

14 November 2021

## Eastern Cycling Club

# Newsletter

### Duty Roster

**Saturday 20 November**

**ECC Dave Ryan Memorial**

**Graded Scratch Race**

**Dunlop Rd. 1:30 pm**

Mark Edwards (R), Glenn Newnham (F), Glenn Newnham (TC) Walter Savini (TC), Emma Smith, Anthony Cox, Philip Curtis, Juanita Stumbles, Graham Cadd, Keith Wade, Kirsty Johnson Cox, Ivana Cicchelli, Alan Cunneen.

**Sunday 27 November**

**Club Championships Road Race**

**Yarra Glen**

**10:00 am**

Tony Curulli (R), Andrew Buchanan (F), Hylton Preece (TC), Rob Lackey (TC), Damien O'Hara, Peter Ransome, Phillip Johns, Paul James, Andreas Weber, Jason McCoy, Alex Randall, Anthony Gullace.

*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 Justin van Tol:*

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Rocco had its challenges this week. At the forefront was the closed brewery which saw 41 riders who ignored the torrid forecast, seriously contemplate an about turn at the registration desk. Those who resisted and pinned on a number were confronted with a gusty course and an ever-increasing likelihood of the heavens opening up. The latter came to fruition, however Ref called the grades in early so the worst of the rain was saved for the presentation.



*B Grade looking attentive at Rocco Drive*

*Photo: Tim Maffey*

This Saturday is The Dave Ryan Memorial Race with Northern Cycling. Racing starts at 1:30pm for B, D and F grades. The remaining grades will start at 3:00pm.

## Rocco Drive, GSR, 14 November

Grade	1st	2nd	3 <sup>rd</sup>	4 <sup>th</sup>
A Grade (4)	R Newnham	S Ross	M Kornhofer	-
B Grade (17)	C Williams	P Peters	P Webster	-
C Grade (14)	J vanTol	J Williams	P James	D Brown
D Grade (4)	R Gillies	K Wade	P Shanahan	-
E Grade (4)	A Cuneen	N Cartledge	J Eddy	-

### A-Grade

*By Max Kornhofer*

So, nobody to blame who didn't come Sunday morning with that weather forecast, however I wonder why the B and C Grades were quite bigger...

Anyway, Four in A Grade, makes it easier to introduce the players:

Russell Newnham, fuelled by disappointment caused by the closed brewery, the always smiling but fierce Steve Ross, unshakeable Rob Amos, and me, because the beach weekend was cut short due to weather...

So, with the low numbers it was clear that once dropped it was game over, but also that even a solo break had good chances.

Soon it was clear that Russell was the strongest, taking long pulls and pushing up the incline, but with a stiff breeze up the finish straight it was hard to break clear there. Some attacks and counter attacks were thrown, but nobody really cracked.

Forty-five minutes in, some fat raindrops started to fall, which meant that Pete started to ring the bell for the other grades and it was clear we wouldn't race the full hour. With the last lap declared for us, I tried to break clear at an unusual spot, the top corner, which gave me a gap, but by the last corner up to the finish straight Steve and Russell were on my wheel again. Not being blessed by outstanding sprint abilities I tried my luck from the front, but Russell pulled clear quite quickly and Steve gradually inched his front wheel past mine, so podium decided.

Lacking the comfort of the brewery we huddled under the canopy of the closed coffee shop to have Dean shouting out the place getters, luckily some drinks were provided and in wet camping style some stories were passed and laughs shared - only thing missing was a campfire to warm ourselves.

### B-Grade

*By Mark Edwards*

So I looked at the weather. And the Start List. Hmmm. For long CoVid months I was frustrated about not racing, now what? Is it worth it? Meh.





I needed a lift. In racing and life. And for a steel beam. Committee has talked about a business/trades directory. Who does what. A look in the carpark or the bikes in the bunch, those Porsches, Benz, Audis and all those Di2s. I wonder if I can afford any of you lot. Maybe Newnham G, his car doesn't frighten me, and with his number plate UPR it's a sign.

I needed a lift. A crane? Did someone mention cranes? Who was that? I asked around, anyone ever talked cranes to you? Nup. Williams, Tapp, Morris, the rest of Teardrop crew, and the Tuesday Southbank coffee mob, B Grade, C Grade. Someone said something sometime but who? Eventually someone said Webby. "Cranes?" he said, sorta prairie dogging. I don't really like to talk about it but yeah I've had a few ups and downs in my time. I'll see you right.

So Pete rides around to mine, a lightweight carrying a couple of stones, itching to get into it. He's always looking up, high on life. He knows his stuff, pulls all the right levers and chains and we're up and away. I'm not as good at this uplifting stuff though, more of a downer. There's a bit of wood in the way, so I unscrew it. Oops. A tissue, a tissue, all fall down. Luckily no-one was hurt, especially no-fault Pete. I'm embarrassed and ashamed (Beam me up Scottie) but Pete scrambles around in slippery cleats, never mind, we rig it again, and up she goes. So thanks Webby, I owe you, especially for your good spirits.

And the race? Once we were Veterans, now we are Masters, hardly a Boomer left. Gen Xers clogging everything up and even a few Millennials. Ouch. A sorta A minus field with so many downshifting to B. It's a scary strong.

I look around. Him? and him. Him too? Surely not him? Is there any riders left in A Grade? It's not easy being Green. Seventeen riders

Since it was likely gonna rain, and anyhow I could never feature in the final uphill sprint I thought I'd go off and see if anyone came along for a ride. I look back and no-one is chasing, another insult. I dig deeper, in the drops, only 30 mins to glory, and if I hold 400w I can do this! Sweeping through the fast corner free was great til I got a bit tangled up in D or E Grade and had to go inside, outside, and in between, sorry. Back in the glue the sitters, wheel-suckers, sprinters and roleurs dangle me for maybe five laps before reeling me in. A few say well done, good effort, strong, and the like. I enjoyed that. Peloton kudos is so much better than Strava! I jumped on the back and followed the tail around the corner. Waah. Scary stuff. There's more lines happening than a Nadia Bartel after party so I move up a bit and push in, midfield might be safer. A few more laps just for fun, and trying to stay warm, then a few spots of rain is a sign for me to bail. Corey, the Ginga Gangsta with all the moves, he launched early and hard for the sprint, gapped the field and eased down at the line and was so very nearly pipped by a fast finishing Perry Peters. Everyone else came in safe, the miserable Melbourne storms lashed in, and a gorgeous woman gave me a dry ride home. How good is racing?

Like all things in life, stay up:-)

Thanks to all

## **C-Grade (Casey), B-Grade (Rocco)**

*By Rob Suter*

**1: ECC C Grade, Casey Fields, 06 Nov**





You've got to seize the opportunities when they are presented...

Who knows where anyone's form was after Lockdown VI? Placing my entry for the first race back at Casey Fields, EntryBoss reminded me of how much racing we'd all missed: only my fourteenth entry since the club implemented the process on 20 November 2020. Coming out of the 114 days of Lockdown II I was pretty confident of how fit I was, only to be summarily shown the back door in my first two starts back, spat out in quick measure. Then I started a new job that sees me travelling to the far-flung corners of the state (and beyond, Covid permitting), and getting less training in, so that by mid-2021 I was unable to finish a road race with C-grade.

At that time, I bought a new bike for race days and dry weather rides, only, and got three starts on it. I also got a new computer with a heart rate meter, something I hadn't worn for fifteen or more years. That was sobering, because I could no longer get my heart rate up to the stratospheric levels I'd see in the naughties, and my training wasn't getting the numbers of last year. Add a few excess kilos from driving and motel room eating, and who knows where my form was.

I'd found Lockdown VI pretty gloomy. I'd tried preparing for the Club ITT titles through Lockdown V and completed the training plan even when the next one started. But as the grey, cold and wet winter and Lockdown VI extended inexorably to the end of August, I found my motivation waning, resulting in a few weeks of 40 or 50 k total. The arrival of some warming spring sunshine through the gloom, the ascension of Dominic Perrotett, and the construction workers riot kicked Premier Dan into action, and there was finally light at the

end of the tunnel; so time to get my A.. into gear.

Then it was to use EntryBoss again, take the race bike down off the wall and wash the bird droppings and dust off, and try to remember how to pack the car for race day. A hot, north wind day, perhaps the warmest so far this spring, and the threat of rain on our first outing. The only plus, bigger riders are supposed to be favoured in the wind, but Casey's twists and turns can quickly make that truism a fallacy. Held up for 15 minutes by road works approaching Belgrave (much needed patchwork to the surface from Kallista) I thought I may not even make it; then, when Pete read out my number, I found myself stupidly standing there wondering what to do next (I didn't need to hand over any cash anymore)!

With no time for a warm-up, I made it to the marshalling area just as riders were called in for the usual pre-race briefing. Only four in A-grade and a call for volunteers to 'go up'; and a ragging for Hilton who'd performed the 'bike-on-the-car-roof-into-the-garage' thing on Tuesday night, again, probably, out of lack of practice at the race routine. Then we're off, and a lap on the front chatting to Andrew served as part 1 of my warm-up. Long John T Silver going early on lap two and a chase was the second part of the warm-up. Chase another surge, and realising that neither really hurt, and that I might be in with a chance, if I could manage sixty minutes of racing.

The next twenty minutes were a constant of exploratory surges off the front by about half of the field, all being aware of the ever-present wind-in-face on the former rise to the finish, past the buildings where today's finish was, and up the rise at the gums. 30kmh seemed





the go up the first rise, and rarely exceeding 40kmh on the bottom straight was comfortable for me. I spent much of that time patrolling the front, but after seeing a few circulating off the back, my count revealed a dozen left; and time to confide in Paul of my Plan B: to drag him to the top of the rise on the bell lap for his redoubtable sprint. I kept Plan A to myself (form a breakaway with about 10 to go). I also had to enquire as to the time elapsed, as the new computer kept asking to be reset – I ended up only recording the last 11 minutes of the race.

Then there was a hiatus, and a slow lap, one that had Webby and I commenting on using the small ring up that rise. Heading down the bottom straight it was game-on, as (I think) Paul, Frank and Justin broke away, the first three-up break of the day. Someone unknown to me was chasing, so I tracked him, then over him at the bottom of the rise and, spying a gap behind, around the three to power up there at 34kmh and around the top bend breathing hard and a bunch of six or so had reformed. Paul and Frank took off again in the next downwind bit, and I got onto and over them to power around the bottom, lake corner, and it was three.

Frank was suggesting the pace we needed, so I did the rise past the usual finish at 32kmh to keep him comfortable; but then it was two: Paul and I, and thirty minutes to go. That definitely wasn't in the Plan, but with the field scattered behind us, we knuckled down. At about 40 minutes I noticed a big group with blue hats approaching from behind and urged Paul to dig in a bit more. Five minutes later I realised they were green hats, with a few blues sitting on; we didn't have to go so hard. It took another five minutes for B-grade to pass us, and another five to definitely pull

away when Steve and Paul made their winning break.

There was a group of six Blues behind us, but on each of the teardrops we could see the gap growing ever more comfortable, so it was time to wait for the C-grade sign and the bell, and for me to curse overlooking putting a gel in, as the legs were beginning to tighten. A few tough climbs up that rise, as the wind seemed to strengthen, then it was the bell lap. Paul kindly kept his sprint in the kitbag, and Pete ominously hung the B-grade sign out for the pair of us as we crossed the finish line.

Only my third race podium with the club in ten years (the last being the last time we raced at Arthurs Creek), but a day like that reminds me of the quotes given by the pro winners in Europe. The clumsy English translation of the Spanish winners is 'good sensations.' The English-speaking riders say 'good legs.' And Cadel Evans, also not a prolific winner, summed it with the title of his autobiography 'It feels like flying': those days when you feel you have the field on toast, and only you can stuff it up!

## **2: ECC B-grade Rocco Drive Sunday 14 Nov**

Up, down; round and round,

That's our Rocco Drive

Up, down; up a grade,

That's madness, Rocco way

Up, down; round and round,

Roughly 30 times

Up, down; round and round,

Follow Dean around

Up, down; round and round,





Craig solo one lap

Up, down; round and round,

Edwards does four

Up, down; round and round,

When will he pull out?

Up, down; round and round,

Bunch is tiring

Up, down; round and round,

Rain is spitting

Up, down; round and round,

Moving up time

Up, down; round and round,

Pete signs E & D

Up, down; round and round,

Cheeky dig time

Up, down; round and round,

There's the bell

Up, down; round and round,

Steve goes long and strong

Up, down; round and round,

Passed on the line.

## **C-Grade**

*By Justin van Tol*

Distance: 25.15 km

Time: 47.42 Mins

Average Speed: 31.6 km/h

Temperature: Bloody Cold

Wind Speed: Bloody Strong on the uphill section

Rain: Hell of a lot after race finished

Riders: 14

It was great to see some riders out for their first race since the end of the latest lockdown. The race was mostly uneventful, with only a few attacks but nothing significant that broke up the group too much. A couple riders fell off the back, however with the rain starting the bell lap was expected anytime, and there were a couple false starts for the final lap. Until finally this sign went up and the bell rang, as the descent down Rocco Drive began the pack stretched. The sprint up to the finish line was hotly contested with Paul James finishing 3rd, a strong performance by John Williams in 2nd, with myself managing to hold on for the win.

## **C-Grade**

*By John Williams*

Cop26 concluded without the hoped for agreement to phase out fossil fuels, and the C grade Peloton endorsed the sentiment, fuelling the race by the oldest fossils available. 98.73% of the twenty-two lap race was headed by five riders, John Thompson, Doug Page, Paul James, Dave McCormack and John Williams, with a combined age that pre-dates cave painting. The younger 'Renewables' were presumably hiding in the draft, like 'Scotty from Marketing', awaiting some as yet unknown technology breakthrough. Perhaps the sun wasn't shining sufficiently for the solar powered, but there was certainly enough wind to blow the turbines, unless you were hiding in the wind shadows of the Peloton.

Attacks and chases were launched and neutralised, primarily by the dinosaurs mentioned above, with the occasional intervention from Dean Tune and Justin VT.





Spots of rain around lap seventeen provided optimism of an early bell, for a break-away of four riders (Paul James, JT, Dean Tune and Johnny B Good Williams), but referee Peter Mackie hadn't read the script, and kept us out there long enough to be reeled in by the pack. Giving little thought for recovery, he then rang the bell next lap. Paul James anticipated the bell and attacked up the hill, dragging JVT and JBG to a small but decisive break turning into the downhill. You can't win back much ground on the descent, but you can use up your legs trying, which is what happened to Dean Tune. Heading to the finish line Paul James

peeled off from his long lead out, JVT raced to the win with JBG chasing all the way for second. Closing quickly were a bunch of renewables who had used up and discarded Dean T in the chase, only to come up short of the podium places. Great to be racing, considering the dismal weather forecast, and many thanks to Ref, TCs, and other helpers that gave us a safe race. And Chapeau! to the older guys who had the courage to make a race of it!

### METEC, CCW Summer Series, 16 November

Grade	1st	2nd	3rd	4th
A Grade (9)	JP Leclercq	G Newnham	A Hinds	G Wishart
B Grade (17)	P Peters	C Williams	G Greenhalgh	C Oliver
C Grade (15)	T Maffey	D Brown	R Knight	P Anderson
D Grade (5)	R Gillies	N Hainal	A Cox	-

### Wednesday criterium at the Loop, Yarra Boulevard, 17 November

Grade	1st	2nd	3rd	4th
A/B Grade (12)	P Southey	G Farr	D Rooke	-
C Grade (12)	T Curulli	J Williams	R Suran	-
D Grade (3)	P Curtis	D Drew	K Gigante	-



## Advertise your Business

Have you a business? Would you like to dramatically increase your marketing for free? If so, this is for you. ECC is starting a members business directory in the newsletter. Send in your business details with maybe a short description of your services and we'll get you awesome exposure within our cycling community. At this stage the format is flexible. Maybe a scan of a business card, a preformatted ad or just text and a logo.

### \*\*\*\*\*Call for Traffic Controllers\*\*\*\*\*

We need more traffic controllers to run open road races. Without TCs we can not safely and legally race on open roads. If you are interested in completing a TC course please contact Andrew Buchanan [tiptop2@optusnet.com.au](mailto:tiptop2@optusnet.com.au)

## Wanted. Newsletter Editor... Position still vacant!

Your editor will be standing down at the end of the year. So we really need someone to take on the role. Anyone with an inkling of MS Word and ability to copy, paste and type a little – this could be for you. I'm happy to get the new editor up and running, so contact me if you are interested.

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

## EntryBoss – Reminder for Members

This is a reminder for clubs using EntryBoss – please make sure members are changing their Membership details from any previous legacy membership number (that is not in use). To their AusCycling (AC) membership number. If a member is having trouble changing their details in EntryBoss they can contact [support@entryboss.cc](mailto:support@entryboss.cc)

Members can find their membership number:

- In their confirmation email on the top right hand side.
- Once a member downloads their digital membership cards.







## Croydon Cycleworks Summer Series

Here's the prize list. Thanks Dave and CCW for your generous support!



### Summer Series Prize List

1st	Kickr Core	\$1,249
2nd	CCW kit	\$350
3rd	Shimano RC5	\$250
4th	100% Sunglasses	\$220
5th	Pirelli Tyre Pack	\$200
6th	CCW Free Service	\$150
7th	Muc-off cleaning pack	\$100
8th	Road Tube Pack	\$60
9th	CCW Gift Voucher	\$50
10th	CCW Gift Voucher	\$25





## ECC YouTube Channel

Thanks to Mark Edwards, your club now has a YouTube channel. We are looking for usable footage from members to upload, on or off the bike, old or new.

- \* Please subscribe, we need 100 subscribers to get our own channel name
- \* Channel link is: [youtube.com/channel/UCaBg6iyx\\_22APIW3tiEG\\_BQ](https://youtube.com/channel/UCaBg6iyx_22APIW3tiEG_BQ)
- \* Looking for volunteers to help Mark Edwards, to create some member videos for keepsake

## 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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