drag for both riders and by the turn Tim had narrowed the gap to just a few metres. This spurred Tom into one final out of the saddle effort to break the elastic and then settle into as steady a rhythm as possible to the finish.

The end result was Tom 1, Tim 2 but it was 100% effort all the way by both riders. This was not only Tim's first month with Eastern it his first ever attempt at racing after only a couple of years riding. Tim Hampton is a ripper addition to the Eastern Vets stable and will be a force to be reckoned with in future races.

f-grade

No race.

Results

	First	Second	Third	Fourth
a-grade (9)	Phil Smith	David Holt	Trevor Coulter	
b-grade (9)	Nick Tapp	Ian Amsden	Glen Pascal	
c-grade (16)	Deb Chambers	George Goodrope	Richard Dobson	Tim Mortensen
d-grade (10)	Gary LeRoy	Cube Taylor	D. Woodhouse	
e-grade (3)	Tom Saunders	Tim Hampton		
f-grade (0)				

Officials

Thanks to Peter Mackie and Ron Stranks on the desk taking entries. Thanks also to the rostered helpers; Ian Smith in charge for the day, ably assisted by Kevin Mills, Graham Haines, Barry Rodgers, Marc Ramsdale, Ray Russo, Steve Ross, Matt White and Greg Lippie. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day for our races, to Greg Lippie who brought the trailer along and David Ryan who was on hand again with ice cold 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	August	7	1:30pm 2:30pm	Casey Fields	Teams Point Race & Graded Scratch Races
Saturday	August	14	2:00pm	Kernot #	Croydon Cycleworks Jack Thompson h'cap *#
Saturday	August	21	2:00pm	Casey Fields	Graded Scratch Races #
Saturday	August	28	2:00pm	Macclesfield #	Team's Race & Graded Scratch Races #
Monday	August	30	7:30pm	Maroondah Club	General Meeting
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.

Tail lights are a requirement for all EVCC Road events in the winter season

Northern Vets Program

Sunday	August	8	10:00am	Avenel Road Seymour	General Memorial Handicap (64k)
Sunday	August	15	9:30am	Yellow Box Drv, Somerville	Graded Scratch Races
Sunday	August	22	10:00am	Lancefield	Club Championships & secret handicap
Sunday	August	29	9:30am	National Boulevard	Graded Scratch Races

Gippsland Vets Program

Sunday	August	8	10:00am	Kernot	Graded Scratch Races
Sunday	August	29	9:00am	Kernot	VVCC Open h'cap
Sunday	September	5	9:00am	Kernot	Graded Scratch Races

Victorian Veterans Cycling Council Program

Sunday	August	29	10:00am	Kernot	Gippsland Open	18/8
Sunday	September	12	10:00am	Learmonth	Eureka Open	1/9

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
27/11/2010	New Zealand	Wattyl – Lake Taupo Cycle Challenge Mal Jones on 0412 569 100 or email mal@shotproperty.com.au

Giro Delle Dolomiti

Tony Chandler is at it again - climbing the big hills in Italy in the Giro Delle Dolomiti granfondo, a ride/race that takes in the climbs of Dolomites in the far north-east of Italy. A granfondo is a mass participation ride of varying distances/durations, the Giro Delle Dolomiti is a six stage event, stages ranging in distance from 50-150k but all stages include a major climb or two. The race component kicks in when the gradient does, riders timed on one of the stages' climbs. After stage four Tony is holding fourth place in his age group (50-54) by 20 seconds from a Swedish ex-pro rider but with the Stelvio to come he's got his work cut out just to stay there. (After stage three Tony was 43rd on GC (of several thousand)).
