



Newsletter, May 17th 2013

Duty Roster

This Week on May 18th – Avenal: Nigel Kimber, Liz Randall, David McDonald, Gary LeRoy, Daniel Hulbert, and Ben Muller.

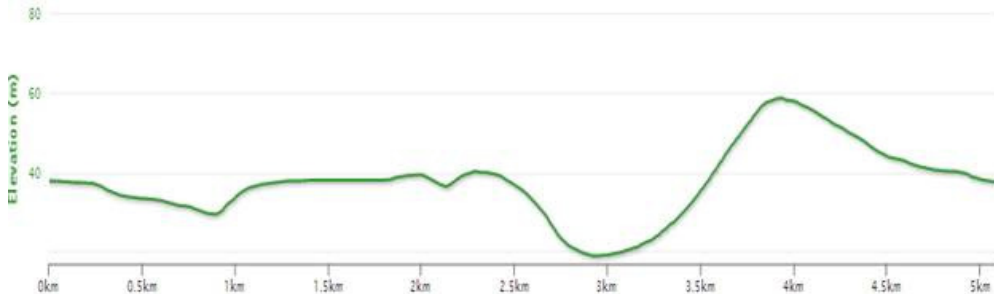
Next Week on May 25th – Yarra Junction: Ray Russo, Walter Savini, Geoff Mackay, Kim Marshall, John McLeod, Steve Martin, Tim Maffey, Ken Mayberry, Andrew Mapstone.

Note: Members on 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, (but bring your bike, you just never know). If a marshal fails to turn up for duty, a rider will be balloted to do that duty. If you cannot turn up for duty, you must find a replacement and please advise Andrew Buchanan at tiptop2@optusnet.com.au

Gruyere 11th May 2013

The Gruyere kermesse is a tough race circuit, with one particularly challenging elevation change, as shown by this image from Strava (kindly supplied by Nigel Kimber). The weather was warm, with some head wind and cross wind issues which made the course a bit

tricky for some. A good turn out and some good racing followed.



Bayswater





A Grade (Nigel Kimber)

For those who don't know the course, and for those who do, my nomenclature; the Gruyere kermesse circuit is a 5k, three sided loop (?); Cahilton Rd - Medhurst Rd - Killara Rd. The race starts (and ends) three-quarters the way along Cahilton Rd, a straight flat run to a left ('the first corner') onto Medhurst where it goes straight up - 9m in 140 ('the first pinch'), runs along a bit of a ridge ('the flat out the back') before dipping and climbing ('the big dipper') into a tightish right bend then a fast straight downhill run to Killara Rd. A tight left ('second corner') at the bottom leads to the biggest climb - 41m in 1000 ('the ramp' - 'kill-ar-climb') up Killara Rd, over the crest it is a decent descent ('the drop') down to the Gruyere Recreation Reserve and a fast left ('third or last corner') back onto Cahilton Road. The run to the finish is relatively flat, a "double dog-leg" and two creek crossings break the monotony and a small rise after the second bridge hides the finish line until you crest around 150m from it. The wind on Saturday was coming from the north-west, in your face for Cahilton & Medhurst Rds, a helping hand up the Killara Rd climb.

Despite not being a team's race most teams were represented, albeit in depleted numbers. Two Phils in the Adriatic blue and white were there early, staking out their plot and checking the circuit. The only other team there in force was Bike Force with their core of Guy and Roy. Skoda had Steve and Bike Gear Now/VeoEx was represented by Rob Amos, Dave Depedro was flying Croydon Cycleworks/Pick-a-Part colours and yours truly was in the yellow & blue of Omara cycles. A couple of independents in #6 (Steve Martin), Lawrence Lee and Jamie Goddard, rounded out the small but strong grade.

So, given the start list, how was it going to play out? Good question. Last time it pretty much stayed together to the last, a bit of attrition seeing the bunch whittled down a little till the decisive moves were made on the penultimate and ultimate laps. And there was nothing to suggest it wouldn't do the same again, too small a group for a small breakaway to get clear, big enough to keep it together if it tried to split apart. The likely contenders - Guy Green, Roy Clark and David the favourites if it played out, be a real surprise if at least one of the BF guys were not present on the podium. Phil Cav an outside chance if he can hold on to the end, Steve Ross - likewise. Phil Smith and Rob probably requiring a mid-race break to stay ahead of the sprinters, #6 a bit of an unknown (to the author), Lawrence expected to be at the finish. Jamie pops in

infrequently making it hard to place him and yours truly (the author), making up numbers.

So, how did it play out?

The neutral run to the start line from the registration area (Rec. Reserve) continued to the first corner and onto the first pinch where everybody was keen for somebody else to start racing. The pace picked up along the flat out the back and the race went from two abreast to single file, the lead rider doing nobody no favours by hugging the road's edge. Through the dipper the heart rate was quickly brought to race pace and the bunch raced to the tight left onto Killara Rd, stretched through the corner the bunch quickly re- massed as the elastic snapped the tail back into the body. It was #6 who emerged from the mass to open a small gap - nobody seemed interested, the general consensus of opinion being 'to let him be', twelve times up this little ramp, we'll see just how keen he is after a couple. But then Phil Smith showed a bit of interest which, in turn, roused the concern of some in the bunch. It was Guy who reacted, a prompt to get somebody else to build the bridge. You guessed it, it was me that fell for it and dragged the crew to within a bike length of Phil's back wheel where Roy came round to plug the gap. An uneventful run over the top and down to the last corner then on to the start/finish line to get ELEVEN to go only served to remind me to be at the front at the second and third corners - brake pads are expensive you know.

Lap two started civilly enough, a few surges out the back (testers) courtesy of Steve Martin were dealt with the treatment they expected. On to Killara Rd and shortly after the gradient went from one to two percent there's a twang, a couple of 'scht scht scht's and a BANG - somebody was leaving the party. Fortunately, no sound of carbon and/or alloy scraping the bitumen. For those that were left, a clean run over the top and down the drop, through the dog legs and ten to go.

In a repeat of lap two, lap three started with a little non-threatening aggression. David's wide line through the second corner left me on the front for the kill-ar-climb, a position I was happy to assume and one that the others seemed happy to allow me. Picking up Steve Ross where we'd left him the lap prior* it was over the top and on to get nine to go. A clean run into, and through, the last corner and there was a twenty metre gap on the other side. Whilst the others looked at each other to see who was going to make the effort into the wind to close the gap it grew to fifty and I crossed the line for nine with a clear and present break.



Bayswater





(*a rear tyre blowout caused by the tube squeezing under the bead and rubbing against the frame)

Then there were eight to go, then seven, six, five, four, three, two.

Each lap, as I rounded the first and second corners, I looked back expecting to see the chasers but either my neck wouldn't twist far enough or there was nobody there. Each lap I'd look ahead, spot a lone rider dropped from another race and drive to put them between me and the inevitable chase, hopeful they'd mistake the lower grade rider for me and ease up a bit. The remnants of the d-grade bunch on kill-ar-climb moved left to let me by, I asked them to fan out and block the road behind me - another couple of metres gained but Guy Green in full flight can be intimidating and there was no vantage gained there.

Each lap the gearing up kill-ar-climb got lower and lower. I found the 39 on lap seven and by lap ten it was 39-16/39-17 at the top.

I have no idea what went on behind, I'd like to think it was a slow attrition as the pace of the pursuit took its toll but more likely it was a calculated cull before the select set about the chase.

The third last time onto Killara Road, a look across the fields revealed what looked to be the form of the Adriatic clad Phil Smith making its way through the lower grade group I'd passed on the first pinch. The eye-sight isn't as good as it could be and I couldn't discern any other white hats but if there was one there'd be bound to be more, but then again, if it was Phil maybe he was alone TT'ing it. Twelve kilometres to go, a lone chaser, a five-hundred metre lead, there was a chance, one could dream.

Two to go and I'm still alone. The ritual look over the left shoulder, as I head to the first pinch, reveals three chasers. Definitely an Adriatic kit and two darker, most likely the Bike Force pair - game over. All that was left to do was try to hang on as they came by, the first objective though was to get to the top of the pinch before they did otherwise I'd be left behind. Mission accomplished, they caught me atop the flat out the back and were acquiescent enough, or simply stuffed from the pinch, to allow me to join them - for how long. The dark kits resolving into Guy (Bike Force) and David (Croydon Cycleworks/Pick-a-Part)

The dreaded and anticipated attack came nine-tenths of the way up the climb, David Depedro the instigator, Guy the first to respond, Phil a few seconds behind.

Over the top there were gaps, but gaps that were closing and when Phil joined the other two early on the descent the pace came off and by the bottom of the drop it was four together again.

C Grade (Ross Morgans)

With near perfect conditions on a beautiful Saturday afternoon and a full field of 25 riders it made for a great day's racing. The wind on the northern section of the course gave us less vertically inspired riders a chance on the flatter sections. After the race briefing, a cheeky vote for 7 laps (instead of 9 laps) was suggested by one of the riders but it was voted down.

Lap 1 – To start, we enjoyed a quiet lap soaking up the scenery, beautiful weather and to get a feel for the head and cross wind along the northern part of course.

Lap 3 – Tim Crowe, Rob Giles and Marcus moved towards the front of bunch getting ready to stretch their legs on the Kilara Rd climb. A small group of riders split away from the main group on the climb to get a 100 meter gap. Those left in the bunch were a bit stunned to close the gap. The small group was gathered back in before the start of 4th lap.

Lap 4 – The head wind and 4th time on the climb took its toll on many of the riders. As a result the bunch was reduced to a dozen riders.

Lap 5 – At the start of the lap Ross Morgans had a small gap, put his head down and worked hard to keep pace up along Medhurst Rd. On the climb the bunch were still within striking distance, but on the descent the lone rider was able to increase the gap.

Lap 6 – Ross continued to build the lead into the head wind and along Medhurst Rd. Pacing himself up the climb, to keep something for later in case of getting caught.

Final Lap – Pleasant feeling to realise only 1 more climb to go. At the start of the bell lap Ross could see a small group of riders behind. Unsure if they were C Grade riders chasing or riders who had been lapped, Ross kept his nose to the wheel and continued, determined not to get caught this late in the race after riding solo for so long.

On the final climb, a look over his shoulder and he saw a small bunch storming up the climb. The fan club cheered for Ross as he went by, with the chasing riders closing in, the fans did not know if he would be able to hold out. On the final bump to the finish line Tim Crowe had bridged the gap to Ross, but before he had a chance to take a breather, Ross scooted off. Ross was determined not to lose the race within sight of the finish line. A fast finishing Marcus came in not long after Tim and Ross to take 3rd place.



Bayswater





D Grade (Colin Mortley)

The race started as normal with 14 riders and a strong head wind down the main straight and for me a mean cross wind coming down the hill towards Killara Road. After about the fourth lap we started to lose some of the sprinters off the back and with a number of people taking turns at the front. By the fifth lap it was down to mainly 5 riders with Keith Wade and Geoff Darroch (previous place getters) pulling big turns at the front. On the seventh climb up the hill Peter Mackie got into his climbing rhythm again and slipped away up and over the hill unbeknown to some riders who had their heads down climbing. Peter managed a break of between 400 and 500M. With no one else (3 of us by now) willing to chase I followed Peter's lead on the eighth climb and went as fast as possible on the downhill and into the straight. I didn't know what was happening behind, but I was only interested in chasing down my bunny (I mean that in the nicest possible way Mr. Mackie). Peter Mackie slowed on the last climb but managed to stay away and win (hmmm "C" grade) by about 100M with myself 2nd and Geoff Darroch 3rd some way behind.

Thank you to all our marshals, referees and officials on the day and especially to our editors.

E Grade (Brian Farrell)

Hmm ...all I can say is; we started out with 8 riders, but after the first lap there was only 6. By end of the second lap we had 3 up the road and 3 chasing in the vain hope one of the leading riders would either fall off or just blow up. Neither of these things happened, so it was 1, 2, and 3 up the road with 4, 5 & 6 sprinting just for the fun of it. It was a hard race and I think Mr. Neil will probably not ride in E grade again. It was a good workout.

E Grade (John Neil)

Last time out at Gruyere aggressive riding by David Coull forced a break the second time up The Hill with

David going on to win and up to D Grade. John Neil finished a distant third on that occasion and was not looking to emulate David's approach as the group rolled out on lap1. Rather he looked to make the pace just hot enough to make the others sweat without cooking himself.

On cresting the Hill on lap 2, it was something of a surprise when Kay Ward rode on to John's shoulder and called the break. Kay, John and Phil Taylor (the Trekkies) decided it was time to engage hyper drive and "go boldly". Kay marshaled the guys to work together to make the break stick and a cooperative regime was quickly established which kept the pace consistent for succeeding laps. With all three contributing turns on the front, the Trekkies were soon picking up remnants from the faster grades.

On The Hill the fifth time Phil lost some ground on Kay and John and then shipped his chain on the downhill leaving the other two to contest the final lap while he got greasy fingers. On the downhill Kay took a small break on John forcing him to chase and ensuring he would do his best not to give her any leeway on the bell lap.

John led for the bulk of the final lap and put some pressure on up The Hill for the final time, but Kay stuck with him around the final corner and into road to the finish. John kept pressed on but saved enough to go up a gear when the finish line came into view from the top of a small crest. John finished just a little stronger crossing the line perhaps a bike length in front of Kay. Phil finished on well to take third. Sometime later Messrs Farrell, Stranks and Chiong featured in a group sprint for 4th.

Thanks to all the officials and marshals for a well-run event.

Race results: Gruyere 11th May 2013

	First	Second	Third	Fourth	Fifth
A-grade (11)	G Green	P Smith	D. Depedro		
B-grade (15)	D Woolhouse	C Woodgate	S Dawson		
C-grade (25)	R Morgans	T Crowe	M Herzog	D Eagle	R Wheelhouse
D-grade (14)	P Mackie	C Mortley	G. Darroch		
E-grade (9)	J Neil	K Ward	P Taylor		





Officials at Gruyere 11th May 2013

Thanks to Peter Mackie and Ron Stranks for taking entries on the desk and to *Jim Hobbs, Jason Laird, Stewart Jenkins, Anthony Lateo, Kevin Turley, Marcus Thiele, Brian McCann, Richard Dobson, David Hyde, Ian.N.Smith and Nigel Frayne* for their marshaling, traffic control and refereeing duties.

Thanks also to Andrew Buchanan, who manages the duty roster, J.C. Wilson who brought the trailer along and to Dean Niclasen, who was on hand with the drinks.

Results: The Loop April 24th. No Race this week due to bad weather.

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
May					
Sat	18	1.30pm	Avenel/Seymour	910 M5	Athletic Soft Tissue Handicap
Sat	25	1:30pm	Yarra Jn/Piedmont	288 G10	Graded Scratch Races
Mon	27	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
June					
Sat	1	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	8	2:00pm	METEC	51 D8	Graded Scratch Races
Sat	15	2:00pm	Arthurs Creek	510 N12	Graded Scratch Races
Sat	22	2:00pm	Yarra Glen	266 J11	Graded Scratch Races - Kermesse
Mon	24	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
Sat	29	2:00pm	Gruyere	282 F10	Graded Scratch Races
Wednesday's		10:15am	The Loop	44 G4	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.

Northern Vets Program: <http://www.northerncycling.com/>

19-05-2013	Graded Scratch VVCC Handicap - Colac Vets	1hr+Bell	National Boulevard (Ford)	9.00am
26-05-2013	Club Championships & Secret Handicap	60km	Lancefield	10.00am

Victorian Veterans Cycling Council program: www.veterancycling.com.au/

Sunday	May	19th	10:00am	May Open Colac Vets	Cororooke Hall 67k
Saturday	June	1st	1pm	'OPPY' race (Central Victorian Vets)	Rochester Football Ground

Note: Entries are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

Please advise the editor of any future events that could be of interest of the members.

