



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter November 15<sup>th</sup> 2008*

## Macclesfield - Graded Scratch Races – November 8<sup>th</sup>

### Race report

The further west the more inclement the weather appeared to be but that didn't stop three-score and a half dozen more from registering at Macclesfield Primary school for what would be, for some, almost as many kilometres of pain. Despite the gathering clouds the weather held off for the duration of the races, the wind was not a factor on the day. It was the hills, and that section of dead road, that were the culprits in the pain induction stakes.

### **a-grade** (Nigel Kimber)

An abundance of Southern members in Celtic Decor jerseys on the start line had the mind racing, were they going to work as a team and rip the legs off the rest of us, or what was going to happen. Then again, with the majority of the Eastern Austrian contingent in attendance, it could have maybe become an us versus them scenario with Rob Amos and Stefan Kirsch stuck in the middle. But then they are both Eastern members and Stefan is a Doherty's rider so was it to be Celtic v Austria v the rest, Celtic v Dohertys v the rest or Southern (Celtic) v Eastern or was it to be every man for himself? I didn't really care, no matter which way you looked at it - it was going to be a tough race, I just wanted to finish the race. A voice in my right ear, all the way through the neutral zone to the start, telling me it wasn't too late to back out and ride b-grade.

Over the crest onto the course proper, Guy Green leading the field and as the road dropped the speeds increased, too late to heed the voices. As the road levelled there was no let up in pace, no glance over the shoulder from Guy to encourage second wheel to come through, Guy leading the field down the dips and over the bumps. Was I in wonderland? things were getting curiously and curiously, Guy powering away on the front, Stefan comfortably ensconced toward the back of the field, happy to let his "team-mate" set the pace, and myself content at the back watching to see what unfolded. Toward the end of the leg, as the road dropped to the first turn the line became a bunch as the disparities in mass pushed the bigger boys up the field down the hill. And then back to a line as Guy continued to lead the race over the post-dip bump and on to the first turn. Finally Guy relented allowing a Celtic rider to the front to take the bunch the last half-kilometre to the turn.

A-grade neutral means that last around the turn has a bit of a chase to get back on, good for the soul I imagine, but next lap it may pay to be further up the line. Then on to that first climb of the return leg, not wanting to give the earlier voices the satisfaction of 'being right' by having my race finish before the first lap did I've pushed toward the front as the race again bunched up on the slope. This time gravity working in the opposite direction meant the bigger boys had to call on their muscle mass to grind them up the hill. Of course being toward the front meant that, as things settled down over the top, there was no where to hide and eventually one has to do a turn (not a part of the plan). The run back to complete the first lap was fairly uneventful, the pace, slower than outbound (by virtue of being generally uphill), was fairly steady, a semi-regular rotation of riders at the front and a couple of surges keeping it all honest. That was until Roy Clark had the urge to up the tempo around two and a half kilometres from lap's end and somehow he was five-metres up the road, then ten, then twenty. Still in sight, most of the time, and with almost fifty kilometres to go there wasn't any urgency within the bunch to go get him.

Even as the end of the first lap approached there seemed little concern about the advantage that he'd get from the non-neutralness of his position. Except for Tony Chandler who, reminiscing about his last sojourn out this way, jumped with just over a kilometre to the turn and bridged, Roy seeing him coming backed off a tad to allow the juncture. Then it was two and nine, the pair turning a hundred metres ahead of the remainder.

With the advantage of a quicker turn and the downhill start to the lap the gap quickly blew out and with the undulating and winding nature of the course the pair were rarely seen as they kept their noses to the headstem and swapped turns. Back in the bunch not a lot happened, the speedo regularly showing speeds in the forties as the few who made it to the front kept the pressure on the pedals to keep the tear-aways from getting further away. Race tactics again called into question as surges by Celtic riders were chased down by riders in the same green and white kit, keeping it all together as the race headed to the bottom of the circuit for the second time. At the turn the gap to the two leaders wasn't that far off what it had been at the end of the first lap.

And so we headed back to the bottom for the push to the top. Again maintaining a mid-field position that became third-wheel as I went with a surge by Guy Green who made a push to the top. But with almost all able to respond to, and match, the surge it petered out and the post-summit breather enabled the few who

had struggled on the climb to regain the back of the train and away we went again. Only twice more to go.

At half-race distance there was no change in the situation, Roy and Tony happily swapping off turns a couple of hundred metres up the road, the remainder happily plugging away behind, nobody seemingly too stressed about the situation. A third of the way out, on a small rise, the situation changed as Stefan powered off the front with Tom Crebbin in tow, nobody in the bunch seemingly too concerned about the turn of events. Except maybe me. With one Celtic rider and one Doherty's rider now up the road I thought it would come down to Rob Amos and myself to lead the chase (if a chase there was to be) whilst the other four Celtic jersey wearers and Guy Green (Doherty) enjoyed our suffering. But again I was bemused by the tactics as the afore mentioned jersey wearers continued to hammer the pace on the front, even getting a rolling bunch happening on a couple of occasions until it collapsed.

At the turn the gaps were pretty much even, the Stefan/Tom combination having made inroads into Roy and Tony whilst the remainder pretty much maintained the status-quo to the lead pair. Having survived the climb out of the valley of the turnaround (for the second last time - only one more to go) more rolling of the bunch continued to bemuse yours truly, but hey, who am I but a spoke in the cycle of life. The intermittent rolling, and the solid individual efforts that several in the group were prepared to put in, kept the pace up and, ultimately, the Celtic/Doherty pairing in view. To the extent that approaching the bell the pair were seen riding mano-a-mano to the cone (some domestique dispute maybe) as the lead pair steamed down the hill on their last fifteen point five kilometres.

Almost to the lap Stefan and Tom were returned to the bunch, their last couple of hundred metres of freedom spent just rolling the legs over as they awaited capture. At the final turnaround the gap to the leaders was pretty much as it had been at all turns and not withstanding a serious level of pain in the chase (or a mechanical amongst the leaders) Roy and Tony were looking at fighting it out for the day's top money. There was pain in the chase, for one at least, but not enough to challenge the leaders, who, three-quarters of the way back separated company. Roy picking it up a notch, a move to which Tony had no response allowing Roy to ride away for a comfortable win, Tony having done enough clearly second as the bunch trailed in behind.

In the interests of journalistic integrity I've ignored the cries from the legs to stop and wait for b-grade at least until the 'Macclesfield' sign, from where I'd be able to see the sprint for third and report on it. Unfortunately my eye-sight isn't that good but it appeared as though Tom Crebbin took on Guy Green and his Doherty's lead out man (Stefan) to win the sprint for third.

Figures for the race; 63k in 1:44 for an average of 36.3kph

**b-grade** (Damian Burke)

A quiet start saw the B grade crew follow the Commissaries instructions and keep the neutral start section just that. First time down the hill, as the traffic cleared, there were some steady turns at the front as all tested their legs against one of our more difficult courses with its combination of a dead road and undulating terrain. The first lap passed fairly routinely a half hearted attack at the 5 km mark from Wayne Doherty was covered by Nigel Frayne, then on the steep descent into the first turn, Nigel & Damian Burke stretched the bunch though the turn before riding tempo up the hill. An attack on the slopes by Glenn Pascal saw him crest the hill ahead of the others. Trevor Coulter, Damian & Nigel leading the remainder onto the flat, the bunch content to let Glenn dangle off the front for most of the return journey until, as the lap drew to an end, Wayne and a few others rounded him up to complete the first lap.

Second lap saw a couple of more attempts, Wayne again attacked after the neutral regroup, but the bunch was in no mood to let anyone away, yet at the same time few were willing to share the load. The second lap unfolded in a similar pattern to the first with token attacks on the descents, a regrouping at the turn and a couple of short sharp attacks on the climb, all of which saw a regrouping at the top. Over the ripple strip hill and Frank Nyhaus (sic) saw fit to attack hard putting quite a few in trouble with the rest scrambling to cover. Frank was quickly joined by Andrew Neilsen, David Anderson and then the remainder of the bunch as Damian, Kevin & Glenn brought the chasers up. As the bunch raced to the turn it fragmented into a lead group of 8 and it was clear that this was where the stronger riders had settled to work together. Several weeks of secret altitude training by Frank i.e. trekking in Nepal, may have had his red cell count well up but unfortunately his cycling legs were still stuck in customs and he quickly slipped off the back as the leaders hit the turn. Nigel was also missing his racing legs after a recent holiday from the bike, the pair condemned to the chasing few who eventually regrouped and rode the race out together.

(After his little sojourn up the road leading to the half-way point Frank watched the remainder, less Ian Smith, saunter past to the turn, Peter Shanahan joining Frank in the stalls watched Nigel Frayne and then Steve Ross also lose contact just before the turn. Out of the turn Nigel and Steve paired up to chase the bunch, Frank and Peter did likewise 200m behind and set about chasing the chasing pair. Half a lap later the two pair were one foursome and they set about continuing the chase. At the bell the gap was around two-minutes. A bit of encouragement from Nigel and by the final turn the gap was down to forty-seconds but never got any closer as the leaders raced for home – Frank & Nigel F.)

Lap 3 saw the majority of the pace taken by David Anderson who was showing great strength following his Warrnambool ride of a couple of weeks ago. At different points Wayne, Andrew and David hit the front, stretching the bunch, but while most were beginning to tire they all found the strength to cover any surge. The third climb of the large hill saw Trevor Coulter attack from the bottom in true Marc Pantani style, with Wayne and the chasers cresting about 25 meters adrift but soon bridging the gap. As the pace dropped upon catching Trevor Kevin Starr, the last over the hill, was able to rejoin the party for the run to the bell. For the return to Macclesfield David resumed his

position at the head of the field, another attack from Wayne on the climb to the bell was quickly covered and the reduced group rounded the turn together and headed back out for another sixteen kilometres of punishment.

The final lap was unusual, as a few surges from various members and regrouping saw the pace yo-yo up and down. The eight all watching each other. And after the last turn Trevor again attacked on the rise, this time a big effort by big Andrew, Wayne, David and Damian saw the bunch stretched to the limit but the string never quite broke. Nick Tapp & Paul Wilson covered the gap with the remainder in tow and all settled back into counter attack mode on the way in.

Through the last dead section of road, first David, then Wayne assumed front position and used their strength to try and break the group.

Clearing the last of the dead road David gave it his all to break the group but then hit the wall. Wayne came from mid pack in response but he too ran into the lactic acid wall. Trevor & Andrew surged, stamping hard on the pedals with Damian, Darren & Kevin grimacing and fighting to hold the surge. Coming into the last kilometre there were nervous & exhausted gear changes as all were trying to figure out what reserves they had left and the best gear to utilise on the challenging run in.

In the crawl up to the line Damian managed to fight past Trevor on the inside and open up what was to be a winning gap over the last 250 metres. Trevor grimly held on for second, Glenn Pascall worked his way from the back of the group at the bottom of the hill past the flagging Paul Wilson, Nick Tapp, Anthony Gullace and Andrew Neilsen to take third. Andrew surprising all, including himself, fought on to hold fourth place in his first B grade ride (a great effort Andrew!) with the rest of the group fighting the gradient, lactic acid and fatigue finishing in a scatter.

Figures for the race: 62.98 km at an average of 33.2 kph

### c-grade

Dean Jones led the c-grade race away before slinking back into the field after a couple of kilometres allowing others in the group to test their legs, the rotation and general downhill nature of the outbound leg keeping the pace honest. The first turn saw the first casualty, Steve Short breaking a spoke in his rear wheel as he rounded the cone limped back to the car for a replacement before heading back out to complete the race. As 'Shorty' limped along behind the remaining dozen rode a pedestrian pace back to the foot of the hill where Dean had a crack at breaking the field, Kevin Turley on his wheel. A lack of race fitness seeing the break last all of 15 seconds

before the bunch regrouped over the top and the dozen essentially settled in for the duration.

A couple of surges were all that eventuated over the remaining two and a half laps, the likes of Darren Darling and Matt White in the bunch keen to keep it together saw all attempts to get away rewarded with a quick response and a very short life. And so after forty-six kilometres it came down to a bunch sprint. Darren Darling looked the strongest throughout the race, doing more than his fair share on the front through the last lap, and backed that with the win in the sprint. John Hunt snagged second and one of the early antagonists - Kevin Turley, completed the top three.

### d-grade

No report

### e-grade

The combined bunch of nine e and f graders stayed together for the first outbound leg, JC Wilson throwing his weight around on the last descent to lead the bunch into the turn where John Pritchard was marking the spot; full of advice and requesting that someone bring him back a beer next time.

As expected the bunch shattered like a ripe violet crumble™ on the return leg. Starting on the first climb back where the positions of the corresponding descent were reversed, it was Ron Peterson leading the charge up the hill, Brian Farrell in pursuit with Paul Reid in tow, and JC left to bring up the rear. Over the top half a dozen managed to regroup for the slog back to the turn for the bell. With the turn in sight Ron Peterson and Paul took off and it was another shattering, the pair turning clear of Brian and one other who in turn were clear of the others who were now spread out down the road.

Over the last lap Paul rode away from Ron P. to take the win while Brian and his companion worked together but realising they were making no impression into the leaders they settled back to race for the last of the money. The battle for third coming down to a slow-motion sprint as the two weary warriors hammered it out side by side to the finish, a contest won by Brian.

Meanwhile back out at the far turn John Pritchard was still waiting for his beer – I think the riders may have drunk it on the way out John – ed.

### f-grade

The fortunes of f-grade are as fickle as the Melbourne weather is at present and, although there was some weather, there was no f-grade race this week.

## Results

	First	Second	Third	Fourth
<b>a-grade</b> (11)	Roy Clark	Tony Chandler	Tom Crebin	
<b>b-grade</b> (15)	Damian Burke	Trevor Coulter	Glenn Pascall	Andrew Neilsen

<b>c-grade (13)</b>	Darren Darling	John Hunt	Kevin Turley	
<b>d-grade (18)</b>	Louise McKimmie	Richard Dobson	Bruce Hawker	Tony Rodriguez
<b>e-grade (9)</b>	Paul Reid	Ron Peterson	Brian Farrell	

### Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries. Thanks to the helpers on the day; Thorkild Muurholm, Martin Stalder, Paul Verheijden, Robert Troscott, Graham Cadd, Kayleen Jones and Peter Webb. Thanks also to JC Wilson 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	November	15	2:00pm	Dunlop Road	Omara Graded Scratch Races
<b>Saturday</b>	<b>November</b>	<b>22</b>	<b>1:00pm</b>	<b>Yarra Junction</b>	<b>Omara Eastern 100</b>
<b>Monday</b>	<b>November</b>	<b>24</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>
Saturday	November	29	2:00pm	Dunlop Road	Make a Wish Foundation charity day
Saturday	December	6	2:00pm	Casey Fields	Graded Scratch Races
Tuesday	Nov	25	6:00pm	METEC	Graded Scratch Races
	Dec	2,9,16,23			
	Jan	6,13,20,27			
	Feb	tba.			
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.

### Northern Vets Program

Sunday	November	16	10:00am	Pyalong Rd, Seymour	Chooks Wheel Race, 53k h'cap
**Sunday	November	23	9:30am	National Blvd, Campbellfield	Graded Scratch Races **
Sunday	November	30	10:00am	Lancefield	Graded Scratch Races
Sunday	December	7	10:00am	Avenel Road, Seymour	48k handicap

\*\* Northern Vets invite Eastern members to attend this race and join them afterwards for a barbeque.

### Victorian Veteran Cycling Council Program

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### For your calendar

Date	Location	Event
22/11/2008	Yarra Junction	Omara Eastern 100 A premier event, over \$1500 in prizes. <b>Note :</b> earlier start time of 1:00pm.
13/12/2008	Shepparton	Scotty's Ride. A 120km recreational challenge ride on the quiet country roads around Scott's home town of Shepparton. For details check out Cyclo Sportif's website; - <a href="http://www.cyclosporativic.com.au/page/events.html">http://www.cyclosporativic.com.au/page/events.html</a>
14/12/2008	Geelong	To celebrate the opening of the Geelong bypass the Geelong Advertiser is running a 60km individual TT. Entry fee is \$55 and proceeds go to the Geelong Hospital appeal. Entries are capped to the first 900 registered and close 9/12/2008, see the web site for full details; - <a href="http://www.ringroadrideandrun.org.au/">http://www.ringroadrideandrun.org.au/</a>

### Other Results, etc.:

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