



Eastern Cycling Club

29 June 2019

Newsletter

Duty Roster

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

Saturday 6 July, Casey Fields

John Williams (R), Craig Tucker, Robert Will

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

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Our run of good luck with the weather continued last Saturday at Jindivick. Only a hardy few braved Jindivick's bigger hills, but four grades were hotly contested in the winter sunshine. Scroll down for results and a fine crop of race reports.

This Saturday the Toy Bricks Toughen Up series resumes (weather permitting) with a round of graded scratch races at Gruyere. Registration and parking are near the footy oval, at the corner of Killara and Cahillton roads. 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. Don't forget to charge your tail light. The following Saturday we race at Casey Fields.

The Saturday duty roster for August–October is now on the website at <https://easterncycling.com/roster/>. Please check whether you're on the list and that you're available when shown – and, if not, go the Roster Swap page.

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



Half the field made it onto the podium at Jindivick on Saturday, but they earned it. Clockwise from top left, and left to right: Phil Smith, J-P Leclercq and Kevin King (A Grade); Craig Stannard, Tom McDonough and Nick Tapp (B Grade); Stephen Saunders, Sam Curry (absent) and John Thomson (C Grade); Keith Wade, Max Michelson and Colin Mortley (D Grade). Photos: Paul Firth





Graded scratch races, Jindivick, 22 June

Grade	1st	2nd	3rd
A Grade (4)	Jean-Philippe Leclercq	Phil Smith	Kevin King
B Grade (7)	Tom McDonough (N)	Craig Stannard	Nick Tapp
C Grade (5)	Sam Curry	Stephen Saunders (N)	John Thomson
D Grade (7)	Max Michelson	Keith Wade	Colin Mortley

A Grade (I)

By Jean-Philippe Leclercq

We were four riders in A Grade, small group but all looking sharp for some tough Jindivick adventures. The first lap was well civilised and I believe the three of us (Kevin, John and myself) were watching Phil 'the hills machine'. On the second lap, Phil started to attack and each of us three were responding one by one. Until a deadly attack from Phil saw John respond again, then Kevin and myself in John's wheel. Phil had made the break ...

John had probably spent too much energy on this fatal attack, and dropped from Kevin and myself. Kevin and I were rolling even turns and could see Phil getting more ground. At the end of second lap, on top of the sharp hill, Phil had a good 200 metres gap to us. In the descent, we could not get back Phil, the gap was staying the same. I was concerned of our chance to get him back. On the flat section, we increased the intensity (I went full gas at each turn) of our chase to Phil (I had in mind to catch Phil before the hills so I could recover a bit). We managed to catch back Phil just after the left sharp corner – I could not believe it.

This was a relief for Kevin and me but not for Phil. From there, it was a bit of cat and mouse, and Phil was trying to get rid of us, again and again. Kevin dropped from one of Phil's

attacks but I managed to stay on his wheel, just (just ...!) At the end it was a sprint, and I got it (does not count, Phil is not a sprinter!)

Chapeau to John for his strong race, and for volunteering to race in A Grade. Unlucky to drop while responding to Phil's deadly attacks, just unfortunate timing. Someone to watch, I believe!

What a race from Kevin again, was key to getting back Phil 'the hills machine'.

Phil – was a strong rider, took Kevin and me to be on a good day (with no wind) for a rare chance to get him back. Do not think Phil will let this happen again!

A Grade (II)


By Phil Smith

Jindivick appeared to be the only sunny spot in Melbourne, but it was another poor turn-out for A Grade. Four starters, all strong riders, but certain elements of a race are missing when numbers are low.

I have had 100 per cent success rate on this course, and I was not expecting anyone to give me any room to move, so I set out at a steady tempo, hoping that a higher pace might wear down my competitors.

Lap one was attack-free. John Blyth had volunteered to ride A Grade and was riding strongly up the hills, looking like a threat!





Lap two is usually when the attacks come, and it was just after hitting the valley that I put my first move in. On a flat road I attacked to see the reaction. I was hoping J-P or Kevin King would chase and use some energy, but to my surprise John was chasing and giving J-P and Kevin a free ride. Next hill and I hit the bunch again. John was first on my wheel but lost ground. J-P and Kevin were also dropped, but the gap never got to more than 100 metres.

Getting the bell for the last lap and I still had about 10 second on my chasers, who were down to two. Unfortunately, John had paid the price for doing too much chasing and was dropped and destined for a lonely last lap

On the descent of the final lap and I was wary of Kevin's descending speed, so I did not let up. It was on the flats after that I did let up a bit and this was to my regret, as J-P and Kevin caught me on Old Telegraph Road. This goes to prove my theory that Jindivick is a good course for even the sprinters if they ride smart and descend well!

J-P and Kevin rode conservatively after this and didn't put their heads into the wind, so during the remainder of the lap I put in two more attacks, and dropped Kevin, but I couldn't get away from J-P.

J-P took the sprint with a clear gap to myself and another gap to Kevin King. Thanks to John for riding A Grade, a very solid ride and I am sure you will be a serious A Grade contender in future races!

Call out to A Graders: we are struggling to get numbers for the Toughen Up series. Low number of starters means less points for the podium, and this impedes the chances of an A Grader taking out the series aggregate. It would be good to see sprinters and other flat-earthers show up at the last two races, it would help out contenders like J-P and Glenn to maximise their points!

B Grade (I)

By Craig Stannard

It's Wednesday, so I do the normal BOM weather check to see what Saturday is looking like and it's looking OK, cloudy and just a slight chance of rain. That's good. Wake up Saturday and it looks like a good day to stay in bed! Hmm, not so good.

Set off to Jindivick and it's raining all the way but as soon as I turn off the highway, the sun is out and the roads are mostly dry. That's good. Stays that way till the end of the race, even better!

It's a small bunch of riders who gather together for the start and I see that John Blyth has a white hat on, that should make for an easier day. Referee Andrew Buchanan gives us the pre-race briefing and then we are away.


Seven riders in B Grade and the first lap is a civilised affair with no real attacks. The pace is steady with four of us sharing turns on the front: Nick Tapp, as smooth as ever, Paul Firth, keeping the pace up, and Paul Webster (with no leg or arm warmers and no gloves. The chill factor down the hill must be about minus 10 degrees. Crazy man. Did he not get the memo that this is not a 'Toughen Up' race?)

The first lap is done and we have lost Mark Edwards (just back from Italy, jet-lagged?) and Peter Morris. Down to five now with Tom McDonough (Northern) hanging on the back like a limpet mine.

Second lap is more of the same. Paul F. is the only one willing to test things with a run out the front down the bottom of the hill. That gets closed down as we turn onto Old Telegraph Road. I look around and see that Peter M. has got back on.

We get the bell (normally a sweet sound, but at Jindivick it just means that there is still 20 kilometres to go!) The tension ratchets up





a notch and everybody gets just a bit closer on the wheel in front. We've lost Peter M. again. At the pinch down the bottom, near the quarry, I hit it with a good tempo to see what happens, but I'm worried I may have overcooked myself a bit at the top – until everybody else pulls up beside me and they are all huffing and puffing just as much as me. That's good.

We turn onto Old Main Jindivick Road and up the first hill when there is an orange flash and Peter goes flying past (like a magician, just keeps disappearing and reappearing). We turn onto the final road and Peter is still out the front by 50 metres. I decide we need to close the gap and up the pace a bit, and we catch him halfway up the first rise.

The pace is still up and I'm back on the front at the top of the right-hand pinch when the limpet mine explodes and Tom McD. flies past (where has he been all race?) and gaps the bunch. I look around for some help on the front but none is forthcoming so now decisions, decisions: 1/ try to chase him down and risk dragging everyone else; or 2/ sit in and try a bunch 'sprint' for 2nd. Decide there are too many big hitters behind me for a sprint, so go with option 1 and jump away to try and reel in Tom. Get to the bottom of the finish line hill and haven't managed to close the gap at all but still have a reasonable gap on the bunch. Decide to give up on the idea of a glorious win and concentrate on 2nd place. Quick look around to see both Paul F. and Nick powering up the hill with purpose. Head down and bum up, I give it everything for the last 50 metres. Feeling absolutely exhausted and with nothing left in the tank, managed to hang in there to cross the line for 2nd with Nick, Paul F. and Paul W. all close behind.

Strava says: PRs for 'ECC Jindivick 3 laps' and for the last two climbs on lap 3!

Thanks, as always, to all the organisers and race day officials for another great day of safe racing. Can't do it without you.

B Grade (II)

By Pete Morris

Seven of us braved the recent run of miserable weather and headed to Them There Hills for the Jindi GSR. We were presented with pretty nice conditions, no wind and a relatively dry road. It could have been eight of us on the start line; however, John Blyth volunteered – yes, volunteered – to ride with the white hats. All kudos to you, John! Now, if another six or so green hats could take a leaf out of John's book and do the honourable thing, I may actually have a chance here. However, I digress.

My form in the preceding weeks has been less than admirable with DNFs aplenty and only one bunch finish in the last few races. I don't know why, but hills and I don't get on any more, so bring on the crit season!

We headed down the hill for the first of three times, with all behaving and surveying the course for the potholes mentioned in the briefing. We were all together right up until the first major impediment on Old Telegraph Road, which is that nasty steep pinch near the quarry. The rubber band stretched for the first of many times. I was gapped well enough for our quintessential Anchor Man (Tom McDonough) to sense my pending doom. He whipped around me and closed the gap, but left me dangling off the back as we crested. I had hoped I would last more than a fraction of a lap but it wasn't looking good. So head down and bum up, I time-trialled my way back on and recovered a tad, just in time for the next series of climbs. These saw Mark Edwards, obviously suffering from two months of Italian pizza, pasta and Lambrusco, tail off the back, never to be seen





again. Very brave of you, Mark, to even front up here! I too was gapped on each climb but clawed my way back between each.

And so the scene was set for the rest of the race. Road heads up, I get gapped, Tom fills gap. Road flattens, I dig deep and drag myself back on. On the second and third laps, the gaps grew to several hundred metres at times, but somehow I managed to keep closing them down. On the final lap, with about 3 kilometres to go, I rejoined the group, and with a flattish section of road I actually jumped the bunch. All was good until the road pointed upwards for the last couple of climbs. My gap was shut down in an instant and I was left in Rabid Whippet dust.

The pack was all but out of sight for their finish, but a lone figure went very early and held on for a solid win (Tom). Second and 3rd was a close-fought affair, with Craig Stannard just holding on for 2nd and Nick Tapp getting over a flagging Firth for 3rd.

Congrats to all, and thanks to the volunteers and marshals on the day.

B Grade (III)

By Mark Edwards

After being off the bike and on the sauce and chew for a month, arriving home Friday night, I made a little list.

Enter Jindi, don't squib it	✓
Enter B Grade, don't squib it	✓
Don't fall off	✓
Win	✗
Place	✗
Attack at least once	✗
Hang on to bunch for race	✗
Finish three laps	✗

Hang on for two laps	✗
Finish two laps	✓
Hang on for one lap	✗
Hang on for first climb	✓
Hold off C Grade	✗
Hold off D Grade (by a whisker)	✓
Maintain good humour	✗
Go to Gruyere next week	?

6/16 = 37 per cent. Maybe I'll pass on Gruyere.

C Grade

By Sam Curry

My level of enthusiasm to get out and race mirrored Saturday's morning weather. It ended being a choice between getting out in the fresh air (fresh being the operative word) or a birthday lunch with the in-laws. An easy choice, really.

After last week's dash to registration and little to no warm-up, this week I did the opposite. Arriving before 1 pm, I took the opportunity to 'recon' the course by driving it anticlockwise. The course and conditions were perfect. Little to no wind, lush green countryside with long open roads and some short, sharp climbs. My enthusiasm was growing.

I had parked next to Ken Saxton, and he gave me his verbal race report from last week, when he won out at Yarra Glen, and a few other tips. This week my plan was to sit in for a change, until the final few hundred metres before a sprint. This might have seemed presumptuous given the undulating course and the fact there were only five riders in our race. Still, stick to the plan!

On the fast downhill and until the first left-hand turn, all was going to schedule. Then we hit the first incline and John Thomson





developed a gap, which was growing with every pedal. I decided to bridge this slowly, and by the time we reached the apex we had about 10 seconds on the rest. I took over the pace-making and pushed it a little, and John and I were getting away. Two vs three, I thought. Much better odds. Time to make it stick. Race plan officially out the window.

A couple of kilometres later and it seemed John's crack at the first hill was taking its toll. Given we still had 6 or 7 km to go on the first lap, I kept my tempo going, hoping John would latch back on. A few looks around at the start of the final climb to the start/finish

and I was alone. Realising a win would mean a full lap solo, I looked at my power meter and gave myself a goal: try to ride the second lap within 10 watts of my first. This goal alone was a great motivator, and I soon forgot about those behind me. A few inclines at an intensity of nothing too silly, and it wasn't long before the finish line approached.

A win. My first, and reward for getting back on the bike following a crash and breaking my neck. Officiating next week, and then I'm off to France for 2½ weeks, so I'll be spectating till late July.

Wednesday criterium at the Loop, Yarra Boulevard, 26 June

Division	1st	2nd	3rd
Division 1a (7)	Kevin King	Tony Hallam	Mark Seddon (N)
Division 1b (7)	Pete Morris	Dean Niclasen	Craig Stannard
Division 2 (6)	Dale Walton	Roman Suran	Alison Skene
Division 3 (5)	Michael Muscat	Neil Cartledge	Richard Dobson
Division 4 (2)	John Eddy	Pam Vandersluys	--

Thanks to new referee Grant Farr, Dean Niclasen, John Williams and anyone else who helped.

News etc.

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





Toy Bricks Toughen Up series

Heading into round 3 at Gruyere, 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		

Again, a big thank you to Dean Niclasen for his generous sponsorship of the series. Don't go anywhere else but Toy Bricks Bayswater for your Lego needs!

Series points from each race are allocated depending on numbers, as follows:

Riders	Points
8 or more	1st: 5 points, 2nd: 3 points, 3rd: 2 points, everyone else: 1 point
6–7	1st: 3 points, 2nd: 2 points, everyone else: 1 point
4–5	1st: 2 points, everyone else: 1 point
Less than 4	Every competitor receives 1 point.

For people who do duty during the series, their final points score is simply scaled by a factor of 4/3 – in other words, their average points score for the other three races is credited to them for the race that they do duty.

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