

behind bars

Newsletter

Eastern Veterans Cycling Club



Nov 1st 2013

Duty Roster

This Week on 2nd November – Casey Fields:- John Thomson, Matt Rice, David Mayne, Andrew Mapstone.

Next Week on 9th Nov – Yarra Glen:- Richard Dobson, Rob Feigan, Antonio Antignani, Ross Tinkler, David Holt, Colin Blackley, Philip Aarons, Owen Anstey, James Aylmer.

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. (But bring your bike, you just never know). If a marshal fails to turn up for duty, a rider will be balloted to do that duty. If you cannot turn up for duty, you must find a replacement and please advise Andrew Buchanan at tiptop2@optusnet.com.au

Race reports from 'The Royce Bennett Handicap' at Seymour 26/10/13.



Steve Fothergill wins the race



Fastest rider Steve Ross in action

Photos courtesy of Brian Farrell



Steve Fothergill and awards

Results of Royce Bennett Handicap 2013

First	Steve Fothergill
Second	John Neil
Third	Geoff Cranstone
Fourth	Mick Paull
Fifth	Nick Hainal
Sixth	Ron Stranks
Seventh	Gordon Holland
Eighth	Roy Clark
Ninth	Simon Bone
Tenth	Darren Woolhouse
Fastest rider	Steve Ross
First woman	Dale Maziels

Brian Farrell (26 min group)

Another year of road racing over and the Royce Bennett memorial comes around again. And what a fitting winner it was in Steve Fothergill; someone who knew Royce well .

Our group set out very well, organized, all

working turns to first turn until coming back up the hill Michael Paul was dropped or should I say left to set his own pace..

Back at the finish line first time around the 20 min bunch containing Steve and Michael Paul were very close. It looked like Michael had made his own way up the hill catching the next train which was to be the winning bunch .

They caught our bunch half way out second time around, some making the connection some retiring.

I lost contact just at the turn and left to my own devices to get home. I picked up all on the limit riders before being caught by a very large bunch..

Hanging in until another bunch caught us at the bridge before the finish we could see the winners from there; but it was not for me so I pulled back and let the sprinters have a go.

I will also like to mention the Handicapper who worked it out perfect to have almost the whole field within 300 meters at the finish.

John Neil (21min group)

Rolling out to the start with Adam Diamond and Phil Taylor, I recalled that last year's race was my introduction to Saturday racing and that it had been a real shock to my system. Nonetheless, I was feeling OK, conditions were good and I thought the others in my group were well-matched.

Watching the limit trio roll off I felt that, despite a good start, they needed at least a couple more sets of legs to be in with a real show. From last year's experience I knew Group 2 would be well-organised by Ronnie and well-mentored by Juanita, so they could take some catching.

Seven of us rolled out in group 3 and we quickly set up the rotation and wound up the pace. It just seemed frenetic in the first few kms and it was all I could do to watch the wheel in front and look for the man behind coming past. By the time the road pitched up the routine was getting established and it was possible to grab a drink and think about my heart rate, lungs and legs.

We lost a couple of engines (Rob Devolle and Graham Cadd) on the first outward leg but the remaining five (Steve Fothergill, Geoff Cranstone, Nick Hainal, Gordon Holland and myself) were



Bayswater





firing on all cylinders. As we turned and re-gathered it appeared we had picked up time on the two groups in front but it was hard to judge where we stood against those chasing.

On the first return we quickly re-established the rotation and kept the pace on through Mangalore and up over the lump. This was where I was spat out the back last year so I was very focused on getting past this section.

Down the road we could see a lone figure, which turned out to be Mick Paull. When we reached him it became obvious that he had made a tactical withdrawal from Group 2 (wasn't he captain?) because he immediately joined the rotation giving us some useful extra horsepower. We set about chasing down Michael's erstwhile colleagues.

We turned at the Start/Finish line with Group 2 within reach. The effort to date had taken some toll on my mental state because as we passed them I failed to take account that many of them would try to jump on the passing train. When I saw the last of the core 5 pass I perceived a gap and moved out to grab a wheel to the major discomfort of an upcoming rider (Ronnie S?). I was rightly the target of some exclamations of consternation. Apologies to all concerned.

For a couple of kms the group swelled as Juanita, Ray Watts, and Ronnie took turns in the rotation. By the time we reached the final turn the group numbered 7 with the core 5 from Group 3 pulling their turns and Mick and Ronnie chipping in when the pace and terrain suited them. As we headed home the group held formation and started to assess the chances of staying away. It appeared there had been some compacting of the groups behind but we seemed still to have a palpable break on the nearest chasers.

The standard routine was maintained on the way home with the rotation working well to maintain our pace. We overtook the limit trio without incident. As we saw the bridge in the distance there was some looking back to see who was still on and if we were clear. It was time to assess individual chances. I had not ridden with Steve previously but he seemed to pull through strongly

and easily throughout the race, so I thought he might be the one to watch.

This turned out to be the case. I foolishly rolled towards the front around the bridge. With what I guess was maybe 300 m to go Steve loomed up on my right with Geoff in close attendance. I grabbed Geoff's wheel just before the sprint began in earnest. When Steve wound it up, I was able to jump out of Geoff's slipstream but Steve was fully across the line before I reached him. Our group left the charging swollen peloton to scabble for three remaining top ten places. This outcome was a testament to commitment and cooperation by all and canniness by some.

Thanks to organisers and officials for another well-run event (and a special thank you to the handicapper!).

Neil Cartledge (16 Min group)

A handicap is an intriguing race. It's a bunch of riders of somewhat even abilities that ride together like a team, or even like a bunch of mates on a training ride. Where the group of riders have a plan to stay together from the start to finish so as to cover the distance as fast as possible. To stay in front of the chasing bunches, to overtake and hopefully drop those that started earlier, then when it comes to the sprint, throw all those team-mate ideals out the window, sprint or break away or do what-ever is required that will get you over the line first. During the previous 64 kms in your bunch, the strong wait for the not so strong, the bunch encourages, admonishes and generally supports each other with the aim of getting your group to the finish line in front of all the other groups.

If you were to take the same group of riders, on the same course in a graded scratch race the race it would be run in a totally different fashion. Those that were strong would push the pace, surge and do all the things to tire and drop the others. The climbers would go up the inclines and force the remainder to chase. The turn around the cones would be neutral only because of the club rules and even then. . . ? The sit on's, would do just that while those that didn't want to take a turn would slow the pace until somebody came



Bayswater





around or the bunch slowed to track-stand pace. Those that are capable would try to get away and one or two would try to drag the bunch over the gap. One of these strategies would work for a given rider on a given day. But a handicap is different.

We started out pretty well. It took only a few minutes to get to rolling turns in a reasonably organised fashion. The urge to push hard off the front on each turn was evident and quickly corrected by Adam, the bunch captain if not by all and sundry. The couple of inclines, while marginally slowing the bunch, were handled very well without the fracturing that can easily occur. The first leg was pushed along at average of about 36.5, a speed that would have easily caught 21 minute bunch had it been maintained for the total distance.

The return to the start was into a slight breeze but enough to pull the average down by a bit more than a click. This was probably where we lost the race. The rolling turns were now being performed in an orderly fashion but gaps were appearing in the line as concentration was fading. The odd rider, dropped from the various bunches up ahead, started to appear while the chasing groups heading for the turn-around, appeared up the road and passed with the air of speed, and aggression. They were closing and situation demanded that we get a wriggle on if we intended to stay away.

On the second outward leg our bunch still worked together very well but fatigue was starting to be apparent as the average speed did not mirror that of the previous effort in that direction. The breeze had dropped a little so this may have played a part. When we turned for home the bunch was still complete.

Peter Shanahan was looking strong and Chris Norbury was doing it easy. Adam was urging us to lift the effort and it did a touch. The average was up to 35.5k's and little cracks in the line started to appear, sometimes filled by another rider. The debutants to handicap racing, Phil Taylor and Colin Mortley were doing well and I think enjoying themselves. If we look at it in a cold competitive way, the 4 or 5 strongest riders should have pushed the pace. It probably would have resulted in the dropping of the remainder of the bunch but perhaps those 5 could have stayed

away and even caught the front group of seven. Who knows? It didn't happen because the team ethos of working together prevailed.

A couple of kms from home mayhem arrived in the form of a large bunch of chase riders with the accompanying yells of "stay up", "keep left" and "get over". Those on the up side of our bunch were able to get on relatively easily while the remainder had to integrate further back in the bunch. The speed jumped considerably and the line was crossed by many. Chris, Peter S and Neil moved forward in the mega bunch and positioned so as to be ready for the sprint. Under the bridge and the pace lifted. Roy Clark took the front with Simon Bone and Darren Woolhouse close behind and they held on to the line. Neil was up there with thoughts of a place until it was known that Steve Fothergill and co was already back the pub ordering drinks.

A great race, well handicapped under excellent conditions. We need more handicaps.

Robert Suter (6 min group)

Felt like I had a champion set of legs as I headed off for the Champions Dinner at Club Ringwood on Friday night; although I knew they weren't up to a champion result, sadly lacking the champions quotient of racing miles in them.

At 4 am Saturday it was a different story, a woozy head, heavy legs, and an ominous rumbling gut. Why did I have to prove to her that you only got Bali belly from eating Nasty Goreng in Bali, and that the same dish prepared in Victoria would be safe? After several trips to the loo Saturday morning to remove the Nasty G, I fortunately arrived in Seymour with, surprisingly good legs. Third scratch was nine strong B-graders, including rightfully elevated Chris E. How Yarra Glen Ian could remain on fourth I don't know - he'd ridden away from us last year with 5 to go and held us at bay to get some money. Seven were up for time trial turns, but two refused, so rolling turns it was. That worked OK with an even bunch of contributors, and plenty of recovery time amongst nine. We held a pretty constant tempo and tempered any surging, averaging 40 easily, but I knew not fast enough to hold scratch at bay.



Bayswater





So it turned out, having made up 1.15 of the three minute gap to fourth scratch at the first turn, but scratch had ominously made up more on us. Passing limit halfway home after we'd only done 7 k told the story of the day - too much leeway for them to be caught. The flat 'hills' near Avenel disrupted the bunch a bit, but all kept the gas on, and we were nearly on fourth at the half-way turn. They took some riding down, speeding up to catch fifth, so it wasn't until the gully that I could put a fast downhill effort in to go around the combined bunches. From then on it became a bit ragged, with few willing to work consistently, and with the threat of scratch looming in the rear vision mirrors.

Leaving Avenel for the last time I noted Dale, who ended up winning first lady, was riding strongly on her Giant Avail - I thought it was to 'No Avail' in this race.

Scratch went past on the last downhill run, then eased back to a comfortable 42 kmh for the last 6k, with no chance of catching the outmarkers. That meant about 50 eager and willing souls sitting on, willing to try their hand (or legs) in the sprint.

Even the white caps of the handicapper's bunch, caught with 2km to go, were seen pushing towards the front; although I must opine that Peter himself may have fared better in the sprint had his chain seen an oil can since he turned at Frankston last Sunday!

Fortunately, despite the Nasty G, my last race start for the year didn't end in a whimper, or result in too many Alex Popovs for my bunches' appreciation; in the end it turned into an enjoyable 60km hit out in fine weather on good roads with no incidents. Merry Xmas!

Nigel Kimber (A view from the Finish Line)

76 were the number registered to race, 72 were the number who started, 69 who finished. The numbers were good, The conditions were good, overcast and cool to ensure nobody overheated, a slight cross tailwind out would mean little gain on the road to Avenel, it would be on the return that the gaps would come down.

Rob Amos (Scratch group)

A good strong scratch bunch of 8 started 41 minutes behind limit and 3 minutes from 2nd scratch. Everybody was happy with their mark except Simon Bone who was still recovering from a recent illness. It was a big ask to get up with next to no wind or hills, but as always they would give it their best shot. Everybody was working well for the first few kms, until Simon went into survival mode. Tony Mirabella also struggling with the speed of the rotations, so on the return leg they switched to track turns. It did not seem to make that much difference as on the first turn they were 1 min 35 down on the next bunch, before catching them on the finish line turn.

Unfortunately for scratch, only David Phillips was willing to help and pull turns, the rest happy to sit on and do nothing, but watch a chance of a place disappear ! The next bunch was picked up not long after the final turn, and a large group could be seen towards the top of the long drag. By this time only 5 out of 24+ riders were pulling turns, Roy Clark, Phil Smith, Rob Amos, Peter Howard & David De Pedro. A big effort was made to catch the large group of 32, 29, & 25 minutes before the top of the hill, but it was not possible and they easily jumped on as the decent started. The 21 & 26 minute group was still barely visible, as the 5 scratch riders received some help from the legend, Martin Peeters as well as Nick Tapp & Dale Maziels, before an attack by Ian Smith, who was chased down by Peter Shanahan. As the bunch approached the finish, Clarkson went to the front to lead out the race for fastest time, Roy opening up the sprint early, before the fresher legs of Steve Ross & Simon Bone started their challenge, with Steve taking the prize, but along way down on the 7 guys from the 21 & 26 minute group, who put in a very strong ride.

Stats: 58 kms in 1 hr 22 min, Ave speed 42.2 kph, Max speed 63.1 kph.

A look at the list and the marks had scratch scratching their heads – forty-one minutes, 41 minutes, no matter which way you looked at it, it was 41 minutes to make up, over fifty six kilometres. Had they looked a little further they would have seen it was only twenty-six minutes to



Bayswater





the second group on the road with six stepping stones in between. One thirty came and went, ok, so a little behind time but a couple of minutes later it was game on as the first four made their way out, clicking in, getting together and starting to work as a team, tactics had been discussed it was to be TTT turns, the group too small to roll effectively. Then a twenty minute wait till the next group. After what seemed an eternity scratch were finally away and those on the line started speculating on when the limit group would come through to finish their first lap. As each group formed on the line tactics were finalised, the smaller groups opting for a single line and swapping off periodically, the larger going traditional with the fast line to the south-east – right over left out, left over right on the return. Two Forty the flashing light of the lead car was seen coming under the freeway bridge, those with their money on 2:45 were looking good. It was only three of the original four – Tony Lateo's back putting paid to his race. With limit through the betting moved to the gaps. If the handicapper had got it right the 26 minute group were due in seven and a half ($41 - 26 = 15$), eight minutes later five of the six original red-hats were through, with the remaining member of the group a minute behind on the back of the majority of the 21 minute group who were a couple of minutes ahead of schedule. Three and a half minutes later, right on schedule, the sixteen minute group were round the turn, their complement bolstered by one of the missing purple hats (the other – Rob Devolle, puncturing a couple of k from the turn). Three and a half minutes a depleted twelve minute came through a minute and a half down, one of their number assisting the nine minute group in their pursuit just a minute in arrears. The six minute group were closer and brought things back on schedule.

Thanks to the officials

Last Week : Seymour 26th Oct 2013

Peter Mackie and Ron Stranks for taking entries, Nigel Kimber, Keith Bowen, Peter Norbury, Dale Eastick, Geoff Youll, Neville Williamson, Rob Giles, Ken Woollard for marshalling and traffic control. Also thanks to Andrew Buchanan for managing the duty roster and J.C Wilson for bringing the trailer. Special thanks to those that replaced rostered officials or helped out at short notice and of course thanks to all the riders for making the day.

An hour and twenty two minutes after the race started, second scratch and scratch hove into view, the two groups coming together as they organised themselves for the return to the far turn around.

The handicapper had done an admirable job, the race heading for a big finish. All that was left to do for those on the line was to await the finish, hoping it wouldn't come together or that scratch catch the mass and rip it apart before the line. Two hours after the limit headed off the end was in sight, the lead car preceding a (thankfully) small bunch. The remnants of second and third limit with nothing but clear road behind. Steve Fothergill powering ahead of the group, stretching it out before easing up to roll across the line for the win, John Neil and Geoff Cranstone filling the remaining steps of the podium. Seven of the top ten places filled and filed, three to get, fastest time and first woman.

Two minutes after Steve crossed the line there was a wall of lycra thundering toward the line, with the road closed it was on for one and all. There were moments on the line but the riders held their lines and it was an incident free finish, Steve Ross (scratch) taking the bunch sprint for seventh and fastest time, a big blanket covering the rest of the field, the wind it pushed ahead tangible. Dale Maziels was somewhere in the midst of the mass, her result assured as the other ladies had not managed to stay the pace that scratch had set.

As testament to Peter's handicapping almost 90% of the field finished in the first two groups, just a handful of stragglers coming in over the following five minutes.



Bayswater





World Champions Dinner

Forty Eastern members and friends gathered at the Ringwood Club last Friday night to acknowledge the Clubs four World Champions.

One of the topics of conversation during the night, and some light hearted banter, was comparing the modern day cyclist to the golden oldies. Ken Woollard pointing out that when he rode the Sun Tour, stages of 200 miles were common, these days a stage of 150km is regarded as a long day! Perhaps Ken is suggesting that the modern day cyclist is a little soft??

A good night was enjoyed by all. The pressure is now on the next group of Eastern riders going to St. Johann, Austria, in 2014 to go Back to Back to Back!!!!



A group of members in deep conversation



Ken enjoying his dessert



The World Champions

Roy Clark Guy Green Liz Randall Ken Woollard



Bayswater





Results for 'The Loop' Oct 30th

	Division 1	Division 2	Division 3	Division 4
First	C Jones	K Baumgartner	G Plummer	P Gray
Second	P Cavaleri	J Hasouras (N)	H Simpson	J Cadd
Third	T McDonough (N)	A Spiteri-James	S Skene	R Maggs

Future events:-

October 8th Tuesday Night racing at Metec – **6pm sharp!** This series relies on volunteers; please pass on your preferred marshalling dates to Peter Mackie at :- peter.mackie@parmalat.com.au

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
November	2	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	9	2:00pm	Yarra Glen	266 J11	Graded Scratch Races
Sat	16	2:00pm	Casey Fields	134 E10	Graded Scratch Races
Sat	23	1:30pm	Dunlop Road	70 K10	Graded Scratch Races
Mon	25	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
Sat	30	2:00pm	Casey Fields	134 E10	Graded Scratch Races

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: <http://www.northerncycling.com/>

NOVEMBER				
3-11-2013	Graded Scratch Race	1hr+Bell	National Boulevard (Ford)	9.00am
5-11-2013	Graded Scratch Race (Melbourne Cup Day)	1hr+Bell	National Boulevard (Ford)	9.00am
10-11-2013	Lancefield Road Races	60/90km	Lancefield	9.30am
17-11-2013	Super Series - RACE 8 (Highlands)	60km	Seymour/Highlands	10.00am
24-11-2013	"Presidents" Mountain Classic	65km	Broadford/Pyalong	10.00am

Thank you to all the contributors for this week's newsletter.

Ed. davebrown01@optusnet.com.au



Bayswater

