



# Eastern veterans cycling club

## Respecting the Rights of all Road Users

*Newsletter June 13<sup>th</sup> 2009*

## METEC – Graded Scratch Races – June 6<sup>th</sup>

### Race report

It was odds on going to rain, formidable dark clouds hung over the suburbs to the west of METEC and with a westerly wind it was a matter of how long would we race before precipitation necessitated the termination of activities. Despite the threatening conditions, the long weekend and Hume Vet's three-day tour seventy-four members turned up to race - one less than the cut-off for splitting the racing. With all races on together the organisers were able to give the higher grades a better chance of having their race cut short by rain - an hour fifteen the designated race duration for the top grade down to the regulation hour for the lower grades.

The wind kept up for the race duration, making the run along the finish and back straights hard but it also kept the condensation away and all races were completed without a drop of wet hitting the tarmac, except the salty stuff from exhausted cyclists.

### **a-grade** (1:15)

An hour and fifteen, would we get through before the rain came? The opinion of Nigel and Russ was a resounding "70-30 no". Would there be any sausages left by the time we finished? - let's hope so. The first lap and a bit enabling the members of the ten strong group discuss these and other matters of import before Mark Wallace wandered up the road - unattended. Even though Mark sat up (after realising nobody was with him) it was only Andy Burmas who went across to keep him company, Andy's momentum pushing him past Mark and further away. As Mark returned to the fold Andy continued his solo sojourn and so it was for the next twenty minutes or so, the bunch casually swapping off turns, keeping Andy on an elastic leash until, with forty percent of the designated race duration covered and the skies looking more likely to dump on proceedings, Rob Amos and Mark decided to hedge their bets and stir things up a bit. Their decision flowing to the bunch and as Rob & Mark joined Andy the bunch joined the trio.

The next twenty minutes saw att ack after att ack as the odd individual, or pairing, got up the road only to be chased down by those left behind. The major antagonists were Rob and Mark. Nigel Kimber, on a couple of occasions, getting across unencumbered but with the potential of three away the bunch were quick to respond and close it all down. Consequent to the att acking, chasing, catching and recovery the middle half hour was characterised by large fluctuations of speed, from flat out

at 50+kph to cruising at 32kph. Major contributors to the keeping it together were Trevor Coulter, Andy, Guy Green and Nigel or Rob when they weren't in the away group.

As the hour approached the bunch was still intact and Guy took it upon himself to separate the pretenders from the contenders with a series of att acks from mid-bunch. If there was one contender who wasn't going to be given an inch it was Guy and he was constantly closely watched, all of his moves marked by one or more of the other nine and acted upon quickly by the remainder. Four leg-tearing att acks in as many laps, one lasting a full lap, and it looked like it was a field of contenders. As Guy finally retreated to the back of the line to reconsider his options Russ Newman took advantage of the lull in proceedings and jumped off the front. Nobody took the move too seriously and although the pace lifted Russ was allowed a couple of laps to himself.

With Russell back and time rapidly running down, the prospect of rain not as likely as the sound of the bell Mark set about getting the jump on the others, Andy, of a similar mind set, was at the right place at the right time with the right inclination and it was two away and building. The chase got serious, the gap fluctuating dependant on who was driving the bus till Guy considered that Nigel had got it close enough to close (alone). Russell was watching Guy and the pair rapidly closed on the leaders, the strung out bunch clambering around a hapless Nigel in pursuit. After one hour and fourteen minutes of racing the first pretender had been unmasked

As Guy and Russ closed on Andy and Mark the remaining five followed Justin Davis's wheel in pursuit. As Guy and Russ caught Mark and Andy it was four against five - break over - not for Guy who accelerated as the others backed off. One away, three rapidly re-integrated into the still stretched chase and Nigel looking for a set of lungs. Guy's efforts winning him a hundred metres but no sympathy from the officials; at least another two laps to keep the pack at bay. Next time round the final turn there was no movement on the line, Guy looking at another two kilometres of suffering and pain. As he closed on the line activity increased, a board was grabbed, the bell secured and as Guy crossed the line the last lap was tolled in. The sound picked up by the leaders of the chase causing them to redouble their efforts in an attempt to stop Guy from a runaway win.

To no avail, despite a valiant effort by Justin Davis to reduce the gap Guy had time to look round and ease the pressure to finish thirty metres ahead of Justin whose efforts had scattered the field giving him a comfortable second. Rob Amos led a couple through the last turn only to be rewarded with Trevor unleashing

his sprint. Mark Wallace on Trevor's wheel but unable to match his turn of speed was destined to follow him across the line for fourth; Trevor third, Mark fourth, then Rob, Andy, Russell, Stuart Bendall and Phil Thompson rounding out those who remained on track.

Figures for Nigel: 1:15:08 @ 38.5kph to cover 48.28k

### **b-grade** ()

Fifteen relatively evenly matched competitors and it was pretty much predetermined to come down to a bunch sprint. Despite a solid base pace set by the likes of Frank Nyhuis and Ian Smith the odd individual managed to find that little bit extra to get a gap on the field. Ian Milner a major proponent of this pattern of behavior, constantly jumping 50m up the road in an effort to initiate a breakaway. Unfortunately the strength in the bunch ensured that when one reacted all reacted and Ian, or any of the others who had got a gap, found themselves inundated with helpful assistants – fourteen of 'em.

After an hour and a quarter of punishing racing it came down to its predetermined climax – a bunch sprint. Frank led the way through the last lap, stretching the bunch into a line, followers desperately clinging to the wheel in front or trying to find a better wheel to advance their position. All to little avail as Frank continued to keep the pressure on the pedals and rode away to a well deserved win and an appointment in a-grade. Behind Frank the mass sorted itself out and in a tight finish it was David Hyde who won the race for second over Rob Truscott and Peter Castillo

### **c-grade** ()

No report.

### **d-grade** (Mal Jones)

Ah, METEC in winter. A welcome break from the rigors of the road courses of Macclesfield and Gruyere. Sure, METEC is a tight circuit, but at least the racing would be fast and close. What the 21 unsuspecting d-graders who had turned up to race didn't really know was... how tight!

As the race got underway, with Graham Parker's "No passing higher grades" still ringing in the ears, the bunch settled into an easy and comfortable pace. Nothing too challenging for the first several laps.

That was reasonably quickly put to rest by Neil Cartledge. He'd had information from an experienced rider who pointed out that there were quite a few good sprinters in the grade and as he doesn't consider himself a sprinter Neil decided to try hurting the legs of the opposition by maintaining a fast pace.

After sitting in the bunch for several laps, he went to the front and pushed up the speed. Richard Dobson and Paul Kelly went along and the trio almost made a breakaway but Mal Jones, who had not reacted at Casey a couple of weeks back under similar circumstances (into that wind? you've got to be joking!), was quick to pull the bunch up to the trio.

As the pace had considerably intensified, there were problems looming in the shape of 12 c-graders getting along at what many considered to be a pedestrian pace.

Now it was going to get interesting – or so most of the field thought. What happened wasn't entirely expected – or unexpected (remember – no passing higher grades...). Peter Mackie the bunch captain, called off the action, so the race effectively became a procession for d-grade as the bunch slowed to give c-grade a little breathing space.

Another surge from the front by the rider they're now beginning to call the locomotive (Neil Cartledge) all too quickly pulled the bunch back up to the back of c-grade again – and the pace slowed yet again.

With the race now becoming a frustrating procession for the 21 d-graders, Graham Parker quietly moved to the front of the d-grade bunch and suggested that an on the fly change of rules had been implemented – it would be okay to pass c-grade.

Beaut thought 21 riders – and d-grade steamed past c-grade, and the racing could really begin – or so the bunch thought. Whether it was a wake up call or simply the awkwardness of being passed by a lower grade, but c-grade responded by upping the pace and re-passing d-grade soon after.

That would be well and fine with no problems – if they kept the pace up. Alas, once past, c-grade then slowed down again, with a freight train of 33 riders now riding as one block.

So, it was another group pass by d-grade, but this time with a couple of c-graders being dragged up and mixed in with the lower grade giving them an opportunity to interrogate Neil as to what was going on. They also none too politely also suggested where he should go!

Predictably, c-grade made another pass on d-grade, and this time the rule about not passing higher grades was re-applied and the bunch rode neutral again for a couple of laps with Peter Mackie again barking orders.

Again, the race settled into a processional affair. C leading d, and 21 riders champing at the bit to up the ante.

And it wasn't over yet... Lap after lap deep into the race c-grade would lead the d-grade train past the finish line. As the laps went by, d-grade was expecting the bell – but it didn't come. Finally, commonsense prevailed when Graham gave the order to give c-grade the bell (before d-grade) on the following lap and thus clear for the track for the d-grade sprint.

The lull from the hard and fast activity had worked in the sprinters' favour by giving them time to recover and enable them to put in the big effort when it mattered over those last few hundred metres.

As the final lap unfolded the pace quickened up to turn into a full on charge up the back straight. The massive bunch had been reminded about holding their respective lines and to the credit of the 21 riders, did so without incident.

At the finish the bunch was still reasonably close, but Paul Kelly did manage to edge out Richard Dobson with Sam Bruzzese third and Graham Parker fourth.

#### **e-grade** (Les McLean)

On a day which looked very threatening with rain clouds ominous and with a fresh south west wind blowing, ten hopeful riders lined up for the start.

As usual, the first couple of laps were shake down laps and just a stroll in the park - so to speak. Peter Kronemann, during a brief conversation with Les McLean as they were riding, stated that he had not ridden since the last race at METEC. On hearing this Les thought that maybe Peter would not be as strong in his attacks as per his usual race tactics but this proved to be wrong as he then went to the front and started to push the pace up somewhat. Not to be outdone Juanita Cadd took over the pace making from Peter and they went turn for turn.

Ross Gardiner and Charles Lethbridge also did their share of the work in the early part of the race. Barry Rodgers thought that the sprinters were not hurting enough and he too went to the front and moved the race speed along at a higher tempo. JC Wilson did his usual trick of powering from the middle of the field and gaining his normal 20-metre break and holding that for half a lap before coming back to the field. Les and Graham Cadd also did their small bit on the front but it was Peter, Juanita and Barry who made sure the pace remained very high with Laurie Bohn biding his time in the middle of the field. Mid-race Geoff Cranstone also started to do some work on the front but it was Barry who insisted on going over everyone and working the pace up.

Peter never did tire from his continual stints on the front and everyone started to hurt from the high pace. Les and Laurie were continually trying to find, and sit on, the wheels of the larger riders to conserve their energy.

The race was being protracted due to bunching of the other grades and the bell was a long time coming. But when it was finally rung, Peter, being on the front of the bunch at that stage, accelerated away with Barry, Graham and Juanita right behind him, the rest jockeying for positions. However, down the back straight and up over the bridge Peter's speed drastically dropped off. The others started to panic because of this and began to move forward. JC moved up alongside Graham with Les tacked to his wheel and Laurie on his. Graham at this stage sensed that he was in a bad position and tried to move out from behind Barry but found he was well and truly boxed in.

JC started the sprint just before the final bend and quickly swept past Barry and Peter with Les on his wheel. It was on in earnest then with JC leading from Les, Laurie, Graham and Geoff. Into the final straight and all the sprinters were trying to catch JC but to no avail. He went over the line a length ahead of Les and the fast finishing Geoff who just edged out Laurie for third place with Graham a wheel away 5<sup>th</sup>, the rest strung out behind. This was another very close and willing finish by the e-grade sprinters, Les and Laurie almost tangling in the final 100 metres.

#### **f-grade**

No report.

### **Results**

	<b>First</b>	<b>Second</b>	<b>Third</b>	<b>Fourth</b>
<b>a-grade</b> (10)	Guy Green	Justin Davis	Trevor Coulter	
<b>b-grade</b> (15)	Frank Nyhuis	David Hyde	Rob Truscott	Peter Castillo
<b>c-grade</b> (12)	Dean Smith	John Hunt	Harold Simpson	
<b>d-grade</b> (21)	Paul Kelly	Richard Dobson	Sam Bruzzese	Graeme Parker
<b>e-grade</b> (10)	JC Wilson	Les McLean	Geoff Cranstone	
<b>f-grade</b> (6)	Jeff Smith	John Eddy	Rod Goodes	

### **Officials**

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries. Thanks to Paul Verheijden, Ken Woolard and Russell Tankard - a prospective new member, who kept an eye on proceedings and ensured all races were finished safely. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day for our races, to JC Wilson who brings the trailer to all our races and Peter Mackie with the drinks.

### **Eastern Vets Program**

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
<b>Monday</b>	June	<b>29</b>	<b>8:00pm</b>	<b>Maroondah Club</b>	<b>General Meeting</b>
Saturday	July	4	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.

**Northern Vets Program**

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
Sunday	July	5			

**Victorian Veteran Cycling Council Program**

Sunday	July	5	10:00am	Benalla	George Goodwin Handicap (57k)	29/6 - \$15
Saturday	July	11	1:00pm	Yarra Junction	Rob Graham Memorial Time Trial	6/7 - \$15

**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 - <a href="http://www.fruitloopshepparton.com/fruitloopride/">www.fruitloopshepparton.com/fruitloopride/</a>
18/10/2009	Melbourne	Around the Bay in a Day.

**Gippsland Vets Inaugural Race:**

Steve Flower and Ray Rhodes from the Gippsland Veterans Cycling Association have issued an invitation to all Eastern Vets members to ride at their first event on Sunday June 28<sup>th</sup> at Kernot - just off the Bass Highway (on the way to Phillip Island). The course will cover 46k (or thereabouts) of very quiet country roads. Mal Jones rode down there on June 7<sup>th</sup> and reported that in 65k he saw about 10 cars. A couple of sharp hills break up what is generally a wide open rolling course. The start finish will be at the Kernot Hall and has excellent parking and toilet facilities.

Race details:

Entry fee \$10, entries accepted up until 9.45am

Race starts 10am, Start/finish location – turn left at Grantville and follows road signs to Kernot

Allow about 1.30 hours from eastern suburbs

For more details, contact Steve Flower on 0438 931 672 or Ray Rhodes on 0417 110 083 – might be worth calling one or the other to let them know if you’re heading down.

**Hume Vets Queen’s Birthday 3-Day Tour;**

Congratulations to the following Eastern members for their results in the Hume Vet’s 3-day tour.

Division 1: Overall - Tony Chandler - 2<sup>nd</sup>, Stage 2 (TT) - Roy Clark - 3<sup>rd</sup>

Division 2 : Overall - Thorkild Muurholm - 5<sup>th</sup>, Stage 4 - Damian Burke - 3<sup>rd</sup>

Division 3 : Overall - David McCormack - 3<sup>rd</sup>, Stage 1 - Dave McCormack - 3<sup>rd</sup>, Stage 2 (TT) - Dave McCormack - 3<sup>rd</sup>, Stage 4 - Dave McCormack - 3<sup>rd</sup>

Division 6 : Overall - Ian Jones - 2<sup>nd</sup>, Stewart Jenkins 3<sup>rd</sup>, Stage 1 - Ian Jones - 2<sup>nd</sup>, Stewart Jenkins 3<sup>rd</sup>, Stage 2 (TT) - Ian Jones - 2<sup>nd</sup>, Stewart Jenkins 3<sup>rd</sup>, Stage 3 - Ian Jones - 2<sup>nd</sup>, Stewart Jenkins 3<sup>rd</sup>, Stage 4 - Ian Jones - 2<sup>nd</sup>, Stewart Jenkins 3<sup>rd</sup>

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