

# Newsletter



## Duty Roster

### Saturday 26 May, Seymour

TBA (R), Neil Cartledge (TC), Russell Newnham, Darren Woolhouse, Alex Randall, Russell Wheelhouse, Stefan Goring, Gavin Plummer, Perry Peters

### Saturday 2 June, Casey Fields

John Thomson (R), Dale Maizels, Barry Ellem

*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, [tiptop2@optusnet.com.au](mailto:tiptop2@optusnet.com.au)*

Editor: Nick Tapp  
[nick.tapp@detail-ed.com.au](mailto:nick.tapp@detail-ed.com.au)



Last Saturday we 'Toughened Up' some more with graded scratch races at Gruyere. It's a pretty venue, but repeated ascents of that hill are always hard. Results and race reports are inside, along with progress scores after two races of the Toy Bricks Toughen Up series, a communiqué from the Blue Sky committee and more.

This Saturday 26 May, we scoot up the Hume to Seymour for the first handicap of the season. Entries have closed. Limit riders will start at 1.30 pm and the registration desk (opposite the Royal Hotel on Manners Street) will close at 1.15 pm. Remember that it's about 5 kilometres from the desk to the start. If you haven't raced here before, it's a straightforward ride to the start – allow about 10–15 minutes. And don't forget your tail light.

The following week, on Saturday 2 June, we race at Casey Fields, before the Toughen Up series resumes at Yarra Glen on Saturday 9 June.



Enjoy the scenery at Gruyere last Saturday? Dean Niclasen at Passo Gardena.





## From the Blue Sky committee: survey results

### Thank you for your feedback!

You may recall that some four months ago the 'Blue Sky' subcommittee was formed to focus on the future of the club and consider ways in which we might improve what we do and/or bring new and exciting things to you as members and make the club more appealing to prospective new members.

To help us do this, we recently sent you a survey and asked you to give us important feedback and input into the future direction of the club. The survey looked at:

- the brand and logo of the club
- the value that you receive and expect from being a part of the club
- your preferred methods of communication (and how we can improve the website, newsletter and Facebook page)
- how you felt about the current kit, and any improvements that could be made that would encourage you to consider or buy a kit that showcases our club, and one that could be worn with pride
- plus suggestions on social activities and rides outside of racing.

A total of 500 surveys went out to current and past members and came back with a whopping 15 per cent response rate. The response was overwhelming and has given us valuable feedback that will help us make recommendations to the General Committee over the coming weeks. As a sneak peek into what may be happening, Sunday social rides and Tuesday evening training sessions in conjunction with Croydon Cycleworks (see below) will soon be available. Keep your eye out for further details.

We would like to take this opportunity to say 'thank you' for your time, and we will continue to keep you informed of the recommended changes and initiatives we submit to the General Committee over the coming weeks.

### Tuesday night training at Croydon Cycleworks

Do you miss your weekly Tuesday nights at METEC – the riding and the social aspect?

David Richards from Croydon Cycleworks has agreed to open the doors on Tuesday nights and host indoor trainer sessions. Sessions will be 45–60 minutes in length. All you need to bring is your bike, your indoor trainer, a water bottle and a towel. The first session will be next Tuesday 29 May at 6.30 pm at Croydon Cycleworks, 182 Mount Dandenong Rd, Croydon.

The shop closes at 6 pm and people are welcome to come in after that time to set up. There is parking at the front, plus next door in the TyrePower business. It doesn't matter if you have power meter, heart rate monitor or just work on your perceived exertion, these sessions will be great for you.

CCW will put on something to drink and some fruit for immediate post-training nutrition and recovery. There will be a cost of \$10 per participant (same as entry at METEC), which will cover the post-training hydration/nutrition, plus a little to cover electricity.

If you are interested, please respond to David's post on the [Eastern Vets Facebook page](#), where you'll find more details.



## Graded scratch races, Gruyere, 19 May

| Grade        | 1st           | 2nd                    | 3rd                  |
|--------------|---------------|------------------------|----------------------|
| A Grade (13) | Phil Smith    | Jean-Philippe Leclercq | David Holt           |
| B Grade (12) | Peter Webb    | Darryl Blanchett       | Nick Tapp            |
| C Grade (13) | Aaron Field   | Rob Truscott           | Tim Crowe            |
| D Grade (8)  | Max Michelson | David Brown            | Veronica Vandebroeck |
| E Grade (4)  | Colin Mortley | J.C. Wilson            | Ron Stranks          |

### Toughen Up series standings (top 10)

| Name                 | Race 1 | Race 2 | Total |
|----------------------|--------|--------|-------|
| Phil Smith           | 5      | 5      | 10    |
| Peter Webb           | 2      | 5      | 7     |
| Tim Crowe            | 5      | 2      | 7     |
| David Holt           | 3      | 2      | 5     |
| Gavin Plummer        | 5      | 0      | 5     |
| David Brown          | 2      | 3      | 5     |
| Aaron Field          | 0      | 5      | 5     |
| Max Michelson        | 0      | 5      | 5     |
| Sam Bruzzese         | 3      | 1      | 4     |
| Anthony Van der Spek | 3      | 1      | 4     |

## A Grade

By Phil Smith

A good turn-out for A Grade, but I was surprised to see a few of last week's podium finishers were absent.

The initial pace was manageable, probably due to the fact that Guy Green and Richard Abel were on the list of absentees!

It didn't take too long for Dave Holt to throw in a few attacks, and J-P Leclercq also joined in the aggression, testing everyone's legs. The early attacks came to no avail as there were some strong chasers; Paul Firth and Paul Webster were instrumental in bringing back many breaks.

The race seemed to become neutralised at midway. There had been some attrition and the bunch was down to about eight strong riders. It stayed this way until the countdown was four laps to go, and then I decided to have a few cracks at attacking on the hills. My plan was to try and break the bunch into a more manageable size.

A strong charge from the bottom of Heartbreak Hill had everyone suffering and only six riders crested together. We kept our tempo high on the descent and flats, and that was enough to increase our lead and end the hopes of any determined chasers.

I kept the aggression on all the remaining climbs, and after two more hill attacks, I was relieved to see that the bunch had given up their pursuit and I was left to fly alone. But to my surprise a determined Frenchman had bridged strongly and was on my shoulder at the top of the hill! Surprisingly, and in contrast to me, I couldn't hear him taking gasps of air – he must have big lungs!

Two laps to go and J-P and I swapped turns at high speed – we didn't want anyone else joining us. On the bell lap, J-P and I were not communicating as we were saving our breath for hard turns. It was instinct not to attack each other, 1st or 2nd place is good and top priority was to hold out a strong-finishing bunch of four.

I finished 1st with J-P closely behind. Dave Holt outsprinted the bunch for 3rd place.





## B Grade (I)

By Peter Webb

Well, here we go again, good old Gruyere on a cold day. Twelve B Graders lined up for the start of 12 quad-burning laps. I look at my competitors and they are getting younger, except for Martin Peeters. I told young Matt Clarke that if he rode smart he could win this.

As we set out, I felt really sick on the climb and considered pulling out. There was no shortage of attacks on every lap but no one was strong enough to get away. The most notable attack was by John Blyth, so we decided to leave him out there for a couple of laps to let him hurt a bit. After we brought John back, the race was a matter of attrition, with little attacks on the hill causing riders to be dropped on every lap. I was just riding up the hill using power meter data so I wouldn't go too deep into the red by chasing the attacks.

On lap 8, Craig Stannard attacked up the hill and three got away. A lot of us got dropped and this required Darryl Blanchett, Nick Tapp and myself to try to get back to them. After one and a half laps we got back on and by now the surviving riders had dwindled to about six who were still in contention. So a quick assessment of my main rivals was required. John Williams, Matt Clarke, Ray Russo and Peter Mackie were getting slower on every climb. I was finally starting to feel good and with Nick Tapp riding his normally smart race I decided to try to keep up with him and cover any move he made.

Finally that beautiful sound of the bell was heard and onto the last lap we went. As usual the action was never going to happen until we got to the base of the climb. John Blyth put in one of the best attacks I have ever seen up the hill. Again I didn't panic and just rode on the power meter, except I had to go outside the parameters in the last 80 metres to stay on Nick's wheel. Down the hill Matt Clarke and Craig Stannard were in full attack mode and myself and Nick were happy to sit in and see what happened. When we turned onto the finishing straight John was about 80 metres ahead and we were closing quickly. Nick and myself kept following Matt's lead-out, and

managed to pass John. Poor Matt was exhausted and gave up. Nick lifted his skinny little arse off the seat to go for the sprint; I also lifted my equally skinny arse off the seat and waited until 50 metres to go. Pulling out of Nick's slipstream, I managed to again pull past him to pick up the win. I didn't realise that Darryl was close behind us and also managed to pass Nick.

So the results were me 1st, Darryl 2nd and Nick 3rd.

Some data from Saturday: average speed 32.2 km/h; average heart rate 149 bpm, max. 173 bpm; average power 173 W, max. 810 W.

Thanks to all the volunteers and officials for the great job they do every week to make racing safe and enjoyable.

## B Grade (II)

By John Williams

12 laps of Gruyere is a good place to toughen up! Part of my preparation was laying a cubic metre of concrete on Friday – that should harden up!


Saturday morning I discovered a flat and worn rear tyre, badly worn pedal cleats and a chain due for re-waxing. A busy morning, and no time for a test ride, but what can go wrong?

A warm-up lap showed what can go wrong. The chain was jumping on the eighth and ninth sprockets, my left pedal had suddenly found a large amount of float, and at the conclusion of the warm-up I couldn't remove my left foot from the pedal. OK, just hope there are no stops during the race.

Looking around, I could see it was a strong field, including several guys I didn't know. One of these (John Blyth, I found out later) showed his strength early, opening a 150-metre solo break and holding it for nearly two laps. Admittedly, we might have pulled him back earlier, but several wiser heads than mine in the pack suggested it might be fair to the rest of us to allow him to burn up more of his excess energy, thus the plan was to keep him in sight, but leave him out there.

After we caught John, Daryl Blanchett, Matt Clarke and Nick Tapp were prominent on the





front, and when the pace slowed I even sniffed the wind myself once or twice. Mid-race, Craig Stannard took some pretty big turns and, while I wasn't looking back, you got the feeling that not everyone was coping with the pace.

Lap 11 up the hill and the acceleration was harder than ever. I couldn't grind all the way, but changing down past the two cogs that were jumping left me spinning fast but losing ground. Pete Mackie was suffering with me, and once we were over the summit, five were gone. Without any real hope of catching the leaders, Peter and I worked hard together, and just before Killara Road, while the pack played cat and mouse, Pete and I sped past and led into the hill for the final time.

If Webby, Nick, Darryl, John Blyth and Matt were too strong for us up the hill on lap 11, they certainly had our measure this time around as we suffered the ignominy of being dropped again. I was too far back to see the finish but, as I heard it, Webby led for about 30 metres of the entire race – the 30 that mattered – and took the chocolates ahead of Darryl, both overpowering Nick in a dash for the line.

Congratulations to the place-getters, and bad luck to the guys who missed out in the sprint. Thanks to race ref Tony C. and the team of helpers and marshals that made it all possible.

PS By Sunday morning the concrete had hardened up ... but I didn't go for a ride.

## C Grade

By Andrew Buchanan

With the weather looking more promising than not, 13 C Graders set out to do battle over nine laps of varied Gruyere terrain. Anthony Van der Spek wasted no time in reminding us that we were in a race, setting some solid sectionals during the first two laps. Also up there early was Kym (Capt.) Petersen, and throw in appearances from Rob Truscott, Andrew Wedderburn and one or two others.

Reaching the hill the third time, Rob moved to the front with moderate intent – but he had company. Aaron Field (first time EVCC) felt that he had a bit

more under the bonnet than had been asked for thus far, jumped off Rob's back and moved into a gear that was foreign to the rest of us up 'the hill'. Riding strongly, Aaron disappeared into the future, with the rest of us looking for solace in our speedometers and HR monitors!

And so it went. The bunch continued at an honest pace with efforts at the front from most, especially Kym, who was doing more than a fair share at the top of the action. Having dropped a few along the way, a core of eight or so competed over the last two or three laps.

The bunch seemed to consist of those more at home on the hill and those a bit slicker on the flat, with the result that things would all be back together again by the end of Cahillton Road, ready for another circuit.

We'd just about forgotten about the runaway leader when, just after turning past the school to get the bell, there was a sound – more a whisper really – and Aaron shot past. He was sprinting to the finish line!

After that, no surprises going around for the last time. Early in the last climb, Tim Crowe and Rob Truscott made their moves, with Sam Bruzzese, David Griffin and yours truly in hot pursuit.

Tim outclimbed Rob but, once on the flat, Rob won the two-man sprint for 2nd. Sam, Dave and myself, unsure whether there might be an envelope for 4th, slugged out a stirring finish – but, alas, no envelope!

Well done, Aaron, Rob and Tim, and all who competed.

## D Grade (I)

By Veronica Vandenbroeck

What a perfect day for a few laps at Gruyere! This was my first road race experience with Eastern Vets after a great summer of Tuesday crits.

As we headed out on the first lap, I sat in among the bunch and mentally set myself up for what I thought would be at least a few laps of group riding. After all, there were nine climbs up that 'lovely' Killara Road to look forward to! Max had other ideas, though, and made a first-lap surge up







Killara. David and Keith responded and headed off in pursuit. A few of us definitely weren't expecting a surge that early but gave chase anyway. It wasn't long before Max and co. had a nice little gap on the rest of us.

I rode off in an effort to close the gap, very much thinking Greg, Ken, Paula, Neil and Sue were right behind me. It wasn't long before I realised it was Ken and I, with a small gap back to the main bunch. Somewhere during the second (or third) lap, I realised Ken had dropped back to the main bunch and I was temporarily on my own (not at all what I had in mind). I decided to put in a solid hard effort in an attempt to catch Max and co., but soon realised that if I did manage to catch them I'd likely 'run out of gas' for the remainder of the race. Oh well, 'sit tight', I thought, and just keep working away. Very soon after that, I found Keith and we worked together for the remainder of the race, sharing laps and climbs. D Grade was now in three pieces: Max and Dave, Keith and I, and not too far behind were the rest of the awesome crew. I can't tell you how grateful I am to Keith for working with me on those laps. It just made the whole race experience so much better. I'm not sure who I thought had at some stage passed Ken and me, but I did spend the bulk of the race thinking we were riding for 4th and 5th place. We were both tiring on the last lap and I pipped Keith at the finish, not actually realising I'd placed 3rd. I would have been happy either way, as the little team we made meant the whole race was a much more enjoyable experience that it might have been.

Congratulations to Max and David on a brilliant race. You were too strong for us on Saturday. Huge thanks also to the officials and volunteers for keeping us all safe on the road, and thanks to all who rode on Saturday for a great race day.

## D Grade (II)

By Paula McGovern

Well, I must have been confused – I thought the Toughen Up series was an ITT! For the second week in a row I found myself ITT-ing from early on – this week, unfortunately, from the 10-minute mark, when Max flew up Heartbreak Hill with the group in tow (except Neil and me). Even Neil left me for dead a short time later and I was all by myself again. You can actually watch the racing from this position. I was determined not to give up and used the time to experiment with gearing in certain sections, taking different lines on corners and keeping an eye on things generally. A, B and C Grades passed me, but always with a few words of encouragement. It really does help when you are off the back; it keeps the spirits up. I saw Aaron Field from C Grade come past me like a freight train and even he had time for a few words while he was on his mission. I could not understand why on my lap 7 or 8 he had stopped and was talking to the marshal. As I found out later, he had lapped the field plus some and had finished! An awesome effort.

The legs were certainly feeling it on laps 8 and 9 on the hill, but I was always greeted by positive comments from Pat at the top. Thanks, Pat! Big kudos to Maxiboy for taking the win, with David taking 2nd and Veronica 3rd, flying the flag for the girls. I still think Gruyere is a great course and I will be back to try again. A shout out to all the marshals and volunteers. Without you all, we can't race. Thanks heaps! Back to training for me!





## Wednesday criterium at the Loop, Yarra Boulevard, 23 May

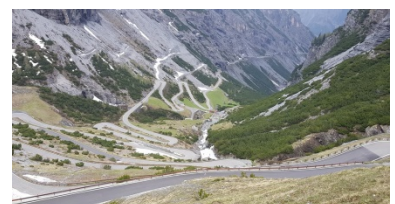
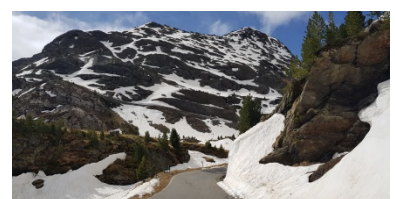
| Division       | 1st            | 2nd              | 3rd                |
|----------------|----------------|------------------|--------------------|
| Division 1 (6) | Nick Gibson    | Fraser Short (N) | Tony Kimpton       |
| Division 2 (8) | Craig Tucker   | Nick Tapp        | David Rooke        |
| Division 3 (4) | Davina Calhaem | Tony Curulli     | Richard Dobson     |
| Division 4 (3) | Barry Rodgers  | John Eddy        | Michael Waterfield |

Thanks to referee John Williams and his band of helpers.

## News etc.

### Dispatches

It's that time of year when (usually) a number of Eastern riders head off to Europe to follow the Grand Tours and ride some of the roads that make that part of the world so special to the sport of cycling. Dean Niclasen has been posting enticing shots (see front page and below) and impressive Strava figures, while Doug Page sent the photo over the page (in black-and-white because data speeds are a bit slow in the Dolomites, apparently). It hardly needs a caption.







## Northern TTT

Northern Cycling Secretary Tony Gherxi reminds us that Eastern Vets members are more than welcome to enter the club's Team Time Trial, which will be held on Sunday 10 June at National Boulevard. There was much positive feedback after a trial running of the event last year. More details will follow on Facebook, or check Northern's website at <http://northerncycling.com.au>.







## 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 <http://northerncycling.com.au>.

## Sponsors

