



Nov 22nd 2013

Duty Roster

This Week on 23rd November – Dunlop Road:- Richard Dobson, Zenon Gawronski, Colin Tozer, Warren Steinicke, Cameron White, Sean Wilkinson, Boyd Williams, John Williams, Gary Wishart, Ken Badin, Ramon Cardosi, Rob Castellani, Mark Charlton, Ray Russo.

Next Week on 30th November – Casey Fields:- John Thomson, Craig Oliver, Rhonda Kennedy and Ron Chapman.

Note: Members rostered for marshal or traffic control duties must be at the circuit at least one hour before the scheduled start time to assist with the setting up of the course. (But bring your bike, you just never know). If a marshal fails to turn up for duty, a rider will be balloted to do that duty. If you cannot turn up for duty, you must find a replacement and please advise Andrew Buchanan at tiptop2@optusnet.com.au

Casey Fields 16/11/13; Race reports from across the grades:-

A Grade (Nigel Kimber) Teams' racing 101.
We were handed a lesson in how to ride a teams' race by the Giant-Celtic team, all kudos to them. Being a man down, fielding a team of only three, they managed to make it a comprehensive clean sweep. They started it and they ended it.

No sooner had the neutral lap been done and dusted than Ciaran Jones made the first of many exploratory attacks that were tried throughout the first half of the race. With 100 minutes to get through these attacks were never intended to stick, they were to soften up the legs of those not quite up to scratch and to see who was where. All teams participated in these little moves and

they produced fruit, Nigel Kimber (O'Mara cycles) being the first casualty having spent a few biscuits he didn't have chasing the early breakaways.

Victor Karafilis (Adriatic) and Darren Woolhouse (independent) were the next to become unhitched, the first intermediate sprint being their undoing, a sprint won by the Giant Celtic pair of Tim Jamison and Ciaran, with Adriatic's sprinter – David Holt, taking the last point on offer.

The period between the two scheduled intermediate sprints saw no letting up of attempts to break the bunch, eventually a threesome got



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clear; Frank Donnelly (Giant Celtic), Tony Chandler (Adriatic) and Frank Nyhuis (BikeGearNow/VeloEx), the flurry of earlier responses sapping any response from the diminished O'Mara team. With team mates up the road the bulk of the field took full advantage of O'Mara's efforts to reel in the break as the second intermediate sprint came and went - full points to Giant Celtic, with Tony, and then Frank Nyhuis mopping up the remainder. Frank Donnelly making it a tough sprint and his break buddies suffered for their efforts.

The second sprint was the cue for the two Giant riders back in the chase. An explosive attack by Ciaran and Tim saw the two clear of the rest and on their way. Seeing this Frank D. surrendered any serious efforts at the head of the break leaving the other two to take the initiative – a lose-lose situation; take Frank to the final sprint or wait for his two team mates.

Needless to say Tim and Ciaran closed the gap; in just over a lap, the three team-mates then started to work the other two over. It didn't take long. Within a lap it was three away and those on the sidelines, and those with enough to raise their heads, got a lesson in team time trialing as this is what Giant Celtic do best.

Tony and Frank N. drifted back to the diminished chase group and there was a glimmer of hope that maybe with three teams and eight or so riders working together they might bring the Giant train back. But Frank didn't stop on his retreat, going through the bunch like a dose of salts and straight out the back. Fatigue and technique interfered with the chase whilst the well-oiled Giant Celtic team did what they do and increased their lead. A puncture to Tony Mirabella (O'Mara cycle's Eureka import) diminished the chase by another pair of legs but a fortuitous replacement saw him out for just a lap and quickly back into the chase.

As the race approached terminality it was still the three Giant Celtic riders showing all and sundry how to ride a TTT, there were five remaining in the chase with a smattering of individuals still circulating, Tony Mirabella the last to part ways

with the chase led the ITT hopefuls, Frank Nyhuis still circulating and Lawrence Lee (BikeGearNow/VeloEx) determined to see the 100 minutes out.

The bell saw no slacking of the leaders' pace, whilst the chase settled back to position themselves for the sprint for the points on offer (being a teams' race there were points available to 9th on the final sprint). The lead threesome finally eased the pace as they turned for the finish and arrayed themselves for the line, Frank Donnelly given the honour of taking the win, Ciaran Jones second and Tim Jamison third. With the first three positions settled the game for fourth was unfolding, Jean-Philippe Leclercq (O'Mara cycles) starting the sprint way to early – a third of the way along the back straight, his audacity enough to garner a decent gap as the remainder sorted themselves and responded, but could he hold it. J-P held his lead to the final corner, James Steward (Adriatic) leading the rest as they bore down on him. Was it enough. It was enough; J-P crossing just ahead of a fast finishing Steve Ross (BikeGearNow/VeloEx) and Tony Chandler, whilst a fading James Steward led Rob Amos (BikeGearNow/VeloEx) across the line. Tony Mirabella crossed the line a minute or so later to pluck the last of the points whilst Frank N. & Lawrence Lee finished out their races.

B Grade (Alex Spiteri-James)

I really enjoyed the format. The changing pace was a real tester along with the wind. And with the fellow riders shouting out "big chain ring" it was not until I got dropped that I worked out I was spinning a little too fast. I do love a challenge and the boys in B grade certainly gave me a "touch up".

But with more training and help re tactics I will endeavour to improve.

Thanks everybody for a great Saturday of pain and achievement.



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D Grade (Peter Mackie)

Well upon reaching the start line for instruction, Keith informs the group he's revised the race duration to 80 minutes, strategy out the window. New strategy, keep the pace up earlier and see if Colin is up for it, this way we can slowly get rid of the others who are all sprinters – hopefully!

Twenty minutes in the first sprint. We attempted to lift the pace with less than half a lap to go. It saw some struggle to hold on, than Paul James went early down the back straight, followed by G Parker, R Devolle and N Williamson. Paul was too strong, Graeme was second, Rob third, Nev jumped too late rolling across the line in fourth with no points

First sprint down, now time to see how much the sprint took out of the sprinters, N Hainal took us to the back of the placegetters, than Peter and Colin jumped and lifted the tempo, which saw most fall away, nine became five.

Second sprint came after forty minutes, Peter led Paul up and towards the hairpin, Peter heard voices but couldn't understand them, soon it clicked, Paul said good bye and dropped back to the remaining riders. Out of gas on the back straight Peter tired and Paul, Graeme & Colin came past and finished in that order. Then there was four – Paul, Graeme, Colin & Peter.

Paul had two wins, Graeme two seconds, Colin got his first point, and Peter NOTHING!

After an hour Colin said we should get the final bell soon, we quickly reminded him we had at least twenty to go. So both Colin & Peter worked in tandem to try and shake both Paul and Graeme – this would prove difficult! With no points Peter was just making up numbers but wanting to help Colin gain additional points to get amongst the prize money.

Colin riding strong and stretching Paul & Graeme's legs, whilst Peter would occasionally surge to hurt them a little more. Each time Peter was caught he'd sit and watch to see who was struggling, eventually Graeme looked to be falling slightly off the back, Peter just rolling along side

him whilst Paul and Colin got a fifty metre lead and Graeme conceding he was finished! So of course Peter surges away and gets back onto the lead two. Soon we noted Graeme using other riders to close the gap.

Rejoining, Graeme knew he had unfairly caught up, however he was soon dropped again with a surge and a high tempo maintained saw him drop back again. The group of three had a quick discussion and agreed to work together as neither Peter or Colin could take the overall win away from Paul. Soon after we received the final bell, Paul conceded first place to Colin for all his work. Colin first, than Paul & Peter well back. Colin's first place saw him leap frog Graeme into second on a count back, Paul comfortable first, than Colin & Graeme.

Riders liked the format and hopefully we'll have a similar format soon with little to no road races over summer. Well done to all, particularly Keith and the crew for monitoring the grades and recording the results. A tough job well carried out.

E Grade (Brian Farrell)

Tough day at Casey; E grade started off with 8 riders but after the first sprint we became just 6. As always after a sprint there comes an attack, while everyone is recovering. Several grades found themselves with riders off the back including E grade.

I have ridden with Ronnie for 12 years so I can read him like a book and as expected, after the second sprint off he went, but I was ready this time. It was tough out in the wind holding off attacks but after a couple of laps we were back to 6 riders with Peter looking for his 3rd sprint victory of the day.

Neither my effort or Ronnie's were enough to soften him up. We probably softened ourselves up instead.

Then, the big strong Adrian took to the front and held a high pace for 6 laps making it a very hard ride to the finish. During the race we were debating if we had to finish if we had won a place in a sprint. Everyone was very tired with both the distance and wind taking its toll.



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E Grade (Peter Gray) Criterion Delirium

The cancellation of the 'OMARA 100' due to a venue conflict was a little disappointing for those riders who enjoy the rare opportunity to demonstrate their climbing ability in the road race format. Those 67 hardy souls who fronted the substitute venue were in for an unexpected treat, especially if the wind ferocity "blew-up" to the usual Casey standard. A rather moderate Southerly greeted the nine E grade starters and fortunately remained that way for their 75 minutes of racing indulgence.

Sprint One - The neutral lap soon got underway, following a slight delay due to Ronnie Stranks warm-up. Adrian Dickinson and Peter Gray led the group for the first 3 or 4 laps before any serious pace was contemplated, with Peter eventually dropping back, apparently to check-out the contenders. The early front work rotated several times between Mark Granland, Ray Watts, Tony Lateo and Peter, sharing the load with Adrian. Neil Wray, Ron and Brian Farrell, preferring to hover around the pack to keep an eye on things. Nobody was willing to attack at this early stage. The pace rose only slightly when we received our first Bell. With most content to "Power-up" in the finishing straight, Tony led out a bit prematurely (top of Back straight) but he didn't have the acceleration to gap anyone and soon lost the advantage. Adrian, Mark, Ray and Peter exited the back straight pretty much in line, though Peter was able to put a Bike length onto Mark and Ray a close third.

Sprint two - The sprint would normally mark the race ending, where riders could power-down and eventually refuel over at the eskis. However today, stage 2 had just begun and it was necessary to recover quickly, as an attack from an experienced "stayer" was imminent. Ronnie did so and into the head wind. It was a clever move as he had already put some distance into the recovering pack. Peter had sufficient momentum to follow him and most of the others bridged the gap fairly quickly. A couple of laps later, Brian decided it was time to shake things up a bit by launching a stealth attack from behind. No one responded initially but Adrian saw the

danger in giving him too much line and proceeded to reel him back into the "Boat".

The second Bell saw a steady increase in pace over the 2.2km course, as riders Jockeyed for best position. The pack was fairly compact at the last corner but Peter managed to emerge from behind Adrian and maintain a safe gap to the line. This time Ray managed to hold off Mark for 2nd place.

Sprint three - Ronnie attacked once again at the beginning of the 3rd and final stage and once again Peter responded. This time it required a big effort to try to bridge a small gap. Further surges by Ray, Brian and Ronnie found Adrian and Peter isolated and in danger of losing contact. With Peter weakening and unable to assist in the chase, Adrian rode to the front and eventually clawed back the 3 breakaway Amigos. Once recovered, Adrian dictated the pace thereafter and the order behind him remained unchallenged to the final Bell, which rang to the relief of all who had survived this epic event. And that's the order we entered the back straight. Adrian, Ray, Peter, followed by, I think Ronnie and Brian. Unfortunately, Mark was unable to hang on after an earlier attack. The pace down the back was slow, so Peter launched his attack about 100m from the final corner, managing to exit the corner at the front at a high pace and hold it to the Flag. Ray, being just a little too powerful for Ronnie.

Acknowledgements - Despite controlling much of the race from the front, Adrian didn't place. He was by far the strongest rider in the group and seems to enjoy working hard to inflict "pain" on the rest of us.

Congratulations to the Race Committee for adopting this format as a temporary OMARA 100 replacement. Hopefully one day, it might become an annual event of its own. A special thanks to Keith Bowen and the boys at the finish line for keeping track of a complex race. (54 placings spread over 18 sprints). Well done Keith. The reader, for tolerating this rather lengthy report.



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F Grade (Pat Ruys)

It was my first race after taking a year off refreshed & refocused just made it in time, one thing that hasn't changed is that I'm still late. Anyway on the line for F Grade was Alex Watts, Rod Goodes, Petra Niclasen, Joanne Sabbatini & myself (Pat Ruys).

Keith Bowen told us on the line that there would be 3 sprints; two during the race, then the final one. The person with the most points would win. It sounded simple enough and it wasn't long after the neutral lap that someone started testing the bunch. Alex Watts used his strength to stretch out the field, with Joanne Sabbatini & Rod Goodes hot on his wheel. All of sudden Petra Niclasen & myself were dropped and it took us nearly a whole lap to get back on. This happened a couple of times before Keith rang the bell for the first sprint. At least we were all together when that happened.

Petra then Alex went to front with Rod, Joanne & I saving ourselves. Nobody wanted to go to the front so poor Alex was left there, until half way along the back straight, I attacked the bunch. Joanne & Rod were straight away on my wheel. We dropped Alex & Petra and Joanne passed me just after the bend on the final straight. I was fading, I took off way too early. Rod passed me. So, Joanne won the first sprint with Rod second & myself third. We had a break on Alex & Petra but they caught us by the second bend after the sprint.

Joanne asking where I was, because I just sat on the back of the bunch while they were swapping turns on the front over the next few laps. I was planning an attack. I knew that they were at their slowest in the middle of the track. So I put it up a gear and attacked them. I didn't look around until the bottom bend at the back end of the course. I was amazed there was no one near me & I was away. I saw them all standing on the side of the track not knowing what had happened. I kept going. Then I passed them again. I was two laps in front & thought I had the race in the bag. How could I lose now???

Each time I crossed the finish line, Keith asked me to slow down & wait for them. I didn't know why because they didn't touch wheels & crash as

I passed them, this happened after I was away. My average speed went from nearly 29k's to 26k's by the time they caught me, but I was still two laps in front. I asked what happened & they said that Rod hit the deck after I got away & they all stopped to see if he was ok. This is fair enough & I would have done the same if I was there, but I was away not knowing what had happened behind me.

I was furious by the time they all caught me, not knowing why I had to slow down. But once we were all together, the second sprint happened and it was the same placing's as the first one - Joanne 1st, Rod 2nd & I held on for 3rd. Alex & Petra are normally strong finisher's & they were dropped again, so I attacked & they didn't get back on. The final bell rang & I was on the front, our speed dropped to less than 15k's, Joanne thought we were riding the track. But I knew they were faster sprinters than me and I had to try everything. Just before the final bend I went again and they went past me again for the 3rd time. Joanne 1st, Rod 2nd & Pat 3rd even though I was two laps in front. But the main thing is that Rod Goodes was OK...

Keith Bowen - Wednesday Riders Dominate the Casey 100

Outstanding results in last Saturday's Casey 100 for Wednesday riders with wins in four of the grades and a second (could have easily been a win) in another. The winners were: Peter Gray in E grade with three wins, Paul James in D grade with two wins and a second, Geoff O'Loughlen in C grade with a win, a second and a third, Phil Thompson with a win and two seconds in B grade. It could have been another win in A grade where Ciaran Jones came second. The Giant Celtic team rode the teams race to perfection, with their three riders rolling (?) across the line for one two three finish, well ahead of the rest of the field.

These results surely prove that these races, with a 200 metre climb in every lap of 900 metres, must be the best training you can do.



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F Grade (R Goodes)

Casey Fields this week as a replacement for the Omara 100Km's. One hundred minutes for some - How many minutes for F grade? With the change to the winner being the rider with the most points decided over three sprints - Points for first, second and third for each sprint - This race was going to be interesting!!!

On being called up to the start line our grade had five starters and Keith advised us that we were racing for seventy minutes with two intermediate sprints and one final sprint.

Off we went for the neutral lap and, I suggested that we just ride at this speed to fill in the time and just have three sprints but, no one would buy this. Petra made the first dig but, no one was going to let her go. Pat made the next move with the same result. About this time the bell was rung for the first sprint which I think Joe Ann won. About two laps after this going into the wind the bunch slowed slightly and I had the misfortune to touch a wheel and fall. At this point the bunch

stopped to see that I was ok with Kevin and Petra checking me out and putting on some temporary bandages while others checked my bike and put the chain back on before we started racing again. (Thanks Gal's And Guy's for this sporting gesture and Kevin & Petra again for re-dressing the sore spots again after the race). Eastern sure is the friendly Club. Back to the race, very soon the bell rang again for the second sprint which was again won by Jo-Anne, Rod second and Pat third. We continued on swapping turns until the final bell was rung, Pat was on the front, he upped the pace in a big gear - coming up to the last left hander Joe Anne flew past and opened up a gap followed by Rod, around the left hander and up to the line Rod & Pat were unable to reel Jo-Anne in with Rod second & Pat third.

Final points tally. 1st Jo-Anne Sabbatini. 2nd Rod Goodes. 3rd Pat Ruys.

Results Casey Fields 16/11/13

Grade	First	Second	Third	Fourth	Fifth
A Grade (17)	F Donnelly	T Jamison	C Jones	JP Leclercq	T Chandler
B Grade (10)	P Thompson	D Goodall	I Milner		
C Grade (17)	G O'Loghlen	D Pyne	K Bone		
D Grade (9)	P James	C Mortley	G Parker		
E Grade (9)	P Gray	R Watts	M Granland		
F Grade (5)	J Sabbatini	R Goodes	P Ruys		



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Melbourne Cup on Wheels Carnival / Australian Madison Championship

Saturday 21st. December 2013
6:30pm

Darebin International Sports Centre
281 Darebin Rd. Thornbury

Enjoy the thrills and spills of Track Racing with your fellow Eastern Vet Members

All the big names are racing:- Anna Meares, Shane Perkins and Leigh Howard to name a few.



Reserve seat in the Front Straight - \$27
Confirm attendance by Mon.25th November 2013 by emailing
davemacq@bipond.com

OR

Contact David on 0419536717 or at race Day
(Be quick usually sells out in advance)



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Results for 'The Loop' Nov 20th

	Division 1	Division 2	Division 3	Division 4
First	P Thompson	J Hasouras (N)	A Skene	F Lees
Second	R Cardosi	A O'Neil	P James	L Bohn
Third	D Bunning	G Plummer	P Shanahan	B Rodgers

Future events:-

Eastern Vets Program: www.easternvets.com/

	Date	Time	Location	Melway Ref	Event
November					
Sat	23	1:30pm	Dunlop Road	70 K10	Graded Scratch Races
Mon	25	7:30pm	Ringwood Club	50 C3	Monthly General Meeting
Sat	30	2:00pm	Casey Fields	134 E10	Graded Scratch Races

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 before the race. Riders entering a handicap **MUST** pay the entry fee regardless of participation. 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 via e-mail to the handicapper or on any race day prior to the event.

Northern Vets Program: <http://www.northerncycling.com/>

NOVEMBER				
24-11-2013	"Presidents" Mountain Classic	65km	Broadford/Pyalong	10.00am

Thanks to the officials

Last Week : Casey Fields 16/11/13.

Peter Mackie and Ron Stranks for taking entries:- Keith Bowen (referee), Daryl Beovich, and David Birzniaks for marshalling . Also thanks to Andrew Buchanan for managing the duty roster, Nick Hainal for bringing the trailer and Dean Niclasen for bringing the drink refreshments. Special thanks to those that replaced rostered officials or helped out at short notice and of course thanks to all the riders for making the day.

Thank you to all the contributors for this week's newsletter.

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