



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter May 17th 2008

Athletic Soft Tissue Handicap – Steels Creek – May 10th

Race report.

According to eye-witness reports the weather conditions were not malignant, the typical Steels Creek valley northerly was present but quite gentle. Eighty-two of the ninety-one registered riders made it to the start line. The four-score and two were spread over eight marks, from scratch to twenty-seven minutes. With an average bunch size in excess of ten and calm conditions it was promising to be a fast race. And as is the way with this circuit the majority of gains would be taken in the outbound leg with minimal gains on the return as the down-hill, down-wind leg would even out even the strongest riders.

limit

On paper this group had a good head start but was going to have their work cut out as it was six against the rest. In reality it was tougher still as only half the registered riders actually made it to the start line. The job of Graham Cadd and Ashley Willox wasn't made any easier when Keith Bowen parted company 10k in, leaving the pair to slog it out alone; working together up hill and down dale, through Ashley's leg cramps at the 40k mark and watching their lead diminish with each leg.

At the bell the lead pair still had a good gap and were encourage by positive vibes from Ronnie on the line. At the final turn they still had a lead of around the three minutes; enough of a gap given the assistance of the wind and general downward incline back to the finish - so long as the legs didn't go the way of the road. Encouraged by the size of the gap at the last turn the pair redoubled their effort, Graham exhorting Ashley to keep going. And so it was that the pair held on, the last couple of undulations causing physical and mental anguish as the legs screamed for respite, the brain questioning if all the effort was worth it and the guts in a knot with worry; would they hold the behemoth that was the chasers at bay.

A glance over the shoulder five hundred metres from home (the first for the race) was met with disbelief - nothing but clear road, the pair, led by Graham, crossing the line around 500m clear of the juggernaut that was the combined five-minute plus bunch.

18-minute

A pre-race pep talk from the club captain instilled in the members of this group the importance of staying together and steadily rolling turns. Good advice, advice that was heeded for at least the first half lap even though the undulations on the outbound leg made consistency difficult, some riders underestimating the strength of their own legs creating gaps in the chain on the inclines. Advice from the more experienced in the bunch was both forthcoming and obeyed and any aberrations were quickly quashed. Despite the shared work load a couple of riders were lost on the first outbound leg and another on the return, diminishing the numbers to eight. At the first turn the time gap to the limit riders was given as four and a half minutes - halving the original lead in one sixth of the race distance spirits were high and the pace increased on the return. At the completion of the first lap the gap was still around the four and a half minute mark.

For the next lap and a half the remaining riders continued to roll. Mick Paull and Darren Rowlinson were casualties at the half way mark, further reducing the numbers to six. The start of the third lap had those left digging in their pockets for sustenance or inspiration, whatever they found there wasn't enough and though they stayed away from the chasers for the final slog out to Steels Creek capture was imminent. At the final turn the gap to the leaders was given as two and a half minutes, the chasers were not far behind.

Not long after the final turn the bunch was swept up by the juggernaut that was the combined five, seven, ten and thirteen minute groups; Brett Robinson, Ken Saxton and Neil Cartledge managing to jump ships as the behemoth swept by. The three regular e-grade riders enjoying the run to the finish with speeds of over 40kph consistently registering on the cycle computers. A moment's anxiety for Neil as a touch of wheels just in front left teeth marks on his heart.

13 minutes

As one of the smaller groups on the day it was going to need to stay together and share the work load evenly and that's how it was as the nine set off in pursuit of the eleven five minutes ahead. Working well together the group took time out of the eighteen minute bunch, encouraged each time they caught and passed a dropped rider in the knowledge that those left were having to work just that little bit harder.

But before they could enjoy the satisfaction of running down the eighteen minute group this group were themselves run down as they climbed to the turn for the bell and the start of the final lap, their solitude interrupted as the ten-minute group came through. The resultant scramble to up the tempo and get on board saw a couple drop away and a couple, including Ben DeJong and Andrew Buchanan, make it onto the bus. A few minutes later the bus became the juggernaut as the combined five and seven-minute bus melded in.

10-minutes

No report

7 minutes

There were some strong legs in this group which threatened to bust it apart on the first run out to Steels Creek but there were experienced heads in the mix as well which managed to keep it together. Seeing the lead car on its way back to complete the first lap just two kilometres into the race sent home the message of just how much work was ahead. By the first turn the strong legs of Peter Stanley, Justin Murphy, Glen Pascall and Andrew Neilsen had helped take the requisite minute out of the ten-minute group. The high spirits at that knowledge were short lived though, the sight of the five minute bunch as the groups passed by the tennis courts indicated that they were also on the march.

At the conclusion of the first lap the immediate gaps; 7 - 10 and 5 - 7, were pretty much as they had been at the Steels Creek end (as to be expected). But just before race half distance at the second Steels Creek turn, Thorkild Muurholm and Phil Pelgrim brought the remnants of the five-minute bunch up, the two groups amalgamating. Out of the turn the combined group set about chasing down the ten-minute bunch that was just up ahead.

5-minutes

The five minute bunch were quick to get into a regular rotation and quick to fall out of it as the strong legs of Thorkild Muurholm and Phil Pelgrim had the riders on their wheels struggling to get over on the slight inclines. Once the road flattened out the rotation was quickly restored.

The second lap saw fewer members of the bunch rolling through as some members were dropped off and some of the remainder struggled just to hang on to the pace let alone come through to do a turn. At the halfway mark juncture with the seven-minute group added a few willing and able legs to the bunch enabling those that were just hanging on to recuperate and get back into the roll. With the added assistance of the extra workers the combined group set about chasing down the ten-minute bunch that was just up ahead.

As is the way with the return leg the hare stayed just out of reach. The gap coming down enough over the last few inclines before the bell that Krishna, avatar of Vishnu, was born soon after the start of the final sixteen kilometres.

Toward the final turn the big group continually split as the likes of Thorkild and Phil continued to surge over the hills in pursuit of the two marks still on the road ahead, the group reforming as the road levelled again. At the last turn the gap to the leaders was given as three minutes, surely it was too much of a gap over the fast return - it was. As the leaders powered out of the last turn half a dozen riders failed to make the cut but it was still a large group that stormed over the second last mark as they climbed up from the tennis courts, a couple of the eighteen-minute men scrambling aboard for the run home.

Down hill, down wind, the return leg doesn't provide a lot of opportunity for riders to get away and that was the way it was as the now combined mass stormed towards the finish. The last couple of hills stretching the bunch to the limits and in some cases beyond as a few finally conceded defeat and let go the elastic band. Despite the attrition it was still a mass of riders that came round the last bend, a closed road seeing the full width of bitumen used as riders tried to find the line that would get them there first (for third - ed.). It was Graeme Parker, rumoured to be pushing 53-12, who wound it up hardest and prevailed, followed home by a cluster of five-minute men; Leigh Bailey, Trevor Coulter, Nick Tapp, Martin Stalder and Thorkild.

3-minutes

Cresting the first rise and onto the course proper one of the first things the three-minute group saw were two of the limit riders, and the lead car, making their way toward Steels Creek - for the second time - not a good sign. But with some strong legs and thirteen riders in the group there was hope. Unfortunately the strong legs, combined with a lack of handicap racing experience, was the undoing of the group. On the flatter sections of the course the group worked well together, but each incline saw disarray as the not-so-strong riders struggled to get over the top of the "slow line". The pace line reversing on a couple of occasions as the stronger riders doubled back in an effort to maintain rotation and a fast pace.

For two and a quarter laps the three-minute group essentially held it together, alternating between a slickly operating group and a mass of shouted instructions, as they chased down those who had set off before them. Half way to the final turn scratch came through and pacelines, rolling turns, and Latvian loops were forgotten as the three-minute men were content to let the scratchies set the tempo and take the wind.

scratch

Twenty-seven minutes and over a lap down on the limit riders the eleven scratchmen were going to have to do some serious motoring to feature in the finish. Once released the bunch knuckled down and worked well together, but as is the way with the undulating Steels Creek course the inclines brought about a little disruption in the rotation as discrepancies in strengths were highlighted, the descents seeing order returned. A puncture for Phil Cavaleri on the return to complete the first lap and Damiano Amborosini losing contact on the way out for the second time brought the working bunch down to nine.

Into the second lap it became apparent that there were a few strong riders in the group, regularly taking their turn at the front,

the others putting in where they could. Peter Howard was prominent at the front putting in some big turns each time the group began to struggle. Collected stragglers doing all they could to simply hang on as the final group on the road powered along at around 41kph.

With the exception of the odd straggler, and the crossovers at either end of the course, the scratch bunch didn't see any of the rest of the race until half way out to Steels Creek for the last time where they came upon the remainder of the three-minute bunch with their entourage of dropped riders from earlier marks. A delicate passing manoeuvre (to avoid crossing white lines) enabled most of the three-minute riders to latch onto the passing train and hitch a ride to the far turnaround. A surge by Gerry Donnelly on one of the rises before the Steel Creek city limits was matched by Ian Milner and Frank Nyhuis, the three enjoying a kilometre of so of pain before the chase reunified the group. The chase putting a few of the weaker 3-minutemen in trouble and off the back, but it was still a large group that took the final turn four and a half minutes behind the limit riders and one and a half behind the amalgamated 5 - 18 minute bunch.

Neutral was not a consideration through the last turn as the leaders put the hammer down in an attempt to sort the workers from the drones. The effort successfully splitting the bunch, a couple of the original scratch group and most of the earlier mark riders finding themselves on the wrong side of the break. Wayne Doherty and Quentin Frayne being two who were on the right side along with around seven of the original scratch group. On the pinch after the tennis courts Gerry Donnelly had another go at shaking the tree - only succeeding in getting himself and Quentin fifty metres up the road, Rob Amos and Ian Milner joining the pair at the top of the hill. The foursome staying away for a couple of kilometres before the remnants of the first group around the cones reeled them in. Meanwhile a hundred metres down the

road another group of eight (those left behind at the turn) including Olivier Pomie, Kevin Starr and Frank along with the scratchmen Phil Thompson and Boyd Friis were working hard to regain the ground lost on the turn, Boyd doing some huge turns to see the two groups reunited four kilometres from the finish.

The long open stretches around mid-way back provided no encouragement to the group - nothing but bitumen all the way to the horizon, and the mood in the group shifted from optimism to resignation, the tactics from pursuit to preservation.

Darren Sayers was not going to be slow to react this week, taking the initiative to open the sprint early as the road started its way up to the finish. His efforts obtaining him and Ian M., a small gap as the road bent round and the finish line came into view ... as the finish line came into view ... as the finish line came into view. With his heart rate at the maximum and the finish line just coming into view Darren's legs began to fail as did Ian's and the older and wiser heads began to prevail. Mark Wallace had Gerard Donnelly marked as the man to beat and with this in mind set off up the right hand side of the (closed) road to gain the advantage, Quentin Frayne on his wheel. A quick check up the road revealed an on-coming car that necessitated a review of the plan. Diving back to the left, momentum and advantage lost, Mark had to settle for second to Gerard's fastest time. Quentin and Kevin Starr flying the three-minute flag finishing within a couple of bike lengths of the scratch pair.

Post wrap

The margins at the finish were; around thirty seconds between the winners and the race for third, the race for fastest time less than a minute behind the race for third.

Results

Posn.		Mark		Posn.		Mark
1st	Graham Cadd	27 min		6th	Nick Tapp	5 min
2nd	Ashley Willox	27 min		7th	Martin Stalder	5 min
3rd	Graeme Parker	10 min		8th	Thorkild Muurholm	5 min
4th	Leigh Bailey	5 min		9th	Tony Rodriguez	10 min
5th	Trevor Coulter	5 min		10th	Richard Dobson	10 min
Fastest	Gerry Donnelly	scratch		1st Woman	Louise McKimmie	10 min

Winners time : 1 hr 38 min 39 sec
Fastest time : 1 hr 13 min

Officials

Major thanks to Graeme Parker for the job he did with the handicapping, to Ronnie Stranks and Graeme who were on the desk taking entries. And to all of those out on the course ensuring we had a safe race we always say thanks; Steve Gray, Steve Barnard, Nick Bird, David Birznieks, Leon Bishop, Nick Skewes, JC Wilson and Ronnie. Thanks also to JC for bringing the trailer and to Peter Mackie on hand with the drinks.

Eastern Vets Program

Saturday	May	17	2:00pm	Arthurs Creek	Graded Scratch Races
Saturday	May	24	2:00pm	Macclesfield	Graded Scratch Races
Monday	May	26	8:00pm	Maroondah Club	General Meeting
Saturday	May	31	2:00pm	Killara Road	Graded Scratch Races
Saturday	June	7	2:00pm	Casey Fields	Graded Scratch Races
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	May	18	9:00am	Dromana	Graded Scratch Races
Sunday	May	25	9:00am	Lang Lang - Yannathan	Graded Scratch Races
Sunday	June	1	9:00am	Cora Lynn – Modella	Anniversary Handicap
Sunday	June	8	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.

Northern Vets Program

Sunday	May	18	10:00am	East Trentham	Handicap (44k)
Sunday	May	25	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	June	1	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	June	8	10:00	Lancefield	Handicap (48k)

Victorian Veteran Cycling Council Program

Sunday	May	20	10:00am	Cororooke Hall	Colac “May Open” – 64k handicap	Closed
Saturday	May	26	1:00pm	Rochester	“Oppy Race” – 70k handicap	21/5 - \$15

For your calendar

Date	Location	Event
23/5/2008 – 25/5/2008	Warburton	Race Right Cycling Training Camp (the people who brought the BrightBootCamp) An hour from Melbourne, two days of seminars and on-road coaching. \$650-700 for two nights accommodation (Fri & Sat) including all food. Further information is available at www.racerightcyclingcamp.com or by calling David Heatly on 0410 331 793. (or Nigel Kimber)
15/6/2008		EastLink Cycle Challenge Registrations close 13/6/2008 http://www.eastlink.com.au/news-detail.aspx?newsid=27
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 Registrations open - 210k via Queenscliff sold out (2/4 -11/4/2008 (9 days)) Nigel Kimber will be leading a 250k group, there will also be a group going to Sorrento and back.

Other Results, etc.:

Three Stage Tour

Southern Vets are organising a two day - three stage tour with over \$3,000 in prize money. Racing will be conducted across 7 Grades. Prize money will be awarded to 1st, 2nd & 3rd in each grade for each race plus medallions for 1st, 2nd and 3rd in each grade overall and overall prize money for first thru fifth. And incase that's not incentive enough there will also be special spot prizes awarded each day.

Day One : Saturday July 12

Stage 1 9:30am 22km I.R.T.T – Flat

NO TRACK TIME TRIAL BIKES – Standard road bikes only

Stage 2 1:00pm A, B, C, D Grade – 66km – Flat

E & F Grade – 44km – Flat

G Grade – 22km – Flat

- Parking and Start at Lang Lang Primary School, Westernport Road, Melway ref 612 R8

Day Two : Sunday July 13

Stage 3 9:00am A, B, C, D, E Grade – 72km – Flat

F and G Grade – 50km – Flat

1:00pm Free B.B.Q and Presentations

- Parking and Start at Cora Lynn Football Oval, corner of Nine Mile Road & Main Drain Road, Melway ref 612 S7

Entry Cost : \$40 for the weekend's racing

Entries close : Monday 7th of July "NO LATE ENTRIES WILL BE ACCEPTED"

Cheques and Money Orders to be made out to: Southern Veterans Cycling Club

And mailed to the Bill Upston, Secretary S.V.C.C., 171 Browns Road, Cranbourne 3977

EastLink Cycling Challenge

Are you dreaming of the day when they will build the perfect cycling road? A magnificent wide road with a beautifully smooth surface that allows you to get the maximum benefit out of every stroke of the pedal - with no motorised company.

Well wake up and enter the Eastlink Cycling Challenge because the time has arrived! To celebrate the imminent open of the new Eastlink we are offering a "once-in-a-lifetime" cycling opportunity - ride Eastlink and raise funds for Cancer Council Victoria.

Your one and only chance to ride along the Eastlink Motorway will provide a rare opportunity to ride along the perfect surface of Melbourne's exciting new road with thousands of fellow cyclists of all ages and abilities.

There are three options - all starting and finishing at the Eastlink Monash Freeway interchange.

Ride the full 65km loop. Test yourself against your friends or compare your time with the elite as all riders will be timed. Or you can cruise around at a leisurely pace and enjoy the once in a lifetime experience.

\$39 including automatic event timing. \$108 Family entry including event timing.

Start 7.30 am ** Early entry incentive - Start position in order of entry!

A competitive race for registered racing cyclists that extends the circuit distance of the new road (entry through Cyclesport Victoria) Start 7.30 am

Family Fun Ride and it's free - Organised in conjunction with Bicycle Victoria, this ride will allow you to bring the kids and take on the shorter family fun ride. Five, ten or 20 kilometre options (distances to be finalised). Start 9.00 am

Herald Sun Tour

Rumor has it that there will be masters/veterans racing held in conjunction with some stages of this year's Herald Sun Tour. The goss is that there will be warm-up events for the big boys on the criterium stages of the tour and the Mansfield - Mt Buller stage. Details are a little scarce at the moment but although the races are being organised and run by Cycle Sport Victoria word is that they will be open to AVCC licensed riders for a nominal fee (currently rumored to be \$0.00).

So if you are interested in competing in front of a slightly larger crowd than your regular Saturday afternoon gathering at METEC or Casey Fields set aside October 12-18 and keep your eyes and ears open.
