



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter June 28th 2008

Graded Scratch Races – METEC – June 21st

Race report.

All roads leading to METEC were wet, the Dandenongs were enshrouded in grey, low clouds and rain wiping them from view. But the circuit was essentially dry, the wind quickly dissipating the few surviving puddles. Despite the conditions it was fifty-five riders (including two new members) who braved the weather as we ventured back to this circuit after a couple of months away. The Southerly wind that aided the drying of the track made the short leg after the start/finish tough on the old pins and didn't really contribute a lot of assistance else where.

Under the threat of inclement weather racing got underway on time, the higher grades being given an hour and a quarter through to the lower grades anticipating a maximum of an hour on the track. All races running under the caveat that if it rained they may be truncated. Rain it did, around fifteen minutes in, but not enough to warrant termination of the day's proceedings. The shower clearing after around five minutes meant that racing continued, albeit a little tentatively and that there'd be another round of bike cleaning and chain oiling during the week.

a-grade

With the club's elite in the field it was they who dictated terms by setting a hard and fast pace from the outset, in theory preventing any attempt at a break-away, in reality just hurting those who had either had a hard week in the saddle or a soft one. Not being elitist though the elite allowed others their time at the front which only served to soften legs more quickly as the pace was maintained around the 40-41kph mark. As the rain came down Tony Chandler lost contact, preservation more than a lack of legs the cause.

Fifteen minutes in Roy Clark upped the tempo to a rate that Frank Nyhuis wasn't able to match and Roy was fifty metres clear. After a lap of Frank's chasing Guy Green, knowing Roy's current time trialling record, sensed the danger and jumped in pursuit, Rob Amos doggedly on his wheel, the remainder watching as their legs could give no more. The lap of chasing Roy had taken everything Frank had and he was quickly off the back of the chasing five, only to be passed by Tony C. who had earlier rejoined the race after some encouragement from the sidelines. Tony catching the chasers a couple of laps later only to suffer muscle twinges that discretion saw better to retire permanently to fight another

day rather than push on and risk tearing something. Soon after that the chase bunch disintegrated, riders latching on to almost any passing wheel and turning the afternoon into a training session.

Up front the lead bunch had swollen to four with Mick Jamison re-joining the race after taking a lap out for a mechanical. Unfortunately for Mick the commissaries declared that he hadn't been in the break when he took the lap out so he had to go back to the chase bunch and start again. Back to three the leaders rolled turns to keep the pressure on any chaser who might have had dreams of a chance and eased it up a tad to keep it at three. Rob showing that it was pure determination and spirit that kept him there as each time he made it to the front to do a turn he was lower and lower on the drops.

The leaders took the bell well clear of any dreamers, Guy jumping to a small break as they rounded the first corner and holding it to the other side of the hump as Roy took his time to wind it up and Rob did the best he could to stay in the race. Roy losing Rob along the way picked up Guy's wheel just after the little left-right combination and then as the road straightened to the finish Roy started the sprint from Guy's shadow, the pair battling it out over the last one-fifty metres with Roy just holding out Guy's second kick and throw to take the win. Rob sauntering in (not my words - ed.) for a very credible third place.

b-grade

The ten strong bunch was split from the gun, an enthusiastic pair finding themselves twenty metres clear as the remainder struggled to get their legs into motion. A solo rider caught in the middle not knowing whether to call the legs to action early and get up or wait for the others. At lap's end it was three clear and the others finally getting organised and closing the gap.

With John Pritchard in the bunch there were no points for guessing what would happen next. And so it was, John jumping up the road a couple of times in the first ten minutes to see what would happen. And as happens more often than not a lack of enthusiasm saw him gain no support, eventually sitting up to wait to be returned. On two occasions John managed to attract a follower but they weren't that keen on a one-hour breakaway attempt, each time John swung up the bank to let his not so keen accomplice through the break sort of died and it was ten again.

When it wasn't John trying to instil some excitement it was Peter Shanahan stirring the pot but his efforts met much the

same fate as John's. The constant surging by the twosome kept the pace up with a few individuals finding themselves constantly leading the chase bunch to ensure the tear-aways didn't actually get away.

Quarter of an hour gone, or twenty percent into the race, things seemed to calm down when Ian Smith attacked the bunch and got a quick twenty metres that a lack of response saw quickly blow out to forty and then some solid work dragging it out further still to around a hundred metres. An intervening slow (d-grade) and fast (a-grade) bunch not hampering his efforts. A total lack of enthusiasm or commitment in the bunch to form a coordinated chase also aiding Ian's effort as the responsibility of the chase fell to a handful of individuals. After ten minutes, tiring legs (out front) and concerted effort by a few (chasers) finally brought the gap down to a manageable distance only to have Peter Shanahan jump the bunch and bridge to Ian. The resultant unification giving Ian a new lease of life as the pair swapped turns and stayed for a further five minutes.

Just before half race distance the break was over, Peter conceding defeat and dropping the hanky returned to the bunch without a fight. Ian on the other hand wasn't giving in in a hurry and pushed on for a further lap before finally being brought back. The rain and the effort of the chase seeing a few drop out and as the race started its second half we were six.

Buoyed by his earlier success, and having recuperated a bit, Ian Smith set off again. Again getting a quick twenty metres that again quickly grew to forty and then a hundred before stabilising. With fewer in the bunch the calls for assistance at the front were more urgent, the majority of the remainder making a trip to the pointy end to add fresh legs to the chase. It wasn't the haphazard rotation of riders at the head of the chase that had Ian returned, it was a puncture and a lap out that saw him rejoin the race mid-field ten minutes after having left it (the bunch that is, not the race).

In another stroke of masterly timing Nigel Kimber (see last week) attacked the bunch ten minutes from home, jumping as the race headed down the finish straight and taking a good fifty metres lead around the corner before dying in the knicks. Fortunately for him it was a big enough gap and there was sufficient incohesion in the bunch that he held the break to the bell. Ian Smith jumping from the chasers a couple of laps after Nigel and two before the bell successfully bridged just after the bell and took half a lap's recovery before attacking at the traffic lights, gaining twenty metres that he never surrendered. Nigel crossing the line around 70m ahead of the race for third which was won by Steve Ross.

Figures for the race: 43.7k at 36.3kph, not the fastest race at METEC but under the prevailing conditions a hard hitout none the less.

c-grade

After a couple of laps getting the circulation going the first attack came from Matt White which raised the heart rates a

further ten percent. The chase was a matter of raising the tempo a bit and in due course Matt was back, only to have his vice counter attack the reunion and Hylton Preece was away for his couple of minutes in the sun – or rain. Another lifting of pace and the chase was joined, Hylton's time in the lead relatively short lived. A couple of laps later, the bunch still together, and the race nearing its half way point, Dave Worland made his escape.

Unlike the two previous moves Dave wasn't showing the effects of pushing into the headwind, in fact he looked quite comfortable sitting out there on his own. So comfortable in fact that the members of the bunch decided that it might do him some good if he stayed out there, or at least it would do the chasers no harm to leave him out there for a while. Once more the pace was raised, but this time not to retrieve the lone rider but to simply maintain the gap. The members of the chase bunch enjoying the "sheer blue-dee lookshery" of taking turns; sitting in and recuperating before once more being the pointy bit.

Timing the chase to near perfection the gap started to come down with around fifteen minutes to run and was closed down five minutes later. Hylton pre-empted the bell, jumping early on what was the penultimate lap in the hope that the remainder may take some time to react, giving him the break he needed. Unfortunately the bunch reacted almost immediately and almost as one, Hylton caught as the bell rang in the ultimate lap.

The first half of the last lap was taken up by riders jockeying for that prized position in the bunch. It was Steve Short who stopped the game playing, starting the sprint from the traffic lights. Having backed himself from so far out Steve had little choice but to bury himself and go for the line. As the metres sped under his wheels Steve looked to have it, closer and closer the line but also closer and closer Dave Worland. A long nose from the line Steve could smell the fish and chips but they weren't his, they were Dave's. Dave Worland passing Steve on the line, Dave first, Steve second, Darren Joy the best of the rest

d-grade

no report.

e-grade

A fairly casual pace for the opening couple of laps but when the rain started Neil Cartledge determined the best place to be was at the front – drier, and if the officials shortened the race that was the place to be. The officials didn't curtail the race but Neil's efforts woke the bunch and the pace was on from there on in, Ken Saxton, Paul James and Andrew Buchanan also getting in on the act to keep things honest. Unfortunately the increased pace costing new member Peter Kronemann his place in the bunch.

Half way through the race the pace, and several surges by Neil, saw a couple of riders culled from the group and it was an even, wet, half dozen that went into the last half-hour. The afore mentioned foursome continued to keep the tempo high with the odd attack thrown in to try to soften or dislodge the known sprinters, no joy and the six that started the last half of the race

started the last lap together. Andrew Buchanan setting the pace as the bell was rung and upping it as the race turned into the wind for the last time.

Off the hump and around the tight left Andrew had the momentum and bolted from the front, Neil desperately holding his wheel, Paul James not too far behind with Ken Saxton on his wheel. As the race entered the final straight the sprint started in earnest. Pulling out of the slipstream Neil drew alongside Andrew as the pair raced for the flag but despite having had the sit for the better part of the lap, Neil was unable to get around Andrew before the line. Paul following through for third having just held Ken Saxton at bay.

f-grade

The f-grade race pretty much stayed together for the duration, the few attempts by Zenon Grawonski and by J C Wilson to get away during the hour kept things moving as each effort

was quickly hunted down. The resultant surging proving too much for Jenny Merrick who found herself alone and, under the conditions, unable to chase back onto the small bunch.

The six remaining riders continued to circulate as a bunch until, on the last lap, it broke in two as a turn of speed by Laurie Bohn at the traffic lights had him away, dragging J C Wilson and Phil Cox with him. In a very tight finish, Laurie proved strong enough to maintain his position and Phil Cox unable to do anything about his meant that the three finished in the order they set out in.

Stop Press

For those of you intending to contest the State Championships this weekend remember that you will need to have a (working) tail-light fitted to your bicycle. This is a requirement of the local police in the area that these races are being conducted

Results

	First	Second	Third	Club Aggregate	Pts
a-grade (9)	Roy Clark	Guy Green	Rob Amos	Rob Amos	32
b-grade (10)	Ian Smith	Nigel Kimber	Steve Ross	Steven Ross	29
c-grade (7)	Dave Worland	Steve Short	Darren Joy	Graham Cadd	29
d-grade (14)	Gavin Plummer	Darren Darling	Kevin Jackson	Damian Burke	27
e-grade (8)	Andrew Buchanan	Neil Cartledge	Paul James	Phil Smith	25
f-grade (7)	Laurie Bohn	J C Wilson	Phil Cox	Trevor Coulter	25
				Ken Saxton	25
				Kevin Starr	24
				Tony Curulli	24
				Frank Nyhuis	22
				Dave Worland	22
				Ashley Willox	22
				Damiano Ambrosini	21
				Phil Cavaleri	21
				Robert Lewis	20
				Peter Stanley	20
				Richard Dobson	19
				Thorkild Muurholm	18
				Anthony Gullace	18
				Peter Mackie	18
				Graeme Parker	18

Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries, and to Derek Dawkins, Ben De Jong and Ray Russo who were in control of the days proceedings, sweeping the course clean and dry before getting us started and finished safely. Thanks also to JC for bringing the trailer, to Peter Mackie who was on hand with the drinks and to Ronnie and Mick Paull on the barbecue.

Eastern Vets Program

Saturday	June	28	2:00pm	Macclesfield	Graded Scratch Races
Monday	June	30	8:00pm	Maroondah Club	General Meeting
Saturday	July	5	2:00pm	METEC	Graded Scratch Races
Saturday	July	12	2:00pm	Steels Creek	Group Handicap
Saturday	July	19	2:00pm	Yarra Junction	Rob Graham Memorial Time Trial
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.

Southern Vets Program

* Sunday	June	29	9:00am	Lang Lang	VVCC State Road Championships *
Sunday	July	6	9:00am	Casey Fields	Graded Scratch Races
† 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

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 close 7/7/2008.

Northern Vets Program

Sunday	June	29	9:30am	National Blvd, Campbellfield	Graded Scratch Races
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Victorian Veteran Cycling Council Program

Sunday	June	29		Lang Lang	VVCC State Road Championships Note: Due to Victoria Police requirements competitors for this event must have a flashing red taillight and a white headlight.	29/6 - \$20
Sunday	July	6	10:00am	Kilfeera & Samaria Rds, Benalla	Hume Vets handicap, 56k	30/6 - \$15

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.:

Anything you wish to share with us? Please let me know - nigel.kimber@bigpond.com
