

Newsletter



Duty Roster

15th August Gruyere

Tony Curelli, Martin Stalden, Mark Granland, Peter Webb, Colin Johnson, Brenton Jukes, Geoff Darroch, Tom Leaper, Chris Norbury, Brian McCann, Julian Paynter, Shane Crowhurst

22nd August Avenel Seymour Rob Graham ITT

Andrew Buchanan, Dayle Goodall, Bruce Will, Ken Mayberry, Rob Amos, Roy Clark, Ray King

If rostered for duty, you must be at there at least 1 hour prior to start time. It's your responsibility to find a replacement if unable to do your duty, then advise Andrew Buchanan, tjtop2@optusnet.com.au

Editor: Janita Keating
janita_todd@bigpond.com



This week's image is by Lawrence Pinder/Leader Community Newspaper (2007) showing the late Rob Graham. As you may be aware, Rob tragically died in a cycling accident in 2007 and the upcoming Avenel Seymour ITT is in his memory. This newsletter contains some moving stories that I hope will keep his memory alive. Please register your intent to participate in the ITT with Peter Mackie asap.

☞ YEP ..Still looking (three editions go to): I will be finishing up the role of editor on the 1st September and EVCC need another volunteer to take over.





Race Reports – Yarra Glen

C Grade

I like to race at Yarra Glen- it's a safe course and the little hill suits me and the slight uphill finish is suited to blokes who aren't too heavy. If you can hold on down the hill and on the flat before the finish then you are in with a chance.

On Saturday the road was damp and there was no wind which meant that the sprinters were not going to suffer too much up the hill and that they could catch any breaks with a bit of a surge on the long downhill. Not that many of them turned up and the 16 who did start it's fair to say aren't too bad on the climbs.

On the first three laps D. Watts and Craig Harvey of Northern were setting the pace to the point that we caught B grade. About this time Paul Consto got a flat tire (welcome back to racing Paul). We had to declare the race neutral on the downhill to let B grade get away. After we resumed Paul Firth put in a strong lap and we all followed, Paul was my tip to win the race because he rides so strong on a Wednesday in Div 1.... Dave Chesney was also showing how strong he was by riding up the hill leading the bunch. All the renown climbers were showing their class at some point of the race by either coming towards the front or by being able to hold on to every attack. These included Graham Bull, Tim Crowe, Phil Taylor and Martin Stalder. Every time we went up the hill Paul Firth would ask me what was the plan. I replied at one stage that we might try and get away, but at the top of the hill it was obvious that we couldn't break the elastic so it was really just a matter of covering any breaks and waiting for the sprint.

And so onto the bell lap and the last assault up the hill, we were all expecting a rapid acceleration and when Dave Chesney came to the front I thought given his form at Gruyere a couple of weeks ago that he was going to ride away from us. But that wasn't to be the case and we went over the hill pretty much together, with Rob Giles, Bernie Evans and Martin Stalder moving closer to

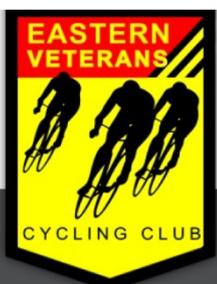
the front. Paul Firth and myself were in a good position going down the hill and sitting in 3rd and 4th as we lined up for the sprint. I think D. Watts and Phil Taylor were in front. With 200 meters to go Paul moved to the outside and went for the line. I was right behind him and hoping he couldn't maintain that pace all the way to the line. With about 50 meters to go Paul faulted and I seized my chance to go for the line, the little Focus surged forward and I was able to hang on to take first place with Paul coming second in front of a fast finishing Graham Bull and Phil Taylor hanging on for 4th. Thanks to all for a great race. *(Peter Webb)*

D Grade

The noticeable lack of wind at this venue was a pleasant change. The climb passing the Sticks Winery in Glenview Road is usually into a stiff breeze and that creates two types of riders at this venue. Those that attacked up the hill and those that sheltered. This would set the scene where the strong riders would at some stage drop those that suffered from both the climb and the added effort of a wind in the face. Today with little wind it was expected that the attacks would be stronger and more often, but it was not the case. Around lap 2 or 3 Sam Bruzzese had a half-hearted attempt to attack up the hill but David McIndoe and Greg Harvey quickly shut it down. Then on the long descent where some riders would normally try to gap the bunch, they descended in free-wheel as opposed to pushing hard and maintain the break.

About midrace, Colin Mortley had a dig after the climb and could have done some damage but the slow descent that followed on that and the subsequent lap allowed the bunch to reform.

As a result of this easing, the bunch stayed together for the entire race. Even Neil Cartledge, who would normally be spat out the back, was able to hang on and face the bell in the bunch. It was now obvious that the climbers would need to





attack on the hill to soften the legs of the sprinters. On the lower part of the ascent positioning in the bunch started to take place. Most were anticipating the attack. Andrew Buchanan was first or second wheel, Leon Bishop rode near the line to be clear to go when the attackers decided it was time. Colin looked strong and ready to go, but nobody jumped. It now must come after the false flat, on the last pinch. Geoff Youll was even heard to mutter, "No attacks!" And still nobody went so it now had to be on that long descent down King Street yet again there was no reaction.

Turning into Yarraview Road it was clear it would be a bunch sprint to produce a result. The wind up started fairly late. David was probably on the front while Geoff may have been sitting in ready to kick when the pace lifted. And it did that with about 100 metres of flat road left. From where I was at the back what went on was not too clear but I think Geoff jumped on David's wheel with Leon, Sam, Colin and the remainder in close formation. Neil was on the back with Andrew and both had decided not to contest the sprint, but Neil can never be trusted. He couldn't help himself, he just had to have a go. So he pulled out, went on to the drops and wound up. In the meantime the bunch had singled out. Sam wasn't really trying. Leon had started to drop off Geoff's wheel while David and Geoff were battling it out for first place.

Now on the little climb to the line, the stronger legs took control. Colin now had moved into position behind Ian but the gaps started to appear. It was David with Geoff close behind, then Leon and Colin, all the while "Mr Untrustable" was coming up the outside firstly over Colin. But the gap to Ian was creating lactic acid, so it took a little longer for Mr U to get passed. Now, Geoff was several lengths further up the road. The road that was flattening, making it a smidgin easier, but the line was moving faster than the rider's with time and distance running out. The final outcome being David McIndoe first, Geoff Youll second and Neil Cartledge third. (*Neil Cartledge*)

E Grade

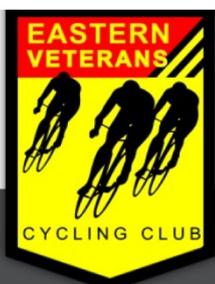
Horses for Courses

I've gotta say I was pretty impressed with Geoff O'Loghlen's C grade race report from Casey Fields last week. From a warm fire on a cold winters morning, taking in the groceries for the Misses, near disaster on the Freeway, just arriving in time to start, to a solo breakaway win. My arrival and participation at Yarra Glen was not nearly as dramatic as Geoff's but there was a bit of an unexpected twist.

Pre-race commitments completed, the time had arrived to warm up on the bike but not before seeking a natural break in the township. On the return journey my front wheel slid on an otherwise insignificant patch of lawn cutting on a wet concrete path...say no more except 'big bottom helped cushion the fall but not the pride'.

A windless afternoon was a welcome sign for most given recent low overnight minimums at YG but the presence of truck road mud added a level of uncertainty. Five E grade riders departed for their six lap jaunt. Nick Hainal seemed very keen to get things underway, leading the 'Lonely Goat-heard' (promise no more Sound of Music references) to the start/finish line. The pace was fairly easy for the first three laps with no one prepared to jump into the deep end too early. Robert Lackey doing much of the front work on the southern end of the circuit including the long ascent, Nick on the eastern end and Ray Watts' leading the group down the long descent. Ron Stranks and Peter Gray looking pretty strong on the sharp eastern rise. The climb came and went three times with no significant change to this order. Despite that incessant horse-like blurring sound which was heard a couple of weeks ago at Gruyere, no one appeared to be laboring.

On the forth lap Robert applied some pressure by upping the pace on the long ascent, putting Ray and Ronnie in difficulties. Peter was momentarily distanced but managed to bridge on the following descent. Robert continued driving on subsequent laps, eventually cracking Peter. Nick hung on for





another lap but Robert wore Nick down on the bell lap to claim first place by a hundred or so meters. Peter third, a further five hundred back, Ronnie and Ray arriving a couple of minutes later.

PS...If you haven't been racing recently due to the wintery conditions, get the bike and the warm clothing out and just make a start. The competition and venues have been excellent.
(Peter Gray)

Thanks to all officials and helpers especially the last minute recruits. Special commendation to the Lap Counter operator and Hylton, who combined managed to get all the remaining Grade laps correct. Hymmm! Must be a first!? See you at Gruyere.

News and stuff

Missing helmet covers



The missing helmet covers from Casey were not returned at Yarra Glen. That is to say unless exactly the same colour and quantity went missing at YG that were returned. Highly unlikely.

Could everyone please check their gear and helmets **ASAP**. It's not unusual to overlook after a tough day racing. No questions asked, no excuses required.

1 x White
1 x Green
3 x Blue

Team Time Trial coming up ...



The Rob Graham Time Trial is to be held at Seymour on August 22nd. It is a blind handicap as per previous years, where the handicapper applies a time benefit to the rider based on the ability of the rider. The distance is 26k's, that is one lap of the Avenal course.

Also this year, on October 31st, there will be a Team Time Trial over the same course but for a distance of 52k's made up of 2 laps of the course. The teams will be made up of 4 riders and the time taken from the 3rd rider over the line. The teams can be formed by the members in full or in part.

The handicapper will form the remaining riders into new teams or complete partly formed teams.

The handicapping of the Team will be based on the individual's time from the Rob Graham ITT and averaged for the 3 fastest members of the 4 member team. E.G. If the individual times were say, 40, 41, 42





and 43 minutes then designated time for that team would be $41+42+43= 123/3 = 41$ minutes for 25k's or 82 minutes for the 52k race. It is envisaged that the members would want to be in a team of equal ability and time to be as competitive as possible without undue intensity on any one member. The longer distance of this race, the ability to share the work by rolling turns and the probability that one member could be dropped as a result of tactics, planned or not, will bring unforeseeable elements to the elapsed time for each team. The Team Time Trial will start and finish in Avenal while the Rob Graham will start and finish at the normal Seymour end of the course, creating yet another variable! More details of the TTT will be presented in due course.

If you do not record a time in the Rob Graham ITT, then the handicapper will nominate a time for you that he feels is appropriate for you, as he does for Handicap and Graded races. I am yet to hear anybody say that they are happy with what any handicapper gives them, so to get into the team that gives you the best chance you need to enter the Rob Graham **now** and record a time. *(Neil Cartledge)*

Cyclers Guild – a new initiative



> ABOUT THE GUILD

CyclersGuild is a simple but elegant emblem to UNITE CYCLISTS NATIONALLY, PROMOTE CYCLING IN GENERAL and most importantly PROMOTE DRIVER AWARENESS to improve road safety.

The ultimate goal is to surprise drivers with just how many cyclists they actually share the roads with and hopefully convert more people to take up cycling. Every time someone takes up cycling the world becomes that little bit better.

Cyclersguild is an emblem to unite all cyclists, promote cycling in general and promote driver awareness to increase road safety.

Show your support and display one proudly.

More than just a sticker... well kind of just a sticker.

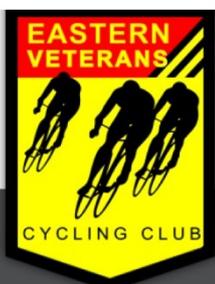
For the first 25 orders over \$10 get 30% off – use the promo code EVCC

<http://cyclersquild.com.au/>

Cyclists are a proud bunch and most are not aligned to an official club. Aside from the obvious awareness benefit I also wanted a common emblem proud cyclists nationally could unite under. Just like sports club supporters proudly display their emblem. It shouldn't matter if you race a \$15k bike or just commute 1km to work on a bike with a basket. That's why we have Road, Flat Bar, MTB and BMX options.

The sticker is purposefully generic and not aligned with a brand/organisation or stand for anything other than Passion > Belonging > Awareness.

I drew all the Vinyl decals and spent months testing suppliers to get it right. I designed the packaging and marketing myself. I wrote, designed and built the website. I package each sticker by hand and deliver it to my local postbox.



Rob Graham (5th June 1951 – 2nd March 2007)



Robert Ian Graham was born to Irene and Peter Graham on 5th June 1951 at the Royal Women's Hospital. The family lived in Montmorency and Rob attended Montmorency Primary School and then Eltham High School. He completed year 12 in 1969 and then, ignoring his father's advice to be a builder, headed off to Latrobe University to complete a Bachelor of Agriculture and Diploma of Education and later a Bachelor of Education.

He developed his passion for sport in his teens and played cricket for Montmorency as a middle order batsman and leg spin bowler, being a member of their 1971/72 premiership team and their 1974/75 runner up team. He played half forward flank for Montmorency, having been captain of their under 17 and under 19 teams. He was regarded by his team mates as an outstanding sportsman. Even then he was renowned as a fitness fanatic and when his team mates were having a drink after a game he would be off on a run. He also played golf at the Heidelberg Golf Club and started running marathons in the 1970's, duathlons, triathlons and then in the mid eighties, he borrowed a bike from Andy

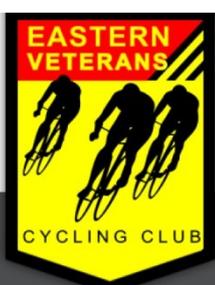
Jewell and his passion for cycling took off.

Rob started teaching in the early 1970's and has been teaching for 35 years, first at Williamstown High School, followed by Thomastown High and then Warrandyte Secondary College in the mid eighties.

He married Georgina Young in May 1975 and son Adam was born in July 1983. The marriage was dissolved in 1989. Although he first met Julie in 1987 when she joined the staff at Warrandyte, it wasn't until 1993 that he made his move. He was a slow mover apparently. Julie and Rob were married on the 18th September 1994, the date being carefully selected to avoid the triathlons on the 11 September and the 25 September.

I gradually came to know Rob over a long period of years without ever meeting him. I was on the Montmorency High School Council with his father Peter, well known for his service to the Montmorency and Eltham communities, and then Peter would wander past of a Saturday afternoon while Wilma and I were watching Lower Plenty Football Club and we learned of his son Rob who at that stage was a gun triathlete.

Other connections with the family were through my eldest son Michael who, would you believe went to his sister Heather's 8th birthday party, my nephew Alan who was in the same year as Rob at Eltham High School and my brother in law Mervyn who was in Rotary with Peter. So although I had never met him previously, I felt I already knew him when I joined Eastern Veterans. I am sure that likewise, Rob knew me.





Those of you who have partners who are cyclists will know that cycling is an addictive activity and Rob was certainly one of the addicted. Regularly riding to school, or in his early days, running and then taking his first classes in his running shorts, racing on a Saturday afternoon and then riding to Kinglake or Strathewen on a Sunday morning.

Rob was an elite Australian triathlete, and I believe Australian champion in his age group. I am told that in his early racing days with Eastern, when he was still racing triathlons, he would head off with Greg Morgan after the race for a training run.

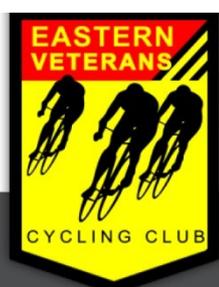
Rob was the sort of cyclist that I hate, but nevertheless long to be. My idea of a cycle race is to ride around for an hour or so and have a sprint over the last few hundred metres. Those racing against Rob, know that was not his idea of a race. The slightest easing up of the bunch, or a slight incline would be enough for Rob to put in an attack and use his outstanding time trial skills. Sometimes it would pay off, but other times it wouldn't. In either case those racing against him knew that they had had a race and that Rob had given it his best shot. At the end of the race he would have a wry smile of satisfaction, knowing that he had made them work hard for a win.

He loved hills, the steeper and longer the better, and likewise windy conditions. That low crouching style of his, cut through the wind and didn't give anyone sitting on his wheel much of an advantage. In our ride in his memory last Saturday at Casey Fields, and with a wind that he would have loved, it is clear that he has passed on those same genes to Adam. Adam cruised away effortlessly from the bunch after a couple of laps and opened up a huge gap.

Some of us were privileged to see Rob's last race with Northern at National Boulevard on February 25. Although crit racing was not his favourite pastime, the Northern crit circuits suited him. Nice wide roads, no tight corners and invariably strong, relentless winds. He made a solo breakaway early in the race and he was eventually joined by Michael Hartman and Phil Cavaleri. In the last lap, another attack, and Rob was perhaps a hundred metres in front as he crossed the line with that same smile of satisfaction. This was a classic Rob Graham race, attack, attack again and again if you have to.

The same tactics nearly came good in the 2006 Royce Bennett Memorial Handicap. The scratch bunch had swept up the field including Rob's 2 minute bunch and were seemingly ambling to the finish, with every one keeping a watchful eye on the sprinters. With the slowing of pace, Rob saw his chance and attacked on the last climb and had a handy lead coming around the last corner, but unfortunately he was caught just on the line and beaten by the barest of margins. It would have been fitting if Rob had his name on the trophy of another Eastern legend, Royce Bennett.

Rob has an impressive list of Eastern Road Championships, first in mens 50 to 54 from 2001 until 2006, he missed out in 2002 when he didn't ride because he had the flu. His real love and forte was the time trial, in 2003 and 2004 he was third overall, 5th in 2005 and 4th in 2006. Bear in mind this was against fields of around 100 riders from an age of 35 up. In the 2002 World Masters Games he came 7th in the time trial in his age group. The South Pacific Time Trial Championships at Maryborough at Easter, were another happy hunting ground for Rob. He won gold in his age group in 2006 and was third fastest overall, being only 25





seconds slower than the fastest rider.

Rob was a sterling worker for Eastern Veterans. Taking over the onerous task of obtaining permits in 2001. At the same time there was a corresponding increase in the requirements from the police, Vic roads and councils for additional signage, traffic control and overall safe practices on our race circuits. With others in the Club Rob was instrumental in assuring that our races were conducted in the safest manner possible. He established great relations with the officers and police involved, so that the granting of our permits went through without a hitch. Rob was a willing worker for Eastern, rarely missing a meeting and always contributing to the discussion. Whenever new circuits were under consideration, he was always, you guessed it, pushing for more and more hills.

Rob was the friendly, smiling face, often greeting new riders and was always willing to pass on his wealth of cycling knowledge. Rob made enduring friendships, when I first joined Eastern I remember Royce Bennett saying to me regarding Rob and Greg Morgan, you “see one, see the other”. In recent times it has been with Phil Cavaleri, the pair of them going to the races, sometimes racing against each other and then returning home together, reliving the day’s race, another case of “see one, see the other”.

Whenever he could, Rob would join a group of us who ride into the city of a Tuesday. We are a bunch of mainly old guys, reliving past glories. Rob could have ridden away from us at any stage but would always ride with us and be alert to anyone dropping off the back and ride back to them to ensure they weren’t riding alone.

Tragically, on his way to join us on February 27, Rob was involved in a freak accident on the bike path at Eltham, and passed away at 5:51 am on March 2.

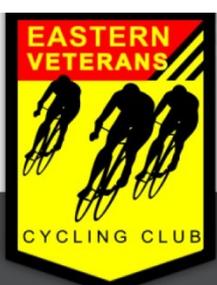
Rob passed away doing something that he loved. It is a measure of his strength of character that one of his last acts was to ensure that his organs would be donated, to give someone a better quality of life. His memory will live on in those that have received his organs, and in those of us who were privileged to have known him.

(image and text as spoken by Keith Bowen at Rob’s funeral sourced from <http://robertgraham2007.blogspot.com.au/>)

Rob’s commitment to helping others

A fully conscious father used his final moments to save the lives of five strangers as he asked for his life-support machine to be turned off. Robert Graham’s final gift saw him become only the second Australian and the first Victorian to donate multiple organs after his heart stopped beating.

The 55-year-old Eltham father broke his neck in a cycling accident and was kept alive on life support at the Austin Hospital. But while asking for the ventilator keeping him alive to be removed, the Warrandyte High School teacher had no hesitation in giving new life to others.





Elissa Vomero said her family was proud that in his emotional final hours her stepfather had thought of helping others. "When I said goodbye I told him I was so proud, and he was the best man I had ever known," she said.

"He was brave and strong and courageous."

Most organ donors are brain-dead and prior written consent is used to determine their wish to donate organs. But only Mr Graham's heart had stopped, and he was able to convey his wishes personally. Mr Graham had been paralysed from the neck down but was able to communicate by nodding his head. A breathing tube prevented him speaking.

LifeGift medical director Dr Bill Silvester said living relative kidney transplants were common, but it was extremely rare for a person to be able to give conscious consent to remove other organs for transplant.

"I greatly admire the generosity of both the patient and his family to be prepared to consider donating organs at a time when they are in the midst of their own grief over the fact he is dying and they are about to lose him," Dr Silvester said.

"He made the decision very willingly. He was very pleased to be able to have an opportunity to donate his organs."

Mr Graham had previously expressed his wish to donate his organs by signing up to the Australian Organ Donor Register. But Dr Silvester said the courage he and his family had shown in his final hours underlined his determination to help others.

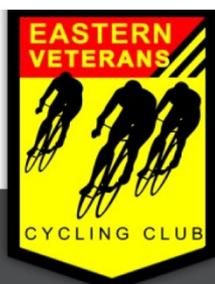
Visit your Medicare office or call 1800 777 203 to register with the Australian Organ Donor Register. <http://www.donatelife.gov.au/decide>

(image and article reproduced from HeraldSun 16.03.2007 written by Grant McArthur, sourced from <http://robertgraham2007.blogspot.com.au/>)

Results

Yarra Glen, 8th August 2015

Grade	1st	2nd	3rd
A Grade (12)	Ciran Jones	Richard Abel	Guy Green
B Grade (18)	Brian Gray	Ian Smith	Anthony Gullace
C Grade (16)	Peter Webb	Paul Firth	Graeme Bull
D Grade (10)	David Indoe	Geoffrey Youll	Neil Cartledge
E Grade (5)	Rob lackey	Nick Hainal	Peter Gray
F Grade (0)			





No Wednesday Loop racing due to wet weather this week.

Thanks to Keith Bowen for Loop race organising and Neil Cartledge and Dave McCormack for 'behind the scenes' newsletter support. Thanks also to Stephen Barnard for helping while Keith is away.

Future Events

Eastern Vets

Please refer to page 1 of this newsletter, or go to <http://easternvets.com/roster/>

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 – for more details: <http://www.northerncycling.com/>

Training Rides

Day/Time/Place	Route	Style	Contact
Tuesdays 9:30 am (9:00 am during DST). Main Yarra Trail (meet under Burke Road overpass).	Under Burke Road on Main Yarra Trail to Southbank via Yarra Boulevard and bike paths along the river and return.	Social, bike paths and roads, coffee @ Southbank.	Keithb33@optusnet.com.au
Sunday Mornings Beach Road Ride. Leave 8.00 am sharp. Meet at Peanut Farm Reserve. Cnr Blessington & Chaucer Sts. St Kilda.	Ride along Beach Rd to Frankston. 10 min stop. Then ride back to St Kilda. (approx. 65 km).	Social Ride - Coffee back at St Kilda.	
Saturday mornings (7.30am) and Sundays/Public Holidays (8.00am) Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social	





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