

13 February 2021

Eastern Cycling Club

# Newsletter

## Duty Roster

**Saturday 13 February**  
**Teardrop Criterium Track**  
John Thompson (R), JC Wilson,  
Stefan Filonzi, Ken Allen

**Saturday 20 February**  
**ECC Handicap. Garfield**  
Mark Edwards (R), Ken Saxton  
(TC), Ian Smith (TC), Dean Tune  
(TC), Clem Fries, Alex Randall,  
Colin Doherty, Paul James, John  
Cochrane, Dan Ives, Chris  
Norbury, Rob Castellani

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

Editor: Peter Morris  
[pmoz@ozemail.com.au](mailto:pmoz@ozemail.com.au)

Casey greeted 45 starters last Saturday with its usual mistral and it didn't take long before grades splintered. It was definitely a day for the brave and stong. See below for race reports. Its great to see such a good response. Thanks to all contributors and keep them coming!

Last Sunday, a group of hardy souls accompanied John Williams to a cold, blustery and drizzly Buninyong for the National Road Races. They were treated to one of the best mens titles ever and the womens was also hotly contested. Dale Walton recounts some of the days action below.

Next week we are at the Teardrop Criterium Track (the Loop) complete with the option for an *after action review* at the Boathouse over coffee and cake etc.

The weather forced cancellation of the ECC Club Ride last Sunday. Hopefully we will have better luck this Sunday, 14<sup>th</sup> February. Again we will meet at the Basin Shops at 07:30 hrs. More details in the News section.

Coming up on February 20 is the ECC Garfield Handicap. It is a flat ~50 kilometre race (2 laps) and prizemoney will be on offer for the first ten places, the fastest and the first non-placing female. It's \$20 entry via TeamApp and entries close at 12:00 noon on Thursday 18 February. See TeamApp for more details.



The Boathouse, maybe you 15 years ago. This could be you this Saturday! Photo: P.Morris

  
**eastern**  
**CYCLING CLUB**

## Graded scratch races, Casey Fields, 06 February

Grade	1st	2nd	3rd
A Grade (17)	J.P Leclercq	Glenn Newnham	Phil Cavaleri
B Grade (8)	Dale Walton	Peter Mackie	Mark Edwards
C Grade (7)	Justin Van Tol	Dean Tune	Doug Page
D Grade (6)	Andre Weber	Tony Renehan	Greg Nield
E Grade (7)	Peter Shanahan	John Wilson	Harry Hibgame

### A Grade

*By Glenn Newnham*

I rocked up late to Casey. The traffic was shocking. Rob Amos said he rode from Berwick and reckoned it would have been quicker looking at the traffic along the way. I reckon he was right. I'll try to do the same in future. I had just enough time to fill up my water bottle, then chase onto the back of A grade as they headed off for the warmup lap. A great field of 16 riders, including Ross Clark from Northern, who I haven't raced against for a number of years. There wasn't much time for chatter though as we fought through the wind up the back straight.

Max, JP and I had a chat about tactics. I think the general instructions were 1) make it a hard race and 2) don't just chase everything, let the gaps go and make sure everyone is working. Everyone else must have been listening in because it seemed like everyone was having a go off the front. JP, Steve Ross, Gooch. At about ten minutes in Rob Amos broke away with Max and a number of others followed. Cam White and Gooch were certainly part of the move, but there may have been others. I did the right thing and sat back and watched as the gap stretched out. Pretty soon they had the length of the back straight on us. Unfortunately, it also looked like the

breakaway was starting to splinter and over the course of a few laps Gooch and Cam came back to us. But it was two hard men out front and if you wanted to pick a breakaway that could survive, Max and Rob would certainly be in the mix.

The bunch was getting along at a reasonable pace, but nobody was really pulling big turns, the sort that would narrow the gap on Rob and Max anyway. There was the occasional surge, mainly by Steve Ross or JP, but once they realised they had the group in tow they pulled off and went to the back. After about 20 minutes of this surging you could feel that the group was tiring. I'm not sure who initiated the break but with one big surge fourteen riders became six; Steve Ross, JP, Cav, Kevin King, Grant Farr and myself.

You'd think that a group like that would work well together, but it was all soft turns. We were looking at Rob and Max and I think a part of all of us wanted them to stay away. Obviously Grant and Steve felt that way and dropped off the back in protest. Until about 15 minutes to go we just held the gap, but by then it looked like the two out front had just about run out of steam, and we then reeled them in quickly. As we came up alongside Max and Rob, JP gave me a nod and we attacked the group. Cruel I know, but apparently that's how it's done. The whole group stayed on except for Rob, but you





know Rob, he spent the next half a lap solo chasing us and caught back on, ready to do his next turn on the front.

With a couple of laps to go JP attacked again and went solo. He built a decent gap at first, but our group of five chasers was rolling turns, and into the wind on the last lap we pulled back his gap to about 10 metres. At that point JP looked back at us, jumped out of the saddle and gave it his all. We all looked at each other in surprise and wondered who was going to do the chasing. First it was Cav, then Max, then Kevin. I sat back and decided it was going to be a sprint for me, and I let Kev lead me out. I think JP had about 5 metres gap at the line. A well earned win. I had a few metres on Cav who came in third ahead of Max, Kevin and Rob. Ride of the day though was Max and Rob's breakaway which probably lasted the best part of 50 minutes.

Many thanks to all the workers on the day and behind the scenes. Thanks also to those that are stepping up from B grade, including the Ed. I know your pain, I've been there, and the wind on Saturday was not kind, but it is great to be racing with larger A grade fields and to see some new people animating the race. It is just a matter of time before we start to get some surprise winners on the A grade podium.

## **A Grade**

*By Rob Amos*

Like most of us it 2020 has not been the year I had hoped for. I had started to show some form at the start of the year, being injury free, I even managed to pick up a few placings. That all changed in March with the universities shutting down and laying off all the casual staff before the official lockdown. There was no government assistance available for any of the staff. I took it as an opportunity to finish a few projects around the house, and had a few weeks off the bike. When I did start riding again I found cycling had become a real

pleasure as the roads were almost deserted, I was riding about 150 kilometres a week to maintain some fitness and keep the weight off. In June I had a bit of a stomach ache, it just felt like wind, so I didn't think too much about it and carried on with my 30 kilometre circuits of the Chum or Myres. Two weeks later I woke up in pain and was transported by ambulance to Maroondah Emergency. After tests and scans I was told that I had had appendicitis for a couple of weeks and that the appendix had ruptured and desolved during that time and my stomach was full of bacteria. I was told that it was too dangerous to operate and was admitted and put on a course of intravenous anti-biotics. The following week they decided to operate, not sure what they did, a 3 hour operation, but when I woke up I had a tube and bag coming out of my stomach to drain the remaining puss. The biggest shock was that my wife had been admitted for a broken wrist and was operated on at the same time, it seemed like an extreme measure to go to to beat the covid rules of one visitor a day. It took another week to drain the stomach and get my bloods to a safe level, they were 200 and should have been 5, before I was allowed home with no work or exercise for a further 6 weeks. Luckily I was recalled to work after that but still in pain for a couple of months. I started to ride again, but this time only within 5 kilometres in either direction of home. I am now starting to get some fitness back, but still looking for form.

CASEY (last Saturday): With A grade stacked with good sprinters, I knew that the only chance of a placing was to get in a small break. With the aid of the Casey wind, a group of three riders took advantage of the neutral lap getting a gap which took a lap to close down. As we came back together I attacked and was joined by Anthony Gullace. After a few laps, he said 'this is pointless'. I urged him to keep going and hoped reinforcements would come. A half a lap later the cavalry





arrived in the form of Cam White, Paul Webster, Max and Grant, we all started to roll turns as the bunch was now in chase mode. The next lap turns started to become inconsistent or stopped until it was just Max & myself, we slowly increased our lead over the bunch aided by Max's super strong turns with the tail wind along the bottom straight. At half distance the bunch split in two with Glen, JP, Steve, Kevin & Cav in the front bunch, they started to eat into our lead. Max shouted that we only had 10 minutes to go, but my legs were starting to die. We were caught shortly after with JP attacking as they caught us, leaving me to chase for half a lap. JP attacked again on the next lap as the bunch all looked at one another, once organised his lead was being reeled in, but the sound of the bell was enough for him to kick again crossing the line half a bike length ahead of Glen, Cav & Max.

## **B Grade**

*By Stephen Parker*

Ah good old Casey windy one day really windy the next. Racing in B grade from D the previous week was a bit of a shock to the system but it reminded me about all the things I love about racing, the tactics and the elements of the people around me that I might or might not have raced with in the past. Attacks off the front are not as common as A grade but are still there and if you're not alert you're out the back and in some cases out of contention. After four or five laps I kinda had an idea of who was who and who was not going to figure. Paul, Dale and Mark were notable at the front driving the train around for most of the time with the occasional surge off the front by Mark and Dale. I decided to put an attack in myself and got a reasonable gap until I realised that I was not fit or ready to go around Casey by myself for 40 minutes knowing the group could reel me in at anytime.

Finally after what seemed an eternity the bell rang and for some reason or another I found myself on the front for most of that lap. Coming onto the back straight Dale attacked and Paul, Mark and the rest of that group tried to chase him down with Dale getting the win and Peter coming over the top to take second with Mark rounding off the Podium for third. See you next week B Grade.

## **B Grade**

*By Dale Walton*

Do I, or Don't I? Weather's not looking great, numbers might be low, 45 minute drive etc etc and the last time I raced here in B grade, I got smashed by Nathan White and Peter Morris who shot me out the back after 25 minutes. My disappointment only abating after hearing that both these two were going up a grade the following week. Thank God I thought. Then the following week I get smashed again at the loop where after 35 minutes and out the back, I was more than attracted to the regular offers of Bourbon & Coke by (marshal) Paul Webster on the lower sharp bend. I had committed to riding B grade, and months of being thrown out the back after the return of Covid lockdown back in November simply to become a better rider, but was now rethinking my decision.

There's been a lot of movement in the grades of late which I think has made B grade a pretty well balanced group of equal riders with the stronger C graders now moving up into B also. Currently making the jump to B grade myself, I'll take this opportunity to mention my appreciation to the likes of Darren Woolhouse and Ray Russo (now A grade) who have provided me with great in-race advice during the jump to B grade which I have enjoyed taking on board and adopting.

So pre-race at Casey last weekend I chat to Ken Saxton who's in for his second race in B grade in which I respectfully suggest to him





that we both might be having a difficult day because of the strong winds. I suggested that when this happens, we'll look after each other to get back on. The race gets underway and being only 8 of us, it's evident no one really wants to go to the front as the straight adjacent the club room is brutal in the headwind, and with the likes of a strong Nick Tapp being in the group, splits were expected.

When not out front, riders were able to keep out of trouble, however the attacks started coming and naturally small gaps were occurring which was putting some riders under pressure on the chase. At some point I went hard and unintentionally formed a break where Steve Parker joined me and after the club room straight absolutely brought me to standstill, he asked me 'what do you think?' I looked around and said let's have one more go, but Steve was clearly stronger than me and formed a small enough gap that I couldn't keep and the group reformed. On another occasion, Mark Edwards made the request for a break in which I obliged but again the wind was too strong to maintain a gap and again we got caught. Pete Mackie was sitting at the rear which appeared a smart decision for a rider of his calibre. Nick Tapp and Paul Firth were doing their turns out front which was appreciated in sharing the load. I didn't know much about Frank Tomsic so wasn't sure what he could create. I saw Ken Saxton out the front early on, but he went a little hard and formed a gap and in that wind on your second race in a higher grade, the guys are going to leave you out there to suffer which I think may have been the case. At some point later as we are flying down the long straight with a super tail wind, I see Ken riding in the opposite direction some ways back and I have this guilty feeling that I was going to help. My apologies Kenny. Time disappears and we are starting to slow the pace in anticipation for a cat and mouse bell lap which comes not a minute too soon. I think Nick gets caught out

front in the wind but he can handle it, he's strong. About half-way round I pull off to the side and settle in with Pete Mackie near the back where he had been most of the day. I'm thinking that Steve and Paul and Nick are the strong ones to watch. On the back curvy section of the course into the headwind, I then see Pete Mackie attacking on the opposite side of the course and he looks serious. I haven't seen this before in Pete? (*note from editor: I have!*) I immediately attack and think that Pete and I can work together until the sprint but as I yell 'go go go' behind him, I sense he's not sure what's going on so I keep going full tilt past him as not to stop the momentum. I see the gap forming on the short back straight and decide I'll just push it to the finish if I can get to the back straight with the tailwind, too nervous to look back in case they were gaining. Not knowing what was going on behind me, I'm told Pete held his own to the line for second, and there was a sprint for third that went to Mark Edwards. A great race by all where everyone did their bit in difficult conditions.

Thanks to all marshals and the like that continually keep these events running smoothly.

## **B Grade**

*By Mark Edwards*

1 Dale Walton, Blackburn's own Tom Brady, designer to the stars. Works short, rides long. Back to back wins easing down on the new rocket ship. A short tour of Green in transition to White. Mocked the field on the bell lap and won by a Crannie street. Going places, and fast.

2 Peter Mackie, the Pamster. This professional procurer knows how to get the things he needs. Hid out back all day. Bell lap sneak attack. Hung on for second. It's put up with him or it's "put him up!"





3 Mark Edwards, favourably compared to a summer's day. Sincere, loyal, towed everyone into the wind. Pipped FT for a lucky third. Too old, too slow.

4 Franc Tomsic, the Sprinter. A lean machine always looking sharp. Easing his way into B. Struggled to contribute into the wind mid race but found plenty on the bell and wound up hard. Podium very soon.

5 Nick Tapp, Pro Editor, semi pro sprinter, social climber. Keyboard worrier that learned good at grammar school. Chicago Style inside the Latte Line. Always likely, looked a Monty at the last but picked the wrong wheel. Waiting for the road season hills to pay back the flat track bullies.

6 Paul Firth, always sharp in block colours. Perennial podiumer. Not feeling it today. School teacher, always planning, always reading the room, watching, waiting. We were all paying Mr Firth due respect, keen to respond to his any move but he packed up early. No caning today for us.

7 Steve Parker, an A Grader on sabbatical wandering home the long way, via D, now B. Rolled away from the group on low fitness, took pity and sat up. When the knee comes good look out. We won't see him in B for long

8 Ken Saxton, the X factor, suffered a touch of blue green colour blindness to ride off the front early - and roll off the back not much later. Still learning to be B, or not to be C. Won't be long til he stays the journey

## Buninyong and the Road Nats

*By Dale Walton*

A couple of weeks back, I saw an email in the inbox from John Williams with details of a group ride to watch the Australian National Road Championships at Buninyong. Having missed going to Adelaide for the TDU this year

with my 15-year-old son, Jordy who is learning the nuances of bike racing at Carnegie Caulfield CC, and seems to know all the names of the up-and-coming neo-pro cyclists, I knew this would be a great day out that would cover our love of all things cycling.

Up early the Sunday morning after a great day of racing at a windy Casey Fields the day before, I was tired but ready for another cycling adventure. After picking up Dean Tune on the way, we met the small but enthusiastic Eastern gang (John Williams, David Brown, Steve Ross, Mark Drury) at Ballan Station where the weather wasn't appearing to be on our side, but nevertheless had the potential to improve.

It's 8:30 am, and we roll out of Ballan Station in the increasing drizzle and grey skies heading for an easy paced 35 kilometre ride through undulating pastures where John W takes navigation control, guiding the group towards Mount Egerton. It's going to be a big day for Jordy as he refers to himself as 'a sprinter' so I quietly suggest that he sits in, conserves energy and thinks about the rest of the day forward. After settling into an easy pace in the wet, we see what could be referred to as a cyclist's nightmare (*no, not an 18-year old P plater driving whilst texting on their phone*), but hundreds of massive wind turbines which were mesmerising simply due to their sheer size and scale. I hadn't been up so close to one before, and all I could think about was this can't be good, it's going to get bloody windy. We hit the hills and Jordy decides this is his chance to show off his cycling wares, and smashes us all up the first decent hill, whilst the rest of us (old blokes) quietly think to ourselves, 'hmmm.....he'll pay for that later'.

We get closer to Buninyong and can see the choppers flying overhead following the women's elite road race in which Jordy's excitement was evident where I could hear





him chatting with David B and asking 'will we see them? Are we going to ride with them?' It was priceless to a cycling dad. We descend into Buninyong and get our first glimpse of the barricades forming the start/finish line which reminded me of Sterling in the Adelaide hills. Gee I love this stuff!

We grab a table at a café only metres from the start/finish line which simply would not be possible in non-Covid times. After a mandatory coffee, and a feed of pastries and focaccias, we all chose our preferred viewing place for the last half of the women's race where Sarah Roy held on to a long break to take out the win – impressive stuff. As the weather started to improve, we jumped back on the bikes and headed up to the top Mt Buninyong where we parked ourselves about 200 metres from a chilly top to watch the race. Shortly after, the first of the elite men came through and it was clear this was going to be a great race and an enjoyable day. Jordy spots Dave 'Macca' McKenzie (*only famous for his appearance at the Eastern CC presentation night some time ago, rather than a 165 kilometre breakaway win I believe!*) and is off for a photo opportunity.

Just over an hour of racing to go, we decide to follow the riders down to the Fed Uni viewing spot on the big screen where we could watch the riders come past in what can only be considered a ridiculous display of quality bike handling skills at speed (on the infamous corner where Turbo Durbo came off). We watch the exciting finish to the race and start the ride back at which it is at this point that I think, we probably should have filled the water bottles, but where? and I was a little concerned that I hadn't managed Jordy's

intake well enough during the day albeit plenty of snacks during the day. He's got enough food and (I think) water for the trip home but nevertheless I'm still a little concerned. Not long after this, I can see Jordy starting to slow. I get him to keep his fluids up, keep eating and sit on my wheel. After a short but steep hill, the other guys see us dropping back and wait up ahead for us to return to the group. This is where the superstars that make up Eastern Cycling Club (and the psyche of cyclists in general) become evident, in that the group rallied around Jordy which involved (amongst other things) Dean Tune providing 'Physical Momentum Assistance' (*PMA is the technical term that shall be used in this instance*) to Jordy up the hills whilst others provided 'Constant Momentum Assistance' (CMA) and cover from the headwinds that clearly the wind farms and associated turbines were accessing in abundance. Jordy was now sitting in amongst an elite group of ECC A, B & C Grade riders that was an experience that money couldn't buy. Ok, maybe not elite, but quality nonetheless in my books.

The small but efficient peloton powered on until arriving back at Ballan Railway Station about 7 pm where we all bantered about the days efforts and enjoyment had by all.

My personal thanks to everyone in the group for the assistance and experience provided to Jordy, a young lad that is new to the sport and learning the art of the ride. Thank you all for the enjoyable comraderies experienced during the day.

Thankyou to John Williams for arranging the day. I look forward to doing it again and can recommend it to other members as a great day out.





Buninyong Bunch

Pro Action



Jordy and Macca (that's Macca on the right)





## Croydon Cycleworks Summer Twilight Crit Series, METEC, 09 February

Grade	1st	2nd	3rd	
A Grade (20)	Tom Southam (STCC)	Tayfun Ugrasbul	Vaughan Bowman (BCC)	Chris Hughson
B Grade (19)	Darren Woolhouse	Grant Greenhalgh	Walter Savini	Dale Walton
C Grade (8)	Justin Van Tol	Andrew Wederburn	Adam Dymond	David Griffin
D Grade (13)	Darren Thompson	Peter Brann	Kristopher Masters	Keith Wade
E Grade (4)	John C Wilson	Harry Hibgame	Peter Shanahan	-

Aggregate Prizes: With over \$2500 worth of value spread over the top six places, the CCW Summer Twilight Crit Series will no doubt be hotly contested. David and the CCW team have been sponsoring this series for over 15 years. Thanks as always for your support. Please make sure you support CCW with your custom.

### Top Six Prizes

Wahoo KICKR Core RRP\$1250

Road Ultimate Service & Bikefit RRP\$500

PRO Digital Torque Wrench RRP\$350

100% Sunglasses RRP\$250

Pirelli Tyre pack (Tubed or Tubeless) RRp \$220

CCW Gift Voucher RRP\$100

## Wednesday GSR, Teardrop Criterium Track, 10 February

Grade	1st	2nd	3rd
A Grade (14)	Alan Adams	Emilio Romano	Pierre Pino
B Grade (14)	Ross Clark (N)	Nick Tapp	Paul Webster
C Grade (12)	Thomas Grey	Andre Weber	Quentin Grayne
D Grade (9)	Deb Lindstrom	Tony Renehan	Ivana Cicchelli
E Grade (3)	Tanya Simpson	-	-





## News etc.

### Race Entries

Race entries for Tuesday night and Saturday are online via Entry Boss .

### Sunday Club Rides

Details for this Sunday's Club Ride are the same as last weeks cancelled one, meeting at The Basin Shops at 7.30 am, 14<sup>th</sup> February. There will be hot & mild groups and all will meet back at the Basin Shops for the all-important post-ride coffee (if your Glenn Newnham also a Boston bun & meat pie) and debrief.

The plan is to have a club ride every Sunday except when we race, ie Rocco Drive on 28th Feb.

We plan to mix this up a bit with Captain Maxi taking us up the Warby Trail & also a flat ride leaving Rowville and along Beach Road in the coming weeks. Details on these rides will follow in due course.

Please wear your ECC kit (Old or New) if you have one.

### ECC on Instagram

Eastern Cycling Club has cast its social media net further and now has an Instagram page. Be sure to follow your club to access photos, news etc

## Future events

### Eastern CC events

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

Note: Graded scratch race entries are accepted ahead of time on Entry Boss <https://entryboss.cc/calendar/ecc>. 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. 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.

Wednesday racing at the Teardrop/Loop is still cash on the day with registration closing at 10:00 am and a start time of 10:15 am. Cost is \$4 coins or a \$5 note. No change is offered due to ECC Covid-Safe procedures.





### **Eastern Grand Prix Women's Race**

Saturday 1 May is the ECC Womans Grand Prix at Casey Fields. This is a multi race womens only event with more details to follow. So mark this in your diary and spread the word. If you're female, 30+ years of age and would like to give this road racing a try, get yourself an Australian Cycling license and come along. Casey Fields is a closed circuit so is a safe place to learn the art of cycling!

## *Eastern Grand Prix*

*3 races in 1 day*

*brought to you by*

*Save the date!*



*closed circuit!  
new fun format!*

**eastern  
CYCLING CLUB**

*Saturday May 1st 2021  
Casey Fields*

*give racing a try!  
it's just for women, 30+yo with  
current AC race licence.*

### **Northern CC events**

For details, go to [northerncycling.com.au](http://northerncycling.com.au). Please note that Northern road races start at 10 am on Sunday; start time for criterium races at National Boulevard is 9 am.





ECC Sponsors

**CROYDON  
CYCLEWORKS**

**TOY  
BRICKS**

**ORGER**  
*engines*  
AUTOMOTIVE ENGINE SHOP

Proudly supported by

*Snooze* Nunawading

**eastern  
CYCLING CLUB**