



Eastern Cycling Club Newsletter

Edition 8 Feb 2022

**Garfield goes gale force; Shelly is awesome, Mark makes bad words, what would Neil do?
And Victoria's largest pumpkin...**

Plenty to enjoy in this newsletter- a thank you to everyone who contributed.

Your contributions are a critical part of the newsletter, so please send in your race reports, news, gossip and slander, no matter how brief (or accurate) to newsletter@easterncycling.com

ECC Covid Safety Update- Dale Walton

In undertaking a periodic review of the current ECC vaccination policy, the committee has voted to retain the requirement to be fully vaccinated to attend all ECC events.

No Vax No Race No Exemptions.

- Positive Covid test reporting – Members are requested to advise ECC if they or a family member tests positive to Covid-19. Private & confidential notification to Dale Walton by email at covidsafety@easterncycling.com
- Symptoms – DO NOT attend ECC events if feeling unwell or displaying any flu-like symptoms.
- Please respect that some members may or may not be as comfortable around large groups at this time, but still wish to race in a 'safe as possible environment', so please continue to social distance when not racing.



Garfield Handicap Sat 26th Feb

Flat, and open fields around Garfield lend themselves to exposure from the elements. The conditions were to favour the strongest, and most aerodynamic riders- things started badly when Scratch and Second scratch started to eat their young.

With 38 Starters, and less than 15 finishers. Here is how it played out.

	Place	Pts
Brenden Halleur	1	15
Daniel Bishop	2	12
Max Kornhofer	3	10
Anthony O'Connell	4	8
Benjamin Wimmers	5	7
Glenn Newnham	6	6
Rob Amos	7	5
Steve White	8	4
Dale Walton	9	3
Paul Stamer	10	2

Which has shaken up the Aggregate somewhat.

Pts	Pts		First Aid	Club	Cat
15	15.0	1	Brenden Halleur	CCCC	
14	3.5	4	Max Kornhofer	ECC	M4
14	2.3	6	Jean-Philippe Leclercq	ECC	M5
14	3.5	4	Glenn Newnham	ECC	M5
13	6.5	2	Daniel Bishop	ECC	M1
13	3.3	4	Seungjae Lee	Trial	M1
13	2.6	5	Doug Page	ECC	M7
12	2.4	5	Paul Firth	ECC	M5
12	2.4	5	Tony Renehan	ECC	M9
12	1.7	7	Steve White	ECC	M5





Garfield Handicap Race Report- Daniel Bishop- Scratch (White Hat)

Wind from the start was a factor with it blowing a gale.

9 started in scratch with the only hill to start us off. We needed to make up 42 minutes over the race to wheel everyone in. Brendan decided to test everyone's legs out from 1km in up the hill first dropping off some watts. We all started rolling turns to Tynong and then the games started.

Brendan had me locked on his wheel so each roll to the front gave it a little extra making me work just that bit harder. JP was starting to skip turns already at this point. COVID recovery must still be happening.

Then Brendan dropped the hammer getting a gap. I semi bridged as Max jumped on my wheel. I flicked him through and Max being clever sprinted to close the gap to Brendan leaving me in no man's land. I finally bridged but cooked. Eventually dropping back to the rest of scratch who then pulled Brendan and Max back. We worked for the remainder of the lap.

Lap 2 was almost a repeat except I got the gap heading out of Tynong with Max, Brendan, and Anthony bridging. We rolled turns putting time into the others. We started catching all the groups as we went from Cora Lynn as we used them for a rest and help keep the gap on the rest of scratch.

Turning into the final straight back to Garfield, people weren't pulling turns, so I got to the front and put everyone into the gutter. Flick of the elbow to Brendan. Get stuffed. Fair enough, I probably wouldn't either. A little bit further and a Blue tongue decided to cross the road. Called out to the peloton and thankfully he survived.

Lap 3 Brendan took to the front after me. He and Max rolled turns to close Lap 2. Halfway up the hill heading out of Garfield, Brendan launched an attack with me and Max in tow. Max lost the wheel, so I went around, closed the gap, and started rolling turns with Brendan. We got almost to Tynong when we sat up for Max to join. We rolled turns to catch Danielle who was 3 mins ahead. An impressive solo, but we got her just before Cora Lynn. We struck a gentleman's agreement that we would roll in as Brendan 1, me 2 and split fastest time. Brendan launched to drop Max before the home straight.

Great race. Tough conditions. Thanks Eastern Cycling Club for putting on a ripper.





Garfield Handicap Race Report- Glenn Newnham- Second Scratch- (Green Hat)

Second scratch was predominantly Eastern riders, Rob Amos, Colin Blackley, Tony Kimpton, Steve Ross, Craig Stannard, and me. Ben Wimmers also joined us from Southern and told us this was his first race. He had ridden there with a group of Southern scratch riders, who all looked young and fit. I was thinking, second scratch for your first race, with a 30 km warm up into the wind, maybe Ben's time with the group might be short.

We had three minutes on scratch, were giving up three minutes to third scratch and 39 minutes from the limit rider Danielle van Tol. Our group started quickly and Rob, Tony and I almost got left behind. It probably took us a half a km to chase on and start doing turns. Everyone seemed to be motivated, rolling through and enjoying the tail wind.

Turning at Tynong, I started to notice some weren't coming through and tried to fill any gaps. It was a rude shock turning into the wind at Cora Lynn. I think we still had everyone at that stage, but it was mainly Rob, Tony, Colin, Ben, and me rolling through. But by the time we turned towards Garfield we had lost Steve and Craig, and by the time we got to Tynong again we'd also lost Colin. The four remaining kept swapping turns.

I could see riders ahead and by halfway through the second lap we came up on third scratch. Simultaneously four of the scratch riders were also passing us and Daniel Bishop and Brenden Halleur were yelling for us to work with them. It was nice to have a decent group for a while and have a bit of time to recover between turns. Quite a few third scratch riders were in the group, Paul Firth, Steve White, Dean Nicholson, Dale Walton.

At the hill heading towards Tynong on the last lap, Daniel and Brenden made their move. I was napping at the back of the bunch and tried to chase on, but had to watch from a distance as Max Kornhofer chased down Brendan and Daniel. I formed up in a second bunch of three, with Ben Wimmer and Anthony O'Connell. Neither seemed very motivated to chase. Ben was sitting on into the wind so I eventually pulled behind him and made him do a turn. He let Anthony off the front and we followed him most of that last lap. Nearing Cora Lyn for the last time we finally caught Danielle (a great solo effort), and I was reasonably confident it was only the three scratch riders ahead. Coming up to the finish line I figured I could take Ben in a sprint, given it was his first race, but he'd saved his legs enough to pip me by half a wheel. Sixth was a respectable result though.

Despite the wind, I really enjoyed the race. Coming up on riders throughout the whole race made it really interesting and the top ten places were spread across three of the bunches (great efforts by Steve White in eighth and Dale Walton in ninth). That is good handicapping in my book. I'm not a fan of everyone coming together at the line. In my mind that's not a handicap, it's a team time trial.

A big thanks to everyone who worked to make the race happen. There had been frantic emails, phone calls and meetings during the week to sort out traffic control and permits. As Rob Lackey mentioned at the presentations, Hylton Preece had put in hours of work during the week making sure the race could go ahead and that we could all race safely. I think we all owe Hylton a beer/coffee/soft drink.





Garfield Handicap Race Report- Steve White- 3rd Scratch- (Blue Hat)

There is nothing like getting a lungful of fresh county air, and there was an abundance of fresh air at Garfield on Saturday. The tailwind up the hill was much appreciated, and a nice fast descent, but the long flat back straight seemed to go on forever. I can tell you it felt much longer than 6.11km with a 0.1% Gradient (I created a new segment called ECC Headwind) Huge kudos to anyone who battled out three laps on their own- ie Danielle Von Toll.

My group of 8 blue hats started off 36 minutes- 6 minutes ahead of scratch. The pace was solid and we kept it together for the first lap. Rolling clean turns with the cross wind was almost impossible due to the strong gusts. A couple of times, I wasn't sure I was able to move across. We lost two as we started the second lap. The six of us push on and catch the yellow hat group ahead. We debate trying to blast past but decide that we need all the help we can get into the headwind. Most of that group rolled a few turns with us until we hear shouts from behind. Here comes the remnants of scratch and the chop. They must have raced hard already and have lost a few.

I try to stay near the strong guys without rolling through. There seems to be some agitation amongst the white hats, and they pick up the pace a fraction. Approaching the corner, I anticipate, and put the power down to try and stay on Glenn Newnham's wheel, but with the cross wind, everyone is so far to the left I'm not getting much draft off the little fella.

I count six white hats, two green and two blue. This looks like the top ten! Just need to hold on, catch DVT and it's a *Win.

Narrowly missing a blue tongue lizard, past the finish and up the climb, another attack and I'm out the back with Rob Amos and Dale. We chase hard but when we turn into the headwind, my legs are smashed and I tell Rob to go, I'm slowing him down. For the next 14 min 26 seconds, I watch him creep away from me at 25km/hr and I do my best Marcel Marceau impersonation- a man fighting against the wind- wishing instead I was trapped inside a glass box...

To keep the negative thoughts at bay, I start making a list of all the things that I am grateful for; tailwinds, Rob Amo's quads, what is that crop growing there? looks a bit like cabbage, but not... vulcanized tyres, the internal combustion engine, radioactive decay... maybe it's asparagus ... Cersei, The Hound, Tywin Lannister, Jens Voigt, The Handicapper. No wait, wrong list. That's my kill list.

Stay focussed. Ignore the growing tightness in the calves, and finally, into the home straight and directly to the team car for a refreshing Solo!

Thank you to Pete Mackie for a great job, all the marshals, Shelly and everyone involved.

*Not an actual win- but no punctures, no dead lizards, and no podium -type of win.





Garfield Handicap Race Report- Andrew Buchanan- (Yellow Hat)

Welcome to Garfield !..If the pre-race signage issues, and TMP errors weren't enough.....Garfield had something else up its sleeve in the form of a not too friendly easterly, which was doing its gusty best during our race !

After being dropped near the end of the first lap, and riding into the second lap solo, I wondered how I had been dropped in the first place. With the spinnaker up on the way out to Tynong, I actually flirted with the notion of picking up the next bunch.....Ha! They went past me as if I was nailed to a post! Down the side to Cora Lynn, the cream of my fellow competitors streaming by.... I was dreading the coming left turn to the east !

To borrow Mark's lyric reference.... JJ's ' Call Me The Breeze' came to mind.....'might go out to California.....go down to Georgia.....(but) I'm not stayin' here !

The presence of the follow car did nothing for my enthusiasm.

Half way along this torturous leg, Matt pulled up along sideI thought he was going to offer me a lift.....but next best thing I guess ' jump on the back, I'll give you a tow '. He didn't have to ask twice! Not entirely legal, but I would have accepted shelter behind an icy-pole stick at that point.....

As I approached the finish line, Pete Mackie was walking out to ask me to pull out.....he didn't get the words out. I gasped "I'm done "....and I certainly was.....well and truly !!

Well done, to all who completed the race, and to the roster crew.

Garfield Handicap Race Report- Dani van Tol – Limit- (Purple Hat)

– From the top to the bottom and everything in between.

Pre-Race;

Justin rode down to the circuit meaning I was solely responsible for getting myself to Garfield on time and without getting lost. Challenge accepted. It also meant I was able to blast dodgy music and sing as loudly as possible. As I arrived, Taylor Swift was singing 'You're lying on the cold hard ground'. Hmmm That seemed oddly prophetic, so I spent an extra minute in the car listening to Michael Jackson tell me about a man in the mirror making changes. I emerged from the car to find out the following: I was the only female, I was the sole E grader and while everyone else was grouped into lovely little teams of 6 or 7, I was alone. I'm not going to lie, a part of me was devastated at the thought of 66km into that wind with absolutely no help and no support. I thought long and hard about not riding. But I also felt the need to get the heck out there and complete the course because I was literally the sole female, and someone had to represent the ladies! When all else fails, I think 'What would Neil do?' Neil would get the hell out there and ride it.





I received a mountain of advice from men who genuinely do know what they're doing. Just go hard, go balls to the wall, go 90% get as far as I can and then wait for the next group, chill out for 20 mins, and let the red group catch me, have a training ride.

Lap 1;

With Andre in the car ahead of me, we set out onto an intrepid adventure. First lap was going great until I hit the headwind and then it fully dawned on me that this afternoon was going to suck so hard. Like childbirth hard. My speed dropped from 30kph to a deplorable 18kph. I thought about how I would love to be sheltered by 6 men. I wondered why on earth Andre had morals and ethics and wasn't willing to drive a metre in front of me.

Lap 2;

I began to prepare to be caught by the red team because surely they were working cohesively, as a team and supporting each other. I concentrated hard on the road to the extent that I missed Andre offering me the sticky bottle. I ignored the glorious cows on the side when usually I'd be waving and calling out 'hello ladies!'. The wind smashed me even more on this lap than the first. I made a deal with myself – if red catch me and I get instantly dropped, then I can think about maybe not completing the third lap. Pain was setting in big time. I was questioning my life decisions – why did I take up cycling? Why did I think it was a good idea to join ECC? Why was I ignoring those beautiful dogs who came to greet me as I plodded past?

Lap 3;

I yelled to Justin "Where the hell are D Grade? I need help!"

Shelley yelled back "Who the f**k cares?"

I sailed along with the tailwind. I remembered that Glenn said they would be happily getting up to 60kph along this stretch. How lovely for them. I was buffeted all over the road by the crosswinds. The headwind was like hitting a concrete wall over and over again.

Every pedal stroke was getting me closer to the end. Coach David said in an email weeks ago that it's important to remember that it will end. Riding up a mountain will end. Childbirth will end. Headwinds will end. By either completing it or death. But it will end.

I saw on my radar an orange dot indicating someone coming up behind me. Too slow to be a car. Too fast to be the reds. Definitely riders and definitely a high grade. Daniel, Brendan and Max sailed past. Good on them for being so good at cycling I thought bitterly.

Andre waved goodbye cheerily as he was finally able to increase his car speed.

Riders came past me in ones or twos. Some offered encouragement, others were too tired to do anything but focus on their own pedal strokes.

I waved to the cows. Said hello to the dogs. Noted that JP was not wearing odd socks.





The car that was meant to be behind the last rider sailed past me. That was ... well disheartening.

I finally finished that damn headwind and knew the end was in sight. Someone informed me that I was last. I couldn't remember being passed by over 30 riders but to be fair, I was highly distracted by cows and pain.

I saw Justin and Shelley and Mackie. That meant the end was near. Coach David was right, it ended. And I was informed that I was 13th. Yes last, but only 13 people battled the wind and the heat and conquered the course. From feeling kind of embarrassed that people were having to wait for me, I was filled with pride that I had kept going. I flew the flag proudly for E Grade. I am not fast and was never going to be able to hold Daniel and co. off. But I was able to have the mental fortitude to just keep going. And for me, that's enough.

Conclusion;

A massive, massive thank you to the fellas out on the course who offered me much needed support and encouragement every time they saw me. A small thank you to that random drunk man who was having a lovely time double fisting beers and called me 'love' as I went by. A huge thank you to Mackie who has the impossible job of figuring out the handicaps and then having to ref the whole thing. A very grateful thank you to the Drinks Man – that was genuinely the best coke of my life. Thank you always to Justin for being my biggest supporter. The biggest thank you to Shelley for simply being the awesomeness that is Shelley.





Garfield Handicap Race Report- Rob Lackey – Marshal- (High Vis)

After what was (or seemed to be from my vantage point) a very tough race on Saturday, I wanted to call out those that had made the day happen from a circuit perspective.

There is a lot that goes into holding a race such as those at Garfield. The usual suspects like the planning and permits from Brendan Wain, the Handicapping and Refereeing from Pete Mackie, First Aid from Shelly and or Kev, Trailer guy (Rob Sutter in this instance), Roster Guy (Justin Van Tol), Covid Safety Officer (Dale 'the A grader' Walton), Prize Money (Dean 'Money Man' Tune) and the army of Event and Traffic Marshals always impresses me as to the coordination and execution of the 'plan' up to and on the day.

With this particular race, due to an administrative oversight, we as a club had to scramble fast to ensure we had safe and compliant racing. I would like to especially call out **Hylton Preece, Andrew Buchanan and Max Michaelson** for the work that they had performed in the lead up to the day, as without their efforts we wouldn't have made it to the start line.

Well done fellas and thank you.

In addition to the routine volunteer roles, we as a club rely upon you the member to perform your duty once or twice per season. In doing so, we share the responsibility meaning that everyone gets a chance to race, costs are kept to a minimum and make it safe for all participants.

Moving forward to emphasise the safety component you will receive the below two links when you are confirmed to perform your duty. Please read over them ahead of your rostered duty.

(<https://easterncycling.com/wp-content/uploads/2022/02/Eastern-Cycling-Club-Roles-and-Responsibilities.docx>)

(<https://easterncycling.com/wp-content/uploads/2022/02/AusCycling-Incident-Fatality-Plan.pdf>)

They outline **your** role when performing the duty and clarify what should happen if a major incident were to take place.

If you have any questions, please don't hesitate to contact a member of the committee, Justin (Roster guy) or a Race day Co-ordinator. During the race, if you have a question or unsure about something, then contact the Race Referee immediately.

Happy Racing and Stay upright

Rob Lackey





Here is an excerpt of the rules.

The Race Marshal should ensure that they have the required equipment to perform their duty - safety vest and flags. Marshals will be issued with one red flag and maybe one green flag where their role requires it. The function of the flags is:

Red flag: to be shown to riders only if there is danger ahead and the riders are to be stopped
is not to be displayed at any other time for any reason
is not to be used to stop or control vehicular traffic
is not to be used to point or indicate direction of the race

Mark Edwards takes the money at Southern.

G'day Riders

Having ridden one Garfield and reffed two others I thought about it and went yeah nah. "A man's gotta know his limitations". Wayne of Letterkenny fame would describe my limitation as.. "Ten Ply"

The rest of us would like to know what it's like to brave those conditions. Danielle VT has already submitted a beauty thanks DVT, and a few more to newsletter@easterncycling.com would be great for the top editor Steve White

With so many SMCC riders circling on our big money at Garfield guess what I did on Sunday instead?



Wednesday at the Loop- 2nd March

16 Riders fought it out at the Loop on Wednesday -with Tony Renehan grabbing top spot in the aggregate.

A	A GRADE			
	Clark Livingston	Unk	1	
B	B GRADE			
	Tom McDonough	NCI	1	
	Roman Suran	ECC	2	
	Tony Curulli	ECC	3	
C	C GRADE			
	Tony Renehan	ECC	1	
	Rebecca Williamson	BruCC	2	
	Stephen Barnard	ECC	3	
D	D GRADE			
	John Wyatt	SKCC	1	
	David Drew	NCI	2	
	Peter Shanahan		3	
E	E GRADE			
	Alan Cunneen	ECC	1	

Ttl	Avg		Ref		
Pts	Pts		First Aid	Club	Cat
19	2.1	9	Tony Renehan	ECC	M9
17	4.3	4	Dale Walton	ECC	M5
15	2.1	7	Peter Webb	ECC	M9
12	2.4	5	Michael Hartman	NCI	
12	1.5	8	Mel Humphreys-Grey	PresCC	M8
11	2.2	5	Stephen Barnard	ECC	M8
10	2.5	4	Ross Clark	ECC	M6





Tuesday Summer Series- Mark Edwards

Swearing off swearing? Mea culpa
At Committee, at Race Briefings, on Facebook and in the Newsletter recently we have talked about being exasperated by the ongoing swearing issue. With kids and grandkids about it seems unseemly.
At last week's Tuesday night METEC Race I blew \$%#% #\$\$* a number of times. As one of the chief moaners about others swearing that was poor. I should not treat others as I do not expect them to treat me.
With no Swear Jar I have disqualified myself for the remainder of the Twilight Crits this season.
Apologies to all, especially my father. Had he lived to see this I might not have lived to tell!

Updated Aggregate- Tuesday Summer Series

 www.croydoncycleworks.com.au			Ttl	Avg	Ent		
			Pts	Pts	Races		
Kickr Core	\$1,249	1	104	7.4	14	Daniel Bishop	ECC
CCW Kit	\$350	2	64	4.6	14	Jean-Philippe Leclercq	ECC
Shimano RC5	\$250	3	63	4.8	13	Corey Williams	ECC
100% Sunglasses	\$220	4	61	5.1	12	Peter Ransome	ECC
Pirelli Tyre Pack	\$200	5	54	4.5	12	David Brown	ECC
CCW Free Service	\$150	6	54	4.2	13	Leigh Johansen	ECC
Muc-off cleaning pack	\$100	7	54	4.9	11	Perry Peters	ECC
Road Tube Pack	\$60	8	50	3.6	14	Dean Niclasen	ECC
CCW Gift Voucher	\$50	9	48	3.2	15	Anthony Cox	ECC
CCW Gift Voucher	\$25	10	45	3.5	13	Max Kornhofer	ECC





Second	First	Third
Glenn Newnham	Devon Boyd	Daniel Bishop



Second	First	Third
Colin Blackley	Corey Williams	Dean Tune



Second	First	Third
Shane Templar	Peter Ransome	Haydn Chapman



Second	First	Third
Ken Bone	Kelly Dalton	Nick Hainal



Future events

ECC Women's Grand Prix – Postponed

Due to less interest than we had last year, we've made the hard decision to postpone this years Women's Grand Prix to a later date. We are calling it early in order to give ample notice to the sponsors, catering team and people volunteering their time on the day.

We acknowledge that there are so many options to race and ride these days so we will ensure to try for a suitable time that slots into an already busy race calendar.

Thanks, from the WGP Committee

A bit of Local Knowledge

The area around Garfield is famous for Ute driving bogans and vegetable crops.

The town was renamed in 1887 in honour of the President of the United States, James Garfield, who was assassinated in 1881

Phillip McCauley of **Cora Lynn** in Victoria has grown a pumpkin tipping the scales at a new Victorian Record of 385.1 kg. He also holds the 20.3 kg Australian Record for Giant Marrow which he hopes to break this year

