



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter March 8<sup>th</sup> 2008*

## Eastern v Southern Criterium for the Ike Collings Shield Casey Fields – March 2<sup>nd</sup>

### Race report.

The carpark was full to overflowing as 176 riders converged on Casey Fields for the annual Eastern v. Southern criterium race, this year, for the newly named 'Ike Collings' shield.

The day's proceedings were excellently conducted by our hosts in Southern Vets, many thanks to them for the organisation and hospitality.

### **g-grade**

With no points on offer the g-grade race was one for pride, and one John Porter enjoyed, despite it being a very hard race and being outnumbered, John chased down everything Southern threw at the limited Eastern contingent. Until, with around ten minutes to go a small break of three got away and John's legs had no more to give. But John's early efforts had been enough to enable David Birznieks the opportunity to save his legs throughout the race and have enough left at the finish to go with the break and take the win.

A proud start for Eastern.

### **f-grade** (4 Eastern – 16 Southern)

Hopelessly outnumbered the f-grade contingent did a sterling job to be there at the finish. Sid Dymond doing a power of work throughout the race to keep the bunch intact, chasing down numerous attempts by Southern riders to break it up. Angelo Antignani also instrumental in helping give Eastern a chance.

The efforts of the few Eastern riders rewarded on the bell which saw the whole bunch go into the last lap together and, despite battle weary legs, Angelo made a last ditch attempt to get Eastern on the board. Starting the sprint along the short straight, but the legs failing to keep the un-worked Southern sprinters from relegating him out of the points.

A clean sweep to the hosts and the club was behind the eight-ball.

### **e-grade** (10 Eastern – 21 Southern)

Out numbered two to one e-grade were going to have to find something special if they were going to take the points.

Southern took the initiative and set a fast pace from the beginning, stretching the Eastern riders to their limits. Phil Cox, coping grief for his defection from Southern to Eastern, responded in the best way possible by covering most attacks Southern instigated. Sue Cox and others were not backward in being forward when it came to containing the Southern hoard either. JC Wilson doing more than his fair share up front and leading the way.

Full credit to all Eastern riders who time after time raced up the hill to keep it together and to be there to respond to every attack that Southern launched. With around ten minutes to run Southern launched yet another attack that had the Easterners scrambling for wheels as they rode into the last couple of laps. It was getting harder but the Southern riders were also feeling the strain and it was still as a bunch that they went into the final lap. JC Wilson finding that little bit extra despite all of the work he put in throughout the race, to finish fourth and secure the first point for Eastern.

Outnumbered two to one it was an excellent result and a magnificent effort by all concerned. The average for the race around 36.1kph with a top speed of 51.7 attained by Phil.

With only the one point, all the balls on the table had turned to black.

### **d-grade** (18 Eastern – 10 Southern)

Almost outnumbering the Southern contingent by two to one this was one race Eastern should have done well in and so it was, Chris Norbury and Ray Russo taking the big points and Mark Granland securing the last point on offer gave the Eastern total a much needed boost.

But there were still a lot of eights on the felt.

### **c-grade** (15 Eastern – 22 Southern)

With numbers in favour of Southern it was in their interests to be the aggressors, an interest they didn't fully capitalise on. There were attacks, there were breakaways, but always there

were Eastern riders in the move resulting in it sitting up and waiting to try again.

As a consequence the race came down to a big bunch kick, the advantage of local knowledge proving the deciding factor. Eastern riders, used to the finish on the short uphill section, finding themselves at the front too early only to be muscled out of it as the bunch rounded the final corner for the short sprint. It was a wall of riders who negotiated the final bend and confronted the officials on the finish line. In the know and in the best positions it was Southern riders who stormed the finish to take the top two places ahead of a fast finishing Andrew Finnigan. Tony Renehan managing to take fourth, giving Eastern the extra point.

Somebody had potted a black, but there were still too many on the table. – “Game Over”

### **b-grade** (14 Eastern – 17 Southern)

Fourteen against seventeen, this race could go any which way, the key would be to put the other club on the defensive - expend a couple of your riders to tire theirs. And this seemed to be the Southern game plan as one of their number set about completing the first two point two kilometres at forty-two kilometres per hour (or more). Everybody seemed to be up to the challenge and after a quarter of a lap of serious effort the peleton was all together, albeit a stretched single file. Plan B, as the pace dropped right back after the first lap the first of the attacks started, again it was Southern keen to dictate terms early in the race, Eastern were up to the challenge having one rider for every Southern rider who went up the road. As each breakaway realised they weren't alone or that the numbers weren't in their favour it would ease up and the bunch would reform only to have another rider dash off the front, hoping for a different result.

Initially it was Southern making all the moves, Eastern content to quash them and bide their time till later when a break would have more chance of survival. This mentality didn't last long as soon Rob Amos, Peter Shanahan and Frank Nyhuis were also having a crack at it. In response Southern met the challenge, marking everything that moved – status quo.

And that was just the first fifteen minutes.

The next attack by Frank set up the winning move. A stretched out chase led by Southern finally closed the gap to Frank's wheel but that was the cue for the counter attack from Nigel who'd been sitting second wheel. Half a dozen riders reacted to Nigel's move, dragging themselves across in ones and twos till it was four Eastern (Ian Milner, Peter Shanahan, Nigel Kimber and another) and three Southern riders away. Given the make-up of the break and the initial hectic pace the bunch were content to sit up a bit and allow it to play itself out.

An uncoordinated rotation saw the break take time out of the chasers before Dominic Bruehwiler (Southern) decided that he could do better and took off up the road, Ian Milner on his wheel. The pair grabbed a decent break on the small lead

group in short time. Peter Shanahan thought Ian could use some help so set about bridging, a Southern rider on his wheel, they never completed it. Not liking the odds Nigel thought both Peter and Ian could use a hand and set about building his own bridge, somehow getting away on his own. Cries of 'hup hup' as Nigel caught the first (or is that the second) pairing of Peter and friend were not enough to get them on board so he continued to the leaders alone. Three quarters of a lap after starting his chase Nigel joined the lead pair and it was three away (2 Eastern, 1 Southern), four in the middle (2 of each) and the peleton quickly closing on them, Damian Burke keen to see the lost souls returned.

The leading trio, working together, slowly built their lead, confusion in the main bunch after it picked up the remnants of the original break as to whether or not all had been returned undoubtedly helping a bit. After two laps the majority of the main bunch were aware of the situation and the race settled into its next phase. With two riders in the break Eastern weren't going to do any chasing leaving it to Southern to do the work. Ian Smith ensuring the Eastern contingent in the peleton were aware of their responsibilities.

A couple of bridging attempts by Eastern riders (notably Rob Amos) were quickly pounced on, Ian McGeogh not allowing Rob an inch. Any attack by Southern was quickly jumped on by multiple Eastern riders, the usual names Frank Nyhuis, Rob Amos, Kevin Starr and John Pritchard along with the others in the pack working tirelessly at the front of the bunch to keep the pack in check. Bridging attempts doing little to the peleton pace, once stalled it sat up and waited for the bunch to catch up, attacks doing a bit more, increasing the pace momentarily until it was apparent it wasn't away when the pace would settle back down.

Just under fifty minutes in (around ten to go) it was time for the leaders to start testing the lone Dominic. Unfortunately the effort of the break had taken the biggest toll on Ian Milner, the second surge finding him unable to hold the wheel of Dominic and he found himself alone in no-man's land. While Nigel waited for Ian Dominic twigged and it was basically left to Nigel and Ian to finish the race, continuous surges to test the sole Southerner were applied but he was not shaken.

Just under fifty minutes in (around ten to go) it was time for the pursuers to get serious; Ray Turner, Mark Withers, Phil Purdam and George Ward started to do some big turns for Southern, efforts that started to reduce the gap to the leaders. But it was all too late - with only about ten minutes to go the break looked like they were home. But the clock kept ticking, the laps kept coming and the gap to the break kept getting less and less.

With an hour and five under the belt, no sign of the bell, and the bunch beginning to make inroads, Dominic got back into the rotation to help keep the break alive.

One hour, nine minutes and forty-seven seconds, finally the bell. A very long two kilometres to go with a tenuous (20-25 second) lead. Ian Milner buried himself for the first half lap to keep the chasers at bay then Nigel took over along the back straight, Ian popping and being left to fend for himself. Dominic took over at the end of the straight to lead it up the small incline and

around onto the finish straight where the pair came to a virtual standstill before Nigel found something and was able to finish it off, Dominic close behind.

Smelling the blood of a hat maker the bunch powered through the last lap swooping into the back straight at full speed. Frank Nyhuis backed himself, going early – middle of the back straight, cries of ‘leave him’ from Eastern riders followed him as he powered down the track, the surprise gaining him a couple of seconds before any Southern riders reacted. With legs tiring and multiple Southern riders snapping at his wheels it wasn’t looking good, the perfect scenario for John Pritchard. John launched himself before the end of the back straight so hard that he “almost snapped the bike in half” and with Damian Burke as his wheel-man the pair flew around the second last corner, swamping Frank and his chasers half way up the short climb. Out of the last corner with a twenty metre lead over any rival meant that the pair had enough of a gap to finish uncontested, Damian Burke sitting up before the line in the knowledge that it was Eastern one, three and four (and five).

Over the last half lap Ian Milner had dug deeper still and managed to stay away from the chasing hoards to take third ahead of the rampaging bunch.

Figures for the race : 49.56k in 1:13:03, avg 40.7kph

**a-grade** (8 Eastern – 12 Southern)

The a-grade race was pretty much settled in the first couple of laps as Brad Daly of Southern attacked on the second lap with Eastern rider Cameron Winton on his wheel, David Heatly (S) and Michael Buckley (E) bridging soon after to make it four away and sixteen following. The followers

content to hold position and let the break work itself out, both clubs happy let their representatives represent them but keeping sufficiently in touch that if somebody faded help wasn’t too far away.

Given their head the four leaders worked together to cement the break and with around twenty minutes to run it was apparent that the chasers weren’t going to pull them back and that the points were going to be divided between those in the break. On the bell, the pursuers still just off the back, the race still wasn’t guaranteed and the break continued to work to assure its success. Cameron though, started to think of the finish, allowing Mick to take his turn. After the second last corner and games got serious, the first move coming from Brad as he jumped up the right side of the road quickly followed by Cameron who went up the left. Brad wasn’t interested in Cameron’s move and continued along his chosen path, Cameron ducking back to the shelter of Brad’s wheel, allowing him to lead to the final corner. On rounding the last bend Cameron opened the sprint only to have the Southern pair of Brad and David tuck in behind for the tow, both Southerners coming out of the slipstream and passing Cameron just before the line. Mick crossing the line in fourth a few metres back and the bunch further back still.

## Wrap Up

A great morning’s racing and congratulations to Southern on their deserved win. And again thanks to Southern for their hospitality with food and drink provided post race. As Lorraine said as she presented the “Ike Collings” shield it mattered not who won the shield it was about the competition and the camaraderie.

## Results

	First	Second	Third	Fourth	
<b>A grade</b> ( 8-12)	Brad Daly (S)	David Heatly (S)	Cameron Winton (E)	Michael Buckley (E)	3-8
<b>B grade</b> (14-17)	Nigel Kimber (E)	Dominic Bruehwiler (S)	Ian Milner (E)	John Pritchard (E)	8-3
<b>C grade</b> (15-22)	Iain McEwin (S)	Dale Wellings (S)	Andrew Finnigan (E)	Tony Renehan (E)	3-8
<b>D grade</b> (18-10)	Chris Norbury (E)	Ray Russo (E)	Stuart Campbell (S)	Mark Granland (E)	9-2
<b>E grade</b> (10-21)	Colin Speller (S)	Paul James (S)	Marie Lawson (S)	John ‘JC’ Wilson (E)	1-10
<b>F grade</b> ( 4-16)	Steve Gibson (S)	Mal Smethurst (S)	Willi Ketzner (S)	(S)	0-11
<b>G grade</b> ( 2-7)	David Birznieks (E)	Alan Radford (S)	Frank Gleeson (S)		N/A
<b>Total</b> (71 – 105)					24-42

## Officials

Thanks to all of those at Southern who made it a great and safe day.

## Eastern Vets Program

Saturday	March	8	2:00pm	Yarra Junction	Graded Scratch Races
Saturday	March	15	2:00pm	Dunlop Road	<b>Omara Cycles GSR</b>

Saturday	March	22	2:00pm	METEC	Graded Scratch Races
<b>Monday</b>	<b>March</b>	<b>24</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>Annual General Meeting</b>
Saturday	March	29	2:00pm	Casey Fields	Graded Scratch Races
Wednesday			10:00am	The Loop – Yarra Boulevard	Scratch Races
Tuesday	8/1/08 – 1/4/08		6:00pm	METEC	Graded Scratch Races

**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	March	9	9:00am	Casey Fields	Club Championships
Sunday	March	16	9:00am	Lakewood Blvd, Braeside	Graded Scratch Races
Sunday	March	23	9:00am	Casey Fields	Graded Scratch Races
Sunday	March	30	9:00am	Casey Fields	Graded Scratch Races
Friday	14/3/08		6:05pm	Sandown Park Raceway	Mass Start Championship
Thursday	27/3/08 & 3/4/08		6:05pm	Sandown Park Raceway	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.

### Northern Vets Program

Sunday	March	9	9:30am	Lillee Crescent	Graded Scratch Races
Sunday	March	16	10:00am	Ballan	Ballan Handicap
Sunday	March	23		No Racing	No Racing
Sunday	March	30	10:00am	East Trentham	Handicap (44k)

### Victorian Veteran Cycling Council Program

Sunday	March	9	9:30	Woodstock	O’Brien Contracting Handicap	Closed
Easter	March	21-23		Maryborough	Sth Pacific Championships	Closed
Monday	March	24	9:00am	Maryborough	Cec. Cripps handicap (65k)	Closed
Sunday	April	6	10:00am	Burrumbeet	Chris Cashin Memorial handicap	30/3 - \$15

### For your calendar

Date	Location	Event
15/3/2008	Torquay	Great Ocean & Otway Classic Ride – 145k or 60k options <a href="http://www.supersprint.com.au">www.supersprint.com.au</a>
21/3/2008 – 23/3/2008	Maryborough	South Pacific Championships Entries close 29/2/2008, see VVCC program for details
24/3/2008	Maryborough	“Cec. Cripps” Handicap Entries close 29/2/2008, see VVCC program for details
30/8/2008 31/8/2008	Halls Gap	Grampians VCC Graded Scratch Races Grampians VCC Handicap A great weekend of socialising and cycling
19/10/2008	Melbourne	BV Around the Bay Registrations open 7/4/2008 for BV members

### Other bits and pieces:

### Other Results, etc.:

If you have any results or items of interest please get them to me and I’ll include them here.

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