



Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

Newsletter June 26th 2010

Athletics Soft Tissue handicap – Yarra Junction – June 19th

Race report

The first handicap of the season was well patronised with 79 of the 87 registered riders rocking up. The windless conditions favouring the mid to outer marks, but there was serious strength in the shorter marks. The key; stay together, work together.

limit

A twenty-six minute head start was little comfort for the two ladies and Peter Gray, their only hope; stay together and work like they'd never worked before, but with the thorn a no-show it was just the two roses who set out for the first of the 59,150 metres ahead of them.

Two against the masses was a big ask, the undulations five kilometres out splitting the pair and putting any hope of a podium finish to bed. Despite the odds the two continued to race until they were eventually caught and plucked by the following marks.

21-minutes

No report.

18-minutes

No report.

15-minutes

Eight of the nine starters got into routine early; Ian Jolley the odd one out, on a mission to run down those ahead and win on his own. Resisting the temptation to follow the lone Ian the remainder rolled smoothly through the first lap and into the second.

The gaps to those ahead visibly diminished at each turn and finally closed into the final turn at Powelltown. Picking up the race lead, and a few more for their group, as they pushed on to the finish, the pursuers not far behind.

12-minutes

The ten starters set off in concert, sharing turns until the undulations five kilometres out. The changes in gradient proving the undoing of a few and the resultant efforts to stay

together putting the system under stress, communication key in keeping the bunch rolling and getting it back under some sort of control for the remainder of the lap but the damage had been done.

The diminished coordination in the group saw it caught early on the second lap by the combined seven and nine-minute bunches with most able to catch the train, some even getting into the mix to help but not enough as the combined scratch and four-minute group bore down on this bunch.

9-minutes

For the ten in the nine-minute mark it got no better than the first kilometre, despite the presence of several seasoned racers the disparity in strengths and experience was again exposed on the undulations half way out to Powelltown. A couple losing touch, others struggling to maintain the rhythm, a puncture seeing Steve Fothergill retire, the hiss of air covering his sentiments.

After the Powelltown turn it was obvious the mark's time alone was limited and with disorganisation in the group Matt White and Colin O'Brien opted to bail, conserve energy and await the following bunch.

7-minutes

Another instance of the best intentions being undone by a lack of practice and the strains imposed by changing gradients. The eleven starters getting away smoothly but by the end of the first leg there were only half a dozen still making up the mark.

A chase by a couple of the dropped riders had the number increase to eight shortly after the first turn. The numbers swelling again as they picked up Colin and Matt early on the return and further still as the front half of the nine-minute bunch were finally hauled in at the Yarra Junction turn.

The enlarged group setting off for the last lap with the combined twelve and fifteen minute bunch just ahead and the race lead not to much further up the road. But the four-minute group were clearly closer and they were under threat from scratch who were breathing down their necks.

It didn't take long for this mob to close on that ahead and again the numbers increased. It wasn't a clean capture and many passengers caught the bus, slowing it down a tad. Through the mid-leg undulations Nick Tapp and Glen Pascall upped the ante, the resultant increase in pace shedding a lot of the passengers

until it was again the original eight from the 7-minute bunch with just a couple of others hanging on. The trimming down improving the cohesion within the group but too little too late as the combined scratch and four-minute group, with many of the passengers the group had just shed in tow, swept them up.

4-minutes

There was a bit of money on this group, a dozen capable riders with a four-minute start, but it fell to the same fate as those that went before. The undulations around the five kilometre mark stretching the bunch, stretching some member's resources and ultimately seeing the group split in two.

It was a group of about eight that raced into Powelltown with half a dozen rolling turns and the others contributing when they could. The sighting of the returning lead car, and limit riders, just before the town boundary giving optimism to the prospect of obtaining the race lead before the finish and featuring in the results.

Through the turn the stop-watch was started, scratch sighted less than a minute out – two minutes back, they were flying and it was almost certain second scratch would be caught well before race end. The earlier optimism knocked down a notch or two.

At the Yarra Junction turn there was still bitumen between the four-minute group and all comers. The gap to the groups ahead reduced but the gap to the chasers reduced also. Sentiment was that capture was imminent and some opted to resign themselves to the inevitable, a few pig-headed individuals determined to make the chasers work for their gain.

It only took a couple of kilometres and the 4-minute bunch was no more, the scratch bunch, twice its original size.

scratch

Fear that the conditions favoured those ahead put wind in the sails of the eleven scratchmen. Determined efforts kept the bunch together through the mid-leg undulations, the only bunch to come out the other side intact (if not unscathed). With an average speed of 44.3kph for the leg scratch had the second half of second scratch in their midst and the front half in their sights by the time they rounded the turn in Powelltown.

To be sure, to be sure the pace was kept high on the return, costing the group a couple of members but closing the gap to the four-minute group to forty-five seconds at the half way point and to 6:45 to the race lead. It only took a couple of kilometres to close the 45 seconds, but the pace of the first lap had taken its toll and the capture was indecisive, all aboard.

With the amalgamation of second scratch the urgency was diminished and the pace eased as the combined group set about running down the outer marks.

The large combined seven and nine minutes group were caught two-thirds of the way out, the large sizes of the two groups enabling the caught riders to easily hook on the back. But with speeds still in the high thirties and low forties a steady stream

of riders found themselves unhitched and left to complete the race in their own time.

Into Powelltown for the final turn the gap to the leaders, the eighteen-minute group still together and working together, raised a bit of concern. Approaching the final turn there was a bit of jostling for position in anticipation of the surge out of the turn. It didn't eventuate, a few of the stragglers failing to make the cut but the majority rounding and regrouping for the run home.

A couple of kilometres into the return the combined 12 & 15 minute group was swept up. Half way back the race lead came into view and the pace came right off, the scratch-men looking to rest their legs and encourage others to take up the work of bringing it all together. A task that was eventually completed a kilometre or so later. The numbers swelling further as the half-score or so riders joined the ranks.

It was now a scratch race.

Having safely negotiated a path past the last riders on the road to now lead the race a few of the scratch bunch set about setting themselves up for the win; Rob Amos, Tony Chandler, Phil Smith and Stef Kirsch all making attempts to get clear, but to no avail, there were too many scratch and second scratch riders left in the chase that any move was quickly responded to.

Plan B? – it was Tony Chandler's plan-b. Two kilometres from the finish Tony rode away from the mass and was able to get a gap of around a hundred metres before Peter Howard put his plan-b into action. A kilometre from the finish Peter departed the bunch and closed on Tony. Shane Stiles got in on the act as well and headed off after Peter. The bunch having little choice but to follow suit.

As Tony closed on the line Peter closed on him, Shane in turn closed on Peter and the bunch weren't too far behind. Peter and Shane catching, and passing the fading Tony, fifty metres from the line. Peter having the legs to stay away from Shane to take the win; Shane second. Guy Green, leading the bunch, passed Tony twenty metres from the line, going on to claim third. Guy's followers relegating Tony to seventh; Dave Anderson, Phil Cavaleri and Darren Darling managing to squeeze ahead of Tony before the line. Glen Pascall, Nick Tapp and Phil Smith following close behind rounded out the top ten.

Report from the 15-minute bunch (Mal Jones)

Hmm, another handicap event at Yarra Junction. The last one here provided considerable success for the 15-minute bunch, and the money was on the bunch again to produce a strong result.

A quick scan of the 10 riders showed that only 3 riders that rode last year's event were on the same minute – Sam Bruzzese, Andrew Buchanan and Mal Jones.

The odds were lengthened slightly when big Dean Niclasen withdrew the day before, bringing the numbers down to 9. A quick Q&A on the start line revealed that only one, Phil Coldwell, hadn't ridden a handicap before, so he was going to get plenty of coaching along the way.

As Keith did the countdown, muscles tensed and pedals were

readied in anticipation of the “Go!”.

What happened next was a bit of a surprise – as one of the riders decided to do his own thing and simply rode off into the distance away from the remaining eight. One wonders why you’d enter a handicap race if you don’t want to be part of a team...

Nonetheless, the remainder quickly settled into a smooth rolling peloton, up the left and down the right, keeping it tight and disciplined in an effort to keep the speed consistent and also manageable.

Geoff Cranstone, Chris Ellenby, Ian Smith and Cube Taylor, along with Sam, Andrew and Mal got it down pretty well, and by the time Gladysdale was reached the first of the outmarkers had been swallowed up.

Out at the Powelltown turn, the yell went out to close up and regroup as quickly as possible before getting up to pace again. This was good – we’d started passing the others, and could see that we still had a good gap over the pursuers.

On the way back the first chinks started appearing as first Phil Coldwell started to find the going a bit tough, then Sam Bruzzese and Geoff Cranstone. As turns started to be missed others stepped up to take up the load to keep the others on board and give them a chance to rest and put in as they could.

“Push through”, “close up”, “keep it tight”, “good job” was the constant sound all the way back to Yarra Junction to complete the first lap. And there, the news was good, as the 18-minute bunch was just 1:17 ahead, meaning that we were on track to absorb the larger group – but just where? Would it be on the out part of the lap, or the return?

At the end of the first lap the disintegration really began with Phil Coldwell and Geoff Cranstone disappearing and then Sam Bruzzese ever so slowly dropping off the back and not able to get back on during the out leg of the second lap.

Even with the bunch now down to half, the remaining five pushed on, with perhaps a little too much urgency coming from the front, resulting in an unfortunate incident at the

Powelltown turn on the second lap

Glimpses of the 18-minute bunch ahead spurred the bunch on, with a redoubling of effort to try to execute a swift and clean pass and not pick up any passengers.

With any turn in the road, the group ahead got bigger and bigger, and the chase effort harder and harder.

In a very poor and unsporting bit of decision making, Chris Ellenby and Mal Jones bombed into the turn way too fast, not realizing (or acknowledging) the speed differential and put pretty well the entire 18 and 21 minute groups at risk. The two copped a well deserved verbal barrage from all and sundry as a result.

To all those affected by this ordinary bit of riding, please accept sincere apologies from Chris and Mal. It’s not something we’re going to repeat in a hurry!

On the way out of the turn the closeness of the chasers became evident as the single digit numbers – the scratch bunch – weren’t that far behind.

Even after having been split at the Powelltown turn, the remnants of the 15-minute bunch managed to regroup, and set about trying to maintain the lead – now with only Les McLean ahead in the lead car.

The mental calculations were being done, but it didn’t look good. Too many kilometres to cover and only 5 left in the bunch meant it wasn’t going to be a repeat of last year’s success with 8 of the first 10 places going to the 15 minute mark.

Even so, how long could we delay the inevitable? The bunch was now strung out single file, but maintaining speed. And maybe, and only just maybe, with a little luck, could hold off the marauding scratch bunch.

Alas, it wasn’t to be as the last of the 15-minute bunch was swallowed by the composite collective of scratch, 4, 7, 9 and 12 minute marks just short of Gladysdale. Still, it was great while it lasted!

Results

		Mark	
First	Peter Howard	Scratch	Officials Thanks to Peter Mackie and Ronnie Stranks on the desk taking entries. And thanks to the helpers on Saturday; Greg Lipple, Keith Bowen, Murray Howlett, Leigh Bailey, Bruce Dunlop, Wayne Doherty, Geoffrey Miller, Les Mc Lean, Peter Morris, Timothy Mortensen. 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.
Second	Shane Stiles	Scratch	
Third	Guy Green	Scratch	
Fourth	David Anderson	4-min	
Fifth	Phil Cavaleri	4-min	
Sixth	Darren Darling	4-min	
Seventh	Tony Chandler	Scratch	
Eighth	Glen Pascall	7-min	
Ninth	Nick Tapp	7-min	
Tenth	Phil Smith	Scratch	
Fastest	Peter Howard 1:36:26	Scratch	
First female	Louise McKimmie	18-min	

Eastern Vets Program

Saturday	June	26	2:00pm	Steels Creek #	Graded Scratch Races & Teams Race #
Monday	June	28	7:30pm	Maroondah Club	General Meeting
Saturday	July	3	2:00pm	Casey Fields	Graded Scratch Races & Teams Points Race
Saturday	July	10	2:00pm	METEC	Graded Scratch Races
Saturday	July	17	1:00pm	Yarra Junction #	Rob Graham Memorial Time Trial #
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.

Tail lights are a requirement for all EVCC Road events in the winter season

Northern Vets Program

Sunday	June	27	9:30am	National Boulevard	Graded Scratch races
Sunday	July	4	9:30am	National Boulevard	Graded Scratch races
Sunday	July	11	10:00am	Pyalong Road, Seymour	Eagle Handicap (52k)
Sunday	July	18	9:30am	Yellow Box Drv, Somerton	Graded Scratch races

Gippsland Vets Program

Sunday	June	27	10:00am	Kernot	Graded Scratch Race
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Victorian Veterans Cycling Council Program

Sunday	July	4	10:00am	Benalla	George Goodwin handicap	closed
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
