



# Eastern veterans cycling club

Respecting the Rights of all Road Users

*Newsletter December 6<sup>th</sup> 2008*

## Dunlop Road - Make a Wish Foundation Australia Charity Day - November 29<sup>th</sup>

### Race report

The gods were smiling, the threatening clouds lifting and departing leaving cool, clear and calm conditions for the 111 cyclists who rocked up to support the Make a Wish Foundation Australia. With half a dozen members backing up their races for a run in the second round there were 118 entries in all which kick started the fund raising to the tune of \$1,180. Raffle ticket sales and the auction of two jerseys (the Croydon Cycleworks jersey fetching a surprisingly good price) bringing the total to \$2,135, the club pitching in another \$265 to bring it up to a round two and a half G.

### a-grade

Number eighteen had been seen circulating in warm up but this time he was wearing a white helmet cover, in fact, with four riders backing up from b-grade, it was a field of twenty-six that took the starters orders. Unfortunately the orders did not include a neutral first lap, or any neutrality at all. Half way along Dunlop Road for the first time as, Justin Davis was joking about making a break before everybody got organised, Frank Donnelley acted on the suggestion, getting out of the saddle and disappearing up the road. Justin took off after him to tell him he was only joking, the bunch in tow and wondering what the next 59 minutes would hold. A couple of regular b-grade riders, caught out by the early acceleration, found themselves chasing and with no letup in pace they were unable to rejoin the bunch. Thorkild and Frank Nyhuis a couple of the casualties.

Two laps on the juice and Tom Crebbin stepped it up a notch, the Phils Cavaleri and Thompson were in the right place at the right time and covered the move. A surge by Rob Amos to join the break raised the interest in the bunch which increased the tempo to bring it back together. A couple of surges by Justin into the wind along the finish straight softened up the peleton and when Tom Crebbin counter attacked he got clear, Phil Thompson held his wheel for a bit before conceding defeat and falling back. As Phil returned to the bunch Stefan Kirsch got away and Roy Clark went with him. By lap's end it was three away and the bunch eighty metres behind.

The early aggression working in favour of the escapees as there was no organised chase, only a handful of the pursuers

able, or willing, to contribute. The presence of one Celtic Decor rider in the break and three in the chase group not helping matters either, Michael Day also unlikely to help with Stefan up the road. At this stage of the race the two Omara jerseys were prominent at the front along with Rob Amos, Damian Burke and a couple of others, Justin taking the opportunity to again stir things up out of the last corner. On his second attempt he managed to get a gap with Damian Burke on his wheel but in a replay of the earlier move Damian found the pace too hot and as he returned to the bunch Gerard Donnelly and Michael Day jumped clear and made it to Justin's wheel. Three away, three chasing and the bunch forty metres behind.

Three laps later it was a working bunch of six away and a sporadically-working bunch of over twice that size chasing but with only around half the members prepared to help the leaders maintained a fairly consistent ten to fifteen second gap for the next twenty minutes. Then the gap started to grow and the lead extended to over the length of the straight, the calls from the sidelines went from thirteen seconds to fifteen to twenty to thirty. With the leaders relatively safe the remaining Celtic boys came out to play, trying to break the chase bunch up, if it wasn't Frank it was Boyd. Phil Smith getting in and having a go at getting clear also but all efforts were matched by various members in the bunch which ensured it all stayed together.

Fifty-five minutes in, the bell surely about to toll, and so it did – for c-grade, just as the chase bunch were about to pass them. If the gap to the leaders hadn't been enough this definitely ended the race for the majority of the field, the a-grade chase riding neutral for the lap allowing c-grade to finish their race in relative safety. Ahead of c-grade the leaders were still together but had been riding a slower average as they prepared for the finish. The slower pace was despite a series of attacks by Mick Day over the last five laps as he endeavoured to break the lead group up and improve the odds of winning.

The lap after c-grade finished a-grade were given the bell, the race for the big trophy was a tight and tough affair, the sprint starting just after the last corner amidst a crunching of gears as the six searched for that extra bit of speed. Again it was the young legs of Justin Davis getting him across the line ahead of Roy Clark, Tom Crebbin completing the podium. In the chase bunch the ego sprint started on the bell with Frank Donnelley getting on the front and winding the pace up for three-quarters of a lap. Out of the last corner Frank started to tire, the easing of

pace cue for Boyd Friis to attack, powering up the field from seventh wheel to start the sprint in earnest, Phil Cavaleri riveted to his wheel. Damian Burke and Steve Ross covering Phil as the pair rode by. Steve didn't last long but had the momentum to finish ahead of most of the remainder. The greater leg speed of the diminutive Phil enough to get him around Boyd for seventh, Damian followed Boyd across the line, very happy to have been there.

Figures for the race; 43k in just over an hour for an average of 42.0kph

### **b-grade**

John Pritchard took off like the proverbial cut cat, completing the first lap some fifty metres ahead of the twenty-three other b-grade competitors, but with no assistance forthcoming he backed off and retreated to the bunch (maybe a bit too early for others - ed). As the bunch warmed up so did the pace and the inclination of members to try their hand at getting away diminished. A momentary lapse in speed around the twelve minute mark was pounced upon by John P. and Brian Gray who managed to get a hundred metres on the bunch in half a lap before the bunch responded and brought the pair back.

A couple of laps later Frank Nyhuis found himself twenty metres up the road on his own - not the place he wanted to be at that time, the bunch again picking it up to pick him up. A counter attack by Phil Pelgrim went unchallenged and he quickly had half the length of the straight between him and the chasers, who didn't seem to be. Until somebody decided that they should, and again it was one big happy bunch circulating.

As the race clock ran into the second half Frank decided that it was time to be serious about making a move. Winding it up in a big gear from mid-field he set about getting to the front, the gear selection flagging his intentions to John Pritchard, who was on his wheel at the time. The pair made their way to the front of the bunch where John propped to see what would eventuate while Frank kept going. Apparently nothing, the usual chasers seemingly tired of being called upon all the time waited for someone else to take the bunch up to the breakaway. With no serious chase Frank extended his lead over the next couple of laps to almost three hundred metres until, approaching the McDonalds Lane turn, he was confronted with the aftermath of the d-grade accident, the consequent neutrality allowing the bunch to regain its wayward member without too much effort.

While the fallen rider was tended and removed from the circuit the race proceeded under control. Unfortunately time was called with the ambulance still on the circuit, the race proceeding to the second corner at a civilised pace then out of the corner all manner of things were let loose. The first through taking full advantage of their position by pouring on the power as soon as they could, the poor souls at the back of the bunch unable to do anything but watch the leaders disappear up the road. Frank was one of the first on the gas but was unable to regain the couple of hundred metres he'd had before having to give up his lead. Frank leading the remnants of the bunch through the last corner only to be

swamped by those who had managed to stay in touch as they spread across the road in the run to the finish. On the line it was Brian Gray who had the legs ahead of David Anderson and Mark Withers, Mark having done a lot throughout the early stages of the race.

### **c-grade**

A twenty-two rider c-grade field pointed to a bunch finish, and this was how it panned out. The pace was quick from the outset, keeping attacking opportunities to the minimum, David Holt a major contributor to the pace. Jim Swainston about the only member of the group prepared to put his legs on the line by having a crack at cracking the field, his only reward was to be chased down each time he tried.

And so it came to be that it was a full compliment that took the bell and started the last lap, a lap that was run at full speed. The sprint started early, a group of four surprising the remainder and grabbing a fifteen metre lead out of the final corner that they were able to hold to the line. David Holt showing considerable strength to back up the work he did in the race to take the win from Rob Harris, sprinter Harold Simpson unable to get around the two leaders was able to hold off their fourth companion to complete the podium.

### **d-grade**

Another big field for the d-grade race, twenty-six starters and most likely twenty-six finishers. Tim Crowe threw down the early gauntlet, completing the first lap five percent quicker than anybody else but it didn't last. And for the next fifteen minutes the bunch circulated at a pace that kept it together, the occasional surge upping the heart rates but little else. Until Stuart Campbell and Ron Peterson bit the bullet and jumped clear of the bunch, Tim Crowe was quick to respond attempting to bridge and lend a hand, but the bunch were having none of it and responded quickly. Nobody told Ron and he enjoyed a second lap of solitude before relenting and returning to the fold.

After that little escapade things settled down again for a quarter hour or so and just as it started to hot up again it stopped. Richard Dobson, in an attempt to get clear, pushed it too hard around the second corner, touched a pedal and went down - hard. Fortunately those behind were able to avoid Richard and stay upright. Fortunately there were members on hand who stopped to render assistance, unfortunately the impact between Richard's head and the road meant that an ambulance was required. Whilst Richard was tended to the race continued at a more sedate pace, becoming like interval training - three-quarters of a lap on the gas followed by a recovery period around the corner then back on the pedals for another 800 metres.

The recovery section ensured that all who were left in the race stayed in the race and on the bell it was still a large contingent that rounded the last corner for the run to the line. Again a wall of cyclists raced to greet the officials but as the sprint wore on the wall thinned and a couple of old-time members started to separate themselves from the pack. Mark Granland out stayed and out lasted the others, Graeme Parker a couple of metres off

the pace and Michael Paull behind him with a small gap to the remainder.

### e-grade

The e-grade race started at a gallop the Cadds being the early pain setters. The reason for Graham's contribution to the pace becoming apparent after the third lap as he withdrew with a mechanical – no brakes, Juanita was just being Juanita - keeping the boys in line. Bill Upston was another of the antagonists in the race, periodically taking off up the road then waiting to see who would join him. Unfortunately for him it was everybody who would join him. Of the eleven remaining in the race it was only a handful doing the work, Brian Farrell getting up the front early on to put in his two-pennies worth, Phil Cox also finding his way to the pointy end and keeping the pressure on. Their efforts, and those of Juanita and Bill, had the average for the first half of the race up around the 37kph mark.

It was a pace too hot to maintain and as the legs became heavier and the 'chase everything' mood quashed the incentive the average started to drop and the attacks became rarer. Consequently the whole bunch (sans GC) took the bell after fifty minutes of racing. The leaders were not shy about keeping the pace up into the last lap, Brian Farrell ramping it up as he stretched the peleton along Geddes Street and into the last corner. Out of the corner Brian was quickly relegated to the back of the line as the sprinters came out to play, Phil Cox, passing him half way along the straight, going in the opposite direction hit the line half a wheel from first, Peter Webb between he and Les McLean.

### f-grade

No report.

## Results

	First	Second	Third
<b>a-grade</b> (26)	Justin Davis	Roy Clark	Tom Crebbin
<b>b-grade</b> (24)	Brian Gray	David Anderson	Mark Withers
<b>c-grade</b> (21)	David Holt	Rob Harris	Harold Simpson
<b>d-grade</b> (26)	Mark Granland	Graeme Parker	Michael Paull
<b>e-grade</b> (12)	Les McLean	Peter Webb	Phil Cox
<b>f-grade</b> (26)	Garry Dodds	Daryl O'Grady	Jeff Smith

## Officials

Thanks to Graeme Parker and Nigel Kimber who were on the desk taking entries. Thanks to the helpers on the day who were too numerous to mention (or remember). Thanks also to JC Wilson for bringing the trailer, to Peter Mackie and his daughter 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.

## Post Race Ramble

The club would like to thank all of the members; Eastern, Southern and from further afield, who turned up to make the day a success for the Make a Wish Foundation Australia. Thanks to the individuals and the corporations who donated items for the raffle and for auction, notably Skoda Australia and Croydon Cycleworks. Also thanks to Ronnie and his apprentice bbq-ites for the post-race gold-coin barbecue which contributed to the monies raised.

Mike Bowen from Make a Wish Foundation Australia was on hand for the day assisting with the presentation of trophies to the winners. Mike was very appreciative of the efforts of the club and asked that the following be passed on;

On behalf of Make a Wish Foundation I would like to thank Eastern Vets & its members for their generosity to the organisation. The monies raised will help bring magic & joy to children with life threatening illnesses by the granting of cherished wishes. It was a credit to your members who were so willing to contribute to a worthy cause. I would like to wish all your members a merry Christmas & best wishes for the New Year.

Regards ,  
Mike Bowen  
Accredited Volunteer (600951)  
Make a Wish Foundation Australia

## Aggregate

Rob Amos	66
Damian Burke	61
Steven Ross	58
Neil Cartledge	57
Roy Clark	50
Trevor Coulter	45
Graham Cadd	44
Thorkild Muurholm	44
Frank Nyhuis	44
Kevin Starr	43
Anthony Chandler	42
Phil Cavaleri	42
Anthony Gullace	42
Nick Hainal	41
Paul Kelly	41
Hylton Preece	41
Martin Stalder	41
Ian Smith	40
Peter Mackie	40

### Eastern Vets Program

Saturday	December	6	2:00pm	Casey Fields	Graded Scratch Races
Saturday	December	13	2:00pm	Dunlop Road	Omara Graded Scratch Races
Saturday	December	20	2:00pm	METEC	Christmas handicap.
Saturday	December	27		No racing	
Tuesday	Dec	9,16,23	6:00pm	METEC	Graded Scratch Races
	Jan	6,13,20,27		<b>NB.</b> No entry to facility before 5:00pm	
	Feb	tba.			
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	December	7	10:00am	Avenel Road, Seymour	48k handicap
Sunday	December	14	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	December	21	10:00am	Avenel Road, Seymour	48k Christmas handicap

### Victorian Veteran Cycling Council Program

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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; - <a href="http://www.cycloportifvic.com.au/page/events.html">http://www.cycloportifvic.com.au/page/events.html</a>
14/12/2008	Geelong	To celebrate the opening of the Geelong bypass the Geelong Advertiser is running a 60km individual TT. Entry fee is \$55 and proceeds go to the Geelong Hospital appeal. Entries are capped to the first 900 registered and close 9/12/2008, see the web site for full details; - <a href="http://www.ringroadrideandrun.org.au/">http://www.ringroadrideandrun.org.au/</a>

### Other Results, etc.:

#### Christmas Party

Alan Cunneen is again hosting a Christmas BBQ for Eastern members, friends of Eastern and their families on Sunday 14th December at 7pm. BBQ, food, wine, beer and soft drinks supplied.

Waverley Family Healthcare 58 Pinewood Dr, Mt Waverley. Mel Map Ref 70 J5 parking onsite and the next door shopping centre.

For catering purposes please Keith Bowen know if you are going and how many by e-mail or put your name down on Saturday.

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