



Eastern veterans cycling club

www.easternvets.com.au

Respecting the Rights of all Road Users

Newsletter October 30th 2010

Royce Bennett memorial handicap – Kernot - October 23rd

Race report

Cold, wet and windy. Those who would normally set out for coffee on Saturday morning didn't get past their front door, the conditions turning them back to the warmth of their beds or checking their emails to see whether they would be making the hour / hour-and-a-half journey down the South Gimpy Hiway to ride the Royce Bennett memorial handicap. With no messages and a clearing sky 57 of the 65 registered starters signed on at the Kernot hall. A solid southerly wind keeping the weather north of the course but making it tough for the riders on the return leg of each of the three laps.

Limit (40 minutes)

No report

28-minutes

No report

21-minutes

The ten starters started off well, the tailwind aiding the quick settling into a rotating bunch and the run out to the first turn. After the turn the cross headwind proved tough and JC Wilson found himself unhitched and alone whilst others struggled to hold wheels and take their turn, the end of the lap and the return to a tail wind a welcome relief for the remaining eight.

With the wind at their backs rotations were resumed as riders from the outer marks were picked up and left behind. Ron Stranks and Graeme Cadd (28-minute) integrating themselves into the bunch and proving useful allies for a while before they both dropped away. At the halfway point it was a group of nine turning but not looking forward to the battle against the wind. A change of tactic, rolling the bunch up the road (left over right) instead of the default made for easier work and everybody was able to maintain their position and do their turn – no passengers.

Onto the last lap encouragement was the order of the day as the nine continued to work together and make steady progress to the final turn and the run home. Peter Mackie taking on the role of Sargent-Major barking commands that kept the group together and working smoothly. More encouragement came as the last of the out-markers was caught and passed, nothing but empty road to the lead car.

At the final turn an opportunity to review the situation;

- the 17-minute group still together, still working and not too far behind
- the 13-minute group, again essentially intact and rolling but probably out of contention
- the 8-minute group, much the same but seeming to be struggling
- the scratch group, bolstered by a couple of second scratch riders but too far back to be a threat.

Just have to keep the immediate pursuers from the caboose.

Halfway back, a look behind and the call came that capture was imminent. A dispirited lull in the group as it all seemed to have come to naught but then a determination to not let it be and the pace returned to race pace – make them earn it. The effort finally taking its toll on Graham Haines who, suffering from cramp, was unable to continue, dropped to struggle home as best he could.

Into the last kilometre the chasing 17-minute group could smell the effort and the determination of the seven ahead but just couldn't close the gap.

At the foot of the final incline, before the run down to the finish, there was still a gap between the two groups and a growing sense in the lead group that they could hold on, if only they could get over the hill ahead of the chasers. Michael Hayse and Darren Woolhouse decided to make sure, using the last of what they had to ride hard up the incline and away from their team mates of the previous 59.5k. Adam Dymond in pursuit with the other four digging deep to try to stay with them. Michael led Darren over the crest, Adam had faded and, unbeknownst to him, was providing the ideal leadout for the other four who had managed to regain his wheel.

Down to the finish Darren and Michael battled it out for top honours, Michael eventually winning that fight. Whilst just behind them, having crested the rise a couple of metres ahead of the 17-minute crew, the sprint for third opened up, the flat-out pace keeping the 17-minute group at bay.

Suffering, Adam had kept his head down and legs working in his efforts to stay with the pair ahead, totally unawares of what was occurring behind. It wasn't until first Chris Norbury then Paul Kelly and then Peter Mackie came off his wheel and passed him on the run to the line to take the next three places that he had any idea that the others had caught him. John Thompson the last of the remains of the 21-minute group followed Adam across the line just ahead of the remnants of the 17-minute group.

17-minutes

As has so often been the case this year, eyes were being cast upwards towards the heavens early on Saturday morning. Rain and plenty of it was coming down, but the forecast suggested it would improve in the afternoon. Oh well, maybe it will be better down at Kernot by early afternoon...

And so, that was the preamble many would have gone through. The outcome was sort of positive – the rain was long gone, but an uncharacteristic wind (for Kernot) wasn't by the time everyone arrived at the Kernot hall.

Blowing across the road from right to left (looking up the hill from the start) meant that the trip out would be wind assisted for a lot of the way, but the trip back was looking as though it was going to be pretty miserable.

Still, with a bunch of 12 scheduled to take off at the 17-minute mark, it was beginning to look better. However, 2 no shows reduced the bunch to 10 even before a wheel had turned. Hmmm, the rest thought that shouldn't trouble us too much.

As the clock ticked down, the bunch gathered on the start line to hear the instructions from bunch captain Dean Niclasen: "Okay, on the way out, we'll roll up the left and down the right. Everyone got that? Good"

Then a moment of panic as a head count revealed only 9 with only seconds to go before the start. Steve Short timing his warm up to perfection, making a flying start to bring the bunch up to its full complement of 10 as it rode away.

As the field cruised up the start hill, the call was to take it easy and then regroup on the way down the other side. After a little over exuberance on the part of Dave Ryan, it all came together quickly enough to get organized as the bunch hit the flat.

Unfortunately, it was the gentle climb just a k or 2 later that proved the undoing of big Darren Smith. The pace was simply too much and way too soon for him to be able to hang on, so then it was just 9...

Nonetheless, the bunch pressed on and had by then got into a nice rhythm, rolling over very effectively, with just the pace nudging 50 km/h on the long straight section about 5k in. With just the occasional (and inadvertent) surge creating a "moment" it was all rolling along very nicely.

The first turn appeared in view, and along with it a change in mood – we were about to head back into the wind for 10 hard k of grind.

At least the turn also gave us an opportunity to check how far ahead and behind the other minutes were. The relative fast pace was justified, with the gap to the 21 minute bunch narrowed and the bunch behind not gaining enough ground to create any concern.

The rolling continued along nicely with the bunch maintaining a pace that was gradually clawing back time, as well as beginning to swallow up some of the limit riders on the way

back to complete the first lap.

At the beginning of the second lap the pace was also telling on Dave Ryan. With his heart rate monitor bleating at him non-stop, he had to back off and eventually dropped off the back. Make that now 8 riders in the bunch.

Dean Niclasen ably supported by Steve Short drove everybody on, with it getting just a little untidy up the second hill from the start. That was quickly put behind as the bunch reorganized and started driving forwards again, picking up JC Wilson on the way. He was able to jump on the back and managed to put in a few turns before sitting just off the back and calling everyone through for the remainder of the trip out to the turn on the second lap and into the return to the bell.

Again, a check at the turn at the finish of the second lap was good news: still gaining on the 21 minute mob, and holding the bunch behind at bay. The scene was being set for a good finish – just one more lap, with the final stanza to be a return into the wind.

On the way out to the turn point, the pace began to tell, with turns being missed and gaps opening up. As the gaps opened, Peter Shanahan more often than not unselfishly dived in to keep the rotations happening.

As the final turn came into sight, it was obvious that Mal Jones was struggling, and although he turned with the bunch, his day was all but over as he watched the 7 pedal off into the distance at the beginning of the last half lap.

Going up the long straight stretches of road, the 21 minute mark was like a dangling carrot, tantalizingly close, but the now diminished bunch, while still edging up almost millimetre by millimetre, was now faced with the probability that they wouldn't be able to blitz past before the finish.

That cross wind was playing havoc on the tired legs, and while the gap had almost closed right up, it was still going to literally go down to the wire.

Hitting the last hill, the 2 bunches were all but together, but it still wasn't completely together. A late surge by the survivors of the 21 minute group managed to hold on by just enough to take the first 7 places, with Dan Ives, Ian Smith (the other one) and Steve Short taking 8th through 10th places for the 17 minute group.

13-minutes

The group basically stayed together and worked together, albeit it a bit disorganized at times, for the race. They caught no one and were caught by no one, a lonely old ride for the 13-minute group and a lonelier one for the unlucky few who found themselves separated from the rest.

8-minutes

Ten relatively evenly matched riders set off five minutes in arrears of an equally matched and sized group ahead. The 8-minute crew quickly settled into a rotation that set a fast pace for the first lap, a few of the stronger riders called upon to pull an extra turn on some of the small inclines to fill a gap but wary of not pushing to hard and burning others in the group. Balancing

the efforts to hold the group together whilst maintaining a steady but solid pace saw the mark turn as one after the first ten kilometres. On the return Ray Russo lost touch and, into the wind, he had no hope of regaining the shelter of the train and was destined to ride home alone.

It was a group of nine – still working together, that rounded the home turn to set out for the second of the three laps, a lap which saw the group continue to work together yet saw it shrink, another couple of members becoming unhitched over the course of the next thirty kilometres. At each turn the gaps to other groups were noted and were noted to be dropping. At the halfway turn the gap to the leaders was noticeably less than at the start but was still significant, the gap to the chasers also down but still significant.

At the bell there were two big groups ahead both looked strong, coordinated and out of reach. The final turn confirmed this and the bunch were now racing to stay away from their pursuers. A race they lost about halfway back to the finish, scratch and Darren Darling catching and passing them with around 5 kilometres to go. Five of the group; Ian Smith, Martin Peeters, Deb Chambers, Glen Pascall and Nick Tapp had enough kick to integrate into the bunch as it went through. Martin, Glen and Nick, on occasion getting sucked into the rotation and finding themselves breaking the wind for a while before finding their way back to the company of the wiser Ian and Deb.

Having picked up and passed all of the riders from the outer marks Deb Chambers was the leading woman on the circuit and upon crossing the line took the honours for that category. A deserved recognition for the work and contribution she had made to the 8-minute bunch.

5-minutes

Four chasing ten was going to be a big ask. Throw in a solid wind and it became almost impossible, the tail-wind levelling the playing field on the outbound leg, the headwind on the return sapping the strength and speed of the four chasers faster than of the ten ahead. Despite the odds being stacked against them Steve Ross, Anthony Gullace, Damian Burke and Darren Darling made an honest race of it, finally succumbing to the scratch bunch around three quarters of the way through the second lap where they incorporated themselves into the larger bunch and continued working whilst they had legs.

scratch

Four riders, forty minutes and with the wind it was always going to be tough. The small posse setting off and rolling pursuit turns in their pursuit of the equally small second scratch bunch five minutes up the road. Tony Chandler, the only fully fit member of the quartet, driving the other three along. Rob Amos and Roy Clark carrying minor injuries and Guy Green being the colour of his name, each taking a turn commensurate with their state of health and well being before calling the next rider through to take up the pace.

Despite the health of the small group, and the equalizing effect of the tail wind, the foursome took a healthy minute out of second scratch on the first leg - on schedule for overhauling that group in the final kilometres of the race.

Continuing to work turns back into the head wind the mark made further inroads into the group ahead. Another fast outward leg and second scratch were in sight at the half-way point; it just took a bit of time to finally make the juncture. Atypically, but the only option, the scratch riders eased a bit to recover and encourage the second scratch riders to add their legs to the pursuit of the race lead.

Cooperation was good for the run to the bell where a time gap of ten minutes was announced, prospects of catching the leaders not looking good. The shallow climb to start the third and final lap not helping as the rotations started to flounder - some of the second scratch legs beginning to show the effects of the previous 40k. Steve Ross and Darren Darling making significant contributions, Steve pushing himself to the limit and popping just over halfway to the final turn. Anthony Gullace was next to hit the wall and fall away followed shortly afterwards by Damian Burke. Leaving just the original four, plus Darren, turning for the last time for the slog home.

The five worked well together, picking up the remains of the 8-minute group halfway back, with little left in the legs there was no strength to the capture and the majority of the 8-minute riders hooked onto the back of the small loco, happy to be out of the wind. From the front of the pace line there was nothing to see but empty road ahead – the scratch component of the group now racing for fastest time. In the run for the line testosterone and adrenalin got the better of a few of the third-scratch members in the group a couple getting involved in the sprint and mixing with the contenders. Roy Clark emerged from the melee to claim fastest time for the day.

Figures: 60k in 1:31, avg speed 39.1kph, max 61.8 kph

Results

		mark
First	Michael Hayse	21-mins
Second	Darren Woolhouse	21-mins
Third	Chris Norbury	21-mins
Fourth	Paul Kelly	21-mins
Fifth	Peter Mackie	21-mins
Sixth	Adam Dymond	21-mins
Seventh	John Thompson	21-mins
Eighth	Dan Ives	17-mins
Ninth	Ian N Smith	17-mins
Tenth	Steve Short	17-mins
Fastest	Roy Clark	scratch
1st lady	Deb Chambers	8-mins

Current Aggregate

		Points
David Ryan	C	52
John C Wilson	D	52
Ron Stranks	E	47
Martin Stalder	B	46
Dean Niclasen	C	45
Guy Green	A	44
Rob Amos	A	42
Jim Swainston	B	42
Chris Ellenby	C	40
Steven Ross	A	39
Cube Taylor	C	39

Officials

Thanks to Peter Mackie and Ron Stranks on the desk taking entries and to Peter for his job of handicapping. Thanks to the helpers on the day, capably led by Hylton Preece they were; Frank Nyhuis, Leon Bishop, Sam Bruzzese, Ian Amsden, Andrew Buchanan, Simon Bone, Neil Cartledge and Rudi Botha. Also thanks to Richard Dobson who manages the duty roster and ensures we have enough people on the day for our races, Dave Ryan for providing much appreciated drinks, and JC who brought the trailer along.

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.

Eastern Vets Program

Saturday	October	30	2:00pm	Arthurs Creek #	Graded Scratch Races & Team's Race #
Saturday	November	6	2:00pm	Casey Fields	Graded Scratch Races
Saturday	November	13	2:00pm	Dunlop Road	Graded Scratch Races & Team's Race
Saturday	November	20	1:00pm	Yarra Junction #	Omara 100
Monday	November	29	7:30pm	Maroondah Club	General Meeting
Tuesday	November	9 16 23	6:00pm	METEC	Croydon Cycleworks Criterium Series
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.

Northern Vets Program

Sunday	October	31	8:30am	National Boulevard	DC cycles, Balwyn - Crit series, race 1
Tuesday	November	2	8:30am	National Boulevard	DC cycles, Balwyn - Crit series, race 2
Sunday	November	7	8:30am	National Boulevard	DC cycles, Balwyn - Crit series, race 3
Sunday	November	14	10:00am	Broadford	President's Mountain Goat Classic - 64k

Gippsland Vets Program

Sunday	October	31	10:00am	Kernot	Graded Scratch Races
Sunday	November	7	9:00am	Pakenham (melways 317, G6)	Graded Scratch Races
Sunday	November	14	10:00am	Kernot	Graded Scratch Races
Sunday	November	21	9:00am	Pakenham (melways 317, G6)	Graded Scratch Races

Gippsland vets run a regular group ride Wednesday mornings, leaving the Kernot Hall at 9:00am

Victorian Veterans Cycling Council Program

Sunday	November	21	10:00am	Halls Gap	Grampians Open	10/11 - \$25
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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.:

Committee Matters

Charity Day.

Each year the club runs an event in support of a charity, this event is typically the last Dunlop Road race of the year - this year being December 11th. The supported charity is one with which the club has some affiliation through its membership, at the general meeting on Monday night two charities were nominated for support from this year's event; Motor Neuron Disease and Beyond Blue.

- John Walker, of State Home Loans, has been a long time supporter of the club, his sponsorship is still present on our jerseys, and has been suffering from Motor Neurone disease for the past five years
- Depression and mental illness affects one in three in the general population so there are many members in the club who are either affected directly or are close to someone who suffers from a mental illness.

It was decided at the meeting that it would be better to concentrate funds to a single recipient rather than split the proceeds of the day and so a vote was taken; the numbers fell in favour of Motor Neuron Disease. You can show your support for this charity by coming along on the day and being a part of event.

You can also show support for Beyond Blue by getting behind the Movember movement, either by registering and growing a mo yourself (hasn't hurt Tony) or by supporting someone who is. Alternately direct donations can be made to the charity, see their web site for full details;

- <http://au.movember.com/about/>

Gran Sale, Gran Sale

Bicycle Superstore (315 Whitehorse Road Nunawading) are putting on an evening for the Vets next Friday Nov 5th - 6.30-8.30pm. - new bikes, prizes & 15% off storewide. RSVP to richard@bicyclesuperstore.com.au

This will be an exclusive night for southern and eastern vets (and family members) only, the store will be closed to the general public.

Omara Eastern 100

Entries for this event on November 20 will open soon. This is a challenging event of 104 km for A, B and C grades and 72 for D-grade (all include the climb out past Powelltown). Unless there are loud protests to the contrary, E-grade will do 2 laps to Powelltown and back and F-grade one lap to Powelltown and back. Remember this race starts at Yarra Valley Secondary College at **1.00 pm**. It isn't too late to get in some hill climb training.

Facebook

Thanks to Mal Jones the Eastern Veterans Facebook page is now up and running.

- <http://www.facebook.com/pages/Eastern-Veterans-Cycling-Club/113284612067419?ref=ts>

Check it out, add your input. This page has been set up for your use, get in and make the most of it.

Duty

If you are rostered on for duty you must arrive at least one hour before the scheduled race start time to assist with the set up or sweeping of the course. If you intend having a stand in to do your duty and race then you must let Richard Dobson know well before the Saturday and your replacement must be there at least one hour before racing commences.
