

15 May 2021

## Eastern Cycling Club

# Newsletter

### Duty Roster

**Saturday 22 May**

**Toughen Up Series, Race 3,  
Yarra Glen, 2:00 pm**

Tony Curruli (R), Graham Cadd (TC), Juanita Stumbles (TC), John Eddy, Peter Norbury, Phil Johns, Marcus Herzog, Martin Peeters, Peter Howard, Franc Tomsic

**Saturday 29 May**

**Toughen Up Series, Race 4,  
Gruyere, 2:00 pm**

John Thomson (R), Kevin King (TC), Andrew Buchanan (TC), Ray Watts (TC), Ken Allan, Srefan Filonzi, Gary Lowe, Doug Reynolds, J C Wilson, Alison Skene, Darren Thompson

*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.*

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The Tough glistened at Jindi on Saturday (while drenched) and the meek stayed home (editor included). Jindi is hard enough, but from all reports it is somewhat miserable when you add wind, rain, hail, road litter and freezing conditions. It didn't stop a hardy band of whippets giving their all. Well done you! And well done to all marshals who suffered through atrocious conditions to keep our riders safe. There's a good slurry of race reports below and series results to date [Here](#). This week the Toybricks Toughen Up Series continues with round 3 at the more sedate Yarra Glen, and the forecast looks really good. So no excuses.



*A taste for what awaits the toughest. 2019 Toybricks Toughen Up Series trophies.*

## Jindivick, GSR, 15 May

Grade	1st	2nd	3rd
A Grade (5)	Vaughan Bowman (BlaCC)	J.P. Leclercq	Aaron Field (Unk)
B Grade (8)	Paul Firth	Nick Tapp	Dale Walton
C Grade (5)	Damien O'Hara	Tim Crowe	Kym Peterson
D Grade (4)	Justin van Tol	Tony Renehan	N/A
E Grade (1)	N/A	N/A	N/A

### A-Grade

*By J.P. Leclercq*

In A grade, 5 crazy riders at the starting line, in Antarctica Jindivick.

I had a short warm up as it was raining. We were now at the starting line and rain had stopped which was good. After passing the neutral section, Vaughan drifted away from us. We tried to catch him back but he was going too fast for us, he was gone and we never saw him again for the next 60km...

It was freezing and despite good clothing I was struggling not to feel cold...After 10km, it started to rain heavily and then hail (yes, HAIL). At this time, I thought what the hell are we doing here cycling on wet and white roads in the cold ??? Luckily, this rain/hail went for 10min at the most and then stopped. We were 4 riders, kind of swapping turns and watching each other. Kevin was strong on the flat but I could see he was starting to struggle a bit in the positive gradients sections. Aaron was strong, on both the flat and up hill. Nathan, was probably the contrary profile of Kevin, strong on the hills and possibly not so strong on the flat. For me, 1<sup>st</sup> lap was tough, as I felt frozen. I started to feel warmer in 2<sup>nd</sup> lap and much better in 3<sup>rd</sup>. On the 2<sup>nd</sup> on the hill before the finishing line, we pushed the intensity a bit up, Nathan and Kevin dropped from Aaron

and myself. We both got surprised to drop them, especially for Nathan who was looking effortless in the hills. We were in the 3<sup>rd</sup> lap, and Aaron and myself were working together to secure 2<sup>nd</sup> and 3<sup>rd</sup> place. In the last succession of hills before the finishing line, I could notice Aaron was getting fatigue as he slowly dropped from me.


Chapeau to the 5 of us for daring to race in those tough conditions and big Chapeau to Vaughan for his win, as he raced at a different level (think he finished about 10 min ahead of us...).

### B-Grade

*By Dale Walton*

After a decent summer of crit racing, and just recently returning to the regular Wednesday morning sessions at the loop I find myself looking forward to the winter road season as I personally quite like the idea of the longer road races where you can't always know what's going on in front of, or behind you which makes for an interesting chase (or break) depending on which end of the dilemma you're contemplating (I'm not generally conversant with the latter). My memory of the first time I raced Jindivik two years back was a reasonably positive one where Paul Anderson & I being in C grade were in no mans land stuck between the grupetto & the breakaway, both being strong enough to drop the sprinters, but not good





enough to stay with the climbers. It was an enjoyable tussle for fourth place that day that shaped the way I now view the Jindivik course. So after bombing out at Gruyere last week after the 7<sup>th</sup> hill climb, I wasn't going to miss the one chance we have to ride Jindivik albeit the weather forecast testing the resolve of every ECC member of which twenty-two or so other ~~idiots~~ riders chose to turn up for what was about to be a true test of character in the aptly named `Toughen Up` series. Its not many times the number of Marshals is almost the same as the number of riders, and they too were also about to question their participation.


A 200m metre warm-up in the rain and I start to question my attire and decide that maybe I should actually swap the summer arm warmers for the winter addition and maybe go for the long fingered gloves. I figure we'll warm up pretty quick on the hills and as time is not on my side, we hit the start line. We take off down the rolling hills and its bloody freezing, and quite frankly I'm thinking this is `Sh#!`. The wind picks up as a storm front is closing in, and a strong gust of wind hits the group which almost takes me out of the equation but thankfully didn't. Paul Webster begins to set a decent pace on the front so unlike the proven wisdom of the older statesmen within the group, I jump on for the ride only to see that we have opened up a little bit of a gap. Rounding the first corner Paul W peels off, and without an ounce of intelligence, I continue to ride on thinking they're going to follow but nope, no one's there. Then, it was as if the cycling gods didn't actually know (that I knew) I was making a serious error of judgment, that the heavens opened up with hailstones falling from all directions, *FFS, long fingered gloves would've been nice right about now I thought to myself.* I continue on and a few km's later (or possibly less?) I sense someone closing in. Steve White had now joined myself and I knew he was stronger than me but was thinking the others can't be far behind. After some time out on our own, we soon found ourselves having a discussion about what to do as

neither of us had done three laps of the circuit before in B grade (*Rookie error I know*), and I was now experiencing a number a hills that I simply do not remember being there from the last time we raced here. Not long after, Paul Firth & Nick Tapp arrive on the scene and we are obviously wondering where Edwards, Niclasen & Webster are, but I just figure Webster has convinced the others to stop for a Bourbon & Coke or they're out the back losing the will to live on this freezing, remote, hilly course. Either way, it was pretty clear that this group of four was pretty strong (although what was also clear was that Nick & Firth were a level above). If we were to have any chance, Steve and I were going to have to pull a blinder to beat the other two, but I had the feeling Steve & I would be racing for third. We're now getting toward the business end and I drop a chain on one of the climbs in which a large number of expletives exit my mouth (which really was unnecessary I have to say and a bit melodramatic) and I hear gentleman Paul suggest to the group to wait for me which they did until I re-joined the group and thanked them as I didn't really expect them to, but that just shows the brilliant culture of Eastern Cycling Club which has become more noticeable as we enter more races at other Auscycling clubs.

A few Kms to go and then Steve goes for it, a good move given we all knew the pecking order within the group. I had nothing left so sat with the others in what became a lesson in racing smarts from The Master - Mr. Miyagi (AKA Nick Tapp) where he didn't flinch at all, or change his cadence one bit, and slowly but patiently brought us back to Steve in what felt like an hour. Simply a class act that a lot was learnt from.

We approach the last climb which I had found difficult on each lap so I knew I couldn't take Nick & Paul, and just had to try to out-sprint Steve to get into the points. The slowest approach to a finish I have ever seen until Paul F breaks and I attempt to follow but really struggle to have any power up the final 200m only to see Nick swiftly and effortlessly overtake me into 2<sup>nd</sup> (not





unexpected). I look back and see that Steve has paid for his early break away attempt and is out of the game, so I struggle to the finish line for third and I am absolutely spent. Well done Firthy for a quality ride.

I do love this course, and yes while it is difficult and does not suit all riders, I would encourage everybody to give it a go as it really is different to what we do week in and week out at the crits. The beauty about winter road races is that they can happen in just about all weather and are rarely cancelled. Having larger groups would make this course even better than it already is and I look forward to making this trip again next year/next time.

A massive thank you to the marshals who travelled and braved the elements to allow it to happen.

*Full forward* to Wednesday 19 May at the loop, and Nick T & I have regrouped in the final minutes of the race chasing one lone rider out front, where I hear the wisdom of the Master as he calmly says *'Patience Dale'* as we slowly eat away at the gap, round the bottom corner and both sprint pass the leader with 15 metres to spare. Pure class Mr Miyagi!

## **B-Grade**

*By Mark Edwards*

The Jindi Sessions

Early that morning, the rain was driving  
I was laying in bed  
Wondering if they'd change that call  
I'd do anything else instead  
I told Tappy our ride together  
Sure was gonna be tough  
He just smiled in his quiet man style  
Those flat Crits were never hard enough!

And we were waiting for the race to start  
Rain teeming from the west

I've bailed a lot of bad races  
and this was way worse than all the rest  
and I just knew  
and I shoulda entered Blue

The referee got us together  
told us all to take care  
He said watch out for the weather  
Ride fast only if you dare  
We set off dripping in wet gear  
Straight down Jacksons Track  
My feet had lost all their feeling  
and I thought about turning back


Then we were on to Old Main Road  
Hail falling on my shoes  
Still dreading that first climb  
Lord knows I've paid my dues getting through  
I shoulda started in blue

That first lift took the Pres straight out  
I was just about to do the same  
I was hurting there gasping for air  
This seems a little too much pain  
Then that stinging hail sooned cleared up  
Turned into just drizzling rain  
I saw those boys in the distance  
til all five disappeared again

I muttered something underneath my breath  
when they flew over the very next hill  
I must admit I felt a little uneasy  
When I realized there was still three laps to do  
Wished I'd entered in blue

My first race was in D Grade  
at METEC two decades ago  
then Mackie sent me to C Grade  
coz I won just a few in yellow  
A Summer Crit season in blue hats





when a couple of lucky results  
saw me pushed up to B Grade  
where I copped a lot of racing insults

Russo and Morris well they taunted me  
as they were sprinting away  
I always wondered if one day I could  
compete with them one day but I always knew  
I shoulda stayed in Blue

Old Main Road into Main Road?  
All heading up to Jindivick  
I see Webster dropped in the distance  
and I'm feeling just a little sick  
I settle down into grinding  
but I just can't find the right gear  
I never needed reminding  
that damn finish was nowhere near

Then Damian O'Hara he passes me  
He's not even struggling to breathe  
I make a swipe at his seatpost  
but miss and I can hardly believe what  
seemed so true  
How did he start in blue?

I finally finished that first lap  
Just two more to go they said  
I'm flying down that treacherous goat track  
Still chasing those two up ahead  
Along the bottom I really struggled  
To tough out old Telegraph Road  
and even though it was flattish  
It felt a little too much load

Well those two never turned to look at me  
as I was suffering alone  
Webster well he was teasing me  
O'Hara was looking strong with the view  
He was home in Blue

I'm never going back to Jindi again  
Too slow too old somehow  
And all those riders I used to race  
so many have disappeared now

Some are still social riding  
Some stay home with their wives  
Don't know how they are all going  
I don't know what they do with their lives

But me, I'm still chasing down the road  
Heading for another point  
but if I ever do Jindi again  
I know what I'm gonna do  
I'll fail in blue

## **C-Grade**

*By Damien O'Hara*

C grade.

Watching the rain bands roll through  
Jindivick, while in the comfort of a  
warm car was a soothing experience.  
Standing the rain in your bibs was  
definitely not.

Four riders presented themselves for C  
grade. Anthony Cox recognised his true  
calling and joined us in C grade at the  
last minute. David McCormack, and Tim  
Crowe (nice bike Tim!) had their game  
face on, and looked ready for the  
challenge, Kym Petersen was bubbling  
with energy and enthusiasm. This was  
my first road race, and had no idea  
what to expect.





The pack took off, and we rolled downhill closely following B grade. The roads were wet, littered with leaves, bark, and I learned my first Road Race lesson - keep my mouth shut, as it was getting filled with grit.

The first 5 k's were a comfortable downhill stretch, with soft corners, followed by a pleasant 5k's on a relatively flat stretch. It was about this point that we rounded the corner, and it started to rain. Not a soft shower, nor a steady pour, but a stinging, pelting torrent rain that hurt. I squinted my eyes shut, gritted my teeth and focused on the riders in front. Sure enough, it wasn't rain bouncing off the riders back, but hail. C grade rolled over the first hill, wet and miserable but hanging in there. My strategy was to find a sustainable pace, and make it up the next climb. Dean called out some sage advice, "The next 5k is uphill". That took the wind out of my sails, and I dropped a gear and prepared for a long haul. It hurt.

My lungs burned sucking in the cold air, my quads quivered with fatigue, the road rolled ahead and upwards.

Halfway point was a godsend, rolling downhill again allowed the legs and lungs to recover, and my bibs to airdry, and we got to do it all over again. At the bottom of the descent, the final climb became a long grind. I kept my eyes on the speedometer, counting down the k's to the finish line. It was no longer a race, it became a mental challenge to keep going, to beat the cold, beat the rain, and beat the hills.

Having the marshals on the road intersections was such a welcome sight. Reaching the finish line felt like I'd finished a marathon, getting out of wet clothes, and into something warm was euphoric. Many thanks to the ECC crew for putting on such a fantastic event in such atrocious conditions, and thanks to everyone that raced. Can't wait for the next one!

### Wednesday GSR, Teardrop Criterium Track, 19 May

Grade	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
A Grade (12)	Russell Newnham	Mark Adams (HawCC)	Matthew Sherwin (CCCC)
B Grade (12)	Dale Walton	Nick Tapp	Michael Hartman (NC)
C Grade (7)	N/A	N/A	N/A
D Grade (8)	Tanya Simpson	Geoff Forbes (Unk)	Tony Renehan
E Grade (1)	N/A	N/A	N/A





## News etc.

### **Covid Safe QR Code**

We now have a QR Code that needs to be scanned by all non-riding attendees/spectators on race days. Riders entered for race do not need to scan.

### **Rostering**

It seems all clubs have experienced reduced membership in recent years. This means that we churn through the duty roster faster. In past years a member would be rostered for marshalling maybe twice a year. This year, for us to hold a full winter road season, your rostered duty is more likely to come up every four months or so. It is important that we all fulfill our duty obligations, or arrange a replacement if you cannot (see procedure below). The frequency of duty for our traffic controllers and referees is even greater, so spare a thought for them.

### **Duty Roster**

A friendly reminder to all club members. If, for some reason you are unable to fulfil your roster responsibilities, it is your responsibility to find a replacement marshal to swap with AND then notify the duty co-ordinator (Andrew Buchanan) preferably within 72 hours of your scheduled duty. If members need the phone number of a potential swap, contact Andrew Buchanan.

### **Call for Additional Race Day Facilitators**

The role involves directing the marshals to their pre-determined (road course) locations 1 hour prior to the race. With this role you can still race on the day. Contact the duty co-ordinator (Andrew Buchanan) if interested in helping.

## 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 in coins or a \$5 note. No change is offered due to ECC Covid-Safe procedures.





## 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.

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