

Newsletter



Duty Roster

Saturday 23 September, Thornton

Nigel Kimber (R), Ray Russo (TC), Walter Savini (TC), Mark Granland (TC), Graham Haines, Gary Leroy, Andre Weber, Geoff Mackay, John Pritchard, Perry Peters, Phil Cavaleri, Peter Howard, David Pyne

Saturday 30 September, METEC

Richard Dobson (R), Barry Rodgers, Corey Turner

If rostered for duty, you must be at there at least 1 hour prior to start time. It's your responsibility to find a replacement if unable to do your duty, then advise Andrew Buchanan, tjptop2@optusnet.com.au

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Numbers were down somewhat at Gruyere last Saturday but the weather was kind and the racing was as willing as ever. Reports are inside. Some of those who were missing in action were in action the following morning at Amy's Gran Fondo in Lorne. Look out for a summary of Eastern members' AGF results soon – maybe next week.

This Saturday we return to Thornton for the Team Time Trial. This is a handicap event and entries have closed. There is ample parking at the recreation reserve on Taggerty-Thornton Road, where the registration desk will be set up.

Only team captains should visit the desk on Saturday.

The first team will ride off at 1 pm – note the earlier-than-usual start. The club owes a big thank-you to Colin Doherty, whose business Orger Engines has come forward at short notice to sponsor the event. There's a bit of a spiel from Colin about Orger Engines inside.



AUTOMOTIVE ENGINE SHOP

Next Saturday, AFL Grand Final day, we race at METEC, 112 Colchester Rd, Kilsyth – really early, at 10 am, so you can get your bike fix and your footy fix all in one day.



All Saturday's podium shots from Gruyere. Photos: Shelly Timson

Graded scratch races at Gruyere, 16 September

Grade	1st	2nd	3rd
A Grade (8)	Jean-Philippe Leclercq	Phil Smith	Phil Cavaleri
B Grade (9)	Glenn Newnham	Nathan White	Ross Clark (N)
C Grade (11)	Sam Bruzzese	Andrew Buchanan	Peter Morris
D Grade (5)	Max Michelson	Keith Wade	Nick Hainal
E Grade (3)	Zenon Gawronski	Jim Swainston	Petra Niclasen

B Grade (I)

By Glenn Newnham

After struggling through a summer when I was constantly off the back in A Grade, and a winter of colds and flu, Pete was good enough to suggest a start in B for Gruyere. I'm not a great climber, and wasn't really expecting 12 laps of Gruyere to be kind to me. Although with only nine riders, no Nick Tapp or Paul Firth, and Paul Webster in A Grade, I thought I might just have a chance of a place. I knew Nathan White was going to be strong. He's the right build for Gruyere and has the ability to jump off the front and set a high enough pace to break the race apart.

On the first lap we rolled around at a reasonably sedate pace, while we chatted about previous races at Gruyere. As we headed up the hill on Killara Road for the first time, Ross Clark from Northern lifted the pace a little. In fact it was enough to make most of us realise we hadn't warmed up enough, and by the top of the hill I think we had already lost a couple from the group. Near the crest Nathan White took charge and pushed the pace down into Cahilton Road.

Things settled down again as we approached Medhurst, and we were swapping turns all the way onto Killara for the second time. Again Ross Clark started to push the pace up the hill, and this time it was pretty serious. By the top of the hill there were four in the front group and the rest stretched out behind. I figured that we would have a few rejoin us

as we descended, but it wasn't to be and we continued on with the four of us rolling turns.

For the following laps it was a similar formula, Ross and Nathan pushing the pace up the hill and then the four rolling turns for the rest of the lap. The pace wasn't increasing, but the fatigue certainly was. It wasn't until about lap six or seven that we realised as we crested the hill we were down to three riders.

I had noticed that Ross was having some trouble with his calf muscle, massaging it occasionally on the flatter parts of the course. Of course my sympathy stretched as far as trying to work out where the best place to attack him would be to maximise his discomfort. In the end I didn't need to do anything because Nathan was still taking charge on the hill and making sure we were all feeling the pain. With a couple to go, Ross called enough and left it to Nathan and me to sort out 1st and 2nd place.

With only two of us left, Nathan and I found a nice comfortable pace for the last couple of laps, and even had a bit of a gasbag. Hearing the bell for the last lap got our attention though, and on the rise after we entered Medhurst, Nathan tried his first attack. I managed to peg him back on the flat and he eased off the pace, planning where to make the next attack. I led onto the Killara hill for the final time. I figured Nathan was probably waiting for me to change down a gear on the hill, and sure enough, as soon as I did he was off. It took me a while to peg this one back, with my legs spinning like crazy, but I got there and





Nathan turned his head to assess if there was any damage visible in my expression. He must have seen some signs of pain because he was off again a few moments later, but I was in a better gear and followed the move, by which time we were nearing the top of the hill.

Nathan waited for me to lead down the hill and into Cahilton. I was treating it as a track sprint, trying to keep the pace relatively high, but not burn myself out, ready for a final big effort to the line. Just before the crest of the hill I decided it was time to go and put my head down all the way to the line. When I looked back Nathan hadn't really bothered to chase, resigned to the idea that today was a day for the sprinter, not the climber. Ross came across the line not long after to take a clear 3rd place.

Many thanks to our fantastic committee and the volunteers for another great race, on a great circuit that always throws up some surprising results.

B Grade (II)

By Nathan White

Although a few spits of rain threatened on the way to Gruyere, the sun came out and it was a beauty of a day (if somewhat wind -chilled) in the rolling hills of the Yarra Valley.

First lap was nice and easy and gave me a chance to say hi to Glenn Newnham, who seems to have been away from racing lately but getting back in. I noticed Nick Tapp was absent so thought to myself I might actually have a chance today!

There was a cross/headwind from the right-hand side approaching the big hill, which I knew was going to make it hard for the bunch to slipstream.

On about lap two or three, Ross Clark from Northern led the group up the big hill at a good pace, and when I turned around at the top I noticed the bunch had split, with only four of us (Ross, Glenn, me and one other who I didn't recognise) at the front. I decided to make it stick and keep the power on down the hill and along the finish line road.

After that the four of us kept up a good steady pace for many laps. The fourth man dropped away on the big hill somewhere around lap six or seven.

Somewhere along the way Ross took the corner before the big hill a little too tight, inside the edge white line, resulting in a few wheel skips which were engrossing to watch from behind. His motorcycle skills came to the fore as he relaxed and rolled on through it. This followed some previous less-than-perfect cornering by me going too wide.

I know Glenn has a good sprint and Ross looked like a sprinter too, so with about three laps to go I started increasing the tempo a little up the big hill, and Ross dropped away after doing plenty of good work in the team of three. Glenn stuck like glue, indicating his time away has not been too detrimental.

With about 1.5 laps to go, Glenn and I lapped the rest of the B Grade bunch (which may have been riding behind C).

I knew I had no chance in a sprint with Glenn so tried a small attack on the little pinch hill (after the corner at the end of the finish line road) with no result. Tried attacking again up the big hill but gave up fairly quickly as I realised I wasn't going to dispatch Glenn and his sticky wheels.

Stuck behind Glenn coming down the hill, round the corner and along the finish line road with no idea if I should jump first or just tuck in there and hope for the best.

In the end Glenn jumped and I immediately gave it everything I had, but I watched Glenn rocket away like I was riding a pedal car. As we crossed the line and shook hands, Glenn innocently thanked me for the ride and said he was sure I was going to jump in the sprint. Embarrassingly, that was my sprint!

Thanks to all the volunteers and riders of Eastern Vets for another great fun ride.

C Grade

By Andrew Buchanan

The weather was playing with our minds just before the start ... but it always intended to stay fine! Eleven C Graders set out for the Gruyere challenge, with early work being shared around, including Neil Cartledge, Hylton Preece, Peter Morris and John Thomson. It wasn't long before five riders got away up the third climb.





The five away were Sam Bruzzese, John Thomson, Peter Morris, Rob De Bernardi and Andrew Buchanan. These five stayed together for most of the race, being kept company by three or four departed B Graders.

Rob dropped on around lap eight, before scrambling back on. The pace to this point was steady, and the climbs honest, but do-able. It was obviously coming down to the last climb.

The last lap or so was a bit of a procession, with ammo being saved for the last battle up the hill. Andrew led into the hill and started to increase the tempo, then click-click from behind, someone was mounting a charge!

It was Sam, with a bold move out of the saddle, opening up a 10–15 metre break. Andrew chased, still 10 metres back at the crest. Sam paused, and evidently decided 10 metres was not quite enough to go solo. A glance over the shoulder suggested they had a break. Sam and Andrew did a bit of foxing before Andrew eventually rolled to the front down the hill. In the straight after a short sprint, Sam finished too strongly for a nice win. Andrew followed him in, then a small break to Peter, who outlasted John for 3rd place.

It was good to see some of the guys who were dropped early, still riding the race right out. A good effort from all.

D Grade

By Max Michelson

Only five starters this week with some riders at Amy's Gran Fondo. Hope they enjoyed their weekend at Lorne. With five riders, only three finished and we all got on the podium. The other two riders DNF, I think they were saving their energy for the TTT, or their

mum had rung them to take them shopping – not sure which one it was. Great ride by Keith, who started the breakaway, and an amazing ride by Nick, who was not well with the flu and finished strong. Thanks to all helpers on the day. Just another great day at Eastern Vets.

E Grade

By Jim Swainston

It was a fairly exclusive gathering at Gruyere especially in E Grade. Zenon Gawronski, the in-form Petra Niclasen and myself. My last visit out there was as a spectator on that cold, wet day a month or so ago. Saturday was much kinder and showed the lovely countryside off to best advantage. We set off all feeling kindly toward each other, but I pointed out to Zen that he wouldn't get much out of the ride if he waited for Petra and me. As he gradually disappeared into the distance, Petra and I settled into a tempo that we could handle whilst discussing the wildlife, the beef cattle, the real estate and the possibility of a Devonshire Tea.

We managed the big climb in a fairly organised manner, with me going over about 40 metres clear and Petra regaining gamely on each descent. With two laps remaining, I launched a subtle attack on the climb but it was so subtle that Petra barely noticed. She regained by the end of the finishing straight and we settled down to battle it out for 2nd place. Petra kindly did the last half lap in front and I managed to come by her as we neared the line.

Thanks to all our volunteers, they always seem so cheerful on the way around. Please ensure you read the whole newsletter from last Friday as it is a ripper!

A great effort by Max Michelson to win D with a skun bum by daylight from his rivals. Max has made a resolution to 'turn the other cheek' in future!





Wednesday criterium at the Loop, Kew, 20 September

Division	1st	2nd	3rd
Division 1 (8)	Phil Cavaleri	Tony Kimpton	Anthony Coxon
Division 2 (10)	Grant Farr	Tom McDonough (N)	Chris Ellenby
Division 3 (9)	Peter Gray	Neil Cartledge	Stephen Barnard
Division 4 (6)	Michael Waterfield	John Eddy	Barry Rodgers

News etc.

Monash Uni study

A great opportunity to learn a bit more about your highly tuned race body through a research project being conducted by [Monash University Nutrition & Exercise Clinic](#). The team are still recruiting cyclists, triathletes and runners aged 20–45 for a diet and sweat composition study. If you are interested in participating, please see the information below and get in touch.

There are many factors that influence the amount of salt lost in sweat during exercise. They will be conducting a study to see how the amount of salt you eat in the days before exercise might influence the amount of salt lost in sweat during the exercise session. In particular, they are looking for male and female amateur and elite level endurance athletes (runners, cyclists and triathletes) aged 20–45 who race and train and have previously completed at least one marathon (running) or 100 km cycling event (race, gran fondo or similar). The study takes place at the Monash University Department of Nutrition & Dietetics – Be Active Sleep & Eat (BASE) Facility in Notting Hill, Melbourne (near Clayton).

Time commitment:

- males – four half days (three mornings and one morning or afternoon)
- females – two half days (one morning and one morning or afternoon).

As part of the study, you will receive:

- individual results from a VO_2 max test using the latest breath-by-breath system, including the percentage of carbs vs fat used during exercise
- body composition using Bioelectric Impedance Analysis (recently validated against DEXA in endurance athletes)
- assessment of the amount of salt in your normal diet
- measures of your sweat rate and sweat sodium losses.

These services are valued at around \$350 to get done privately.

For more information, please contact Alan McCubbin: 0408 08 99 44 or alan.mccubbin@monash.edu.

NB This study has been approved by the Monash University Human Research Ethics Committee: CF16/1125-2016000598.





Future events

Eastern Vets

For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>.

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 or Wednesday before the race, as advertised. Riders who enter a handicap *must* pay the entry fee regardless of whether they participate. 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 to the handicapper via email or TeamApp, or on any race day before the event.

Northern Vets

For details, go to www.northerncycling.com.

Sponsors

Orger Engines: sponsoring the Team Time Trial

Colin Doherty, Managing Director

Orger Engines (<http://orgerengines.com.au>) is a Melbourne-based engine remanufacturing plant located in Bayswater. Our company has been established for over 30 years and is one of the largest engine machining and remanufacturing workshops in Victoria.

We pride ourselves on our wealth of experience and expertise in the automotive industry, on the high quality standards that we set and on being an accredited ISO-9001-2015 certified company. We recently embarked on a new global remanufacture program with the Ford Motor Company and are experiencing continuing steady growth with new opportunities in overseas markets.

We also cater for the classic and vintage motor car enthusiast, including certain performance/race engine machining works.

As a self-confessed petrol head myself (and an absolute cycling nut), I'm the lucky owner of a few classic cars. If I had to choose a favourite, I can't go past my 1970 Ford XY GT. Do you blame me?

I've survived in a competitive industry for more than three decades – something that comes down to great client relationships and a steady stream of word-of-mouth referrals. Being a genuine mechanical engineering specialist with a wealth of technical information at my fingertips also sets us apart. When it comes to engine machining, restoration and remanufacturing of quality engine components, our clients appreciate how much experience matters.



AUTOMOTIVE ENGINE SHOP





BikeGearNow

