



eastern veterans cycling club

www.easternvets.com

Newsletter June 23rd 2007

Le Tour Classic Handicap, Yarra Junction (smurf city) – June 16th.

Race report.

In what must be a record for an Eastern Veterans' handicap 91 competitors signed up for the LeTour Classic giving the handicapper the opportunity to build some good sized groups. Unfortunately not all those signing up actually signed on, the weather deterring a few; cold and a little foggy, the weather station at Dunns Hill recording temperatures of 6 degrees between 2:00 and 4:00.

None the less it was 75 riders that set off into a gentle Southerly, nine groups spread out over 29 minutes completing two laps of the 30k Yarra Junction – Powelltown hot dog circuit, a total race distance in the vicinity of 60k., and after all that, the finish - not a bad job of handicapping.



Approaching the finish. Michael Hay with a gap, Martin Peeters in the O'Mara colours with blue helmet just passing Phil Thompson in white helmet and red shoulders, Nigel Frayne in grey coming up on left (of picture). Phil Cavaleri (grey helmet) and Nick Tapp (white helmet) in Eastern jerseys are on the right (of picture).
Picture courtesy of Brian Farrell.

limit (29 minutes, 3/6)

Limit was hardest hit by scratchings with only half of the six registered riders signing in. The group further reduced in the first lap with Graham Cadd unable to stay with Sue Cox and John Macleod. The six minute head start over second-limit gave them enough of a lead to hold out until

around Gilderoy on the second time out where they were caught.

second limit (23 minutes, 3.5/5)

One scratching and a problem with cleats, overshoes and pedals (I know the feeling Brian. ed.) saw Juanita Stumbles, Ron Stranks and JC Wilson head off in pursuit of the limit riders, Brian Farrell in pursuit of them. The small group of three working well together left Brian with little hope of getting back on. The pace demanded by Ron soon took its toll on JC who quietly dropped off the back to finish the ride in his own way. This left just the two who, in the words of Juanita "worked like Budgies", managing to catch the two remaining limit riders along the third leg.

The now combined bunch continued to "work like Budgies" in an attempt to delay the inevitable but to no avail a very large group, comprising the strongest of the chasers, powering by five kilometres from the finish.

15 minutes (9/12)

Eight minutes down on the group ahead and fourteen on the limit riders the nine that started at two-fourteen had a chance of overhauling the depleted groups ahead of them, but were going to have their work cut out staying away from the closely packed groups at two-minute intervals behind. A core group of half a dozen doing the bulk of the work, the others contributing where they could till they could no more, eventually parting ways.

The eight minutes proved two much, the two minutes too little, the remnants of this group being caught by the thirteen-minute crew just before the final turn at Powelltown. From the union came a bigger group four of the six stepping up to aid the chase.

13 minutes (11/12)

With the major-general in the midst of this crew they were going to be a force to be reckoned with. Picking up a couple of extra pairs of legs at the final turn helped as they proceeded to chase down the limit groups and the lead car.

Half way back to Yarra Junction Parker's Peleton had the race lead. But not for long, the marauding four-minute group sweeping by soon after, leaving the group in tatters.

11 minutes (11/11)

Started well Tony Curulli getting things organised and keeping the group in order, Andrew Neilsen doing a lot of work, helping Tony manage the troops. With the exception of one rider who was lost early on the group worked and stayed together till they were engulfed at the start of the final leg. Having safely negotiated a couple of cars, that caused a bit of a kaffuffle, at the final turn most of the group found themselves on the main pack and managing to hang on till the finish.

The girls Su Pretto (11 min), Louise McKimmie (13 min) and Liz Randall (15 min) were together going into the home stretch Liz went too early, Su and Louise, timing their run a bit better, went to the line together, Su just getting over Louise in the last 20 meters, to claim first chick home.

9 minutes (8/10)

The nine-minute group started off looking like a professional unit, rolling the bunch as they rolled down the hill into the mist, around the first bend and out of sight. Well they looked good, a couple of the group having to dig deep early to keep in the rotation. The section after Gladysvale putting further strain on the bunch as Wayne Robinson drove it hard through the undulations. It was a depleted group of five that went into the first turn marking quarter race distance. A concerted effort by two of those that had been dropped had the number back to seven before the group left the Powelltown city limits.

With a 'hi' and a 'ho' this band set off to work, attempting to reel in the groups ahead and keep the pursuers at bay. The keeping at bay they managed for another three-quarters of a lap before the combined 4 and 7-minute juggernaut overhauled them. The majority of the nine-minuters merging straight into the new super-bunch, Nick Tapp and Wayne getting too close to the front at times, finding themselves in the rotation and having to do some turns.

7 minutes (9/12)

Like the other groups the differences in strength and ability to go from zero to max in 6 seconds flat saw a few riders stretched to their limit just trying to hang on. Quentin Frayne doing his brother no favours by pushing the pace for the first five-six kilometres. Tony Balint (new club member), also not helping Nigel, supporting Quentin in his quest.

The undulations mid way to the first turn mellowed the pace a bit allowing the group to settle into a more comfortable routine. Too comfortable a routine in fact and despite closing noticeably on the 9-minute bunch at Powelltown the 4-minute bunch were breathing down their collective necks as they approached the bell. The

deceleration into the turn enough for the following group to make contact.

4 minutes (11/13)

The members of this mark working well together to produce the race winning ride, a strong scratch behind providing the incentive to work hard from the get go.

The well oiled machine catching the 7-minute bunch at the bell, the combined group then proceeding to engulf the 9-minute bunch just outside Gladysdale, swelling its numbers further as it continued its relentless pursuit of the lead car. The 11-minute group was the next to be caught, at the final turn. The logistics of getting the combined 4/7/9-minute bunch around the turn and past the 11-minute bunch saw a mad scramble up the road that sorted some of the hangers-on from the hangers-in and the formation of what would be the winning group.

The combined 13/15-minute group was the next to experience the rush of wind as the express push past them as they passed through Three Bridges. All that was left were the combined limit groups and they were swept up shortly after – six kilometres from the finish.

The second last incline before the finish would have been the place to test the weaker riders but with 30 or 40 riders raring for the chase it wasn't to be and it came down to a massed sprint up the final hill to the finish.

Michael Hay was the first to go, almost as soon as the finish came into sight. It's a long way from there and nobody reacted thinking it was too early and that he wouldn't hold out. But hold out he did. It then came down to a mad scramble for second. Rob Truscott led the chase with Phil Cavaleri on his wheel. Nick Tapp had Phil Thompson's wheel and was looking good as they made their way through the field passing Rob T. who was fading fast leaving Phil C. to jump trains. Meanwhile back in the group Nigel Frayne was steaming through the pack, revenge on his brother's earlier infliction of pain and suffering driving him on. Martin Peeters also making a move (but from closer to the front) passed Phil T with still 50m to go, the two riding side by side to the line drawing away from Nick and the others. Phil C. riding out of Nick's slipstream on the line, and Nigel's momentum, relegating Nick to sixth, Bob Lewis almost making it seventh, a wheel covering 4th to 7th.

Scratch (9/11)

One advantage Yarra Junction has over Yarra Glen for a handicap is that the start is downhill, enabling a group to get quickly organised, there's also a pole to hang onto so I don't have to worry about missing the start because I can't get the cleat into the pedal.

Being clipped in I was away as soon as the starter said go, the downhill run away from the line meaning I got up to speed quickly. It took the other eight scratch-men a hundred metres to get sorted and onto my wheel and it was another hundred metres before we were functioning like a

unit. This didn't last long as the disparity in strength soon saw the number of riders in the rotation fluctuating from a core of three to the full compliment of nine. The constant fluctuation made for a kaleidoscope of jerseys to follow up the bunch. For some reason though it always seemed to be the colours of the little guys that I had ahead of me, but then only Michael Fisher (jnr.) was big enough to provide good cover and he had the sense to stay behind me.

The run to Powelltown for the first time was uneventful, the only distraction was looking up the road for the lead car and the returning race, waiting for it to appear from around the next corner. It wasn't till after half way out that we saw it with John Macleod and Sue Cox plugging away, then there was a big gap to Juanita and Ron who were working like Budgies, another big gap to the sizable 19-minute group and then a steady stream of groups at fairly consistent intervals all pretty much intact and working together.

We were just inside a kilometre from the turn when the 4-minute bunch passed us on their way back to the bell. Not a lot of time taken out of them, and the run back was not suited to making further inroads. With nothing to gain by searching the road ahead for the earlier groups it was eyes down as we tried to complete a Flyer.

As testament to the level at which the earlier marks were riding we only caught our first dropped rider at the bell.

Coming out of the turn after the bell a gap opened mid-bunch and I dropped back to encourage the stragglers to get back on, an effort by Michael (jnr.) to drag the others to my wheel, then an effort by me to get us to the three ahead and it was back into the routine of no routine, the numbers in the rotation continuing to fluctuate as riders sat out or were inadvertently held out and then got back in. Just after the undulating stretch of road before the forested section Guy failed to come through for his turn, a look behind revealed that the bunch had split again and Guy had gone back to get the others.

We saw very few riders going either way on the way to Powelltown, just a few who were preceding the lead car back to Yarra Junction. The first competitor sighted and the second of the stragglers caught was a couple of kilometres from the final turnaround and then a pair and another lone rider before we caught sight of the race returning for the last leg.

At Powelltown we had taken a significant chunk of time out of the 4-minute bunch but they were bigger than the last time we saw them and were driving hard, it was going to require a gigantic effort to chase them down downhill downwind. Every time I pulled off the front I'd look up the road as I sucked in the big breaths, hoping to see a mass of riders ahead. No such joy, just the occasional single or paired rider that we quickly caught and passed. The long straight stretches through Gladysdale afforded better views up the road, views that did not provide any encouragement. Despite the race being almost certainly out of our reach we

continued to push on past ever more spent riders from the earlier groups, the flotsam and jetsam from the 2:25 out of Yarra Junction.

The speed restriction notice at the bottom of the sweeping uphill left-hander which indicates that the finish line would soon be in sight also told us that we were now racing for fastest time. Having no confidence in my sprinting abilities I've put most of my eggs in the one basket, jumping out of the saddle and pushing as hard as I could to the top of the rise only to find that everybody else has appreciated the practice. They were so impressed that they let me lead to within cooee of the line before coming around to help me.

Figures for the scratch race;
- 58.9k in 1:27:11 for an average of 40.5kph.

Deficit to preceding bunch

Mark	Start	Bell	Finish
Scratch	-04:00	-02:46	-01:05
4-minute	-03:00	-00:00	00:00
7-minute	-02:00	-00:25	00:00
9-minute	-02:00	-01:29	00:00
11-minute	-02:00	-01:50	+0?:00
13-minute	-02:00	-00:00	+0?:00
15-minute	-08:00	-03:43	+0?:00
23-minute	-06:00	-02:22	+0?:00
29-minute			

Scratch started 4 minutes behind the 4-minute group at the start and were 2-minutes 46-seconds behind at the bell. The 4-minute group was 0-minutes behind the 7-minute bunch at the bell, the combined group (4 & 7 minute) were 25-seconds behind the 9-minute group.

Results

Place		Mark
1	Michael Hay	4 min
2	Martin Peeters	4 min
3	Phil Thompson	4 min
4	Phil Cavaleri	4 min
5	Nigel Frayne	7 min
6	Nick Tapp	9 min
7	Bob Lewis	7 min
8	Quentin Frayne	7 min
9	Jeff Pretto	4 min
10	Wayne Robinson	9 min
Fastest	Geoff Thomson 1:27 (40.5kph)	scratch
First Woman	Su Pretto	11 min

Officials

Thanks to Graeme Parker for handicapping the event and for taking entries along with Ron Stranks. Our road circuits require a lot of helpers on the road without whom we could not run the events, so thanks to the following: Kathy Green, Keith Bowen, Rob Devoille, Richard Dobson, Thierry Dreux, Mark Ferrari, Steve Gray and Mick Paul who all stood out in the cold to ensure that we had a safe and successful day's racing. And thanks to Craig Everard and Philip Moss who got to sit in their warm cars as they led and followed us around. As always thanks to JC for carting the trailer, Su Pretto for dealing the merchandise and Peter Mackie on drinks.

Eastern Vets Program

Saturday	June	23	2:00pm	Macclesfield	Graded Scratch Races
Monday	June	25	8.00 pm	Maroondah Club	Monthly Meeting
Saturday	June	30	2:00pm	METEC	Graded Scratch Races
Saturday	July	7	2:00pm	Killara Road	Graded Scratch Races
Sunday	July	15	9:00am	Lang Lang	Eastern v Southern GSR
Saturday	July	21	2:00pm	Yarra Junction	ITT Championship / Rob Graham Memorial ITT See below for information concerning this event.

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. 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.

Southern Vets Program

Sunday	June	24	9:00am	Casey Fields	Graded Scratch Races
Sunday	July	1	9:00am	Cora Lyn – Bayles	Anniversary Handicap
Sunday	July	8	9:00am	Casey Fields	Graded Scratch Races
Sunday	July	15	9:00am	Lang Lang	Southern v Eastern GSR

Note : Southern Vets have a 'No licence – No race' policy. If you are going to race with Southern take your licence with you.

Northern Vets Program

Sunday	June	24	9:30am	National Blvd, Campbellfield	Graded Scratch Races
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Victorian Veteran Cycling Council Program

Sunday	July	1	10:00am	Benalla	56k handicap	25/6 - \$12
Sunday	July	21	1:00pm	Rushworth	Ironbark classic handicap (CVCC)	16/7 - \$12

For your calendar

Date	Location	Event
15/7/2007	Lang Lang	Annual Eastern v. Southern Road Race Melways reference 334 G9 or 96 A6
21/7/2007	Yarra Junction	Rob Graham Memorial Time Trial. Aside from being the club time-trial championship – 5year age groupings this is also a sealed handicap event. The Rob Graham Memorial Perpetual Trophy will be awarded to the winner of the handicap event, to be eligible for this trophy a competitor must have competed in at least three Eastern Veterans Cycling Club club events this winter season.
25-26/8/2007	Halls Gap	A weekend of fine food, great company, good laughs, oh and a race or two. 25/8 – Graded Scratch races, 26/8 – Handicap The club will be organising accommodation options and entries, details shortly.

Other bits and pieces:

Austin Health:

During the week we received a letter from Austin Health acknowledging and thanking the club for their donation of \$2500 to the Victorian Spinal Chord Service in memory of Robert Graham.
