



Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

Newsletter June 6th 2010

Graded Scratch Races – Macclesfield – May 29th

Race report

The Bureau of Meteorology may have a case to answer in why numbers were a little low on Saturday. An abnormal skewing of the normal distribution of numbers across the grades saw a very small b-grade field of six take to the undulations out the back of Macclesfield. The undulations contributing to the low numbers in the lower grades that saw no f-grade contest and only six in e-grade. Despite a sixteen strong a-grade contingent it was a relatively small turnout of 57 competitors and ?? officials who made the trek out through the autumnal splendour of the back of the Dandenong Ranges to congregate at the Macclesfield Primary school and take on whatever the handicapper handed out. A & b grades given 4 of the 16 laps to come to a decision, c & d grades three and e-grade had to finalise their result in 32k.

The slightly damp roads barely raised a rooster but did lend conservatism to the descent of the hill at the far end of the course and made for some interesting sensations if one found themselves riding out of the saddle up a hill over some of the patched cracks - oil definitely not the substance required to quieten the squeak. Although cool the little wind meant bare arms were more in vogue than the wearing of arm-warmers.

a-grade

With four Team Degani riders in the bunch expectations were that at least one should feature in the results, two in Doherty's / Eltham Cycles clobber and a couple of Velocino team mates (albeit in foreign kit) sure to make things interesting.

In the absence of Tony Chandler, and despite protestations of heavy legs and feeling a little less than 86%, Guy Green bolted as soon as the flag was raised. Only to sit up straight away – maybe the claims had merit. With the merriment behind the little group it was a fairly pedestrian first two laps, Phil Smith trying on a couple of occasions to ride away from the bunch but no real effort was required within the chase to return him to the fold.

A little break halfway out for the first time had Frank Nyhuis comment that it was payback for the previous week - Frank, Nigel Kimber, Rob Amos, and Anthony Gullace having gotten a 50m gap on the field. But some in the chase felt left out and quickly closed it down.

Nothing serious first time up 'the hill', Phil Smith pushing a tempo that tested the waters - none found wanting. Over the

crest Trevor Coulter rode off the front, nobody interested in chasing. A couple of changes at the head of the chase but no matter how far back in the line Nigel got he always seemed to end up on the front. Trevor kept on a 50m leash till a couple of k from the turn where it was wound in; then he popped - or his tyre did - down to thirteen.

Phil Cavaleri had been poking his nose to the front on several occasions over the first lap and a half, being wary of potential attack points and ensuring he'd be there if somebody went. But after another none-to-shabby ascent of the climb at the beginning of the return for the second time he was not seen again (except after the turns as he chased). Guy Green noticeable by his absence, lurking down the back, lending credence to his claims of less than 90% fitness.

Up the incline to the half-way point Phil Smith increased the tempo to draw away, everybody conscious that he couldn't be allowed any space but despite that he opened a couple of metres with only Frank for company. Efforts by Rob Amos and Nigel Kimber to close the gap before the turn to ensure a period of neutrality were successful, or so they thought. But Phil was away in his own world and off down the hill with just his shadow for company before any could form the words; Frank, unsure of their gap, waited but when Stef & Jamie flew by he jumped on board lest he be forgot.

So it was that out of the turn a series of single riders bolted down the hill in pursuit, Nigel watching half a dozen pass before applying the gas, hoping the remainder were within the slipstream - unfortunately not; Darren Darliong, Marcus Speed, Anthony Gullace, Steve Ross, and Thorkild not quite there. Four of the five forming their own little troop but chasing eight ahead held little hope. Another two Degani clad riders destined to the also rans (- can't say that).

The lead bunch stayed together for the outbound leg despite some serious efforts to dislodge a few.

Another uphill test on the return and the pace didn't ease off over the top as the reduced peloton raced for the bell to start the last lap. As the road started up for the turn to start the final lap Phil upped the pace again, Stef the only one to match the increase. As the bell-wielder came into view it was obvious the lead pair had a valid break and something had to be done. They say fresh air is good for you and Guy is testament to this, Guy bridging comfortably as the pair reached the cone, the consequence of his lunge had the remainder stretched out down the road.

Three away, a series of singles chasing. In a reversal of form from last week it was Nigel chasing Rob chasing Frank, Jamie Goddard in the middle somewhere. Somewhere along the way Frank and Jamie came together - not physically although Frank did come together with the road as the pair were busting their respective guts to close the 100m to the rampant lead trio (too much air, too much power, not enough traction). Nigel and Rob also joined forces, passing the fallen Frank and catching the now lone Jamie but, without the legs to close on the leaders, who had put some serious effort, and distance, into the chase, failed to close on the trio by the final turn.

Up that hill for the last time and on to the finish Nigel and Rob continued to share the work in the chase whilst the three leaders did likewise ahead and continued to draw away from those in pursuit. Phil Smith in the unenviable position of being the one with the weakest sprint and with being the one (against the two Doherty's clad amigos). The result no surprise, Guy out sprinting his team-mate, relegating him (Stef) to second, the pair leaving Phil to take the last of the envelopes (or so I thought - ed.). Jamie Goddard having better intel (and thicker skin) stepping out of the slipstream to ride away from a spent Nigel and a desperately chasing Rob to take the last of the envelopes.

Nigel's figures; 61.5k @ 35.9kph in 1:42:48 (max 76.5) (missed the first kilometre or so)

b-grade (Nick Tapp)

Wet road at Maccas on Saddy but no rain. In a reversal of form, there were 14 riders in a-grade but only six in b; Kevin Starr, Greg Lipple, Tim Crowe, Craig Everard, Bruce Dunlop and me. A pity, but an opportunity to ride a different kind of race.

Craig, Kevin, Bruce, Greg and I shared the pointy end on the opening (mostly) downhill leg, Tim, new to the grade and just getting the hang of things, sitting in behind. On the way back, Craig led up the first climb at a steady pace. I sat beside him until the last 100 m and then stepped it up a notch to see what the response was. The response was a small gap, but I eased off at the top and Craig led the others back. After some flattish intermediate terrain comes a two-step hill, perhaps as long as the first in combination and nearly as steep. I hit this a little harder and was quickly alone again until Craig came up alongside and said 'We're away!'. It was early in the race to bet on staying away, but after a quick chat we decided to go for it and set about building a gap. The other four were less than 200 m behind us at the end of lap 1 - on the uphill finishing straight as we were belting down it.

(In the chase group Tim was well aware that regular b-graders Kevin and Greg were stronger than he and hoped they could drag the race back together. And they tried, and they tried, with Kevin doing way more than his share, Greg and Tim doing a bit when they could, Bruce dropping off early.)

They were a bit further behind at the outer turn on lap 2; and by the halfway mark, the end of lap 2, we turned to see empty road - our gap must have been half a km or more. The chase group was now down to three, with Kevin on the front, and

Bruce on his own a couple of hundred metres off the back of them. Craig and I kept talking, and agreed that he would pace the downhills and I would pace the ups, and also that there was no point blowing each other up, especially since there were two of us and only three in pursuit. The up/down split didn't work perfectly, of course, but it wasn't a bad way to divvy up the labour, and on that basis we swapped turns regularly and tried to keep the pace high.

By the outer turn on lap 3 we had enough space that when I dropped my bottle (for the second time in two weeks!), Craig sportingly said 'Do you want to get it?' and I turned around, went back for it and was nearly back up to him before the chasers came past.

(After nearly 3 laps, and losing ground, the morale of the chase group was dwindling. Greg stopped half way back on the third lap to assist Frank Nyhuis (fallen a-grade rider) and Kevin had had enough, calling it quits at the end of the lap. Leaving just Tim to continue the chase, the weather was good and he hadn't ridden for a week, so off he went for another lap.)

By the time we were heading back for the last time, only Tim Crowe was still coming in the other direction, and a long way behind us, so we eased back to a steady tempo. Which was good as I was starting to cramp when I got out of the saddle. Which wasn't often anyway since the back wheel tended to slip and squeal on the wet road when you stood up and applied the juice. Come the uphill to the finish I knew I didn't have much left, but we had agreed we'd slug it out so when Craig came off my wheel and opened the sprint I tried to respond. Ouch! Nothing doing. He looked around, then headed to the line for a clear win, while I settled for maintaining my tempo and some dignity.

We hadn't discussed splitting the dough but I'd decided I would offer to if I won, so it was nice when Craig suggested it. We were well matched and worked hard together for a very satisfying result.

[Thanks to the officials for waiting around with the sun setting, and the warm reception at the finish line. So the results read that I came 3rd. But further investigation reveals 3 DNF's (handicapper pls note...3rd = last). - Tim]

c-grade (David Ryan)

A large.

d-grade (Mal Jones)

High!

e-grade ()

Things.

f-grade

No race.

Results

	First	Second	Third	Fourth
a-grade (14)	Guy Green	Stefan Kirsch	Phil Smith	Jamie Goddard
b-grade (6)	Craig Everard	Nick Tapp	Tim Crowe	
c-grade (16)	David Ryan	Ian Amsden	Marc Ramsdale	Richard Dobson
d-grade (15)	Mal Jones	Andrew Buchanan	Tim Mortensen	
e-grade (6)	Peter Kronemann	Alison Barnard	JC Wilson	
f-grade (0)				

Officials

Thanks to Graeme Parker and Ronnie Stranks on the desk taking entries. And thanks to the helpers on Saturday; led by David Hyde. 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 brought the trailer along and David Ryan who was on hand with the drinks.

Note : Members rostered for 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.

Eastern Vets Program

Saturday	June	5	2:00pm	Casey Fields	Graded Scratch Races
Saturday	June	12	2:00pm	METEC	Graded Scratch Races
Saturday	June	19	2:00pm	Yarra Junction	Athletic Soft Tissue h'cap
Saturday	June	26	2:00pm	Steels Creek	Graded Scratch Races & Teams Race
Monday	June	28	7:30pm	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	6	10:00am	Avenel Rd, Seymour	Tom Stewart handicap (64k)
Sunday	June	13	9:30am	Freight Drive, Somerton	Graded Scratch Races
Sunday	June	20	10:00am	Pyalong Road	53k Handicap
Sunday	June	27			

Gippsland Vets Program

Sunday	June	6	10:00am	Kernot	Graded Scratch Race
Sunday	June	27	10:00am	Kernot	Graded Scratch Race

Victorian Veterans Cycling Council Program

Sunday	July	4	10:00am	Benalla	George Goodwin handicap	23/6 - \$20
Saturday	July	17	1:00pm	Yarra Junction	Rob Graham TT	7/7 - \$20

Note : Entries can be made on-line through the VVCC website or are to be on the appropriate VVCC Open entry form (available on VVCC website) and are to be accompanied by the requisite fee.

Other Results, etc.:

For your calendar

Date	Location	Event
12/9/2010	Whittlesea	Degani Kinglake Ride - http://www.supersprint.com.au/events/degani-kinglake-ride-2010.aspx
17/10/2010	Melbourne	Around the Bay in a Day Registrations open 1/4/2010 for BV members, 8/4/2010 for general public - www.bv.com.au
27/11/2010	New Zealand	Wattyl – Lake Taupo Cycle Challenge Mal Jones on 0412 569 100 or email mal@shotproperty.com.au

R U Tuff-e-nuff

If you were inspired by Colin's adventures in the Terra Australis, on an easier scale is the R U TUFF-E-NUFF XC RACE on 20th June at Rob Amos's Chum Creek property - round 2 of the Fat Tyre Flyer Winter Series. Day licences are available. Details are available at the web site: www.ftf.com.au
