



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter October 25th 2008

Steels Creek – Royce Bennett Memorial Handicap – October 18th

Race report.

Fine sunny day, an expected maximum temperature of 29 with 20kph Northerly winds, things were going to be hot, including the return speeds from Steels Creek. Sixty-five riders over seven marks set off in pursuit of one another and the Royce Bennett memorial trophy, scratch having to make up twenty-four minutes on limit over the three sixteen kilometre laps (forty-eight kilometres) of the race. The outbound head-wind favouring the out-markers, if they hold the group together for the duration, and work the windward legs, they have a chance of taking the trophies.

limit

But with only four riders in the limit bunch no manner of climactic advantage was going to help these guys, the disparity in strength of the individual members and the lack of a nominated (or even self appointed) captain not helping, it was only a matter of time before it blew apart. With no control there was no rhythm and with no rhythm there was kaos, the bunch lasting around five kilometres before the strain of chasing the stronger riders up the hills took its toll on Philip Johns. Soon after Philip's departure Ron Stranks rode off the front leaving JC Wilson and Graham Cadd to ponder the options. JC opting to try to stay with Ron in the hope the pair could outstay the bunches behind only finding himself in no-man's land.

At the first turn the quartet were evenly spaced at 300m intervals.

At the end of the first lap the gaps were significantly increased, Ronnie turning 3 minutes ahead of JC who was in turn two minutes ahead of Graham, Phil even further in arrears. Soon after starting the second lap Graham Cadd was picked up by the 18 minute bunch which he held for the remainder of the lap as they pursued the two lone out markers who seemed to hold the chasers at bay for the lap to withdraw on the bell before being caught.

(Graham got dropped at the bell and spent the remainder of the race amusing himself by trying to hold the shorter marked bunches as they caught him until he bade his final farewell to the scratch bunch. On the final return leg Graham paired up with an equally stuffed Brian Farrell, the pair enjoying their own little scratch race to the finish, Graham winning the sprint by a narrow margin.)

18-minute

The good-sized group at the start was quickly reduced with a few casualties on the charge over the second hill, the pace of John Harle, who was driving the bunch hard in pursuit of the out-markers, causing the damage. John's pace quickly proving too hot for the remainder of the group as well as he rode off the front and held the bunch at around 100m (for most of the first two laps), what was left of the 18-minute mark using him as the 'carrot' to chase, Peter Kronemann, Mrs Jones and Mr. Sheldon the strength in the chase.

Approaching the first turn the prospect of picking up some extra helpers presented itself with the limit group scattered along the road just ahead. The tail-wind return put that prospect on hold as it wasn't till after the start of the second lap that the first of the 24-minute men in Graham Cadd was incorporated into the group. Even with the extra pair of legs in the group no inroads were made into John who was still keen to chase the lead car on his own and limited inroads were made into Ronnie who was doggedly sticking to his guns out the front.

At the bell the group's work was rewarded as they found themselves behind the lead car. Not because they had caught the runaway Ronnie but because he'd decided that another run out to Steels Creek into that wind at those temperatures was tantamount to storming a Gallipoli Beach in 1915, Ronnie retreating to assist those on the finish line.

The small group's time in the shadow of the lead car was short lived, the combined twelve and ten minute bunch sweeping through early in the final lap, decimating the smaller bunch and leaving riders behind to catch a lift with the next bunch for as long as they could, and then the next, and then a solitary ride home.

12-minute

With only two minutes over the group behind the feeling was that it was only going to be a matter of time before capture (and hopefully amalgamation), despite this feeling the members of the group put in and shared the load into the wind and then enjoyed the run back to the turn to be given two to go. The inevitable occurred at the end of the lap, then confusion reigned as the two groups tried to merge, the 12-minute group rotating one way, the ten minute group the other. Poor Jake Jodlowski

stuck on the front waiting for things to get sorted out so that someone would come up and relieve him of the lead.

Once the direction of rotation was sorted the combined bunch worked well as it continued its endeavours to catch and not get caught. The not-so-strong legs of the riders from the 12-minute crew eventually missing a turn or two and then slipping away until it was only Darren Rowlinson contributing to the machine.

10-minute

Caught 12-minute group at end of first lap.

Caught 18-minute group before final turnaround.

Caught by the 6-minute group before final turnaround.

6-minute

With four minutes on either side the six-minute bunch enjoyed almost two and a half laps of solitude as they repeatedly worked their way out into the wind and back again. The majority of the group sharing the load for the full forty kilometres, one or two souls taking extended leave but getting back into the rotation once recovered.

As the race descended to the Steels Creek Tennis Club for the last time the group's solitude was interrupted as they caught the remnants of the combined 10 and 12 minute group. The consequences of taking a large bunch into a turnaround is that some will be left behind, the wheat sorted from the chaff, the quick from the not-so-quick, the boy scout from the unprepared, the master from the apprentice, ... Out of the turn it was the majority of the six-minute bunch and a handful of the 10 and 12 minuters, Steve Short and Darren Darling (off 6-minutes) missing the cut, their legs weary from extended efforts on the outbound leg unable to match the effort required to stay in touch.

A couple of hundred metres after the turn the scratch bunch were seen thundering toward the turn, their immediate vicinity instilling panic in Andrew Neilsen and John Van Seters who stamped on the pedals further splitting the group, only Richard Dobson (10-minutes) and a handful of the 6-minute group matching the pace; Keith Wade, Anthony Gullace, Martin Stalder, new boy - Carl Runney and Matt White making a bunch of eight cresting the rise and picking up the wind for the run home. Andrew N. burying himself and not allowing anyone else a turn on the front powered the train half way home before the scratch bunch finally overhauled them.

2-minute

On paper this group had some strength to it and it started out strongly, the strength of the head wind taking some by surprise as they hit it for the first time at race pace, having to work hard just to descend. Ian Smith and various others in Ian's height region (as usual) complaining loudly about the lack of shelter provided to them by the Damian Burkes and Kevin Starrs of the group as they held their respective wheels. The combination of the wind, and high temperatures had many wondering whether they would see the out markers

at all, particularly as Ron Stranks was seen powering back with the tail wind seemingly just as the mark had set out.

With the turns rolling through most were giving 95% effort to keep the scratch markers away for as long as possible in the hope that the edge would be off them by the time they caught up. Around the first turn and the real strength of the wind was revealed as speeds jumped from the mid 30s into the 40s as the group flew past the tennis courts and up the first hill. However it was obvious to all that capture was imminent as scratch thundered down the same hill working like a well-oiled machine. The call went up to take it easy and wait for them but even with the urgency out of the turns, it wasn't until just after the start of the second lap that integration occurred. The relaxed windward leg leaving enough in the legs for the 2-minute members to mix in with the scratch-men.

scratch

Two minutes doesn't sound much but history has shown that it can be too much. With this in mind the scratch bunch set off at a cracking pace, getting into formation and starting the rotation within a hundred metres of being released. The nine members of the group working to someone's pace and pushing it hard into the wind. The sight of the lead car returning a blur in the memory as the body was trying to adjust to the plunge in blood sugar levels – no alarms rung as it preceded a lone Ron Stranks, plenty of time to haul him in.

Two thirds of the way out to the first turn; along the longish straight stretch, the 2-minute bunch were sighted. As best as could be judged the time gap was around the minute mark. Down the dip past the tennis courts onto the dead section of road before the turn and still no sign of the returning second-limit boys. There they were; another check and it was around forty seconds (two times twenty).

As the road rose out of the dip the speeds picked up and 50 was not uncommon on the cyclo-computer. Despite the majority of the bunch working, the odd soul taking the odd break to recoup a bit, and the tail wind pushing the group along at a terrific rate it wasn't expected that much inroad would be made into the bunch ahead. But as the leg wore down the sightings of the group ahead showed that the gap was closing. The chase pace proving too much for Ian Harper, who quietly slipped off the back somewhere along the return. Nigel Kimber the next to succumb to the demanding work rate, losing contact on the hill before the drop to the climb to the turnaround and not being able to recover on the descent or the rise to the turn. Faced with a solo battle into the wind there was little to do but watch the two bunches merge on the first hill of the second lap before turning back for home.

As with any merger confusion was the order of the moment as roles were shuffled and reassigned. Into the wind the bulk of the members of the combined group worked together, but as the wind took its toll it came down to a subset of the original scratch bunch and a couple of the 2-minute lads that made up the core working group, Rob Amos, Tony Chandler, Peter Howard and Cameron Winton the backbone of the core.

The second lap passed in a blur, passing the occasional dropped rider from the marks ahead and slowly closing the gaps to the amalgamating bunches ahead. The mid-point turn seeing a few good workers dropped as the largish bunch got stretched to breaking point through the turn, Thorkild, Kevin Starr and Damian Burke just unable to hook back on, despite pushing the needle to 50kph, were relegated to finish the race on their own.

At the bell it was still a fair sized group, with all but the two first-lap casualties of the scratch bunch and a couple of hardy two-minuters, taking the turn and heading out into the wind for the last time. Half a kilometre from the final turnaround the lead car passed going the other way closely followed by the race lead. Three-quarters of a kilometre approximates to half a minute but with the tail wind the lead was no sure thing. It took to half way back before the race lead was within reach. Peter Howard attacked the scratch bunch and tried to bridge the hundred metres to the leading group only to have Tony Chandler lead the chase back up to him and the tail of the leaders.

Shortly after the union a last ditch effort by John Van Seters (6-minutes) was doomed to fail, too far from home and with the bunch still kind-of-working together he was slowly reeled back in over a kilometre. Then it was Tony Chandler who threw down the gauntlet, Cameron Winton the first to react giving chase with Andrew Neilsen (6-minutes) in tow. A couple of hundred metres later it was three away with around two kilometres to go, Tony and Cameron swapping off turns, Andrew doing all he could to hold on to whichever wheel was in front of him at the time.

Nobody in the chase group seemed willing, or able, to mount a chase, Peter Howard suffering cramps and most of the other scratch riders leg weary meant it looked like Tony and Co. were set to fight out the majors. Battling the cramps Peter led the chase up the last hill, closing the gap to the lead trio

but with no support he conceded the race, allowing others to fight the battle for fourth.

Tony took the lead trio over the last hill and then buried himself in the run to the finish, garnering a gap over Cameron and Andrew. Cameron waited for Andrew to chase (unawares that he was from the 6-minute bunch and was running on credit, having spent most of what he'd had left on the first half of the last leg), by the time Cameron realised there wasn't going to be a chase he was too late, the Chandler had bolted and the gate was closed, or was it, a desperate attempt by Cameron coming up half a wheel short on the line. Andrew pushing it all the way to the line for third was followed a couple of seconds later by a group of eight contesting the sprint for fourth. The big legs of Boyd Friis out gunning those of his scratch colleagues; Mark Wallace, Rob Amos and Phil Cavaleri following close behind, who in turn were followed by a cluster of 6-minute riders who'd had enough reserves to contest the sprint.

Time line

- limit → gone @ 0.4 laps
- 10-min → 12-min @ 1 lap
- scr → 2-min @ 1 lap
- limit → out @ 2 laps
- 10&12-min → 18-min @ 2.4 laps
- 6 → 10,12&18-min @ 2.45 laps
- scr → 6,10,12,18-min @ 2.75 laps

Post race wrap

The club was proud to have Margaret Bennett and Kaylee Ward along to present the trophies to the winners and thanks them very much for making the effort to attend and be a part of the day. The club members who were at the race also extending their thanks for the barbeque that they provided.

It is good to see past personalities continue to be associated with the club and hopefully we may see a bit more.

Results

	Rider	Mark			Rider	Mark
1 st	Tony Chandler	scr	1:15:11	7 th	Phil Cavaleri	scr
2 nd	Cameron Winton	scr		8 th	Martin Stalder	6-min
3 rd	Andrew Neilsen	6-min		9 th	Matt White	6-min
4 th	Boyd Friis	scr		10 th	Warren Smith	2-min
5 th	Mark Wallace	scr		11 th	Anthony Gullace	6-min
6 th	Rob Amos	scr		1 st ♀	Louise McKimmie	10-min

Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries, and to Graeme again for the handicapping. Thanks to the helpers and marshals on the day who included; Graham Haines, Peter Shanahan, Tony Rodrigues, Barry Rodgers, Steven Ross, Brett Robinson and Peter Gray. Thanks also to JC Wilson for bringing the trailer, to Peter Mackie who was on hand with the drinks and thanks to Richard Dobson who is responsible for the roster and looking after helmet covers and numbers.

Eastern Vets Program

Saturday	October	25	2:00pm	Killara Road	Graded Scratch Races
Monday	October	27	8:00pm	Maroondah Club	Monthly General Meeting
Saturday	November	1	2:00pm	Casey Fields	Graded Scratch Races
Saturday	November	8	2:00pm	Macclesfield	Graded Scratch Races
Saturday	November	15	2:00pm	Dunlop Road	Omara Graded Scratch Races
Tuesday	Oct 28 Nov 18, 25 Dec 2,9,16,23 Jan 6,13,20,27 Feb tba.		6:00pm	METEC NB. No entry to facility before 5:00pm	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	October	26	10:00am	East Trentham	Handicap (44k)
Sunday	November	2	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	November	9	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	November	16	10:00am	Pyalong Rd, Seymour	Chooks Wheel Race, 53k h'cap

Victorian Veteran Cycling Council Program

Sunday	October	25	10:00am	Camperdown	Camperdown – Warrnambool	closed
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For your calendar

Date	Location	Event
13/12/2008	Shepparton	Scotty's Ride. A 120km recreational challenge ride on the quiet country roads around Scott's home town of Shepparton. For details check out Cyclo Sportif's website; - http://www.cycloportifvic.com.au/page/events.html

Other Results, etc.:

Around the Bay in a Day;

Congratulations to Dean and Petra Nichlasen, Helen (friend of theirs) and Reinhard Neuwirth on completing their circumnavigation of Port Phillip Bay.

Other News;

Any news?

If you have and if there's space I'll gladly share your stories/news with other members so drop me a line or corner me at a race meeting.
