

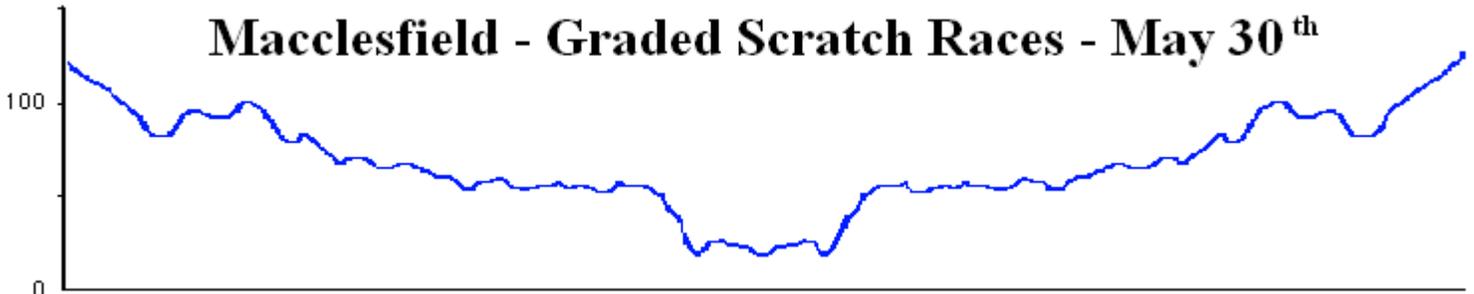


Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter June 6th 2009

Macclesfield - Graded Scratch Races - May 30th



Race report

Macclesfield, a sixteen kilometre out and back circuit, dropping around a hundred metres over the eight kilometres to the far turnaround before heading back. The forty-eight who braved the wall of weather that surrounded Macclesfield were pleasantly surprised to find good conditions for racing. It may have been raining in Belgrave but just round the corner the roads were dry and the sun was periodically making an appearance, a southerly wind making for a quick outbound downhill leg.

a-grade (8 riders, 4 laps (64k))

Steve Ross set a quick pace up the hill to the start of the race, Damian Burke and Ian Harper for company. Tony Chandler, Mick Hay and Guy Green were the middlemen whilst Nigel Kimber and Rob Amos were in no hurry, bringing up the rear. Over the top, Steve and co. had time to catch their breath before kilometre-zero as the middlemen rolled up. Tony having to wait for the stragglers before making his now trademark move once the flag was dropped and racing was on. And racing was on, the first lap starting with a long strung out line chasing Tony down the first hill, Rob starting the chase from the back of the bunch with a shake of the head.

Once Tony was back in the bunch the pace didn't let up, ebbing and surging as the road meandered and undulated through the Yellingbo countryside. Things slowed down after the turn. As the foot of the pinch approached thoughts and eyes turned to others, everyone knowing Tony would turn unkind on its slope, the only question – when? Two thirds of the way up the unmistakable 'whoosh-whoosh' of carbon wheels announced the moment. Guy and Mick having little trouble matching the increase in pace, Nigel having a little trouble as did Rob. Steve, Ian and Damian left with a chase after cresting, Damian doing the domestique duties to bring it all together for the return.

A push up to the turn at the end of lap one strung the line out but the group rounded the turn intact. This didn't stop Tony from hurrying away down the other side as the remainder regrouped to chase, some thinking that Tony must be pushing a 55-11. No panic in the group and as Tony hit the first incline the gap came down and Nigel launched himself at the rise from mid field. Nigel's effort taking him clear of the pack and past Tony before any, but Mick, could react. Cresting the rise Nigel and Mick had a significant gap and set about making the others work to bring them back. Over the next bump a call of "Sheep!" almost costing Nigel \$20, the presence of two ewes on the road side his saving grace. After a couple of turns Mick surrendered the break for the chase, leaving Nigel to his own devices.

The chase content to let Nigel set the pace to the far turnaround and to lead the return before bringing him back on the first climb. A climb that again saw a familiar three crest ahead of the remainder, Nigel digging deep on the flat to retain contact, Rob spending more energy and time to recoup the losses of the slope. Damian, Steve and Ian cresting at varying distances unable to recover and destined to finish their races on their own.

To be shuur to be shuur the leading five maintained a solid pace, regularly swapping off turns to prevent the chasers from regaining the shelter of last wheel. At one point even rolling the bunch for a kilometre before a positive gradient put paid to that. A more sociable climb to the turn saw the five round as one and start the second half of the race at a still solid but smooth pace, the solitary chasers still in pursuit.

A fairly uneventful run to the far turnaround, Rob again winning the FBS, and back to the second last time up 'that hill'. A climb that was controlled by Guy and Nigel, the pair riding side by side, matching pedal stroke for pedal stroke and thinking as fat as they could to keep Tony from unleashing another assault on the weary legs. With Guy slipping back to second wheel it was Nigel leading the quintet over the top for the run back to the bell. Another fairly uneventful run until a kilometre or so from the turn where Guy and Mick decided they didn't want to lead it up the

hill to the bell, afraid somebody might attack before the turn and take a break into the last lap. Attack they did, Nigel splitting the dithering dandies as he set off to get the bell. With encouragement from the sideline to not wait for the others Nigel rounded the cone a couple of metres clear of Tony who had a couple of metres on Mick and Guy who, in turn, had a metre on Rob and took off down the hill. The expectation was for Tony to quickly reel in Nigel on the descent and for the others to take their time. The actuality was Tony chasing Nigel for the full eight kilometres wondering why he wouldn't wait (he didn't know you were there – ed.), the other three doing hard turns to keep the leaders in sight. At the far turnaround the gaps were as they had been at the start of the lap – nothing to indicate the 200m gap Nigel had pulled out on the others during the eight kilometres.

The prospect of one last time up that hill with the chase nipping at the wheels kered any thought of continuing. Nigel waiting for the others to round the turn before setting off for home. The last time up that hill was a tame affair, the efforts of the previous eight and a bit kilometres leaving the legs a little less than enthusiastic for any heroics although it was fast enough to put Rob in trouble. Over the top the pace quickly returned to race pace putting Rob further in trouble, relegating him to finish his race alone. In a repeat of the previous lap Mick and Guy deferred the leadership to each other just over a kilometre from the finish and again Nigel attacked through the gate. This time he didn't have the legs nor was there any quarter given, Mick quick to make the required effort to close the gap, Guy and Tony on his wheel just as quickly.

Nigel led the race to the Macclesfield sign and around the corner; the finish in sight. Running out of gears and cadence Mick had little choice but to start the sprint a hundred metres from the line, Guy sticking to his wheel. Tony couldn't match the surge of the other two but managed to get out of the saddle and find enough to gap Nigel before running out of steam half way to the two ahead. Guy, milking the advantage offered by second wheel, stepped out of Mick's slipstream to take the win on the line. Tony finishing unchallenged in third as Nigel started the lactate detox as he rode to the line.

Figures for the race : 64.54k @ 35.5kph 1:49:01

b-grade (12 riders, 4 laps (64k))

Eleven riders set off for the first of four laps, knowing what was ahead but not what was in store. It quickly became apparent that Gary Wishart had somewhere else to be as he repeatedly hit the bunch over the first two laps. Whether his intent was to inflict pain or to conscript a couple of willing workers into an early race winning break is unknown, he certainly achieved the former - not only the chain and cassette rings getting a work out, but, despite continued support from Rob Harris, the latter was denied by the mass that was the bunch and its desire to at least make it to half race distance with some semblance of prospect.

At the end of the second lap Gary went somewhere else, the remaining ten scratching their heads in bemusement but thankful that they may get a bit of respite from the constant surging required to stay in the mix. The respite was short lived

as Rob continued the pattern of the first two laps. Rob doing a power of work at the front and still finding a little extra to occasionally try to get clear. The bunch were still keen to compete and Rob was always returned. With Rob's work, and contributions from Craig Everard and Paul Wilson who relished in pushing the pace on any one of the small inclines, the remainder had their work cut out just managing the pain and staying in touch. The return on the third lap saw gaps appear in the line as the relentless drive of the antagonists started to have an impact. Matt White saving Ian Milner's bacon (his words not mine - ed.), providing the tow to reel in a threatening break. Ian Smith, Ray Russo, and Dave Hyde knew their strengths/limitations and rode smart letting the mountain goats butt heads at the front.

On the last time out to the far turnaround Rob managed to break the rubber-band and the spirit of the chase, spending most of the leg 100-150 metres off the front and driving it hard to the final turnaround. Rounding the turn with a significant gap Rob set off for home and the fat lady was seen heading for the dressing rooms. She didn't reappear - Ray Russo chasing her down and bolting the door. A strong pull by Ray saw the bunch attack the hill with Rob in its grasp. The assault on the hill seeing Rob hauled in and half the bunch shed, only five survivors going over the top together; Rob, Craig, Paul, Anthony Gullace and Ian Smith, the others scattered to the slope. Rob put paid to any thoughts the stragglers may have had about getting back on after the road flattened out, driving the depleted bunch back toward the finish.

The little rise one and a half kilometres from the finish put an end to the suffering inflicted by Rob as his legs finally popped. But the suffering didn't stop as Paul and Craig took over the mantle, raising the tempo and leaving Rob, and a struggling Ian Smith, to ride the last couple of hundred metres alone. Anthony Gullace was able to match the increased pace and went with them to the finish, Anthony getting around Paul before the line but not able to get past Craig.

The ex-president's ride of the day going to Rob Harris for his effort to make a race of it and for not giving up at the end. Despite blowing up and being left behind Rob continued on and passed Ian near the line to take fourth.

c-grade (7 riders, 3 laps (48k) – Peter Shanahan)

The small c-grade field of seven set off on the first of the three laps, Martin Stalder setting a solid pace initially with Peter Shanahan taking over after a couple of kilometres. On the return leg it was Michael Pearce and Tim Crowe trying to hurt the legs of the others on the uphill sections. All this softening up paved the way for an attack by Bruce Hawker who kicked up the final hill to open up a 26 second lead before the turn.

The remaining six were happy to leave him out there, at a safe distance, for the next eight kilometres thinking "this guy's race is done". Eventually Bruce succumbed to the isolation allowing the rest of the field to catch up and the group proceeded back to the bell at a steady pace.

The final lap saw a couple of attacks by Dave Worland but no one was prepared to give him too much breathing space and he was

regularly returned to the bunch. Unrepentant Dave continued to attack and he had a small break at the final turn around but was soon caught by the bunch. After the hill Dave's efforts were replicated by others with several unsuccessful break away attempts before Peter put a permanent end to the surging by picking up the pace and putting the hammer down on some of the upward sections of the return leg. Peter's strategy setting up a race for the sprinters, or king of the hill contenders.

At the start of the final hill, with about three hundred metres to go, Bruce Hawker accelerated from the back of the bunch with Richard Dobson not far behind, Martin Stalder set off in pursuit looking to overtake Richard for second. Not to be out done the faster finishing Peter Shanahan released his sprint to chase down the leaders, coming around Martin before the line but couldn't quite make it past Bruce who fought to the line to win by the narrowest of margins.

d-grade (13 riders, 3 laps (48k) – Neil Cartledge)

The second time at Macclesfield in as many weeks meant that nobody needed to remind themselves that there was hard work ahead for the next 100 minutes. The climb from the start was respectful and the drops before Swales road were without the posturing of the previous visit. Graeme Parker joined us on the rise from the road junction when the bunch had a full head of steam and Graeme was still trying to warm up, a tough way to be introduced to race speed.

On the flattish section Murray Howlett lead the way. Nobody seemed perturbed but as the gap widened, Neil Cartledge thought maybe Murray wanted company to try a break-away and used the descent to the cone to bridge the gap. When invited to make a further break Murray declined and the bunch inevitably re-united with the wayward pair. On the first good climb after the turn, Sam Bruzese stretched everybody's heart rate. Hylton Preece was also up there ready to inflict some pain if somebody was prepared to challenge. Andrew Buchanan, Matthew Robinson, Mal Jones and a few others shared the work on the return to the finish climb where a couple tested the climbing strengths of the rest and stored the info for further reference later in the day.

Lap 2 was not fast but there was no resting either. The lead shared by several and nobody did any heroics. The two more difficult climbs used to tire the flat-land riders. (A "moment" on the run to the bell as Paul Kelly lost his chain on the climb, bikes and riders going in all directions to avoid the suddenly stationary Paul, fortunately none heading to the bitumen. Paul able to recover and rejoin the race).

On the bell hands reached for the Gels but Graeme wanted to get on with racing so it was a case of pedalling, sucking and drinking between breaths. After Swales Rd. Neil inherited the front spot and nobody saw fit to be mean or nasty and relieve him of it. After the last turn and approaching that nasty rise, Andrew, Mathew and another led up the climb but it was Sam and Hylton with Paul in there somewhere that led the group over the top. The remainder of the run to Swales Rd. was not too quick, conservation for the last climb being the order of the day. The first part of the climb saw Andrew and Matthew at

the front then at the Macclesfield sign the bunch went up a gear (or maybe 3)

Hylton jumped first with Sam, Graeme and Paul going hard as well. Then Ben DeJong pushed through a slowing bunch with Neil on his wheel. The two went around, or through, the remainder, past Sam, Graeme and Paul and then the LINE. Ah, Macclesfield, such a great course - when its all OVER!

And the finish according to Hylton;

Paul Kelly started the sprint with Graeme Parker and Sam Bruzese on his wheel. Hylton paced himself, building speed before starting his sprint from the back of the bunch 120m from the line. A well timed move as he drove past all and sundry, passing Ben DeJong and Neil Cartledge as they cut their way through a slowing bunch.

e-grade (8 riders, 2 laps (32k) – Mal Doswell)

I tried to get a hold of Barack Obama during the week to let him know that I found the weapons of mass destruction they have been looking for in the Middle East. After the last two weeks racing I think the cheeky so and so's have buried them in the hills around Gruyere and Macclesfield! I have now dubbed these two courses the weapons of mass destruction. Killara Road was just the beginning and sorted out the ones with the lungs from the ones without. After spending too much time out the front last time (according to my coach and brother in law Daryl O'Grady) I decided that a change of strategy was needed for Macclesfield. Living only 15 minutes away from Weapon of Mass Destruction II means that I have ridden this road a bit so know what it is like - that's still a bit different from racing there.

The day was overcast but I was glad to see the surface pretty much dry. The briefing reminded us that the white line was there for a purpose and crossing it meant your bike would explode into a million.... sorry I'm getting carried away again. The road is too narrow and you'll get disqualified! OK! Neutral to the top of the hill so no real dramas there and then through the start finish line for the race proper.

Only 2 laps I told myself but then the pace quickened a little. This should be interesting I thought. The stronger riders were up the front and started to open a bit of a gap causing a shuffle in the order. Two riders dropped off a little so I rounded them up and grabbed Graham's wheel (the only name I know) and settled in behind the bunch. The little rises caused a few to jump up and stomp on the pedals. Not too much trouble here, just stick with them and sit at the back, Daryl's words echoing on my head. The first time down "that" hill saw speeds upwards of 60 kph through the bottom corner and into the straight on the way the turning point. All safely around the first turn and the speed slowed to allow the bunch to regroup. All present and accounted for.

The speed remained sensible to the bottom of the climb and a steady pace was held to the top. I am not sure how the weaker riders were going because I was too busy trying to breathe - doing my own impression of Puffing Billy, however the group was now about seven I think and onward we pressed towards the start finish line for the first time. The group of seven remained together and the climb to the finish line was steady and

controlled. I found myself at the front round the top cone and sat up until all had got around.

On the way back we passed two riders 200m from the turn, having dropped them on the return leg (Juanita & JC - ed.), and continued on at a steady pace. Feeling like my lungs had joined my body again I was happy to do a turn at the front on the second outward journey. Knowing the roads I knew what was comfortable for me so sat on my own pace with no one passing me until I slowed after rounding the far end of the course for the last return. At this point a tall skinny bloke (Brian Farrell? - ed?), who I think got a place last week, took to the lead. Graham said that this bloke was going to have a go at the end and I agreed. He was a bit of a sleeper but he wasn't fooling any of the more experienced riders. I sat on his wheel and stayed there to the top of "that" hill. Graham's encouragement was valued as we drove on. There are a couple of little rises that cause a bit of pain along the way and I was glad to catch the occasional glimpse of people getting dropped off the back of the higher grades. Even though we are not at their level it is encouraging to see that others struggle and yet continue their own race - not prepared to be beaten by the challenge. It spurred me on and I started thinking about the end of the race.

Knowing there was a steeper pinch before the drag to the line I figured I might have a better chance if I hit the bunch on the downhill bit just before the last climb. There was a bit of cat and mouse happening at the front and nobody was keen to lead out. It was now or never I thought so off I went around the bunch and go for it. I made it to near the top of the steep little bit and heard the sounds of whirring wheels. One by one I got passed by riders fitter than I and, being on the limit with nothing left, had to let them go. I knew there was still one rider behind me but I didn't know who it was. Digging deeper I tried to hold my speed to the end and urged on by my wife yelling something that I thought was about another rider but was actually about horse floats, I managed to cross the line and collapse. Well done all those who tackled the Weapon of Mass Destruction II and survived. Well done those who got the places. Great safe ride with enough challenges to keep it interesting and enough competition to keep us all honest. See you on the road again soon.

f-grade

No race.

Results

	First	Second	Third
a-grade (8)	Guy Green	Mick Hay	Tony Chandler
b-grade (12)	Craig Everard	Anthony Gullace	Paul Wilson
c-grade (7)	Bruce Hawker	Peter Shanahan	Martin Stalder
d-grade (13)	Hylton Preece	Ben DeJong	Neil Cartledge
e-grade (8)	Ross Gardiner	Graham Cadd	Charles Lethbridge

Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks to Thorkild Muurholm who was in charge of the myriad of marshals and traffic controllers required to race at this course, who included; Frank Nyhuis, Graham Haines, Stephen Szalla, Nick Tapp, Robert Truscott, Jim Swainston, Harold Simpson, John Van Seters, Keith Bowen. 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	June	6	2:00pm	METEC	Graded Scratch Races
Saturday	June	13	2:00pm	Casey Fields	Graded Scratch Races
Saturday	June	20	2:00pm	Yarra Junction	Athletic Soft Tissue handicap
Saturday	June	27	2:00pm	Macclesfield	Graded Scratch Races
Monday	June	29	8:00pm	Maroondah Club	General Meeting
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	June	7	10:00am	Lancefield	51k handicap
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Sunday	June	14	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	June	21	10:00am	Avenel Road, Seymour	64k handicap
Sunday	June	28	9:30am	National Blvd, Campbellfield	Graded Scratch Races

Victorian Veteran Cycling Council Program

Sunday	July	5	10:00am	Benalla	George Goodwin Handicap (57k)	29/6 - \$15
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Note : Entries for VVCC Opens are to be submitted through the club secretary – Keith Bowen.

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

Entries should be with the club secretary the Saturday before they are due.

Other Results, etc.:

For your calendar

Date	Location	Event
13/9/2009	Shepparton	Fruitloop ride, 50, 100 & 200k ride options. \$90.00 registration - www.fruitloopshepparton.com/fruitloopride/
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) for our range of clothing.
