



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter July 12<sup>th</sup> 2008*

## Graded Scratch Races – METEC – July 5<sup>th</sup>

### Race report.

Mild temperatures and sunshine brought out the cyclists; eighty-two taking to the start under clear skies with a slight northerly breeze that would unlikely play a part in the outcome. The largish bunch sizes predicating that, most likely, the outcomes would be decided in bunch sprints.

### a-grade

The smallest bunch of the day set out soon after two o'clock for one hour fifteen minutes of sure-to-be-tough racing as Guy Green and Roy Clark continue their run up to the World Championships in Austria next month. As is the case with a small bunch where a two-man breakaway constitutes a significant threat the pace was on from the start. The majority of the seven rolling turns to keep the pace high in a sadistical game of 'survival of the fittest' to minimise the chances of one or two of their number getting a break. Despite the solid tempo Roy Clark managed to put in some solid surges when at the front, just twisting the knife just that little more, stretching the followers and inflicting pain.

One such surge – the last one, at the forty-minute mark saw him get a break with Rob Amos on his wheel, the pair enjoying just over half a lap off the front before being reeled back in by the bunch. Providing Guy Green with the ideal platform to launch a counter attack, Phil Smith quick enough in both mind and legs to be there and to go with him. With the bunch still recovering from the chase, or the initial break, Guy and Phil quickly built their lead to over a hundred metres.

The presence of his co-conspirator up the road provided Roy with the impetus to put in an effort to bridge to the lead pair and it was three against three with one in the middle. Russell Newnham, the man with the Dolce and Gabbanas sunglasses, and the freshest legs, taking off after Roy only to find himself running out of legs in the middle of no-man's land, eventually falling back to the bunch.

In the break the relentless pushing of Roy and Guy had Phil struggling until finally he could take no more and it was two against the rest with around a quarter of an hour to run, the rest settling in to mount a chase. Despite a consistent rotation at the front of the chase bunch with all members of the group getting involved Guy and Roy kept pulling away until they threatened to lap their original bunch buddies. After an hour

and ten minutes of racing Ian Milner found himself off the front of the chasers and keen to go on with it – the bell too far away, Ian recaptured a couple of laps later, one short of the bell. The bunch were caught and lapped by the break on its penultimate lap, the two leaders taking the bell just ahead of the bunch receiving 'two to go'.

When the bell rang it was Guy's turn to lead the race so he set out on the last nine-hundred metres with Roy on his wheel. Onto the back-straight for the last time, Roy on his wheel. Over the hump for the last time, Roy on his wheel. Around the right-hander for the last time, Roy on his wheel. Past the lights and through the hair-pin for the last time, Roy still on his wheel. As the road straightened up Guy opened up, hoping to have the strength left to keep Roy on his wheel. He didn't, Roy leaving Guy's wheel a hundred metres from the finish to take the win comfortably.

In the race for the last of the cash Ian Milner led the field off the bump, through the right-hander and on to the final bend. Hugging the left Ian figured he had his bases covered and was ready for anybody who came around his right shoulder. He hadn't counted on Russ and his designer shades going cyclo-cross on the left, quickly garnering a five-meter gap as the remainder recovered from the surprise. Phil Thompson responding out of habit, Rob Amos responding out of determination, Ian Milner responding out of ire and Phil Smith (not responding) were all unable to close the gap, Russ holding his five metres to the line and third place.

### b-grade

Being in that twilight zone between a and b grades Kevin Starr and Frank Nyhuis found themselves in the second bunch for the day but keen to set off in pursuit of the club's top grade riders. The pair setting a cracking pace over the first third-dozen laps to shake the cob-webs and maybe the owners of any under-prepared legs. To no avail and after the initial flurry of flesh and alloy things settled down for a quarter hour or so, the usual suspects (John Pritchard and Peter Shanahan) jumping up the road as is their wont but eliciting no serious response. Until, at around twenty minutes, Martin Stalder moseyed on down the road with no one in tow, getting a hundred metres clear with little effort. One away, fourteen chasing, fifty minutes to go, there was no word from the directors sportif and no panic in the bunch.

Peter Shanahan's alarm went off at thirty minutes – time for his next attack, which he duly exercised quickly finding himself on Martin's wheel. Oops, two away. Still no panic in the chase and for the next five or so laps the gap fluctuated from one-fifty metres to almost closed down, but it never did. As half race distance came and went Frank Nyhuis decided to put an end to the cat and mouse, half a lap's concerted effort and the break was over. A look over the shoulder to ensure all and sundry were there revealed ... three away – oops. Making the best of the situation the three leaders swapped turns building the gap to around two-hundred metres.

After ten minutes of marking time in the bunch, waiting to see what happened, Rob Truscott decided that enough was enough and set about getting a part of the action for himself. John Pritchard, being in the right place at the right time, gratefully accepted the lift. Rob, spending all he had getting up to the leading trio, dropped John off and quietly retreated back to the ten hoping they would provide him with succor and relief. Thorchild Muurholm and Kevin Starr put in some big turns in the bunch to try to bring the escapees back but with no support from the other teams in the chase their efforts were wasted, the breakaway holding steady at around two-hundred metres.

Fifty-five minutes on the race clock and the leaders were still rotating, those with a little more in the legs putting in a few extra yards each time at the front. John Pritchard was beginning to show the effects of the effort he was putting in but with words of encouragement, and the sight of the gap, he stuck it out for the next "fifteen minutes".

One hour ten rolled past, Quasimodo must have been otherwise occupied as it wasn't till one hour fifteen that the leaders finally heard the tolling that sounded the imminent end to their toiling (John will never believe Frank again). As the youngest in the break Frank did the honourable thing, leading his elders through the final lap, confident that his young legs would be able to take on all challengers. Peter bailed on the hump, far enough ahead of the chasers to cruise home for fourth and the last of the dosh. Frank, still keen, gave it everything around the final bend to take the last of the bite out of his fellow escapees' legs only to find himself outsmarted by the wily Martin Stalder. Martin coming out of the slipstream just before the line to pass Frank and take first place. John Pritchard giving all but finding too much had been given already was close behind in third.

Andrew Stalder, son of Martin, was the other week named in Australian Road Cycling's squad to form an Australian ProTour team to join the circuit in 2010. Andrew was asked to join the team for his experience and to be a mentor to the young riders.

### **c-grade**

The thirteen strong bunch was fairly evenly matched and unless a couple of guys got together it was always going to come down to a bunch sprint, and that's how it was. The few attempts by Matt White to instigate a break away bore no fruit, even with Colin Johnson's help on one occasion and

Hylton Preece's on another the efforts were doomed to fail as the bunch responded quickly and decisively.

Into the last lap the strung out bunch compressed as riders jockeyed to not be on the front, then stretched out again as someone took the bit between their teeth and led the field through the last corner before the race again spread out across the road. But this time in earnest as riders tried to get past each other in their efforts to greet the officials first. It was Ray Russo who succeeded in this enterprise, coming off Colin Johnson's wheel to roll he and Matt White before the line, Matt holding on for second and Colin crossing in third just ahead of Kevin Jackson and the mass that was the remainder.

### **d-grade**

With the biggest Eastern field seen at METEC it was twenty-one riders that started the d-grade race. Given the weight of numbers it would have taken a Herculean effort to affect and sustain a break away. Despite there being no Homer to sing their praises quite a few individuals had a go. Ted McCoy and Paul Kelly were quick to go to the front after the initial neutral lap however a lack of support and the mass response had them back in the bunch quickly, retreating to the rear of the bunch to lick their wounds and reassess their options.

The usual crew didn't let the mass of numbers put them off their routine either, Richard Dobson, Peter Mackie and John Thomson all finding their way to the front and digging deep to keep the masses on their cleats. The Doc (Alan Cunneen), Nick Hainal and Darren Darling, encouraged by the spectacle of riders away, also had a dip off the front to varying extents, but all these breakaway attempts were short lived, the sheer weight of numbers keeping the bunch together. The occasional breaks that did form and that managed to get a gap were also doomed as invariably some in the mix weren't prepared to, or weren't capable of, doing their share to hold the chasers at bay and the chasers were keen to keep it together.

The surging to counter the attacks and counter attacks had the effect of shedding a few riders, encouraging to those who remained as it was mainly the sprinters who suffered and were splintered from the shelter of the group.

The last lap came and went and came again four laps later with still around fifteen riders in the mix (a mix-up on the finish line had the wrong grade board displayed early). After the bell it was Alan Cunneen who started proceedings, leading the way into the last half lap, the remainder stretched out in pursuit. Darren Darling was too strong, quickly running Alan down and continuing straight past for the win and a ride in c-grade next week. Un-fazed Alan kept his head down and was bearing down on the line when Neville Williamson rode up to his shoulder and then rode on by just before the line. Alan taking third and Richard Dobson getting a well deserved fourth for the efforts he put in during the race.

Race stats; 40k in 70 minutes for an average of 34.2kph

## e-grade

Neil Cartledge was keen to make a race of it, the other fourteen riders were keen for him to make a race of it also. Neil dragging the bunch round for most of the first forty minutes until Leon Bishop had a go, taking seventy metres on the bunch in quick time. With nobody interested in chasing, Leon held his break. With nobody interested in bridging, Leon gave up and slowly fell back to the bunch over three or four laps. In the non-chasing chase Darren Rowlinson found himself running wide on a corner and improving his cyclo-cross skill set. An eight lap chase saw Darren back with the bunch which had settled in for the pre-start-pre-ordained bunch-sprint-finish, his effort and determination catching the eye of the judges who awarded him a bottle of red for a 'ride of the day'.

On the last lap it was Ken Saxton who initiated the sprint, starting the windup at the traffic lights. Leon Bishop comfortably on his wheel accepted the sit to forty metres to go, stepping out and passing Ken ten metres before the line for a sprinters win, Ken taking second and Darren showing no ill effects from his chase rounding out the podium.

Race average was around 31kph

## f-grade

no report

## Post race wrap

Again it was noted that there was some less than desirable behaviour in some of the races last week. Ronnie doesn't

make his pre-race speech for fun; he is concerned with the safety of all riders competing and wants everybody to finish upright and with all the skin that they started with.

- If you are new to the game and unsure of what to do, sit toward the back of the bunch, watch others and ask the old-timers for advice, they will be only too glad to impart
- Hold your line, make your riding predictable. Especially in a sprint.
- Try to keep to the left of the roadway as much as possible, heed the call of "riders back!" and let them pass
- Do not cut down on riders or bunches you have just passed. It is imperative that the lead rider of a passing bunch stay up the road until the last rider in his bunch has cleared the front rider of the bunch being passed. The reason for this is that when the rider in front moves across the rider behind instinctively follows, if the rider in front has just cleared a slower rider and moves left the rider behind instinctively follows and runs the slower rider of the road. The onus is on the lead rider to ensure the safety of riders in his bunch as well as that of any rider/s that he and his bunch may be passing. Following riders should be aware of what's going on and not blindly follow the leader.
- Do not pass on the inside of a corner - NEVER. If you find yourself on the inside of another rider leading into a corner, let them know you are there, hold your line, and do not advance your position, better still, back off and let them have the corner.

We are out there for fun and it's not enjoyable scrubbing gravel out of grazes or walking around for six-weeks with your arm in a sling.

## Results

	<b>First</b>	<b>Second</b>	<b>Third</b>	<b>Fourth</b>
<b>a-grade</b> (7)	Roy Clark	Guy Green	Russ Newnham	
<b>b-grade</b> (15)	Martin Stalder	Frank Nyhuis	John Pritchard	Peter Shanahan
<b>c-grade</b> (14)	Ray Russo	Matt White	Colin Johnson	Kevin Jackson
<b>d-grade</b> (21)	Darren Darling	Neville Williamson	Alan Cunneen	Richard Dobson
<b>e-grade</b> (15)	Leon Bishop	Ken Saxton	Darren Rowlinson	Paul James
<b>f-grade</b> (11)	JC Wilson	Les McLean	Peter Kromenann	

## Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries, and to Stewart Bendall, Glen Campbell, Ken Crowe and Steve Fothergill who provided a clean track and safe racing. Thanks also to JC for bringing the trailer, to Peter Mackie who was on hand with the drinks and thanks to Richard Dobson who is responsible for the roster and looking after helmet covers and numbers.

## Eastern Vets Program

Saturday	July	12	2:00pm	Steels Creek	Group Handicap
Saturday	July	19	2:00pm	Yarra Junction	Rob Graham Memorial Time Trial
Saturday	July	26	2:00pm	Arthurs Creek	Graded Scratch Races
<b>Monday</b>	<b>July</b>	<b>28</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>General Meeting</b>
Saturday	August	2	2:00pm	Casey Fields	Dandenong Bicycle Superstore h'cap

Wednesday	10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee
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**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.

### Southern Vets Program

† Saturday	July	12	9:30am	Lang Lang	2-day tour; TT & GSR*
† Sunday	July	13	9:00am	Cora Lynn - Modella	2-day tour; GSR & BBQ*
Sunday	July	20	9:00am	Somers	Graded Scratch Races
Sunday	July	27	9:00am	Cora Lynn - Modella	Tracker White handicap, pre entry reqd
Sunday	August	3	9:00am	Casey Fields	Graded Scratch Races

**Note :** Southern Vets have a 'No licence – No race' policy. If you are going to race with Southern take your licence with you.

\* Due to Victoria Police requirements competitors for these events must have a flashing red taillight and a white headlight.

† The Southern Vets Two Day Tour requires pre-entry, entries closed.

### Northern Vets Program

Sunday	July	13	10:00am	Avenel Road, Seymour	Handicap (64k)
Sunday	July	20	10:00am	East Trentham	Handicap (44k)
Sunday	July	27	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	August	3	10:00am	Avenel Road, Seymour	General Memorial Handicap (64k)

### Victorian Veteran Cycling Council Program

Sunday	August	31	10:00am	Halls Gap	Grampians handicap, 61k	25/8 - \$15
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### For your calendar

Date	Location	Event
12/7/2008 - 13/7/2008	Lang Lang/ Cora Lynn	Southern Vets Two Day Tour Day 1; 22k ITT and Road Race (A-D – 66k, E & F – 44k, G - 22k) Day 2; Road Race (A-E - 72k, G - 50k) Entries are \$40 with the secretary and close 7/7/2008
30/8/2008 31/8/2008	Halls Gap	Grampians VCC Graded Scratch Races VVCC Handicap A great weekend of socialising and cycling Contact Ian Smith for details or expressions of interest.
19/10/2008	Melbourne	BV Around the Bay Nigel Kimber will be leading a 250k group, there will also be a group going to Sorrento and back.

### Other Results, etc.:

### FIS Tour de France party:

The Flemington Institute of Sport are holding their annual TdF night at The Leveson hotel in North Melbourne next Saturday - 19/7/2008.

The night is a fund raiser for Tour de Cure and Human Powered Cycles (who refurbish bikes for underprivileged kids)

Cost : \$30.00, tickets available from Mick Slocum on 0407 821 118. Booking essential.

Venue : The Leveson, 46 Leveson St, North Melbourne

Date / Time : 19/7/2008, 7:30pm - stage finish

Includes : Finger foods & entertainment, big screen coverage of stage 14, door prizes

Dress : French or cycling, prize for best dressed

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