



Eastern Cycling Club

4 May 2019

Newsletter

Duty Roster

Saturday 4 May, Casey Fields
John Williams (R), Graham Nicolson, Pamela Vandersluys

Saturday 11 May, Gruyere
Tony Curulli (R), Neil Cartledge (TC), Ray Russo (TC), Colin Mortley (TC), Vaughn Bowman, Chris Beard, Mark Trounson, Alison Skene, Marcus Herzog, Paul James, Grant Greenhalgh

If rostered for duty, you must be there at least 1 hour prior to start time. If unable to do your duty, it's your responsibility to find a replacement, then advise Andrew Buchanan, tip2@optusnet.com.au.

Banner photo: Pete Morris

Editor: Nick Tapp
nick.tapp@detail-ed.com.au



Our hilliest circuit at Jindivick has its devotees and, no doubt, converted a few more last Saturday. No-one who has raced there would dispute it's a tough course but, as usually happens when the going gets tough, it made for a memorable afternoon's racing. Results, reports and photos are inside, as are Kym Petersen's report and some photos from the Benghazi Handicap on Anzac Day. This Saturday we're at Casey Fields for graded scratch races and missing out (C and D), starting at 2 pm.

On the next page are the details of the members night on Tuesday 7 May at Croydon Cycleworks, where the new club kit will be launched with drinks, nibbles and pizza – now you're talking! The raffle for a free kit will also be drawn on the night. Tickets (\$10 each or three for \$20) will be on sale at Casey Fields on Saturday, and on the night. All proceeds will go towards a new canopy for the club registration tent in the new colours.

Members will be able to try samples of Pedla kit on for size on Tuesday night. The sample kits are now in the CCW shop so if you can't make the members night, call the shop and set up a suitable time to go in, try on and order. A reminder that you must pay for your kit in full at the time of the order. Orders at the special introductory prices close on Saturday 11 May.



Here comes the line and Kym can't hide that grin. Kym Petersen about to take line honours in the 40th anniversary Top Tech Panels Benghazi Handicap at Lancefield on Anzac Day. Read Kym's report inside.



Eastern Cycling Club MEMBERS NIGHT

In partnership with our major sponsor **Croydon Cycle Works**
we are holding a members night to launch the new ECC kit!

Tuesday 7 May at 7.00pm

CCW Shop, Mount Dandenong Road, Croydon

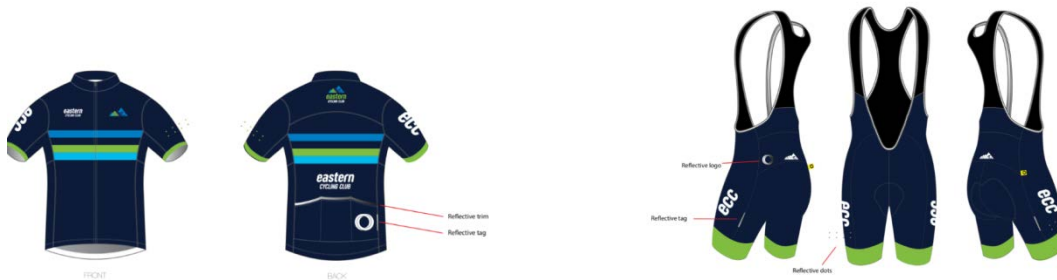
Don't miss your chance to try on a sample for size and place your order to take advantage of the ECC bulk order price. **There will also be a surprise model to showcase the new kit.**

Get your raffle tickets on Saturday race days, or on the night, and go into the draw to win a
new club kit (jersey and bib shorts) valued at \$289

TICKETS: \$10 each or 3 for \$20

Funds raised will go towards a new canopy for the club registration tent
in the new club colours.

**Croydon Cycle Works will have an ECC members-only special offering
10% store wide and special prices on a select range of bikes.**



Kit pricing

Jersey & bib nicks \$289

Jersey only \$124

Arm warmers \$55

Gilet \$135

ChillBLOCK Jacket \$219

Note: you must order via CCW and pay in full at time of order.

Orders close on Friday 10 May, orders taken from Thursday 18 April.

These prices are for first bulk order and will go up by approx. 30% after the initial order.



Graded scratch races, Jindivick, 27 April

Grade	1st	2nd	3rd
A Grade (7)	Phil Smith	Jean-Philippe Leclercq	Nathan White
B Grade (12)	John Blyth	Ian McGeoch	Nick Tapp
C Grade (10)	John Williams	Tim Crowe	John Thomson
D Grade (3)	Anthony Bartin	Max Michelson	Colin Mortley
E Grade (2)	J.C. Wilson	Emma Smith	--

A Grade

By Phil Smith

A cold day and a poor turn out for A Grade, only the tough showed up for Eastern's toughest circuit!

Previously I had had two wins at Jindivick and possibly had 'favourite tag'. However, after a week of poor results, I was far from confident.

I had never gone head to head against my friend J-P at Jindivick, and I had some trepidation that he might be my nemesis. J-P also had a team mate racing in Steve Parker – a strong rider, and perhaps a handy domestique for J-P? Tony Kimpton showed up after a strong ride and a win at the Maryborough Nat Champs; he was a man to watch! 'Mr Consistent' Kevin King was also a starter – how would he go on the longer hills?

The pace was fairly relaxed at the start. I put my head into the wind and no-one seemed interested in swapping with me until after 7 km, and then the guys started to roll turns.


It was on Telegraph Road when the attacks started. J-P and Nathan White attacked and got a good gap. My legs were sleeping and failing me, so I was reliant on the other guys to chase.

Once we went through the valley and J-P and Nathan held a good gap, I found my legs and started swapping turns with the chasers as we endeavoured to bring back the break. Steve and Kevin had been dropped on the climb but rejoined us on the flats and rolling hills. So at the end of lap 1 we had reeled in J-P and Nathan, and it had become apparent who were the strongest riders on this course.

Steve got dropped again on the hills, but showed grit and returned to the group on the descent – proof that a big guy, and a sprinter, can also enjoy this course.

Tony had a go at attacking at the start of lap 2. He pulled out about 50–100 metres but never extended this. The bunch reeled him in at the start of Telegraph Road and there was an air of submission as we went over the steep climb. The descent into the valley was again neutral, but soon afterwards Steve made an attack – to get a head start up the hill? Next hill and Nathan attacked, forcing some frantic chasing. At this stage my legs were ready to be tested, so I counterattacked over Nathan and kept a high pace for the rest of the climb. I refused to look over my shoulder. I could hear at least one rider behind me and I didn't want to look back in case my attack had been lame and failed to dislodge anyone.





Eventually I looked around and found that Tony was my only companion. I thought this was good and I looked forward to having someone assist me on last lap. Unfortunately, Tony suffered a mechanical on the descent. I eased up and waited as long as possible, but after multiple attempts to put his chain in the big ring, it wasn't working. My thought was, has he broken a cable and his race is over? I decided to press on without Tony. I am not nice enough to sacrifice a good lead to the chasers!

So the last lap was a full-on solo TT for me, and according to Strava a KOM. I was not sure if my chasers had given up, so I kept the pace on all the way through the last lap.

I went over the finish line with no chasers in sight, which gave me time to turn back and watch the sprint. Nathan went early and looked like he had 2nd in the bag, but J-P never gave up and caught Nathan in the last 100 metres to take 2nd place. It must have been a hard effort because J-P made some exclamation in French. My French is not good but the loose translation was, 'Bother, that was extremely hard'.

Well done, Nathan, on strong aggressive racing and a great result, getting onto the A Grade podium with 3rd place.

A great race with many chapters and never a dull moment!

B Grade

By Rob Suter

My first outing at Jindivick, with the race profile less attractive after moving house and three weeks on a ladder trying to paint exposed beams in cathedral ceilings in the new place.

Dairy countryside, which brought back thoughts of racing in Warrnambool over the cow tracks where they crossed the road, mud

and manure flicking off wheels into faces – except the gradients are rather different here near the Great Dividing Range.

Confusion when I arrived in town: there were a lot of cars emptying young guys who were pulling on Drouin Cycling Club blues. Aah, Eastern are meeting at the oval, further along the road.

Thirteen degrees Celsius and windy. Hmm, what to wear? What I learnt was that it took 10 minutes longer to suit up than it had last week for 30°C at METEC! Full finger gloves, toe covers, Merino wool blend jersey over a long-sleeve synthetic, but I went for a light undershirt, rather than my thermal base layer – save that for after the race!

The briefest of roll-outs before I was back in time to have referee Richard send us on our way: 12 hearty souls, with enough scrawny mountain goats amongst us, some of them unfamiliar to me. Discussing our chances with another rider of a similar build to me, who was trying to tell me that we stood a chance – just hang on up the hill. He, Dean and Ian McGeoch were keen to push it out on the downhill.

At the bottom, and after the only dairy crossing (an underpass, with the not uncommonly bumpy sealed surface), Dean, Nick and a few others decided to try the route back to Longwarry, missing the turn.

The Quarry hill set the race pattern. John Blyth and Ian McGeoch leapt up the hill with alacrity, Nick jumped across, along with Peter Knight (Northern) and Craig Stannard – surprisingly to me. Puffing to the top and Ian M. Smith thought he'd try to jump across the gap. Dean, Webby and I set about chasing, hard, and kept the gap reasonable until the last push to the finish, with Ian dangling in between, never quite having made the junction. The end of lap 1 was the last we





saw of the four in front, but Craig had been distanced, so played the role of the carrot for us four donkeys for the next two laps (we having caught the valiant Ian M. on the downhill). The other three starters were not to be seen behind us.

Webby kept the wherewithal to alternately zip up or open his wind vest, most noticeably at the top the Quarry hill, second lap, when he sat up and waited for Dean and me to lumber to the top. By the third lap he was leaving it open, flapping in the breeze on the downhill. Dean advised that Craig was 25 seconds ahead, and we discussed how Van Der Poel had closed a gap like that in 2 kilometres at the end of 250 just last Sunday (while we were trundling around, averaging just over 32 km/h – an average that had dropped to a neat 30 by race end). Dean, Ian and Webby also discussed power outputs on one of the rises – the variation undoubtedly due to weight differences!

Up the three ramps to the end of the second lap, and Ian advised us how strong the crosswind had been when he did his solo pursuit. Craig was still just up the road at the end of the that lap, but disappeared out of sight – had he pulled out? Nope, third time at the Quarry and there he was, doing the postie's weave. We've got him, thinks I, but no, over the top he was nowhere to be seen. We caught only a few glimpses over the next few rises and almost reeled him in by the finish.

Before we turned onto Jacksons Track for the last time, sweat dropped into my shades, and I noted Dean shaking the sweat out of his helmet cover. The weather must be turning milder; and so it was on the climbs, with the crosswind a little calmer.

Dean suggested that I close the gap as we commenced the final uphill series of ramps, and I was tapping out what I thought was a good tempo. Dean surged past, Webby

jumped to him, and Ian M. responded a little too late, so dangled tantalisingly just off their wheels all the way to the finish. And me, further back, with Pat Ruys pushing me up the hill with the follow-car.

Nick's race summary from the dais told the tale of what transpired amongst the four in front. To paraphrase his summary: John and Ian were clearly the strongest, and Nick thought he was fourth best, but it turned out that Peter wasn't going as well as Nick on the last lap.

Thanks to the marshals and officials, and to the weather gods for leaving the rain away. If the races that are coming up are the 'Toughen Up' series, then what was this outing to Jindivick? One for the wimps? Rather different from the 60-minute flattish crits that we have been experiencing (although the Loop and Rocco Drive aren't flat, especially when ridden at speed).


C Grade

By John Williams

To win a handicap race you need a little help from the handicapper. Thank you, Mr Mackie! In fairness, I have had my arse kicked all summer by an ever stronger B Grade (or am I just getting slower?) The proliferation of pan-flat crits has been no help for us less powerful types. My last road race with any sort of a bump was 24 November at Yarra Glen – the only road race since the Club Road Champs 7 months ago. So, having failed to finish a race with the pack since mid-Feb, I put on my saddest face and appealed to our compassionate grader, and scored a blue helmet cover, much to the disappointment of more regular Blues.

The big powerful guys hogged the front of the group as we descended Jacksons Track, and I soon found myself holding on to the back of the peloton with fellow lightweights Tim





Crowe and John Thomson. Paul Anderson opened a leisurely 100-metre break, Kenny Saxton went after him, Dale Walton also had a bit of a dig.

Then as we rose over the first bump, at the Quarry on Old Telegraph Road, the order of things changed. As I moved through the group towards the front, J.T. climbed past me, and while I spun up the hill trying to stay on his wheel, John ground up three gears higher and opened 30 metres at the crest. That became 100 metres by the time I crested. Checking nobody was on my wheel, I set off in chase of him. Soon I was hearing the buzz of freewheels from behind, and I found I was giving a free ride to David Griffin and Tim. I knew both can ride a bit, so I swung over to the middle to let them take a turn, and David graciously took the hint. That might have been his downfall, as he was soon missing in action. and Tim and I drew up towards J.T. with just the last few lumps of the lap to go.

J.T. is always willing to work, and took his turn manfully when we caught him, and then encouraged/urged Tim and me to take our turns. I have raced Tim a few times before, and have learned that he is an incredibly fast climber and a wily tactician, so I was keen to make sure he was not too fresh when we hit the final hill a lap later. He rode through and took his turns and we were well ahead of the rest when we were greeted by the music of the bell and set out on our first and last repetition.

Tim, J.T. and I each took long and strong turns down the hill, knowing that the heavier guys can easily claw back lost ground thanks to Newton's second law of motion. Despite our efforts, before we had turned left their 'mass' brought them back up to us, towed by a leisurely Paul Anderson, nonchalantly turning over a big gear. Along Old Telegraph

Road, J.T. encouraged Paul to take a turn on the front, and I promised to lead him up the hill if he did. He laughed, knowing I meant to lead him up the hill by a couple of hundred metres if I could, mass and gravity working against him on the reverse elevation.

Over the Quarry bump J.T. again accelerated to the front with me on his wheel. I was determined not to let him get away this time. I promised Paul a top 10 placing as we swept by. He yelled back that there were only 10 riders but it was lost in my slipstream.

Cresting on J.T.'s wheel, I looked back to see Tim was next, but way out of our slipstream, so saw an opportunity to take him out of the equation and went hell for leather down the other side, sharing the lead with Mr T.

Tim was too good and was soon back on us, so we resumed the three-way rotation from last lap, each of us confident of a podium placing. That confidence was undermined when Dale swept past us with big Paul in tow, just after the turn into Old Main Jindivick Road. The very next hill saw the end of their threat and, as we hit the lower part of the final climb, J.T., Tim and I were three abreast, pedal to pedal.

'Car up!', one of them shouted and, true enough, a car was descending, so just for safety I accelerated enough to pull across to the left from three out. Tim slid up alongside.

It wasn't so much a sprint to the line, more a case of last man standing. With the line in sight I clicked up a couple of gears and stood up in my cleats to keep the momentum going. I was able to resume my seat before the line, with around 15 metres clear to Tim and the valiant John.

Dale had lost a minute or more in that last 3 kilometres but held on to finish just ahead of a fast-finishing Paul.

The real heroes of the day were the marshals and officials who spent the day in the cold with little to do except attend to our safety – a job well done! Thank you, all.

Finally a word for the handicapper: I like C Grade, I think it was probably just a one-off – pleasee?

Top Tech Panels Benghazi Handicap (hosted by Northern Cycling), Lancefield, 25 April



The 30-minute group takes a corner.

By Kym Petersen

I've never raced this handicap before. I certainly have always wanted to; however, with Collingwood and Essendon battling it out on Anzac Day, my beloved has traditionally attended the game so I am home with the kids.

This year we agreed that he could watch the footy from home and I'd head to Lancefield.

Edit: I decided I was racing and he had to go along with it.

The car trip up was always going to be entertaining. Goose was driving and he'd

conned Tim into entering. Always a laugh with those two, mostly at my expense.

Edit: phone rings at 7.45 am, Goose is sick, plan B.

Plan B is that I ring Paula and pretty please can I come up with you? Also, do we have room for Tim? Yes, it's all good, so I scramble to get everything ready and we meet at Paula's to hit the road shortly before 10.

Get up there and we have oodles of time. Excellent, 'cause Paula and I are the queens of piss-farting around. Paula is next level! We lose time talking to each other, talking to





others, getting changed, which gels, how many gels, any food, how many bidons? Gotta laugh, it is just what we do and I wouldn't change a thing. It is why we allow plenty of time, including a good warm-up.

There is a coffee van stationed at the registration area – bonus! A quick shot and I'm ready to get moving.

Good solid warm-up done and it's time to get to the start line with about 10 minutes to spare. My 30-minute group is gathering and huddling into position, all 13 of them. Wow! This is awesome. It means some respite in between turns. Great to have Alison Skene and Bernie Evans from ECC in with me, as there are many other faces I do not know. We set off, it has been 20 minutes since the limit markers have gone and I know we will have our work cut out, chasing them down.

We kept our group together for the first lap, at some point we lost two riders but it was only until we were riding into the wind and heading towards Karlsruhe that we saw the first bunch. This lifted spirits enormously.

When we merged with this bunch, we were not at all cohesive. I took the outside and just overtook everyone to position myself at the front. Shortly after I heard the dreaded sound of metal scraping the ground and people hitting the deck. Not a nice sound, and I suspected that concentration was waning and someone had a touch of wheels.

We were getting towards the pointy end and perhaps some were willing to take a few risks. It was important to me to stay alert and at the front of the bunch. This did mean more turns but I was feeling strong and happy to do this. Particularly to keep an eye on things and if there was a move, to be able to go with it.

We turned into Rochford Road for the last time and I entertained the idea of breaking away. I didn't want to go too soon as there

was a ripper downhill which could present a chance for the group to mow me down – they would have the rolling mass which I did not.

At about 10–12 km to go, I picked my hill and gave it what for. At the same time, to my left, Tim Anderson, a new member to NCC, also put in an attack. We both crested the hill and continued with our heads down, and I chanced a look behind. We had put a solid gap into the bunch and so I yelled at Tim (or I like to think that I encouraged him), 'We're away, let's go!'

Between the two of us, we rolled turns, working as hard as we both could. A flick of the elbow was the unspoken sign to take over when either of us was flagging. We could see the remnants of the front-markers up ahead and I can't remember if I said out loud, or just to myself, 'Let's hit them hard so we have no passengers'. Well, that is exactly what we did! After passing them, I glanced around and there was one rider who had tried to latch on but was falling away. It was still the two of us!

We hit the top of the descent at about the 72.5 km mark and, because Tim was so much taller than me, I decided to tuck in and draft him all the way down. There were only about 4 or so kilometres to go and I knew the last 2 km were more or less downhill. Again, I had a quick check behind. That feeling of getting caught when you are so close is devastating and I wanted to ensure that would not happen today. The bunch were quite a way behind and I knew we must've put some more time into them, which was such a relief. We were not going to get caught!

Tim led us into the home straight and so I positioned myself for a sprint. As the wind was firmly coming from the west, over our left side, I tucked in behind Tim and to the right. At this point I said to myself, you can do this, you have a mark to pick, be patient and then

just go, go, go! I did exactly that – I stepped out to the right and off I went. I felt great and knew that Tim was spent. I saw the flag and went as hard as I could, and somewhere along the way a smile happened upon me. It was there before I crossed that line, during that moment and well after. In fact, it stayed with me for days after. Such a very special win.

Some days, everything just clicks, and this was my day.

I waited for our ECC riders to come through. Every official at the finish line wanted to come over and hug me, which they did, and it was lovely, however, I needed to see my mates and spill the beans! Paula and Dave Mac rolled in and I followed them up past the finish line – basically chased them down! Paula was coughing up a lung, one foot still clipped in, when I just exploded with my news. Later on, she tells me she nearly falls over because she starts cramping and couldn't release her foot and I'm hanging onto her! Tim then comes through the finish line, looking like he'd had a hard day out – not surprising mate, you had a really tough mark. We all headed back to the registration area together. I can't remember pedalling but know I got there.



L-R: Fastest time, 1st, 2nd and 3rd

The presentation was amazing, I was so humbled by the welcoming reception shown to me.

What a great event! Can't thank NCC enough for hosting this, and the incredibly generous sponsors in Top Tech Panels. Let's just say it was my shout at Maccas on the way home!

I had an awesome 30-minute bunch to work with. This is key to a great handicap and, in my case, a successful result. They were just incredible – and furthermore, to Alison Skene, for placing 10th again, this is two years in a row now, having also won the race in 2015, just wow Al. A lot of placings came from my bunch, just wonderful.



Kym, Alison and Paula

I'll definitely be back, and encourage anyone thinking of doing this event to give it a go. Yes, it's a tough race, as most handicaps are, but you have to be in it to win it!



Wednesday criterium at the Loop, Yarra Boulevard, 1 May

Division	1st	2nd	3rd
Division 1a (4)	David Rooke (N)	Russell Newnham	Grant Farr
Division 1b (7)	Nick Tapp	Trevor Perry (N)	Dean Niclasen
Division 2 (6)	Dale Walton	Roman Suran	Doug Page
Division 3 (3)	Shane Dwyer (N)	Michael Muscat	--
Division 4 (2)	Neil Cartledge	John Eddy	--

Thanks to referee John Williams, Dean Niclasen and other helpers.

News etc.

Increase in race fee

After careful consideration, the committee has decided to increase race day fees for all Saturday and Tuesday twilight races to \$15 so that we may continue to cover the cost of providing safe racing for our members. This change comes into effect on 1 May 2019. We are aware that this comes on top of an increase in our membership fee this year, but increasing costs and falling membership numbers have meant that we have been spending more each year than we receive in fees, and this is not sustainable.

The committee has also decided to revise all prize money and the thresholds for the number of riders in each grade determining the prize money, as follows:

Riders	Prizes
1-4	1st \$30
4-8	1st \$30, 2nd \$25
8-15	1st \$30, 2nd \$25, 3rd \$20
16-20	1st \$30, 2nd \$25, 3rd \$20, 4th \$15
21+	1st \$30, 2nd \$25, 3rd \$20, 4th \$15, 5th \$15

Room to rent in Girona

Eastern member Rob Birch lives in Girona, Spain. It is a fantastic location for cycling, not far from the Pyrenees, France and the Mediterranean.

Rob has a 2-bedroom apartment and his second bedroom is available to rent for any Eastern Cycling Club member, subject to

availability (June is currently booked out). Price is €120 per week or €20 per night. Rob's contact details are as follows:

Email: robgb53@gmail.com
WhatsApp: +61 478 119 502
Mobile: +34 662 060 483





Future events

Eastern CC events

Please refer to page 1 of this newsletter, or go to <https://easterncycling.com/roster/>.

Note: Graded scratch race entries are accepted on the day up until 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 ECC 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 CC events

For details, go to <http://northerncycling.com.au>. Please note that Northern has a new start time of 10 am for road races. Start time for criterium races at National Boulevard remains unchanged at 9 am.

Sponsors

