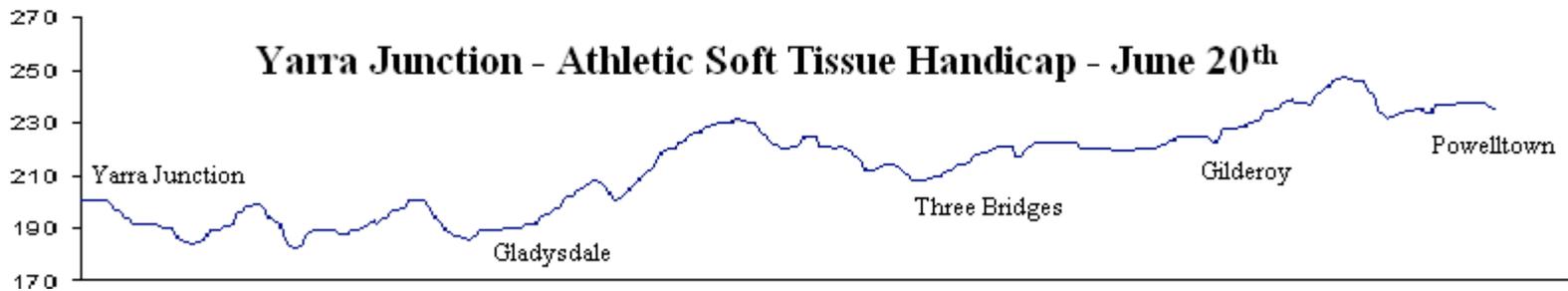




# Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter June 27<sup>th</sup> 2009



## Race report

Of the 87 registered riders only 71 signed on, fortunately for the handicapper the no-shows were evenly distributed across the marks and therefore had little impact on the race. Punctures and a misunderstanding having more impact with one limit, one 18-minute, one 10-minute and one 4-minute rider out in (or before) the first half-dozen kilometres or so. The gentle westerly wind favouring the out-markers, the tailwind aiding the downhill return and promising some fast times.

Road works in the approach to Powelltown combined with some light drizzle made the road a little slippery, especially on the return with quite a few experiencing power-slides on the way back for the first time - when there was still a little power in the legs. A continuous light drizzle around Powelltown washed much of what hadn't been sprayed over riders and machines off the road so that the second return wasn't quite as eventful as the first.

### Limit (24 minutes)

A twenty-four minute head start, little wind to hinder the progress, and this little bunch had a chance, the only drawback being the small numbers to share the workload. A number that was reduced in the first kilometre; J Shaw unable to get into the groove and losing contact. Philip Johns also struggled with the pace being set by Ron Stranks and JC Wilson and was relegated to ride on his own around five kilometres from the start leaving just JC Wilson and Ronnie. Then at around eight kilometres it was just JC when Ronnie Stranks found himself riding on one rim - a puncture and the end of his race.

It was a lonely 35 kilometres for John, his only companion, the lead car some hundred metres up the road, his only contact with others the grunts of encouragement as they passed like ... like cyclists going in opposite directions on the same bit of road. John's solitude ending a kilometre before the final turn as the combined 7-10-13-minute express went through. It was

a choice of dig deep, catch a wheel and hang on or let 'em go and enjoy a further fifteen kilometres of slightly more relaxed solo-cycling.

### 18 minutes

If the trichimation of the bunch by no-shows and one missing the start wasn't enough the lack of a coordinated sharing of the pace spelt the end of this bunch's chances very early on. The ebbing and surging of the pace putting two of the seven that did make the start in trouble early. Then Mark Granland was pushed from the train on the little ups through the latter part of the leg, leaving just four to try to salvage something from the day. At the turn it was apparent what ever it was they were doing it wasn't working, a lone JC Wilson taking half a minute out of the pursuit and the pursuing groups were menacingly close.

The tailwind only prolonging the inevitable, Captain Parker and his merry 13min regiment storming through the reduced second-limit bunch at the foot of the small incline to the Yarra Junction turn. The majority of the caught riders unable to catch a wheel opting to pull the pin and head for the warmth of their cars and homes.

### 13 minutes

Under the tutelage of Graeme Parker this group worked well together and were feeling pretty pleased with themselves as they rolled into Powelltown for the first time. That feeling was quickly wiped from their collective souls as the ten-minute bunch were seen half a minute into the return - a gap of one minute, a loss of two. A little more urgency entered the bunch and just as they looked settled Captain Graeme ordered the reversal of the rotation (clockwise - left over right) to cater for the nor-easterly which was now coming over the starboard-bow. This caused some confusion amongst the less experienced members of the bunch and it was Keystone Cops for a kilometre or so before settling back down.

Allowing for the changed conditions and the spur of imminent capture was enough incentive to see the group catch the remnants

of the 18-minute group half way back and hold the minute gap they had over the chasers at Powelltown at the Yarra Junction turn. Unfortunately the effort of the return took it out of some in the group, weakened riders and the best intentions of captured riders hindering the return to rotation. Again the captain came to the fore and restored order with a smaller core group of around ten driving the bus back out to Powelltown.

Graeme's orders and the efforts of the ten not enough to keep the swollen seven and ten-minute mass from reeling them in around Gladysdale, the resultant bunch then set about pursuing the lone leader.

### **10 minutes**

Sacrificing speed for form the 10-minute bunch set off at a moderate pace to ensure everybody was on the same page. A tactic that paid returns with the bunch quickly finding a smooth rotation and making good progress to the first turn. Like a well oiled machine the fourteen strong bunch rolled through Gladysdale and into the wooded section about half-way out. The silence of the forest disrupted by the sound of escaping air, the sound of accented cursing letting everyone know it was Shorty – two from two, Steve extricating himself from the line with minimal disruption to the flow. Ahead in the dimness a lone Peter Mackie (13mins) providing a bit of a carrot to the rolling bunch, the rest of his mates not too far ahead. Peter being quickly reeled in as the bunch continued its progress.

At the turn the much diminished gap to the bunch ahead was further testament to the strategy of this group. But the chasing group had also made inroads and it was hammer down out of Powelltown, muddy rooster tails spattering the riders and the greasy road giving at least one rider a "moment". A couple of kilometres into the return from Powelltown Peter was reunited with his original mark-mates as the thirteen minute bunch was swept up, the majority of this group going to the back whilst the ten minute group maintained its rotation.

The bigger bunch continued its march back to Yarra Junction but the added weight of the earlier mark, with little added leg power, took its toll and around halfway back the seven minute bunch caught the combined group to make an even bigger group going through Gladysdale and onto the turn for the final lap.

### **7 minutes**

Fresh and keen the first half lap out to Powelltown was this groups quickest, well organised and with everyone putting in the gap to the ten-minute bunch ahead was more than halved while the gap to the bunch behind was pretty much unchanged, if not extended. The greasy conditions, and a few rear-wheel breakaways, brought the effort back a notch to minimise the 'moments' but not so much that the 10 and 13-minute group was spared the indignity of being caught before the end of the first lap. Circumstances prevented a quick overhaul allowing the majority of the outer mark to find a comfortable spot toward the back of the carriage.

With the downhill start to the lap and added contributions from some of the 10-minute crew in; Neil Cartledge, Richard Dobson, the Davids McCormack and Worland and John Van Seters the now combined group bore down on the dozen strong thirteen-minute group, catching them early in the lap. The sizes of the bunches, and the available space, meant the passing manoeuvre was a little slower than desired and again the majority of the outer marks boarded the bus. No need for the driver to call "move down the back of the bus", the new passengers quickly finding their places.

The additional load took its toll on the bunch. The rolling of turns disrupted (unintentionally) by those wishing not to get involved, and with only half a dozen or so of the original 7-minute crew regularly taking turns, a few of those doing some big pulls, and a handful of the 10-minute group chipping in progress was not as swift as the previous run out to Powelltown. But with over six kilometres to the final turn and only JC Wilson between this bunch and the lead car this group was headed for the head of the race. JC Wilson, last of the scratch-men, was caught a couple of kilometres from the turn.

It was a big bunch, around forty strong, that rounded the final turn and headed into the final fifteen kilometres and the run for home. The combined scratch & second-scratch groups were still aways off the back giving the hopefuls hope. The same handful of workers; Leigh Bailey, Deb Chambers, Anthony Gullace, Ray Russo, Kevin Starr, Nick Tapp and Matt White continued to drive the bunch in the hope it was enough to hold the chasers at bay. Alas, not to be and just after Gladysdale the capture was announced by the infiltration of low numbers into the head of the field.

### **4 minutes**

The quick early pace from the start had a few heart rates racing but it was all together and quickly into rotation as the four-minute bunch set off after those ahead. The small inclines highlighting some disparities in the strengths of the group's members. A couple of interruptions to the flow of the bunch did little to impede its progress but did cost it one member. Eight kilometres into the race and Nigel Kimber was the second member of the group to bail, a deflated front tyre the reason for his departure. The loss of a couple didn't impede the group though and they kept up a steady rotation and a solid pace for the majority of the first lap.

On the return through Gladysdale to complete the first lap the turns at the front started to come around a little more often with some recovery taking place at the back of the bunch. The likes of Stuart Bendall, Steve Ross, Damiano Ambrosini, Grant Edmonds and Peter Castillo picking up the slack to maintain the pace.

Again the small inclines early on the way back out to Powelltown caused problems with half the bunch finding themselves with some work to do to get back into the race. An effort they made, rejoining their mark-mates just before the scratch bunch did likewise. Eleven in the scratch bunch, money to tenth meant that fatigue had to be put aside, pain ignored and the last reserves called upon to get into the amalgamated bunch.

### **scratch**

Sixty kilometres to make up 24 minutes. If limit average 30kph it'll take them two hours which means we have 120 minus 24 minutes, um, 96 minutes to do the 60k. Sixty kilometres in 96 minutes. Ninety-six minutes, that's just over an hour and a half, 60k in an hour and a half is 20k per half hour or 40kph. That's doable, but what if limit average a bit better - say 32kph, that's um, ummmm, 60 divided by 32, umm, that's too difficult, just concentrate on holding the wheel in front. And so it was that the eleven scratch riders set off in pursuit of those ahead. First priority the equally large four-minute bunch, four minutes up the road. A task that lightened a bit when at around 8 kilometres in the smoothly working bunch flew past a stationary Nigel Kimber bent over a flat tyre - only ten ahead.

Under the instruction and guidance of Guy Green the bunch rolled turns and took almost two and a half minutes out of the four-minute group, which was down another member, by the first turn at Powelltown (quarter race distance). The run back to Yarra Junction was quick, the general down hill nature of the run and the slight tail wind seeing speeds into the sixties but little impact on the bunches immediately ahead. The chase not helped with at least one member beginning to struggle to stay in the rotation.

By half race distance a few stragglers had been caught and passed, limit were no where near the postulated 32kph - except JC Wilson who was seen heading back out as the bunch rode through Gladysdale.

Further urging by Captain Guy had the 4-minute group in sight half way back out to Powelltown, the high pace demanded by the Capt'n saw a couple drop away but enough were left to keep up the chase and contact was made a couple of kilometres from the final turn. The speed differential not enough for a clean pass and the majority of the 4-minute group jumped aboard the scratch express. Not only did the seconds get onboard they managed to scramble through the last turn and stay in contact making it a nearly twenty strong group setting off for the final fifteen kilometres. Thorkild Muurholm, one to miss the bus with the fourth puncture for the day.

Through the final turn the gap was three minutes, the target, the combined bunches. Captain Guy rallied his troops and welcomed Steve Ross and Stuart Bendall to the rotation, offering encouragement and inspirational comments. With around half the bunch working, half hanging on as best they could the last group on the road powered home, mopping up (or leaving behind) stragglers who had been dropped from the big bunch ahead. As the bunch rode into Gladysdale the lead car came into view ahead and the workhorses could ease up a bit in the hope that legs would recover in time for the 80 man sprint. Their RandR enforced by an intervening car and trailer.

Half a kilometre to regroup and recoup then the scratch & second scratch riders made their way up the left of the cars to join the main field. The mass of hanger-oners at the back of the bunch making it difficult for the scratch riders to get through to the working end of the bunch, the majority content to bide their time and take the opportunity to mobilise more sugar and flush the lactic acid, a few impatient to get to the finish. The impatient ones pushing up the right hand side of

the bunch and incurring words from the incumbent race committee to keep to the left of the road. Cautions that fell on deaf ears as opportunistic back markers sought to improve their positions also.

The finish line in sight, the road clear of cars, traffic control in place the race opened up a couple of hundred metres from home and Peter Howard started the sprint, like a foal released into a new paddock he was off. But way too early, his legs giving way half way there. The sheer volume of riders on the road meant that it was hard to find a clear line but not hard to find a wheel, it was just a case of it being the right wheel. Guy Green and Jamie Goddard had worked their way through the mass and weren't far off Peter's wheel when he went. The pair quickly finding clean road and making their own dash for the line, Jamie breaking clear first and moving away from a cramping Guy. Roy Clark was shadowing Guy and finally found his own bit of road but too little to late and despite closing the gap was unable to steal second. In a case of being in the right place at the right time Leigh Bailey was fourth across the line ahead of two other scratchmen in Mick Hay and David Holt. The remaining places in the top ten taken by members of the second scratch bunch, the workhorse Steve Ross getting home ahead of the sprinters; Peter Castillo and Grant Edmonds and Nick Tapp from the seven-minute bunch rounded out the ten.

Scratch averaged just under 42kph for the race

### Club Clothing

A range of clothing is available for sale and usually available at the races on Saturday from Kevin Starr.  
Check out the website ([www.easternvets.com/clothing.php](http://www.easternvets.com/clothing.php)) for the full range of clothing.

Nigel Frayne's perspective from the 7min bunch:

A half an hour on the wind trainer before the race helped to oil up a few rusty hinges. Past experience has taught me to be well prepared for these handicap events where 'go' really means go! Chasing Limit some 17 minutes down the road, fourteen riders accelerated down the hill that would later be the dreaded uphill sprint finish. Surely this was the easy part. A glance around me suggested we had a pretty good bunch of experienced handicap riders and so it proved as we quickly got in to a rolling pattern. As usual it took a few hills to settle us and ensure we didn't surge and split. Still, clearly there were stronger and not so stronger riders among us, as witnessed by the sweat and dribble already issuing forth - most noticeably from my own face!

The HRM was silently bleeping madly at me and I had to take a spell or two out of the action. I was joined by a couple of other strugglers and I suspect we lost a rider or two on that first outward leg. As we approached the turn around it was clear we had made some progress on the various groups in front. An average speed of over 42kph for that sector confirmed the effort.

The weather looked ominous and while the rain never came directly the roads certainly were wet in sections ensuring that all

riders collected mud and grime to go with the blood, sweat and tears. It also called for extra vigilance and concentration, especially on the smooth sections of tar which were scarily slippery, especially on that return sector where the speeds reached into the high 40s and 50's (my max was 61.2 somewhere). To all riders' credit there were no incidents or accidents :-)

By the time we had arrived at the bell we had already collected the large 10 minute bunch and the next group was not far up the road. We collected up all riders other than J.C. Wilson who was making a good fist of it solo however by the final turn he too had joined the massive swollen bunch. As we set for home we could see that scratch had combined with the 4 min group. We still had a fair gap and if we'd worked well together we may well have held them off. Alas it was not to be. There were not enough workers prepared or able to contribute in spite of the urging of the likes of Kev Starr and Ray Russo. A complicating factor was the close attendance of following riders who make it difficult for anyone rolling to actually get out into the rolling lane. While one can understand the desire of non-contributing riders to find a good position forward it can work against them if those prepared to work can't actually comfortably do it. We needed a sergeant major controlling the traffic - calling the 'YEP!'

That didn't happen and as a result the average speed dropped to 36kph whereas on the previous lap that sector had been over 41kph. While the catch became inevitable it still took until the last few kilometres to be achieved. The frustration for the chasing 4min + scratchies must have been palpable when after all that work they were greeted by a wall of some 60 riders. As we now know, their overtaking efforts took some of them over the white line and into disqualification territory. A pity for them became a benefit for me as my sprint for 13th was upgraded to 9th when the 4 scratch riders ahead of me were taken out.

The final scene for the marshals at the finish must have been quite something with 80 adrenaline pumped riders powering to the line up that hill - that infamous hill that seems to go on and on forever, passing GO and JAIL and into some kind of personal 'HELL'. Luckily for me I found a perfect sit on Guy Green's wheel and in a good position to have a crack. It's so much harder for those stuck behind to safely weave a path forwards and credit to all that it was managed without incident.

My Stats:

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Distance 59.0km  
 Duration 1hr 32min 39sec  
 Ave Speed 38.2kph  
 Max Speed 61.1kph  
 Ave HR 171bpm! - Max HR 185bpm  
 Ave CAD 93rpm - Max CAD 115rpm

Limit		Scratch	
Speed	Time	Time	Speed
30.00	120:00	96:00	37.50
31.00	116:07	92:07	39.07
32.00	112:30	88:30	40.67
33.00	109:05	85:05	42.30
34.00	105:53	81:53	43.96
35.00	102:51	78:51	45.65

Time in minutes:seconds

### Post amble

Unfortunately the race was marred by an incident of unsafe riding, fortunately nobody was hurt but a few unidentified scratch riders were observed riding in a manner contrary to the club's rules on road racing and in a way that could have resulted in a serious mishap. The club strives to provide safe friendly racing over a variety of courses and is governed by the requirements of the permits it obtains to hold races on these road circuits. Regardless of the conditions applied by the local councils and the police the safety of members is of utmost importance to the club and committee. Committee members may be protected from liability by the incorporation of the club but not from feelings of guilt if any member is injured (or worse) at one of our races. As the president said at the presentation on Saturday, "it's only a bike race, it's not worth killing yourself for".

The consequence of the incident was that, due to the inability to identify all of the offenders, the whole of the scratch bunch were disqualified from the race. This action was not taken lightly but was done to show that no rider is above the regulations under which we race and that the club is serious about protecting its members and its ability to provide safe, friendly and varied racing.

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### Results

		Mark
1 <sup>st</sup>	Leigh Baily	7 minutes
2 <sup>nd</sup>	Steven Ross	4 minutes
3 <sup>rd</sup>	Peter Castillio	4 minutes
4 <sup>th</sup>	Grant Edmonds	4 minutes
5 <sup>th</sup>	Nick Tapp	7 minutes
6 <sup>th</sup>	John Van Seters	7 minutes
7 <sup>th</sup>	Steve Flower	7 minutes

8 <sup>th</sup>	Dave Worland	10 minutes
9 <sup>th</sup>	Quentin Frayne	4 minutes
10 <sup>th</sup>	Nigel Frayne	7 minutes

### Officials

Thanks to Graeme Parker and Ron Stranks who were on the desk taking entries and to Graham for a great job of handicapping that saw all marks arrive at the finish at the same time. Thanks to Greg Lippie and Hylton Preece who were in charge of the race and the personnel which included; Tony Curulli, Daryl O'Grady, Martin Stalder, Neville Williamson, Ian Smith, Mal Jones, Paul Wilson and Hans Werner who were around the course to ensure we had a safe race. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day to run our races, to JC Wilson who brings the trailer to all our races and Peter Mackie with the drinks.

### Eastern Vets Program

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
<b>+ Saturday</b>	<b>July</b>	<b>11</b>	<b>1:00pm</b>	<b>Yarra Junction</b>	<b>Rob Graham memorial Time Trial</b>
Saturday	July	18	2:00pm	Killara Road	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.

**Note :** **The Rob Graham memorial Time Trial is a VVCC Open event, entries are to be submitted to Keith Bowen on a VVCC entry form (available on VVCC web site) by the 4<sup>th</sup> of July with the entry fee.**

### Northern Vets Program

Sunday	June	28	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	July	5			
Sunday	July	12			
Sunday	July	19			

### Gippsland Vets Program

Sunday	June	28	10:00am	Kernot (Melways 627 K8 - see over)	46k scratch races
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### 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>
13/9/2009	Whittlesea	DeGani Kinglake ride, 120k - \$130, 70k - \$105 - <a href="http://www.supersprint.com.au/events/degani-kinglake-ride-2009.aspx">www.supersprint.com.au/events/degani-kinglake-ride-2009.aspx</a>
18/10/2009	Melbourne	Around the Bay in a Day.

**And now for something slightly different - Tour de Timor:**

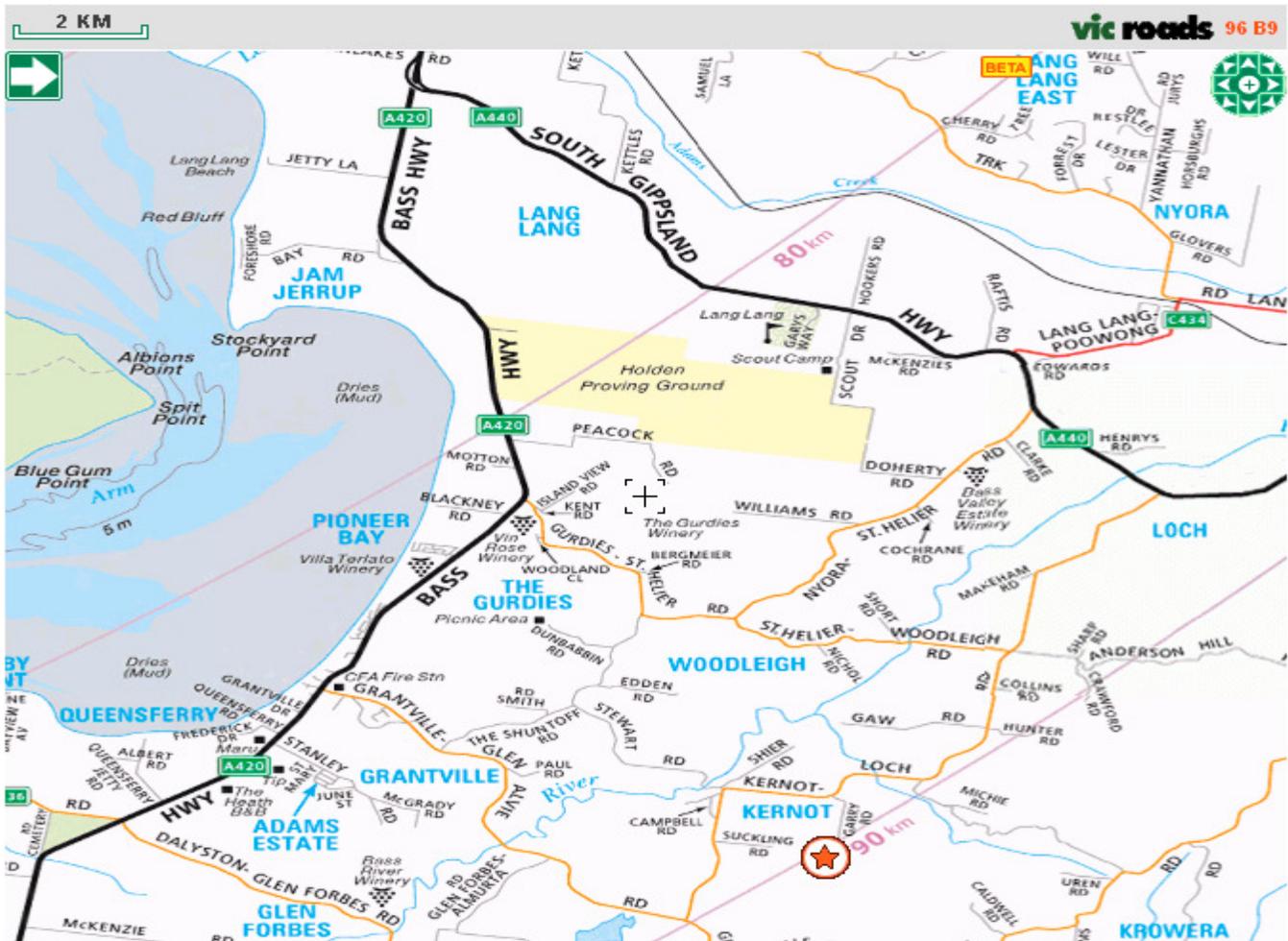
23-28 August 2009, The Ride for Peace, Competition and Adventure

A five day 350km mountain-bike / road-race, traveling through 9 of Timor-Leste’s 13 Districts in just 5 days, with 4 nights in and amongst traditional villages of Timor-Leste.

Free registration and entry for participants, check out the web site: [www.tourdetimor.com](http://www.tourdetimor.com) for more information.

If you are interested in competing / participating contact Mal Jones ([mal@shotproperty.com.au](mailto:mal@shotproperty.com.au)) who is thinking of going if there is enough interest.

**Gippsland Vets Race:**



Race entry - \$10, entries accepted up until 9.45am

Race starts 10am, 28/6/2009

Start/finish location - Kernot Hall, excellent parking and toilet facilities. Turn left at Grantville and follows road signs to Kernot  
For more details, contact Steve Flower on 0438 931 672 or Ray Rhodes on 0417 110 083.

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