

THE COYOTE EXPRESS

THE COYOTE EXPRESS

Newsletter #5 – 5 July 2009



RACING NEWS & REVIEWS

Weekend Results

Nundah – Sat 4 July

A grade- A good field assembled at Nundah which included Robbo, Mick, Rob, Dave, Warren and Charlesy. It was a cold and windy morning which meant that the arm warmers came in handy and stayed on for the whole race. The headwind in the home straight was always going to be tough, but what we didn't expect was the frenetic pace at the start and the excellent team tactics from the Merida guys. Chris Williams and another Merida rider went from the start at what seemed like around 50km/hr. What we were late in picking up however was that for the first couple of km's there were a couple of guys doing a great job of blocking. Before we knew it the two breakaway guys had a half a lap on us and Chris Williams is just too strong to give that much of a lead to.

With a couple of minutes to go another rider got away which only left 4th place as the spoils for the pack sprint. Robbo got nudged out by about half a wheel which meant 5th place for us. All the boys rode as hard as they could and took as many turns on the front as possible to keep the pace honest. Warren had a great ride and lead out Robbo at the end in the sprint in what turned out to be a max of 57km/hr by Robbo into that headwind. Another great win for the Merida boys and a good learning experience for us. We have to be more attentive from the start and shut down any break like that before it gets away.

B grade – 55 riders made up a big B grade pack including Pete, Chris, Frank, and Kyle. All the boys rode well and made several attempts to get off the front but to no avail. Testament to the amount of time the boys spent on the front is the amount of photos they appear in at www.actionshots.com.au . Peter Cunneen of actionshots was the guy out there at far end of the track with a camera lens the size of a space shuttle. He took some great shots of the two races and generously offered to provide a few to us for placing on the website (see attached). They will be up on the website this week. If you see any photos on Peter's website of any friends etc then please feel free to let them know where to find them. Peter is just starting into cycling photography and it would be good to support him in this endeavour.

If anyone is doing any other individual races anywhere else that we don't have listed in our schedule then please let us know. You might find that you get other members to turn up and race to support you. Some of us don't mind racing twice in the one day where possible. In two weeks time there is a fidersports criterium at Nundah in the

afternoon on the same day as the HPRW club champs in the morning. There are a few of us who will probably stay out at the track most of the day and we'll putting up our new marquee etc. Feel free to stay for a few drinks and a chat and back up for the crit in the afternoon. The A grade race in the afternoon starts around 3pm and its only 30mins plus two laps. More details will be in next week's newsletter.

If you racing at any event and either Dave or Charlesy aren't present can you let us know how you go by the Sunday night so that we can then include a report in our newsletter. Feel free to also send us photos for the website.

Next Weekend

Next Weekend's Races are at Murrarie (B grade) at 7.40am and at Elimbah (handicap race) at 1.30pm. Whilst our main focus will on the Elimbah race there might be a few guys give the race at Murrarie a go in the morning as a "warm up".

Members

An update membership list is attached. We have two new members in Frank Papp and Gary Lee. Gary is in that exclusive club with Chris and Pete where they can boast that Charlesy has never beaten them in 7 years of cycling. Actually there are probably quite a few guys who could be named in that club but Charlesy's not giving any further details at this stage.

Keith has changed his contact details. Keith now work for Qld Bowls so when we decide that bike racing is too dangerous for us we'll have a man on the inside for us at Qld Bowls. We'll probably have a team called "Washed up old dog racing" and we'll duke it out in the Bowls Club carpark in our motorised wheelchairs if we lose – "If you're not living on the edge you're taking up too much space".

TRAINING

As you will have seen from an earlier email the 40km individual computrainer record has been broken by Pete in a time of 54.33 (44km/hr). We can only imagine what time he'll get it down to after he's back on the bike for a few more months. He might be in for a scare though as no doubt Clive will give it a go when he's over here. And let us assure you that there's the possibility that he will go a lot faster.

Dave and Charlesy also took on Pete and Colby in a two man time team time trial competition with 4 computrainers set up side by side. Colby rode so hard that he snapped his aerobars in half at around the 35min mark. Extreme modesty and the humility of Dave and Charlesy prevents them from telling you the outcome of the race except to say that Pete is now off the "having never been beaten by Charlesy in a race" list. Charlesy takes his victories however he can get them.

Training Sessions

Clive's new sessions for weeks 3 and 4 are now up on the web page. Anyone who

wants a CD of any of the previous sessions from Dave just email Dave. The CD's will cost \$5 each to cover Dave's time in having done them up.

CLIVE'S CORNER

Breaking away – Part One

This is the first in a series of three articles about breaking away. It is not meant to be all encompassing but more to give you some general ideas.

Charlesy asked me 5 specific questions for the first part:

1. Is there generally a good time to attempt to break away with reference to the length of the race?
 - a. The answer to this depends on your strengths as a rider, the course and the conditions. For example in the tour mountain stages you normally see a group go early in the stage. The riders that attempt to break away may not be the best climbers but a combination of sprinters and strong riders like Jens Voigt (Charlesy's hero). These riders hope to build up a big enough lead to hold off the likes of Contador etc at the finish. Unless you had a few strong guys with you in the break at the start of a crit it is highly unlikely in a graded race that a breakaway from the start would be successful in terms of those riders being first over the line.
 - b. There are however sound team reasons to have riders try and break away early in a crit. If you have enough strong riders to assist your sprinter at the end then it makes sense to send riders off the front in the early stages so as to force other teams to do the work in chasing. The riders you send off the front might not be strong enough to survive but at least it will have the effect of making other teams chase them down. If however you have a good sprinter but there are other very strong riders in the race you may be best to keep all your riders in the pack to make sure they can all work throughout the race to bring back breaks. Knowing the abilities of the other riders and teams in the race is important.
 - c. There is also the possibility that you can send riders off the front who sacrifice themselves in helping other team members get away.
 - d. Generally speaking for crits I would leave the big efforts to late in the day just after the major break of the day has been caught. The exception to this would be in the wet. Most people don't like racing in the wet so early breaks tend to work. The field would rather they were not there so when the break gets out of sight the chase shuts down and

its game over for the rest of the field.

2. Should you wait for someone else to initiate the break or go when you feel good?
 - a. Again, this depends on the race and the rider, however generally it is better to wait for others to start the attacks and follow wheels. This is where it pays to know the riders that have game. You don't have to be in the break straight away but you can jump on riders as they go to get across to the breaks. Just make sure the break isn't too far away when the attempt to get across is made.
3. Is counterattacking after a breakaway group has been caught a good time?
 - a. Yes. As has the break is caught is a great place to go over the top and get away. Normally there is a slowing of pace and if you are well placed you can use the pace from the chase to slingshot yourself away. There is also confusion in the break as those chasing pull off and this can give you the space you need to get away and stay out there for the win. Such an opportunity might also arise after the sprint for a Prime.
4. Should you go flat out to make the initial gap as large as possible?
 - a. You need to go pretty much flat out to get away but slightly under max if possible. You have to keep the effort up whilst generally you are waiting for a few guys to come across to join you. You need to be able to have enough left in reserve to get onto other riders who have come across to you and who are therefore travelling at a greater speed as they reach you.
5. Is downwind or into the wind the best time?
 - a. Cross winds are great as are changes in wind direction.

Hope this helps. Breaking away is a tough skill to learn it is as much instinct as anything else. If you have to think too much it may be too late. It is generally a split second decision made on the road. Look for a break forming and when you get in one get to know the riders who to watch etc and know what they are good at (ie who is the best sprinter). Staying away in a break is always going to "hurt" but that is a topic for a later article..

Clive.

GENERAL STUFF

Team Kits

The Sox have now arrived so if you didn't get a pair from Charlesy on the weekend make sure you grab a pair from him asap. These sox were made by the guys at Racesox. The guy behind the company is Scott Davis. His company supplied all the

sox for the Australian Open Tennis this year and he supplies sox to many of the major US sporting teams. Make up your own mind, but we think the quality of the sox is pretty good. They also do compression sox for a price of about 25% of that charged by other companies. The compression sox are not quite as tight as the CEP compression socks but they are effective and extremely comfortable. If anybody wants additional pairs of the sox just let Charlesy know. The cost will be around \$3 per pair.

If anybody wants additional kits or a change in size of their current kit then let Charlesy know by Tuesday 7 July as the order will be going in on Wednesday 8 August. The turnaround time is about 4 weeks. We probably won't put another order in for a few months.

SPONSER OF THE WEEK

Dataplatz

Dataplatz is a company formed by Andrew Arena. If you think our website is okay then you know who to thank. All the work for the website including its design and content has been done by Andrew. Andrew is physically based in Perth but is able to undertake website design for any organisation. The Coyote-Racing website is an example of the fact that you don't need to meet him face to face to get the type of website you want. Andrew is particularly keen on assisting sporting organisations with their websites.

Charlesy's brief to Andrew was "what's a website?" ... and he was too far away to slap him! But things turned out well in the end. So if you want to grab some cyberspace, no matter what your website need is - commercial, personal, charity, sports club - you can be up and going in no time!

DATAPLATZ is not just about website development either. If there's anything you need your computer to do better, give Andrew a call. You can contact him through the link on our sponsors page. Dataplatz - Proud sponsor of the Coyote Racing team!



<http://www.coyote-racing.com/>

Where no one gets left behind....

