



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter May 16<sup>th</sup> 2009*

## Macclesfield – Graded Scratch Races – May 9<sup>th</sup>

### Race report

The skies over Melbourne may have been grey and foreboding, the roads wet and slippery but the weather was coming from the west and it may have been another story the other side of the Dandenong Ranges. It is always a beautiful drive out to Macclesfield, the forested sections beyond Belgrave, the occasional cleared valley of the tulip growers adding variety to the vista, the possibility of seeing Puffing Billy a bonus to the trip. But this week there was the added bonus of Autumnal colours, the deciduous trees resplendent in golds and yellows, oranges and reds, reds that deepened through to almost deep purples. The ground surrounding these trees a veritable tapestry of colour. Unfortunately it was a sight unseen by the majority of our members, only 46 making the journey to compete on the tough but honest Macclesfield circuit, a further nine turning out for duty.

The weather may have kept a few away but east of the ranges the weather was dry, the wind almost non-existent, the roads were dry and the air contained no chill. In all an ideal day for working up a sweat on the undulations that lay between the Macclesfield Primary school and the chicken farms at Yellingbo.

**a-grade** (6 riders, 4 laps - 64k)

Carnegie-Caulfield's day at Philip Island proved more attractive to a few of the regular a-graders and it was a small bunch of six who headed out for the first of four, sixteen kilometre, laps. Through the neutral section up from the school to the start line the suggestion was made that the bunch wait for b-grade as they had done for a-grade the week before but before this idea could be given its due the white flag was up and Tony Chandler was away. History (24/5/2008) and recent form (Baw Baw classic) meant that Tony was a marked man and Rob Amos was the one with the red pen. By the time the road bottomed out all six were line astern albeit with some heavy breathing and increased heart rates. From there to the top of the pitch into the far turnaround the race had a funny complexion, riders would be allowed to ride off the front, none seemingly keen to be there, none keen to bring them back. It wasn't uncommon for there to be one or two gaps of 10-20 metres in the small field or for the field to be bunched up tighter than the proverbial duck's wallet.

The descent saw the next attempt by Tony to take control of the race, an attempt doomed to not succeed although it took

some frantic peddling to keep it all together. Around the turn and a very loose definition of neutral had a few struggling before the leaders sat up to draw straws to determine the leader for the first ascent of the climb. It didn't really matter, as the road climbed into the smoke of a local's bonfire Tony pushed the pace, Gerry Donnelly close on his wheel and taking over when Tony started to slow. A gap formed at third wheel, Rob struggling to hold the dancing form of Gerry and another at fifth as Jamie Goddard and Phil Thompson tried to stay in touch. Over the top it was Gerry and Tony, Nigel and Rob, Jamie then Phil, with no clear break over third the lead pair took the time to catch their breath while Nigel and Rob rejoined them. It took another couple of kilometres for Jamie to rejoin, Phil unable to make the juncture.

The run back to complete the first lap saw a few surges that garnered gaps but each move was quickly shut down. The remaining five enjoying another spurious neutral into the second lap, a lap that followed a similar pattern to the first, but this time Tony made his move before reaching the top of the last drop before the far turnaround, again this was matched and the five turned together. Another frantic chase saw all five together at the foot of that drop. The climb followed the same pattern also, Tony leading the way at a definitely unfriendly pace, Gerry contributing to the hurt, Rob losing ground, Nigel coming off Rob's wheel to minimise the gap and keep the pair in touch, Jamie dropping away. Over the top the same result, Jamie again taking a while to rejoin the group. Two-thirds of the way back, over the dead section of road, Tony and Gerry opened a bit of a gap but didn't drive it home, Rob, Nigel and Jamie able to hold them at around thirty metres.

As the road rose to the turn Nigel decided it was time to bring the group together, an intervening car foiling that plan and Tony and Gerry turned clear of Nigel and Rob who were in turn clear of Jamie. Nigel led the chase down away from the turn but Rob quickly took over and by the time the road gradient went from negative to positive it was a group of four at the head of the race. Tony keen to keep it that way drove the small bunch hard for the next couple of kilometres, a sporadically rolling bunch ensuring that Jamie was left alone to battle his demons.

The far turnaround showed that Jamie was battling but slowly losing ground. Second last time up the hill was not a lot different from the first two, Tony setting the early pace, Gerry taking over, a gap to Rob, Nigel coming round to minimise the damage. Only this time over the top Tony saw a straggling Nigel ten metres back and Rob a further ten behind him and gassed it. Nigel had no response and as Tony and Gerry rode away Rob rode up and it

was two on two. For the majority of the return the status-quo was maintained, Tony and Gerry swapped turns, Rob and Nigel swapped turns, the gap held at around fifty to eighty metres.

The lead pair had the better climbing legs and extended their lead as they took the bell, of the second pair Nigel had the better climbing legs and he rounded into the last lap with a small gap over Rob. But Rob had the better descending legs and as the pair rolled out to the far turnaround for the final time Nigel would take the lead as the road inclined, Rob taking over as it levelled or dropped, Tony and Gerry swapping at will and slowly moving away. Into the last eight kilometres Tony and Gerry had an unsurmountable lead, the pair matching what the other dished out to the top of the climb before settling back to swap turns to the finish. Despite gaining a decent gap up the climb for the last time Nigel was unable to go on with it allowing Rob to catch up. The next couple of kilometres mimicked the previous eight, Rob riding away on the descents and flats, Nigel catching up on the ups until, with an extra effort up one of the small rises, Rob pulled away and Nigel was unable to do anything but watch as his wheel slowly grew smaller and smaller.

At the finish Gerry had the reserves and his smaller legs were able to spin faster getting him ahead of Tony on the line. Rob finished a ways back but well ahead of Nigel who brought up the rear.

Figures for 4<sup>th</sup> place 63.94 at 34.2kph in 1:52:11

**b-grade** (14 riders, 4 laps - 64k)

The first two laps of this race were fairly tame, the first controlled by the prospect of three more, the second by a lone breakaway that most were content to leave alone. A few of the regulars made token efforts at the front but the knowledge that the race was going to come back up 'that hill' four times had even Kevin Starr marking tempo. Thorkild, another of the usual pace makers, was also none too keen to push the pace early in the race. A few others contributed to the first lap tempo whilst the committee sat down the back, keeping an eye on proceedings.

Early on the second lap Anthony Gullace rode away from a disinterested group that was content to let him set the pace from afar (well, fifty metres). With a hare off the front there was less reluctance to participate and the majority came to the fore, tapping out a couple of hundred metres before relinquishing the responsibility to another. The dead road two kilometres from the turn and the final climb taking its toll on Anthony's legs and spirit, the race coming back together just before it turned into its second half.

Having broken the back of the distance things livened up a bit on the third lap. Several surges on the way out had the minds racing and the heart rates up but that was all and it was a full compliment that rounded the far turnaround to tackle 'that hill' for the second last time. It was Nick Tapp who led the bunch onto 'that hill' for the second last time, the mindset being that that was the best place for him. The move came halfway up the rise, it wasn't Nick, it was Anthony again but this time

with support in the form of Trevor Coulter. This move had potential and as the bunch crested the rise it got organised, lifting the rate to keep the pair in sight. Trevor and Anthony combined well to lead the chase a merry chase but approaching lap's end, with no sign of the chase breaking, they lost enthusiasm and allowed Nick to bring the bunch up to them and then around the turn for the last lap.

The outbound leg was relatively quiet, most minds on the last ascent of 'that hill', that's where the move would be made, that's where the energy was going to be needed. Trevor pre-empted the field, jumping before the descent of 'that hill', but to no avail, mass and gravity giving the bunch the momentum to return him to the fold before the final turn and 'that climb' up 'that hill'. It didn't happen, not on 'that climb', nor at any time after that, the run to the finish almost as tame as the first eight kilometres, no serious attacks, just the odd leg-stretching surge that had little behind it and that were reeled in before they got started.

Inside of two kilometres to go Thorkild was labouring away at the pointy end when Nick Tapp made his way to the front and, still a long way from home, started the charge to the finish. Slowly building momentum, the bunch strung out behind. Eventually Trevor rode into the lead, relegating Nick to second, then Darren Darling took that away as the line got closer. Third was Nick's but Anthony had been recuperating through the last lap and found that little bit more, enough to push Nick from the podium.

**c-grade** (11 riders, 3 laps - 48k)

No report

**d-grade** (12 riders, 3 laps - 48k)

The climb up the neutral hill is an opportunity to get the blood flowing without over doing it. Over the hill and Dean Jones showed he was going to make the bunch work hard. The next little climb saw a couple of others indicating that they were prepared to race as well, down the other side and Dean again led the way before Neil Cartledge felt he had to make his presence felt, taking over at the front only to be comprehensively swamped by the bunch on the next little rise. The flexing of muscles over, the bunch rode the next half dozen kilometres at a solid but steady pace with the work being shared by most.

The climb after the turn was marked by some heavy breathing, the climbers - Sam Bruzzese and Paul Kelly inflicting the pain at the pointy end. The flatter section over the top gave the other riders the opportunity to recover despite the smoke. There were the odd surges on the return to Macclesfield but there were enough keen legs in the bunch to cover them all, consequently the bunch arrived intact for the completion of the first lap.

The second lap was not known for heroics. The outbound climbs showing that the legs were not yet fully ready for the road races after a season of flat rides. The return leg was much the same as that of the previous lap but as bodies adapted to the demands a second wind kicked in and the pace picked up, the lead shared by a few. Again a couple of surges on the ups proved futile as the bunch pulled back any advantage gained by pushing hard on the subsequent decent.

The majority of the outbound leg of the third and last lap was watchful – with the race approaching the business end thoughts were turning to preservation. At the approach to the last turn Neil tried to get clear but the bunch was having nothing of that. Neil earning a chastisement for not keeping the turn neutral. The last climb out of the turn was attacked by the usual suspects (Paul & Sam), the rest breathing hard but hanging on. Once over the top everybody just wanted to sit around third wheel leaving Paul and Neil to do the lion's share of work, the occasional exploratory sortie to the front by some others provided the occasional relief.

It was going to come down to a sprint to determine the podium. It was now a question of who had saved, who had spent, who had enough left to take the win? It was Darren Smith who lead the bunch into the final climb but as he tired Neil went by with Sam B on his wheel. About a third of the way into the climb Sam passed Neil for the lead and Graham Parker went by to take second. Neil raised his effort and reclaimed second from Graham, Paul Kelly on his shoulder relegating Graham to fourth, Sam still just in front. Peter Webb had been marking Paul as the wheel to watch and followed him past Graham but falling short of Neil slotted into fourth as Paul claimed second. The final 27 seconds was an eternity of pain, the line in sight but seemingly receding. The early move by Sam began to show as he started to slow. Paul and Neil were riding wheel to wheel and making a small dint in the deficit but still trailing. As Sam approached the line Graham retook fourth from Peter and Neil made ground on Paul. With only metres to go Neil edged past Paul as Sam took a well deserved win. Graham led Peter to the line for forth and fifth respectively.

### e-grade

No race.

### f-grade (3 riders, 2 laps - 32k)

Three competitors, two laps. Craig Chamberlain's first visit to Macclesfield, Ronnie's climbing prowess and JC's current form; it was going to be a case of musophobic dog, cat and mouse. The first half lap was an uneventful stage, each looking at the other and to their own form, weighing up the options, considering the possibilities. The return saw the first crack in the bunch, Craig failing to crest with the others on the first hill and destined to retire. JC, showing that his recent form was no flash in the pan, stayed with the lithe form of Ron as the pair set about returning to Macclesfield to take the bell.

On the way back JC was up to anything Ron handed out and the pair rolled around the half-way turn to do it all again. With neither giving the other an inch it came down to a case of trying to preserve what one had whilst depleting what the other had, keeping on top of the moves and thinking ahead of the game. JC was again equal to Ron up the incline from the far turnaround and doggedly hounded him all the way home. In the end it was Ron who had spent too much trying to out fox JC, just failing to get home in the sprint. A fine battle between two of the stalwarts of the club.

### Special thanks;

To Nick Tapp and Neil Cartledge for their input into the b and d grade race reports respectively.

## Results

	First	Second	Third
<b>a-grade</b> (6)	Gerard Donnelly	Tony Chandler	Rob Amos
<b>b-grade</b> (14)	Trevor Coulter	Darren Darling	Anthony Gullace
<b>c-grade</b> (11)	Justin Murphy	Bruce Hawker	Tim Crowe
<b>d-grade</b> (12)	Sam Bruzzese	Neil Cartledge	Paul Kelly
<b>f-grade</b> (3)	JC Wilson	Ron Stranks	

## Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks to John Thomson, Sid Dymond, Steven Prior, Brett Robinson, Wayne Robinson, Mathew Robinson, Carl Rooney, Steven Ross and Dario Piubellini who were out on the course or in their cars providing cover. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day for our races and to JC Wilson who brings the trailer to all our races and Peter Mackie with the drinks.

## Eastern Vets Program

Saturday	May	16	2:00pm	Casey Fields	Graded Scratch Races
Saturday	May	23	2:00pm	Killara Road	Graded Scratch Races
<b>Monday</b>	May	<b>25</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>General Meeting</b>
Saturday	May	30	2:00pm	Macclesfield	Graded Scratch Races
Saturday	Jun	6	2:00pm	Casey Fields	Graded Scratch Races

Wednesday	10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee
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**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	May	17	10:00am	East Trentham	44k Handicap
Sunday	May	24	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	May	31	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	June	7	10:00am	Lancefield	51k handicap

### Victorian Veteran Cycling Council Program

*	Sunday	May	24	10:00am	Cororooke	Colac May Open	18/5 - \$15
*	Saturday	May	30	1:00pm	Rochester	“Oppy” Handicap	25/5 - \$15

**Note :** Entries for the two May opens are to be sent to Tom Finning (**not** to Harry Tams) at 59 Wolseley Grove, Geelong North, Vic. 3215 .

### Other Results, etc.:

### For your calendar

Date	Location	Event
13/9/2009	Shepparton	Fruitloop ride, 50, 100 & 200k ride options. \$90.00 registration - <a href="http://www.fruitloopshepparton.com/fruitloopride/">www.fruitloopshepparton.com/fruitloopride/</a>
18/10/2009	Melbourne	Around the Bay in a Day.

### Club Clothing;

A range of cycling clothing is available for sale and usually available from Kevin Starr at the races on Saturday. The clothing is made by Giramondo and is sold to members at cost. EVCC colours and designs are easily recognised in bunches and as such make it easy for you to find your Eastern friends on organised rides. They also stand out well in cloudy and gloomy conditions so that members are visible on the roads whilst training or racing and at the same time you will be promoting the club.

Have a look at the website ([www.easternvets.com/clothing.php](http://www.easternvets.com/clothing.php)) for our range of clothing.

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