



Eastern Cycling Club

22 June 2019

Newsletter

Duty Roster

Saturday 22 June, Jindivick

Andrew Buchanan (R), Graham Cadd (TC), Juanita Stumbles (TC), Ross Bowlby, Andre Weber, Tony Lateo, Lisa James, Andrew Mapstone, Greg Harvey

Saturday 29 June, Gruyere

Tony Curulli (R), Mark Granland (TC), John Macleod (TC), Kevin King (TC), Peter Brann, Alex Randall, Rob Amos, Shane Crowhurst, John Pritchard, Ron Gillies, Pete Morris

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, tiptop2@optusnet.com.au.

Banner photo: Pete Morris

Editor: Nick Tapp

nick.tapp@detail-ed.com.au

The Toy Bricks Toughen Up series, round 2, took place at Yarra Glen last Saturday in fine winter conditions. Scroll down for results and race reports, and keep going to see updated series points.

This Saturday the Toughen Up series takes a pause. Or maybe we find out if two weeks of toughening up has had any effect. Either way, racing is at Jindivick: 3 laps (60 km) for A and B Grades, 2 laps (40 km) for C and D, distance yet to be determined for E and F. Arriving at Jindivick on Jacksons Track, the registration area is in Kydd-Parke Reserve, 500 metres or so east of Main Jindivick Road. Racing starts at 2 pm and the desk will close at 1.45 pm. As usual, you can sign up ahead of time via TeamApp. Next week we return to Gruyere for round 3 of the Toy Bricks Toughen Up series.

After a new bike or new wheels? Go to the end of this newsletter for details of the Croydon Cycleworks EOFY sale – ends Saturday 29 June.



The club showed off its new-look tent canopy at Yarra Glen on Saturday. David Griffin (right) delivered the 3rd place oration in C Grade. Scroll down for the long version.



eastern
CYCLING CLUB



Graded scratch races (Toughen Up series round 2), Yarra Glen, 15 June

Grade	1st	2nd	3rd	4th
A Grade (11)	Glenn Newnham	Garron Buckland	David Younger (N)	--
B Grade (16)	Paul Webster	Walter Savini	Craig Oliver	Nick Tapp
C Grade (18)	Ken Saxton	Kym Petersen	David Griffin	John Williams
D Grade (9)	Colin Mortley	Max Michelson	Keith Wade	--
E Grade (5)	Michael Muscat	Neil Cartledge	Peter Shanahan	--

A Grade

By Glenn Newnham

It was one of those weeks when work got in the way of life. My weekly kilometre count when I arrived at Yarra Glen was zero. I'd planned to get a good warm-up in, but that didn't eventuate either. I was too busy chatting to Kevin King about my wheels, which he'd repaired during the week after I broke a spoke last week at Gruyere. I figured the only way that today was going to pan out well for me was if it was an easy race and came down to a sprint. I was certainly in danger of getting dropped on the hill if J-P, Phil Smith and others felt inclined to push the pace. I appreciated hearing Hylton Preece reflect on the contributions of Alan Sandford to the club, as a rider, a club official and as club president. Nice to acknowledge those who have built the club from its roots.

When we got under way, I introduced myself to David Younger, who was the only unfamiliar face for me. He was visiting from Northern, but just lives in Arthurs Creek, so hopefully we'll see him at a few more races. It didn't take long for Phil Smith to test his legs, but also not long before he realised that he was a marked man. Every time he pushed the pace there was someone on him. I didn't chat to him after the race, but he didn't seem like his

usual self, and the attacks up the hill weren't as stinging as they normally are. Rob Amos spent some time off the front early on. He's been suffering with a nasty torn muscle. Most people would have a layoff or race down a grade, but I reckon the only thing Rob's body understands is more punishment. Kevin King also got off the front with Phil Cavaleri and spent about a lap away. They built a gap, but some decent turns by the bunch reeled them in. At about four laps in, J-P uttered some words I didn't quite understand, then pointed to his tyre, which was going flat. That was the last we saw of him, unfortunately. That's one mechanical each for me and J-P for the Toughen Up series.

Losing J-P didn't play into the hands of anyone wanting to break away. You know if you get off the front with J-P you have more than half a chance of staying away. Vaughan Bowman was looking like he might be regaining some form and jumped off the front at about lap 8. Tony Kimpton went after him and bridged the gap quickly, and they started doing turns. That's a dangerous combination and they looked to be working together well. We'd lost Rob and Cav by that time, but the rest of us were pulling turns, although I noticed Garron Buckland sitting out a few and keeping himself fresh.





'Yarra Glenn' Newnham on the top step again in A Grade, with Garron Buckland (left) and David Younger

After a couple of laps we were within a short sprint of the two leaders, and it looked like it would come down to a sprint. On the second last lap we caught them, and it was only a matter of how hard Phil wanted to push things up the hill for the last time. Again, it wasn't a real Phil Smith attack, and we were on for a sprint.

As we headed down Yarraview for the last time it was a slow pace, maybe 35 km/h, with Phil leading us all out and everyone else looking at each other. I was on Garron's wheel, thinking he was probably a good lead-out man, but the pace was way too slow and we were getting way too close to the line. So I went too early, maybe with 300 to go, around Garron and head down. Kevin said he was on my wheel, but lost the draft. Tony was boxed in behind Phil and lost his run. Not sure where David was at this point, but when I looked back after crossing the line it was Garron from David for 2nd and 3rd, then Tony, Kevin, Phil ...

I feel for Phil. As he would say, it wasn't tough enough this week for him. It will no doubt be more his cup of tea next week at Jindivick. Great to see Chris Ellenby finishing with the bunch in A, and I hope we get to see David at a few more races too.

Thanks to all for organising and running the event, particularly to Dean Niclasen for sponsoring the series. I'm not sure I'm Toy Bricks tough enough, but I'm looking forward to giving it a shot at Jindivick next week.


B Grade

By Nick Tapp

Good numbers in B Grade this week, boosted by a healthy sprinkling of Petes, Pauls and Perry. Walter, too. Should be fun if it came to a sprint. We had John Blyth, Ian McGeoch and Craig Stannard, who might prefer that it didn't come to a bunch finish. I'd be happy with that. Northerners Michael Hartman and Tom McDonough – Tom surely good for a late attack, and Michael, who loves to get a head start up a hill. Dean, perhaps the rider most likely to ride away and stay away, whose brakes work overtime going down King Street, but the uphill work against him. Craig Oliver, who is returning to the form that made him always hard to beat. And the rest of us.

It was the race you'd expect, mostly, given the line-up. Hard, fair and competitive. John and Craig looked threatening most times up Glenview Road hill but never absolutely smashed it, and Paul Webster looked eerily comfortable. Paul Firth followed everything (when we weren't all following him). Ian attacked again and again – just getting fit for the Dolomites next week, he told me when I asked. Michael, true to form, jumped away a few times as the hill approached but always came back. Walter looked strong, then he looked cooked, then strong, then struggling again. Watch him, for sure.

The early laps were quick enough to detach a few, but serial 'out-of-formers' such as Pete Morris were still there at the bell. Tom had thrown in half an attack but not got far. The last lap looked like conforming to type: John would attack on the climb, Craig and two



Pauls would get on his wheel. I might be able to go too, also Perry and Craig O. The attack would get a gap, which might or might not be enough. Probably not. Dean would tow the chasers down King Street and close it, and we would line up for the long straight finish.

But no. After a quiet race to this point, Perry was having none of that and decided to improvise. He kicked away when John was supposed to, up the hill, and got the response you might expect, i.e. mayhem in the bunch. It came back together somewhere across the top, and stayed together down King Street and into Yarraview. Back on script. Then Dean blew by like a pressure wave and the script went fluttering in the breeze again. He says he never expected to stay away to the line but was sure he wouldn't win an uphill sprint. I thought if anyone had the power to win like that, it was Dean. The upshot was that our sprint started early, with catching Dean the first objective. I was alongside John, about mid-pack, but it was go now or be damned. I lost sight of Dean, but I guess we caught him. Paul W. must have been near the front as we started up the final pinch to the line, and that was all he needed to cross clear of Walter. I had Craig O. ahead of me on my inside, and then Perry went by like a sprinter on the right. If it hadn't been for a sudden loss of momentum on Perry's part, I was gone, but there was a puff of smoke and I squeaked past him for 4th behind Craig, hard to beat as ever, in 3rd. Great racing.

Thanks to referee Richard Dobson and all the day's marshals and other helpers.

C Grade (I)

By Ken Saxton

We did race on Saturday but it felt more like a soap opera with one drama after another. It started with David Griffin, who was leading the neutral start. It was all going well as we

passed the start/finish line, but quickly became a shambles as David failed to take the first right-hand turn. We screamed and yelled but David was enjoying his own race. John Thomson and Adam Dymond went back to get him and we all slowed for a full lap, waiting for David and John to join us. However, there was no sign of them after one lap so the decision was made to start racing.


While this was happening, on the first lap I dropped a chain coming over the top of the hill. A quick dismount and fix had me back on the bunch by the bottom of King Street.

A couple of laps later, we are going hard down King Street (55+ km/h) when a small white dog trots out of a driveway and crosses the road to investigate something on the other side. Having no idea what the dog would do or where it would go, we had to jump on the brakes amid cries out of 'Slowing!', 'Dog!' and 'WTF!?'

Lap 4 I drop my chain again in the same spot at the top of the hill, but this time we are racing and while I quickly reload the chain the bunch disappeared down the road. I give it everything down King Street and as I turn the corner I get caught by A Grade and the chasing David Griffin, Adam and John. We really powered down the finish straight and caught the bunch as we approached the bottom of the hill.

And just when you thought we were all together again and enjoying some hard racing – no, there was more. At the start of the race our referee, Richard, told us the roads were fairly narrow and we were not to cross the centre line. There were a couple of guys who didn't follow this rule and on several occasions rode on the wrong side of the road. While the group gently reminded the riders, our bunch captain, John, came up beside one and indicated he was disqualified for crossing the white line.





The last three laps definitely felt faster going up the hill as we strung out along the rise in single file. Adam Dymond added to the pace on the second last lap. He flew down King Street and yelled out to latch on as he went past. I duly did, but it all came to a rapid end when a ute backed out of a driveway before accelerating hard down the road when they realised there was a bunch of cyclists about to swerve around them. It was about then I realised Adam was a lap too early and we all settled down again for the bell. There was an extra little dig as we went up the hill for the last time and as we were catching our breath John Williams screamed down King Street. I latched onto John's wheel as he led us halfway along the final straight. Up until then I was thinking all was good, but then three or four riders passed us and I was left boxed in on the inside.

As we approached the final rise to the finish line, the group drifted to the right side of the road, which opened up a wide gap for me and I thought 'Thank you very much, I'll take that'.

There was an all-out sprint to the line. The chasing David had had to do earlier in the race took its toll and he started to fade, but it was a fast-finishing Kym coming up on the inside who provided the real challenge. Ten more metres and she would have got me.

Thanks to everyone who helped put the race on. Your efforts are greatly appreciated by the racers.

C Grade (II)

By David Griffin

It had been such a crap week diet-wise (first mistake), I wasn't in the mood or the best of condition to ride. If I had known what was to come, I might have stayed home.

Having ridden Yarra Glen once last year, I thought I knew the course (second mistake)

and really didn't feel like any climbing, while my legs felt as useless as the deer leg (skeletal) on the side of the road. So I tried to warm up on the road between the cemetery and the top of the main rise on Glenview Road (mistake again), which would come back to bite me on the very first lap.

Nice large group today with some familiar and not-so-familiar faces; three riders up from D Grade, including Max's son Ian. We got chatting about the custom bikes he builds, an art, and the skills he has learnt working with other custom frame builders. Forgetting about the group behind, we got a bit of a gap before being pulled up by the road captain – my mind really wasn't on racing today.

First lap, leading over the finish line and down to the right-hand corner (remember I said I knew the course well), I veered to the right and headed up the rise, soft-peddalling and waiting for someone to take over the lead. I get a beep from a car behind, only for Kev to pull alongside in the first aid van saying, 'You've gone the wrong way'. A quick look over the shoulder – an empty road! 'Your race is over', Kev says. Not wanting to agree with him, I thought to myself that today was now a training ride, but heading back I see a blue cap waiting at the corner. John Thomson and Adam Dymond had dropped back to look after me, and with the group waiting (well, some may say otherwise), we worked turns together chasing for three laps. After Ken S's mechanical we became four, and with the added fresher legs we bridged the gap just before the rise on Glenview Road (yeah!).

All back together, I'm done physically and mentally, but keeping me going was a feeling of obligation to John and Adam for their own sacrifice to getting me back on. John T. encouraged me to push up to the front, and a couple of laps later we both were back at the front, leading down Yarraview Road (*not*





where I wanted to be). The following laps, apart from the obligatory acceleration by someone up the Glenview Road rise, the group kept it fairly tight and no one got away.

Last lap, the group still stayed tight, with riders repositioning themselves for the push down Yarraview Road and the final bunch sprint up to the finish line. I found myself back

near the pointy end. I thought, 'I'm here, I might as well give it a crack'. Off the front a little early but OK, I thought for a second I was going to pinch it, only for the two Ks (Ken S. and Kym P.) to shoot up the inside and take the win and 2nd place.

Big thanks to C Grade, and especially John and Adam for getting me back into the race.

Wednesday criterium at the Loop, Yarra Boulevard, 19 June

Although the rain had stopped, the circuit was very wet and the bottom corner was awash with leaf litter, so Wednesday racing was cancelled again. Most of the dozen or so who had arrived in hope stayed for some laps with efforts up the hill.

News etc.

Toy Bricks Toughen Up series

After two rounds, at Gruyere and Yarra Glen, the top 20 in the Toughen Up series are as below.

Points	Rider	Points	Rider	Points	Rider
7	David Griffin	4	Jean-Philippe Leclercq	3	Michael Muscat
6	Glenn Newnham	4	John Williams	3	Craig Oliver
6	Ken Saxton	4	Walter Savini	3	Keith Wade
6	Paul Webster	4	Max Michelson	3	Jason McCoy
6	John Blyth	4	Kym Petersen	3	Garron Buckland
6	Ian Michelson	4	Des Browne (ACT)	3	Liam Oliver (N)
5	Colin Mortley	3	Nick Tapp		

Race day trailer

Hello to all members. Our club is in need of someone to take over trailer duty. After six years, Peter Gray has decided he needs a well-earned break and will be doing some overseas travelling. Amazing job, Pete, and we thank you very much. This is our clubhouse on wheels. It contains everything for our race days, so we need a new volunteer, or maybe a few volunteers to put a roster in place. Petrol money and race day fee paid for by the club. We are a fantastic club with great members and if you would like to make some enquiries, please contact Adam Dymond, Peter Gray or Max Michelson.

Max Michelson





Mornington Peninsula Ride for Relief, 20 October 2019

Come and join us on a fabulous ride on the Mornington Peninsula that includes lunch and bathing at the Peninsula Hot Springs after the ride. The funds raised from this event will go to Mentis Assist, a not-for-profit mental health support service that provides specialised mental health services for people (and their carers) living with a diagnosed mental illness in and outside of Victoria's Mornington Peninsula.

Please click on the link to download a brochure for further details. Early bird entry before 14 July.

www.peninsulahotsprings.com/wp-content/uploads/2019/05/Ride-for-Relief-Digital-Brochure-2019.pdf

Juanita Stumbles

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





Croydon Cycle Works EOFY Sale

Just a snapshot of some of the great EOFY deals we have on sale until June 30.

2018 Cervelo R Series & S Series Runout Clearance



Up to 40% off all 2018 Cervelo Rim Brake models so a great chance to upgrade with a bargain. Some of these complete bikes are cheaper than the frameset RRP\$.

- 2018 Cervelo S2 105 \$2399
- 2018 Cervelo S3 Ultegra \$3299
- 2018 Cervelo S5 Dura Ace Di2 \$11,000
- 2018 Cervelo R2 105 \$2199
- 2018 Cervelo R3 from \$3399
- 2018 Cervelo R5 from \$5499
- Plus more ...

Most sizes are available until stock runs out.

2017 3T Exploro Medium – \$1000 OFF, now \$4399



Looking for the option of riding on the dirt or gravel with your road bike feel. You could ride this on firetrails, Warby trail or any of the quiet dirt roads in the Yarra Valley. Flick on your road wheels and you could be cruising the Dandenongs or Beach Rd.

It's just that versatile.

Zipp 303s & 404s Rim Brake (Pair of each) – \$800 OFF, now \$2500



Zipp wheels require no introduction. Zipp have been at the forefront of fast wheel technology for years and we have a Zipp Firecrest 303 wheelset and a Zipp Firecrest 404 wheel set available.

Seriously fast wheels and should be on your bike at the next ECC race.

2019 Focus Izalco Ex-Demo sale

These are **current year ex-demo stock** that we are looking to clear to make way for next year's models. Great chance to own a pro level bike at a fraction of the price.

David rode the Izalco Max in Europe last month and says this might be the best bike he has ever ridden.

- 2019 Izalco Max 8.7 S \$4499 Now \$3299
- 2019 Izalco Max 8.7 L \$4499 Now \$3299
- 2019 Izalco Race 9.7 L \$2499 Now \$2099