



Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

Newsletter December 11th 2010

Graded Scratch Races - Casey Fields - December 4th

Race report

Entrants were greeted with a stiff northerly, that, unusually for Casey Fields was making itself felt around the registration area as well as out on the track. A promised south-westerly change started arriving during the warmup with the wind getting noticeably stronger with each passing lap. Given the lack of racing over the past few weeks members were keen for a race, 76 turning up with some decent fields in the middle grades, a-grade depleted by the Tour of Bright (some 16 EVCC members taking part), only those who missed the cut being in attendance (tour entries closed very early due to unprecedented demand).

It was a day where a breakaway was never going to succeed and attrition a likely scenario. The wind bound to drive any individual who tried to go it alone back to the shelter of the bunch and any losing the shelter of the bunch would be destined to go backwards ever quicker. And that was the way it went, bunch sprints all round except the smaller a & e-grade races where attrition depleted the a-grade bunch to three and a very strong ride by Ron Stranks split his race wide open. ... Congratulations to the other grades on safe sprints, only a moments anxiety in the d-grade finish where two went wide on the last corner but stayed upright and got to talk about it over a beer or two post-race.

a- grade

With only six riders, and windy conditions, this race report was pretty much written before the race started, the result almost a foregone conclusion. Rob Amos, Roy Clark, Guy Green, Nigel Kimber, Steve Ross and Phil Thompson set off for an hour-twenty around the 2.1k circuit. A sedate first, self proclaimed neutral, lap led into the start of what was to be the pattern for the next 50-55 minutes. A suggestion by Nigel to sit up and wait for b-grade and sit on the back for the first fifty-minutes was ignored and a pace was set that had the small bunch on the back of b-grade after half-an-hour's racing.

The intervening thirty minutes met expectations, each rider doing a turn on the front before being relieved, each lap being completed at an average just under the 40kph mark. Things initially went well for a few, each lap divided into six; Phil Thompson leading the bunch into the short headwind section past the apron and registration area, Steve taking over once around the top loop and delivering the lead to Roy at the start of the headwind section, Guy taking over two-thirds of the way along, around the back loop and onto the downwind back

straight where Rob took over before swinging wide on the final corner into the finish straight allowing Nigel a turn before he was relieved by Phil as the small troop paraded past the pavilion once more. This worked well for the first 15-20 minutes until the turns got shorter and the order got shuffled and those who'd been on the good wheel found themselves on the front into the wind as often as not.

Thirty-five minutes in b-grade was caught and passed and Nigel enacted his suggestion of earlier in the race, swapping trains and leaving a-grade to continue on as before but with one less pair of legs to share the load. And continue on they did. As they had before. There were no surprises when, with around 15 minutes to go, Guy Green weighed and measured his companions; Steve Ross found wanting and Phil T. breathing hard. It was down to four, then three as Rob Amos launched a counter attack - slightly off script but no great surprise. Guy and Roy let him run, playing out around a hundred metres of line before locking the drag and maintaining the quo.

Back on script; two laps after Rob had parted company Guy set off in pursuit of Rob, Roy chased Guy, Phil chased Roy. On the penultimate lap it was down to three, Rob, Roy and Guy. Rob's gambit to nullify the superior sprint of his fellows falling a lap short of success, albeit that he was now assured of a place on the podium with Phil's demise.

Last lap it was a wind assisted full speed down the back straight, Guy leading Rob and Roy. Just before the final corner Roy came through to start the sprint and was able to maintain the momentum and keep his speed to the line to finish with Guy on his wheel, Rob a bike length back in third; never having given up the chase.

Figures for the race: 46.5k in 1:10, Avg 39.6 kph, max 52.1 kph.

b-grade

No report.

c-grade (Mal Jones)

After weeks of threatening skies, rain and cancellations, it was nice to head to Casey Fields in bright sunshine and of course the obligatory wind. It seems like Casey has its own weather pattern where wind is at the epicentre and seems to chase you head on wherever you are on the track. Oh well, at least everyone suffers in equal portions...

But, back to Saturday and a big field of 20 riders fronting up for c-grade including all the big sprinters, it was always going to be a day where the hopeful would try for a break, only to be quashed by the conditions.

Even so, the pace set off the mark was reasonably hard - and just to get the heart rates up, the attacks started just a couple of minutes in.

The usual suspects had a crack - Marc Ramsdale, Chris Ellenby and Cube Taylor all trying their luck, only to be brought back into the fold soon after. Even erstwhile b-grader Dave Hyde had a crack, just to add a little more pressure.

Buckling first under the combined effects of heat and pace was Dave Ryan. He blew up and looked decidedly secondhand before being pulled off the track and told to sit down and take some cover. It took 25 minutes to get his heart rate down to something approaching normal.

The remaining 19 pressed on, with plenty of heavy breathing and perspiration sending the signal that it was going to be long and hard 1:10 race.

And still the attacks came. Chris Ellenby would unleash a withering burst from the back and then come back to the bunch, only to have Marc Ramsdale, Cube Taylor et al spending time off the front (consuming a lot of energy).

After little racing during the year, due to work and family commitments, Matt Robinson was also finding the going tough, and a couple of times looked dangerously close to being at the wrong end of a very long bit of elastic.

He wasn't alone... The pace was beginning to tell, especially after the attacks when it all came back together and the sound of the heavy breathing was laced with sighs of relief as it would settle down for a lap or two.

Along the way the bunch had been routinely passing the slower groups and at one stage well into the race at about the 52 minute mark the passing of d-grade provided a bit of excitement when Harold Simpson managed to slip away to gap the rest.

Nothing, nothing, no response and then to hell with it, Mal Jones decided to bridge and see what happened. After a long chase, he finally closed to Harold and was ready to go on with it, but no deal - neither rider had enough left to keep going and waited for the inevitable and to be reabsorbed back into the fold on the next lap.

As the bell went out for the other (lower) grades, the interest was sparked up again - but without the attacks. Everyone closed up and slowed, effectively pushing big Darren Smith to the front.

On the bell, the pace didn't change dramatically, nor did the positions, with Darren still at the front and the rest lined up behind him, trying to get a piece of his wheel.

For the first two-thirds of the lap it played out the same. Approaching the wiggly bit of the track over in the far corner,

the none too subtle clicking of gears provided the signal that it was all about to get really serious.

Taking the first big leap was Mal Jones. He pulled to the outside and went around everybody, Darren included, to go into the back straight with the smallest of advantages.

Just over half way down the straight Mal was spent, and Darren took over with his awesome sprint.

He managed to jump away so hard and so fast that it was never in doubt that he would win, leaving just the other three prizemoney places up for grabs.

With Darren having time to sit up and stop pedaling before taking the flag, second place went to Chris Norbury, the ever-present Grant Greenhalgh in third and David Hyde in fourth in a very close bunch finish.

d-grade

No report.

e-grade (Les McLean)

On a usual windy Casey Fields day nine riders stood on the starting line and looked to the next 50 minutes or so with trepidation. The strong wind can play havoc with the mind as no one is certain how they will cope.

However, for the first half lap or so it was a quiet affair with the pace fairly sedate. But then Peter Davidson decided that he was going to try to dictate the speed of the race from the outset and quickly jumped to the front and increased the speed. He did this for three laps when Phillip Johns thought he would sustain the tempo and took over from Peter. At this stage the rest were content to just ride a line safe in the knowledge that others were doing all the work into the wind.

The old experienced riders in Lawrie Bohn, Frank Carroll, Clive Wright and Les McLean were watching Ron Stranks to see when he was going to attack and try to open up a break. But it was Stewart Jenkins who took a flyer with the wind down the back straight and was quickly gathered in by the hungry pack. Peter then attacked up the finishing straight and immediately went out to a 20 meter, then 100 meter, lead. The rest quietly said to themselves; 'leave him there, he will eventually tire and come back to the field'. But he stayed out for nearly two laps until finally his lungs and legs said enough and slowed him enough to let the bunch catch him.

Stewart again had another go at getting away and it took the field a few hundred metres to peg him back after frantic efforts by the rest. Ron then jumped into the wind coming up to the back straight and was immediately chased down by the field. Coming up the 20 minute to go mark, a comment was heard to be made by one rider "It must be near the finish, here come the sprinters" as Frank, Lawrie and Les went to the front. Frank did a hard turn followed by Les, Lawrie and Clive. But Peter was not done by a long shot as he went to the front again and tried to ride everyone off but it was Ray Watts that took the initiative and chased him down with the rest hanging on.

The ever cagey Ron was biding his time and at around 3 laps to go he attacked at the right opportunity with Ray stuck to his wheel. The others were caught completely by surprise and did not realise the 50 metre break had been made so well. Ron continued his relentless pounded of his pedals with Ray just holding on and slowly opened up a bigger gap. The rest saw that the two were too far in front and no one wanted to chase. Ron managed to shake his limpet in Ray and slowly drew away from him.

At the bell it was left to the rest to fight for third spot as Ron and Ray had 1st and 2nd in the bag. The rest turned into the back straight with Les on Stewart's wheel followed by Lawrie with Frank close behind. Then Frank started to wind up his big gear and shot past Stewart but Les sensing the danger jumped straight onto his wheel followed by Lawrie, Stewart and Phillip. Frank's speed down the back straight with the tail wind had Les and Lawrie just hanging on but at the turn he faltered slightly and immediately Les attacked with Lawrie right on his wheel. Coming up the finish Lawrie drew slowly up alongside Les and it was on with both giving it their all with Les just managing to get third by an inch. The others strung out behind.

All credit goes to Ron for his very cunning move at three to go and to Ray for having the stamina in staying with him for as long as he did and stay away from the chase.

f-grade (Rod Goodes)

Ian Jones started the attacks early - stringing out the small f-grade crew over the first three laps and starting the early pain. Things settled a bit after that but unfortunately not soon enough for Catrin Harris who found herself alone in the wind and destined to complete the race the same way. The lull didn't last long as Peter Gray did some more testing of his own but by now the bunch seemed to have consolidated and looked as though it would be fairly difficult to unhinge any of the remaining riders. It seemed more prudent to re-access the situation - things settled again. Although the heat (both literal and physical) put paid to Carol Ross. The bunch down to just the six blokes.

With about 10-15 minutes to go the wind changed, people got cagey, and, surprisingly, seemed reluctant to lead [wonder why - ed.] which was unlucky for Peter who happened to be on the front at the time. It wasn't to be for long, the bell would ring next time round, surely - no, no bell - and guess what? no one wanted to take Peter's place [lousy sods - ed.], yet.

As the bell seemed imminent at the next lap, and it was, Peter was given no alternative but to lead out the last laps of the race and down the back straight for the last time with the tail wind. Approaching the left hander into the finishing straight Hector Prieto came around with Keith Bowen, Peter Gray (who'd slotted in), Rod Goodes, Mike Lynch and Ian Jones (who cramped before the line) in hot pursuit. Hector holding on in a tight and fast sprint to take it out from Keith and Rod.

Results

	First	Second	Third	Fourth
a-grade (6)	Roy Clark	Guy Green	Rob Amos	
b-grade (14)	Ken Bone	Clem Fries	Tony Curulli	
c-grade (20)	Darren Smith	Chris Norbury	Grant Greenhalgh	David Hyde
d-grade (18)	Tony Tonkin	Terry Murdoch	Dennis Pauwels	Neil Cartledge
e-grade (10)	Ron Stranks	Ray Watts	Les McLean	
f-grade (8)	Hector Prieto	Keith Bowen	Rod Goodes	

Officials

Thanks to Peter Mackie and Ron Stranks on the desk taking entries. Thanks to to the helpers on the day; Sam Fazio, Tim Ferres and Andrew Ferridge. 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 for bringing the trailer along and to David Ryan who was on hand again with 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.

Aggregate Results

	Rider	Grade	Points
1	John C Wilson	D	60
2	David Ryan	C	58
3	Ron Stranks	E	57
4	Dean Niclasen	C	52
5	Guy Green	A	50
	Martin Stalder	B	50
7	Rob Amos	A	46
	Jim Swainston	B	46
9	Chris Ellenby	C	45
10	Richard Dobson	B	41
	Steven Ross	A	41

Mid week

	Rider	Grade	Points
1	Mark Granland	D	52
2	David Holt	A	34
	John Thomson	D	
4	David Casey	D	32
	Roy Clark	A	
6	Brett Henderson	B	30
	Matt Rice	B	
	Ray Russo	B	
9	Rob Amos	A	26
	Mark Edwards	B	
	Marcus Herzog	D	

Ian Smith	B	41
Cube Taylor	C	41

Darren Smith	C	

Eastern Vets Program

Saturday	December	11	2:00pm	Dunlop Road	Charity Day for Motor Neurone Disease Graded Scratch Races & Team's Race
Saturday	December	18	2:00pm	METEC	Graded Scratch Races
Saturday	December	25		No Racing	
Saturday	January	1	2:00pm	METEC	Graded Scratch Races
Saturday	January	8	1:30pm	Dunlop Road	Graded Scratch Races
Monday	January	31	7:30pm	Maroondah Club	General Meeting
Tuesday	December	14 21	6:00pm	METEC	Croydon Cycleworks Criterium Series
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.

Northern Vets Program

Sunday	December	12	9:00am	National Boulevard	Sunbury Bikeworks Criteriums
Sunday	December	19	10:00am	Avenel Rd, Seymour	Merle Jamieson memorial handicap

Gippsland Vets Program

Sunday	December	12	10:00am	Kernot	Graded Scratch Races
Sunday	December	19	9:00am	Pakenham (melways 317, G6)	Graded Scratch Races

Gippsland vets run a regular group ride Wednesday mornings, leaving the Kernot Hall at 9:00am

Victorian Veterans Cycling Council Program

--	--	--	--	--	--

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.:

Tour of Bright

Sixteen Eastern Vets members made the journey to Victoria's north-east for the Tour of Bright, a race that is getting so popular that registrations were closed long before the official closing date and there was a waiting list almost as long as the entry list.

Congratulations to all of the EVCC entrants, all finished the three stages, special congratulations to Mick Day and Deb Chambers who both won their events; masters 4/5 & women's c-grade and to Tony Chandler and Frank Donnelly who finished top ten in their races. Full results are available through the CSV web site but the essential details are here;

Three stages, a 91k road race from Bright to the top of Tawonga Gap, a 15.7k individual time trial and a 56.5k road race from Bright to the top of Hotham.

Master 1/2/3 (103)

Posn.	Name	Stage 1	Stage 2	Stage 3	Deficit	Other
4 th	Justin Davis	12 th	2 nd	2 nd	0:00:58	2nd fastest on Mt Hotham ascent – 2:04:53, (-0:00:27), avg. 27.87kph
21 st	Shane Stiles	28 th	20 th	25 th	0:15:48	
61 st	Andy Burmas					
76 th	Anthony Gullace					

Masters 4/5 (76)

Posn.	Name	Stage 1	Stage 2	Stage 3	Deficit	Other
1 st	Mick Day	1 st	1 st	1 st		Fastest up Mt Hotham - 2:14:15, avg. 25.93kph KOM winner with 28 points
6 th	Tony Chandler	9 th	8 th	8 th	0:08:14	8 th fastest up Mt Hotham - 2:18:32, avg 25.12kph
16 th	Frank Nyhuis	22 nd	18 th	15 th	0:15:40	
20 th	Trevor Coulter	19 th	35 th	25 th	0:21:34	
24 th	David Anderson	32 nd	23 rd	26 th	0:22:30	
33 rd	Nick Tapp	24 th	55 th	37 th	0:26:58	
48 th	Darren Darling	29 th	24 th	54 th	0:39:14	
54 th	Damian Burke	62 nd	59 th	49 th	0:50:07	
55 th	Rob Harris	57 th	35 th	56 th	0:53:24	

Masters 6

Posn.	Name	Stage 1	Stage 2	Stage 3	Deficit	Other
6 th	Frank Donnelly	1 st	1 st	9 th	0:08:41	How cruel is that?
19 th	Nigel Frayne	18 th	24 th	19 th	0:29:28	

Women's c-grade

Posn.	Name	Stage 1	Stage 2	Stage 3	Deficit	Other
1 st	Deb Chambers	1 st	3 rd	1 st		Fastest up Mt Hotham - 2:37:23, avg. 22.12kph KOM winner with 36 points

From the tour,

- Darren Darling missed the start of stage 3, chased all day and never saw anything, wasn't helped either by missing a turn just after the start.
- Anthony Gullace & Rob Harris whimpered the return ride from Mt Hotham back to Bright, flagged down a bus with 30k to go and jumped in! Next seen in the swimming pool when the remainder rolled in
- Estimate is Rob spent about \$6k on his new time trial bike; Cervelo P4, Shimano Di2, Zipp wheels and beat Damian by about 2 minutes, we estimated that was about \$50 per second Darren beat him with clip on bars, Rob was not happy and Darren is no longer one of Rob's best friends . . .

Tour of Bright - Dec 4 - 5th, 2010. Nigel Frayne - Masters 6+ (the Old Crusty Brigade)

DAY 1 (7:15am) - Stage 1 - The Gaps Loop (91km)

Sleepless night listening to the rain and wind. Woke (actually must have slept eventually!) and checked the radar. Big storm just passing. Decide to wait for it to pass rather than get soaked before the race but there goes the 1/2 hour warm up I had planned. Pretty speedy run out to Ovens 40 - 50kph with lots of attacking, chasing and one guy flattening. Eventually 2 guys escape before the turn to the hills. Few more try to burst off the front after the turn I'm up front and do the digging to bring it all back together - first ouch! Then played safe waiting for my turn to try and get a gap before Rosewhite climb. One guy gets 50m so I go. Hook up with him but by the time we've swapped a couple of turns someone else has come across and the bunch shut it down. Basically keeping everyone safe if more than 2 riders get away.

Drag my sorry butt over Rosewhite (max HR 184bpm). Off the back in last km bury myself to get back on over descent for 2km (max speed 70kph). I'm the last one to hook on and seems we've dropped quite a few guys. Gruppetto to the T intersection. More attacking. Couple of guys get good gap so the call is for rolling turns. I'm doing the deed with about 6 others the rest are sitting on :-0 Eventually the 2 away sit up and we roll intact until more escapees break loose - looking for the intermediate sprint? Things scatter with a pair away, 1 chasing, 2 chasing him. Stays like that until sprint point and feed zone when all comes back together except for the front two.

We make the right turn and up she goes - Tawonga Gap. I've decided not to try and stay with the 10 strongmen who work away leaving the other 10 straggling behind. I'm just back behind 4 or 5 others riding my HR in the V02 zone. Pass a few guys enroute to the summit where I eventually roll in in 18th place some 6 min down on Frank Donnelly who takes the stage.

<http://connect.garmin.com/activity/58703128>

DAY 1 (2:08pm) - Stage 2 - ITT. (15.7km)

What can you say? Belly full of coffee milk not helpful. You're supposed to throw up after the event not before! Luckily it all stayed in but not feeling flash on the ramp as the beeps count me down. Gets better after the start. Dig as best I can. Passed by nearly everyone behind me :-0 Coming back over a rise hit by headwind but generally fairly benign conditions. Not so easy changing gears with one hand off the aero bars so tried to keep spinning hitting max cadence 124rpm at one point. Dug in on final stretch home hitting max speed 59kph. Now why can't I just hold that through the whole event like those other blokes do?

<http://connect.garmin.com/activity/58703117>

DAY 2 (8:30am) - Stage 3 - Mt Hotham Ascent (56km incl. 30km Climb)

Very nervous run out to Harrietville starting with a crazy brisk neutral zone behind the lead car. This pace saw us make up the 5 minutes to catch and pass Women A grade who then passed us back and sat up. We passed them again just as the commissaires pulled the Women over to create a gap - was quite dangerous with support cars/bikes etc. Continuing attacks until 2 guys get away to contest the sprints - as witnessed by the speed readout 'bumps'. Stayed with the bunch for first steep section then dropped off to settle into own pace - read, quiet world of pain and suffering. Three others nearby on the climb but when we reached the false flat I hit the big ring and pulled a gap on them. I wondered why they dropped back so far only to later concede to them the last laugh. Felt tired but okay through to the Ticketoffice (43km mark) and suddenly hit a brick wall. After pushing a big gear on the mid section that 10% climb is wicked and the legs screamed at me - 'shut up legs?'

The gradient eases off for a kilometre after that before descending the first of 2 downhill pinches. The fun is short lived and things go up and up again over the next kilometre with a 12% section before the KOM point at Rene's Lookout (50km). I rejoiced in the downhill blast to record max speed 79.4kph but that's where the fun ended. The goose was cooked, the legs were beyond pleading, the brain turned to apple sauce. The two aforementioned laughing boys caught and passed me in the final 6km as I crawled to the top. Knackered!

<http://connect.garmin.com/activity/58926306>

Bloody awesome event again. Glad I changed my mind and swapped those World Cup Track tickets :-0 Probably have to be happy with a result very similar to last year - 30 minutes off the pace. Some great riders out there in Crusty Land!
