



Eastern veterans cycling club

Respecting the Rights of all Road Users

Newsletter July 26th 2008

Rob Graham Memorial Time Trial – Yarra Junction – July 19th

Rob Graham was involved in a freak accident on his way to join the Tuesday riding group in their ride into the city by the Yarra bike path. He swerved to allow two schoolgirls to stay on the bike path and his front wheel went into a rut on the edge path which was hidden by the grass, the impact stopping the bike putting Rob over the handle-bars on to his head and left shoulder.

Witnesses gave resuscitation until an ambulance arrived. The damage to C1 and C2 was so complete, the spinal cord was severed.

Late on the following Wednesday Rob came out of an induced coma and was told by the doctor the full extent of his injuries. Rob decided that his life would be better served by donating his organs to others and his life support systems were turned off on Friday morning.

Rob's memory will live on in those who knew him and in the people who received his organs; they are extremely fortunate as we all know Rob was super fit and his organs in top condition.

Rob was a fine man, an outstanding club member and will be missed enormously.



Rob Graham

5 June 1951 - 2 March 2007

Race report.

As a mark of the respect for Rob Graham, and of the esteem in which he was held, 82 riders from Melbourne's three veterans clubs and a few from further afield gathered at the Yarra Junction Secondary College for the second memorial time trial in his name. The gods were smiling down on Yarra Junction for the Rob Graham Memorial Time Trial and Club Championship, the clouds clearing as the two o'clock start time approached. And as the clouds dispersed the arm-warmers came off, the early riders setting off in sunshine with a gentle Westerly breeze at their backs and temperatures in the mid-teens.

While the boys, and a smattering of girls, were out leaving their sweat over the Yarra Junction - Powelltown road another group of girls were enjoying coffee and cake in a Yarra Junction coffee shop. A group of club member's wives entertaining themselves and Julie Vomero before Julie was to be called upon to present the trophy that bears her husband's name in memoriam.

At the top of the table it was anticipated that Roy Clark would give Phil Smith a run for his money but it was the younger Stefan Kirsch who got closest, passing the rider 30 seconds ahead but failing to take the fastest time honours from Phil by two seconds. Phil completed the 25.6k course in 0:37:34 for an average of 40.87kph, Stefan averaging 40.84kph. Roy stopping the clock a further 23 seconds

behind Stefan having the third best time for an Eastern member and the fifth best for the day. David Sturt ('Steggles') out classing everyone to record a blistering time of 36 minutes 9 seconds (42.47kph), one minute twenty-five better than Phil.

In the main event Neil Cartledge was the fitting winner of the Rob Graham Memorial trophy, Neil accepting the trophy from Julie and saying a few heart felt words. Neil, a new member to the club had not known Rob but reflected the humility of Rob in his words.

Neil had targeted the Rob Graham Time Trial months ago, including in his preparations a race at METEC a month ago where he led the e-grade race from the start, setting a pace that kept everybody on his wheel for the majority of the hour, conceding the win to a sprinter on the line. Neil's work leading up to this event rewarded with a 43-second win on corrected time from Ben DeJong. In taking his win Neil caught and passed three of the four riders between he and the rider who started three and a half minutes ahead of him, Cube Taylor (with a 90 second head start) the only rider not to see Neil's form before the finish but Neil certainly had him in his sights.

Ahead of Neil, Ben DeJong was doing much the same thing, passing the four riders immediately ahead of him to take two minutes out of the handicap earning himself second place. And ahead of Ben, Frank Nyhuis did the same to the three in front of him, just catching Thorkild (30-seconds ahead) before the line.

Closer to the back of the field Liz Randall was making her mark, matching the pace of the guys around her to finish fastest of the four women in the field. An average speed of 34.5kph, one and a half kilometres an hour faster than her closest rival in Louise McKimmie and putting her well and truly in the top half of the order on ride time.

Paul Kelly also putting in a magnificent effort, the eldest rider in the field stopping the clock at 43:52 beating the majority of his younger competitors. His time enough to place him in the medals for all age groups from 50-54 to his own group of 70-74.

Nigel Frayne's Experience

They call it the race of truth and the truth is that I'm a minute slower than I was last year. Sixty seconds is only a number but time trials are all about numbers. During my recent stays in hospital they kept asking me how I would rate my pain out of 10 compared with the most pain I've ever felt. There were only a few occasions when I answered 10. Out at Yarra Junction there were many times I found myself giving the same answer, 10! And that is as it should be.

We're in the red zone. The heart rate monitor is blinking 175 and I'm only metres from the encouraging push from Graham Parker - 24.95km to go!

The worst thing about the number 41 blinking on the speedo is the knowledge that it will be reversed when I return in a quarter of an hour, 14kph! But rather than focus on that I gingerly move onto the aero bars, tuck in and enjoy the building speed. What was I doing here at all? What was my game plan? Oh yeah, go out easy and build the pressure, keep that cadence up. When you're trying not to let your mind drift off into the twilight zone numbers come in handy. Cadence check, 79. Not high enough, build it up. What's next? Heart rate - argh! - it's max'd out - 183bpm. I'm gonna blow! Click back a gear and try to forget the lactic pain in the legs. Cadence, 85, better ... heart rate, 174, better...

I'm finally in a groove and a resignation that this pain is not going away and these numbers aren't going to change. A toot from a horn and a car whizzes by - thanks mate. Nice, courteous. No such horn but rather a courteous "keep going, Nigel" as Frank Nyhuis zooms past, seemingly effortlessly. Hey? I'm less than half way to the turnaround! That's gotta hurt the mind. But it is nothing compared to shortly thereafter hearing a whirring big ring behind and Thorkild also zooms by. I'm tempted to dismount to figure out why my bike has stopped. But luckily I notice that the road is still passing underneath me, check of the speedo, 35kph. Pain check, 10!

There is a recollection of hearing Steve Short clapping his hands shouting encouragement ... that must have been the turn around. There's the sensation of a noticeable change in speed, 38kph ... 41kph. There must be a tail wind now. For the next 4 kilometres the speedo continues blinking lovely numbers, 37 ... 39 ... 41. Pain check 10. Cadence 94 - good! Through the ss'ss and into Gladysdale things are getting rough, I'm bouncing about as the road gets rough. Maybe

125psi was too much? At 22km the speedo has dropped into the 20's and the heart rate has climbed to 179bpm. There's a stronger wind in the face. Ouch! How much more can this body take?

The finish line appears as a mirage in the distance and it is time to re-calibrate the most pain I've ever felt. While the number 14 never does appear on the speedo nor does the number 30 ever re-appear. It's a long cruel grind to the line .. heart rate 183; speed ... 27 ... the finish is finally behind and for the first time the number 0 appears on the cadence. A comparison with the numbers from last year confirms that all numbers have remained the same, distance - 25.6km; average heart rate - 176; average cadence - 87bpm; max speed - 54kph; pain - 10. But one number has changed - execution time - 60 seconds slower than last year.

Roll on next year!

Nick Tapp's take

Off to Yarra Junction in the 'team car' - Nigel Frayne's Volvo, packed to the gunnels with three riders and three bikes, two sporting aero bars. Asked Quentin for his top tip: 'Don't go out too hard.' Nigel threw in a pearl he'd heard drop from the lips of Rob Graham himself: 'It's all about the wind.' Right on cue, a big lenticular cloud in the shape of a TT helmet appeared over Donna Buang, and we imagined Rob up there in God's wind tunnel, wishing us all luck.

Went off after a modest warm-up at number 48, with two minutes of empty road between me and Tony Renehan (44) after numbers 45-47 DNS'ed. Started on the middle chain ring of my uncool triple, but quickly clicked up through the gears and onto the big ring down the opening incline. Tried not to think how hard it would be to get back up that hill later. Tried to keep the sucking of air and the shocking early build-up of lactic acid in check. Got straight onto the drops and vowed to stay there as long as I could.

Found a rhythm, still pushing hard (but not too hard), and decided I didn't feel too bad. Thought I should be able to ride harder for longer than last year (first TT, finished in 44min 30s). And if I blew it - well, at least I would have tried. A rider appeared coming back the other way - Phil Smith, number 1, as expected, but a couple more soon followed and I judged one at least had taken some time out of Phil. A few more and I started to look out for Quentin. There he was, and we exchanged a thumbs up and a 'Go, Nick!'

Nigel went past, head down, focused, on his way back. I kept working and stayed on the drops but got out of the saddle for the rises. Spotted Tony Renehan and another rider coming back, closer than when we started, then made the turn. Glanced at the watch: 22min something. I had to get back faster than I'd got there if I was to beat last year's time. Immediately felt that the crosswind was helping more than hindering on this leg. Smooth areas on the road shone with the light behind them, and I focused on using them rather than the dull, rough bits. Anything rather than focus on how my legs felt.

Still, the ks were passing. Approaching Gladysdale and that awful uphill stretch of dead road, got some welcome motivation in the shape of riders up ahead – not one but two. Tony R must have passed his minute man, but slipped back behind him as I watched. A rise brought them back towards me faster. Yes, I was going to catch these guys! Passed Tony (44), then Rudi Botha (42), on the second-last hill and pushed on. The final hill appeared. No sprint, but no easing up until I was over the line. Stopped the watch at a second or two over 43min and rolled on towards YJ to warm down. Mission accomplished.

Post race wrap

This week's racing was supported by Geronimo Creative Services who chipped in a few dollars to cover some of the costs of the day. So if you are in the market for a new identity look them up - <http://www.geronimocs.com.au>, they provide the following services;

- Branding and Corporate identities (logos, stationary, clothing (design), etc.)
- Corporate Sponsorship and marketing design (posters, etc.)
- Environmental Design (posters, shop fronts, bill boards, etc.)
- CD / Record covers
- Multimedia and web design

Essentially - marketing of product and/or corporation.

Results

Handicap	Name	Corr Time
1 st	Neil Cartledge	0:34:12
2 nd	Ben DeJong	0:34:55
3 rd	Frank Nyhuis	0:35:17
4 th	Andrew Buchanan	0:35:32
5 th	Phil Cavaleri	0:35:41
6 th	Thorkild Muurholm	0:35:48
7 th	Cube Taylor	0:36:03
8 th	Zenon Gawronski	0:36:13
9 th	Martin Stalder	0:36:16
10 th	Tony Chandler	0:36:31

Age / Time*	Name	Delta
1 st	Liz Randall	-0:10:17
2 nd	Fred Boland	-0:07:45
3 rd	Paul Kelly	-0:07:29
Fastest	Name	Time
1 st	Phil Smith	0:37:34
2 nd	Stefan Kirsch	0:37:36
3 rd	John Caine	0:37:48
Fastest Female	Louise McKimmie	0:46:26

*Age / Time is the difference between the actual time and the average time (historical) for riders of the competitors age

Club Championships

	35-39 (6)	Time
1 st	Stefan Kirsch	0:37:36
2 nd	Andy Burmas	0:41:56
3 rd	Craig Everard	0:43:16

	40-44 (6)	Time
	Phil Smith	0:37:34
	Ian Milner	0:41:45
	Glen Pascall	0:43:35

	45-49 (18)	Time
	Roy Clark	0:37:59
	Guy Green	0:38:45
	Phil Cavaleri	0:39:26

	50-54 (6)	Time
1 st	Quentin Frayne	0:42:33
2 nd	Trevor Coulter	0:43:43
3 rd	Richard Plumb	0:44:29

	55-59 (9)	Time
	Steve Fothergill	0:44:19
	David McCormack	0:44:42
	Rob Truscott	0:44:49

	60-64 (4)	Time
	Martin Stalder	0:41:46
	Richard Dobson	0:45:03
	Brian Farrell	0:50:04

	65-69 (6)	Time
1 st	Ted McCoy	0:45:02
2 nd	Cube Taylor	0:46:03
3 rd	Sam Bruzzese	0:48:43

	70-74	Time
	Paul Kelly	0:43:52

	Female 40-44	Time
	Louise McKimmie	0:46:25
	Annemarie Darcy	0:50:06
	Juanita Cadd	0:55:31

Officials

Thanks to Graeme Parker and Ronnie Stranks who were on the desk taking entries. Thanks to the helpers Graeme Parker at the start for holding us up and getting us under way and to the others on the start line, at the turnaround, on the road and at the finish; Steve Short, Ian Harper, Michael Hay, Alan Hicks, Gordon Hawking, Marcus Herzog, Greg Lipple and Tony Curulli. Thanks also to Ian Smith for organising the catering and to JC for bringing the trailer, to Peter Mackie who was on hand with the drinks and Richard Dobson who is responsible for the roster and looking after helmet covers and numbers.

Eastern Vets Program

Saturday	July	26	2:00pm	Arthurs Creek	Graded Scratch Races
Monday	July	28	8:00pm	Maroondah Club	General Meeting
Saturday	August	2	2:00pm	Casey Fields	Dandenong Bicycle Superstore h'cap
Saturday	August	9	2:00pm	METEC	Graded Scratch Races
Saturday	August	16	2:00pm	Steels Creek	Croydon Cycles Jack Thompson H'cap *
Wednesday			10:00am	The Loop – Yarra Boulevard	Scratch Races + post race coffee

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.

Southern Vets Program

Sunday	July	27	9:00am	Cora Lynn – Modella	Tracker White handicap, pre entry reqd
Sunday	August	3	9:00am	Casey Fields	Graded Scratch Races
Sunday	August	10	9:00am	Crib Point	Graded Scratch Races
Sunday	August	17	9:00am	Lang Lang - Yannathan	Graded Scratch Races

Note : Southern Vets have a 'No licence – No race' policy. If you are going to race with Southern take your licence with you.

* Due to Victoria Police requirements competitors for these events must have a flashing red taillight and a white headlight.

Northern Vets Program

Sunday	July	27	9:30am	National Blvd, Campbellfield	Graded Scratch Races
Sunday	August	3	10:00am	Avenel Road, Seymour	General Memorial Handicap (64k)
Sunday	August	10	10:00am	Toolernvale	Time Trial (16k)
Sunday	August	17	10:00am	Pyalong Rd, Seymour	Eagle Handicap, 53k

Victorian Veteran Cycling Council Program

Sunday	August	31	10:00am	Halls Gap	Grampians handicap, 61k	25/8 - \$15
Saturday	September	13	1:00pm	Wangoon (Warrnambool)	Jack Brennan Handicap, 60k	8/9 - \$15

For your calendar

Date	Location	Event
30/8/2008 31/8/2008	Halls Gap	Grampians VCC Graded Scratch Races VVCC Handicap A great weekend of socialising and cycling Contact Ian Smith for details or expressions of interest.
19/10/2008	Melbourne	BV Around the Bay Nigel Kimber will be leading a 250k group, there will also be a group going to Sorrento and back.

Other Results, etc.:

Tour de France

Are the late nights taking their toll? Getting up after only a couple of hours sleep getting you down? If so then next year you can avoid the early morning drudge as you try to drag yourself out of bed and in to work, Mick Jamison of Croydon Cycle Works is organising a trip to not only see next year's tour but to experience it.

Mick ran a tour in 2007 and by all accounts it was a huge success, Geoff Puttock and Michael Hay enjoying the atmosphere, the food, the wine, the cycling and the scenery, did I mention the riding. And next year Mick will be organizing another trip to France for a small group (8 to 10) to ride the Pyrenees and see some stages of 'le Tour'. This is a non profit venture, Mick just wants to have the right sort of people go - guys that get on well together and who are keen to ride some of the mountain stages of the tour. The cost will be around \$1600 which covers accommodation, food, transport - pretty much everything except airfares.

If you are interested get in touch with Mick at one of our races or at Croydon Cycle Works where he will be happy to tell you more about it and/or show you a few photos and the itinerary from last year's trip.
