

Newsletter

23 June 2018



Duty Roster

Saturday 23 June, Seymour
Andrew Buchanan (R), Ian R. Smith (TC), David Pyne, Shane Crowhurst, Phillip Thompson, Stephen Barnard, Rob Birch, Matthew Shields, Harry Hibgame

Sunday 1 July, National Boulevard
(Northern Cycling)

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, tiptop2@optusnet.com.au

Editor: Nick Tapp
nick.tapp@detail-ed.com.au



The weather gods smiled on the final race of the Toy Bricks Toughen Up series at Gruyere, and Phil Smith returned to clinch the series win with another rout of A Grade. Reports are inside, including four – four! – from B Grade. This week is the VCV Open Handicap at Seymour. Entries have closed. Good luck to all! Don't forget that racing starts at 1.30 pm, about 5 km from the registration table.

Calendar changes: Tour de Metro

Please note some changes to the dates previously advertised for rounds 1 and 2 of the Tour de Metro (Eastern vs. Northern). The **first race**, hosted by Northern at National Boulevard, will take place on **Sunday 1 July**, not Sunday 8 July. **Race 2**, also at National Boulevard, will take place on **Sunday 8 July**, not Sunday 15 July. We will not race on Saturday 30 June, but will instead race at Casey Fields on Saturday 14 July. Rounds 3 and 4 of the Tour de Metro will be on Saturday 21 July at Gruyere and Saturday 28 July at Yarra Glen, as planned. See News etc. for more.



The podium of the Toy Bricks Toughen Up series (L–R): Tim Crowe (5th), Jean-Philippe Leclercq (3rd), Phil Smith (1st), Ken Allan (2nd) and Peter Webb (4th). Congratulations to all and big thanks to series sponsor Dean Niclasen.



Graded scratch races, Gruyere, 16 June

Grade	1st	2nd	3rd
A Grade (11)	Phil Smith	Jean-Philippe Leclercq	Aaron Field
B Grade (13)	Walter Savini	Darryl Blanchett	Nick Tapp
C Grade (12)	Richard Dobson	Kym Petersen	Franc Tomsic
D Grade (9)	Ken Allan	Bill Mackay (H)	Veronica Vandebroeck
E Grade (3)	Pat Ruys	Ron Stranks	Barry Beachley

Toy Bricks Toughen Up series final standings

Name	R1	R2	R3	R4	Total
Phil Smith	5	5	0	5	15
Ken Allan	1	1	3	5	10
J-P Leclercq	1	3	3	3	10
Peter Webb	2	5	1	1	9
Tim Crowe	5	2	1	0	8

A Grade

By Phil Smith

At last year's Toughen Up series, J-P taught me the lesson that international travel and time off the bike is not necessarily bad for race fitness. I was forced to miss race 3 through work travel commitments, but surprisingly, and fortunately, I was still in contention for overall series points.

The colder weather diminished the start numbers, it was the real hard men that showed up! Glenn Newnham won the ultimate tough guy award with bare arms – everyone else had arm warmers and mittens!

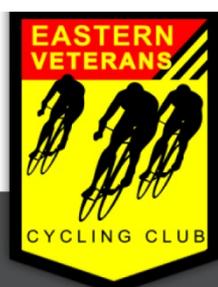
A Grade departed, but there was not a flurry of early attacks. The group plan seemed to be keep it together for as long as possible, which was contrary to my plan. J-P took off on a couple of solo attacks, but strong men chasing soon brought him back.

There was a bit of a tailwind on 'heartbreak hill' and this was relished by the climbers. Speeds were above 32 km/h at the start of the climb and rarely dropped below 28 km/h, making it hard for the non-climbers, and I think Steve Ross was the first victim of attrition. For five or six laps the high tempo was maintained on the hill, and every lap saw more devastation. The Pauls (Webster and Firth) disappeared, and Alex Randall dropped off.

In the latter half of the race there were only four left in the lead bunch: J-P, Aaron Field, Glenn Newnham and myself. It was same routine for next three laps: Phil and J-P made high tempo up the hill, Aaron and Glenn got gapped, then rejoined the Skope riders on the descent. So, with five laps to go, we (the Skope riders) were getting a bit nervous that Aaron and Glenn (handy in a sprint) might be going to spoil our efforts to place 1st and 2nd. It was a relief to see the next few laps unhook Glenn and then a lap later Aaron.

J-P and I were pretty happy to ride together to the end, but I could see J-P was struggling on the last few laps. Through experience, I have learnt never to tempt fate by easing up; there is always the possibility that mechanical issues or environmental factors may strike you! Best to ride away at your own pace and get to the finish line ASAP. I broke away from J-P with two laps to go and held a gap to finish with a win. J-P came in 2nd, with Aaron finishing strongly in 3rd.

Pleased to see a strong turnout throughout most of the series! Toy Bricks' sponsorship – thanks





Team Skope – Jean-Philippe (left) and Phil – on the break

again, Dean – has had a positive effect on winter race numbers. Huge admiration for all the ‘hill haters’ who gave it a crack – in all grades. Increased numbers make for a much more interesting race, and make it harder for the breakaway specialists to get away. We have seen the consistent series riders getting stronger every race, and I think this will bring them improved performance and success in upcoming races!

B Grade (I)

By Walter Savini

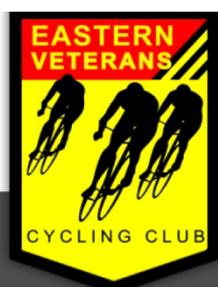
I cringe when I see Gruyere appear on the EVCC ride calendar, and last week was even worse when it appeared on my Google Calendar. But alas – Miss Weather Girl Jane advises us to stay warm and snug at home as the Victorian conditions are going to be dismal. Even our sheep farmers get a weather warning to keep their sheep warm. Ah, I think, as I get out of bed after a rare sleep-in (until 6.10 am), racing will be cancelled for sure. I’m happy with that. Expecting a cancellation, instead I am reminded by another

alarm, TeamApp this time, with our Handicapper reminding us that today is part of the Toughen Up series and we are to attend or have our licences revoked – or something to that effect.

Later in the morning I get a text from Tom McDonough, asking how far the start is from Ringwood as he is going to ride from home. Now I’m thinking, if this guy hasn’t ridden in months and wants to race the toughest leg in the series, then surely I’ll have to front up also (but drive to the venue).

Get my number and cap and try to get a couple of laps in before the torture begins. Three-quarters into the warm-up, I realise I’ve got too many layers on and I’m beginning to cook. Off come the knee warmers and gilet, they can stay behind.

We assemble for the start and I see a few Contador look-alikes with their names written all over this race. Last time I raced here, I completely broke down after seven laps. I didn’t think today was going to be any different. But a few of us agreed that we were going to protect Webby and bring him home.





We get going, turn left onto Medhurst and the pace begins. Next turn onto Killara and Darryl Blanchett is off like a rabbit. Instantly my thoughts are to get on and hold his wheel. Great, lap 1, I managed to stay on ...

Lap 2 to lap 8 are a blur, with each climb up Killara a battle to stay on the back, but always falling back. But in that mix, everyone was doing a great job in holding a steady pace. Matt Clarke did an incredible break on his own with no reaction from the major climbers.

I think it was lap 9 and Nick Tapp began to see our race plan, so with a tap on my back he shot past. Only for me to ride alongside him and remind him, 'Racing is cruel'.

Lap 10, I turn to my right and I glance at Nick with his assassin smile. I could almost read his mind: 'What are these sprinters still doing here?'

I said to Dean Niclasen, 'These guys are going to launch for sure'. However, with two laps to go, we could see that the climbing efforts were beginning to hurt somewhat. Dean and I decided to keep doing what we were doing and try to survive to the bell. Peter Webb was looking comfortable so we kept him out of trouble most times.

Final lap. Dean is off with John Blyth, that's it, stop chasing. Nick decided otherwise and upped his tempo. Killara Road just became a Baw Baw climb for me as I lost sight of them at the T-junction crest. Finally get over the hump and begin to give chase, still no sight of the bunch. I give it one more punch, do a fairly quick left into Cahilton and there they are, Dean and John have both been caught. Peter Webb on the back. With 250 to go, I get around Webby and tell him to get on. The sprint is unfolding, Darryl is showing promise and getting into a good sprint, but Nick is getting away. A quick look under my right arm and I barely see a Webby silhouette. With less than 20 m to go, the brain goes into fighting mode and I decide to contest Nick for the finish, crossing over fairly comfortably. Unfortunately, though, in that moment of madness, I've unleashed a little too much horsepower for Webby and didn't allow him to stay on. Sorry, Webby.

Otherwise, well done to all. A mega appraisal for Dean, who rode each lap with incredible tenacity. Bad luck to those who got dropped off early. 'Just Toughen Up', I say.

A big thumbs up for the TCs, marshals, ref, first aiders and bystanders for doing a great job in fairly cold conditions.

B Grade (II)

By Nick Tapp

After placing 4th at Yarra Glen twice in recent weeks and 3rd at Gruyere last time, I arrived at Gruyere with a slim chance of making the Toughen Up series top 5 across all grades, but to have any hope I had to win today. Numbers were down a bit this week thanks to the forecast of 12°C and a good chance of rain, thunderstorms and hail. In the event it was cold and windy, but the rain held off and everything sparkled in the winter sun.

My plan was to push the pace on early ascents of Killara Road hill and then, if I had anything left, to attack later on the shorter pinch just as you turn onto Medhurst Road. But first time up Killara Road hill John Blyth and Darryl Blanchett opened a gap and I had to put the effort into riding onto their wheels instead. It all came back together going down the other side, possibly thanks to Dean Niclasen, with his 95 kg to my 65 and power figures to match. A few more laps along similar lines reduced the group from 13 to seven: Darryl, John, Peter Webb, Dean, Walter Savini, Matt Clarke and me. Casualties included John Williams, Doug Page, Rob Suter and Tom McDonough.

Webby had been sitting in 2nd spot in the series at the start of the race and had hopes of taking the win. Last week I realised he had enlisted (or been offered) some help, and this week Dean, Walter and Matt all appeared to be riding for 'Team Webb'. This made a sizeable bloc of four out of 13 riders in the race, and was even more significant now we were down to seven. It was a case of 4 onto 1 onto 1 onto 1. Walter in particular was riding very cannily, always looking to position Webby well and make the other three of us work.





Once, for example, the two of them passed me up the pinch on Medhurst Road and dropped in front, then Walter sat up and blocked while Webby slipped away on Darryl's and John's wheels. I gave Walter a pat on the back, and he remarked with a grin that racing is cruel, as I swung around him and bridged the gap to the other three. Matt was away for a couple of laps, but he and Dean hung on down the back for much of the race, except when Dean flew past on one or other of the descents, brakes smoking but his momentum still carrying him past with ease. To his great credit he was still there the very last time over the hill, a super impressive effort from someone not built like a climber, and led out the sprint.

I tried the uphill attack on Medhurst Road a couple of times – once on my own, which was short-lived into the wind (ouch), and once later with John Blyth, making it 2 onto 4 for a while. John and I worked together and stayed away around into Killara Road, and I think we were still clear over the hill, but were eventually caught next time into the wind.

It got down to a couple of laps to go. Webby's hopes of taking out the series had gone down the drain when Phil Smith and J-P Leclercq powered past, having ridden away from the rest of A Grade. Attacks were probably only going to come now from John, Darryl or me, as the others aimed to set Webby up for a sprint finish. Though it wouldn't pay to be complacent – and my legs didn't have much attack left.

On the bell lap, John went over the hill with a gap, but not a huge one. Walter was off the back, though I didn't know it. If I remember right, Dean led us down the hill, then turned on the power and set a wicked pace along Cahilton Road. We swept past John. Matt was in 2nd wheel, with me on his. I didn't know what was happening behind. With a few hundred metres to go, Matt took over from Dean at the front of the train. With 200 to go, I came off Matt's wheel and he appeared to be cooked. With 100 to go, I was still in front. With less than 50 to go, Walter came past (having got back on, obviously), then so did Darryl, and then it was all over apart from a small amount of effing and blinding from Webby behind me.

A brief reflection on team tactics in club scratch races. I guess on this occasion it was to do with wanting a B Grader to win the series. No offence meant to Webby, but I don't think there could be a worthier winner than Phil, who receives few favours from anyone. Walter checked with me a couple of times on Saturday that there were no hard feelings, and I was happy to say I had none whatever on a personal level. Walter rode a strong race throughout, was easily the quickest in the sprint, and thoroughly deserved a win after some rough luck earlier in the series. And Dean's race deserves only plaudits. I even joked as we rode back that I might have helped Webby myself if the grumpy old so-and-so had bothered to ask me. But on more reflection I'm glad I didn't. I think most of us enjoy racing for a common cause when the chance comes around – in a handicap, or when it's us versus Northern, for example. But I wonder whether it's such a good look when we're all racing against each other.

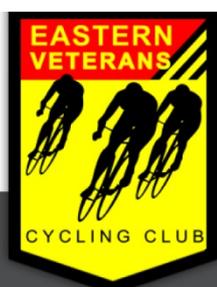
Thanks to all the officials who froze their bits off for us on Saturday. Much appreciated!

B Grade (III)

By Peter Webb

Thirteen brave (read 'silly') souls started the B Grade race at Gruyere. This was to be the last race in the Toughen Up series and I was placed very well in the standings. As I was the only B Grade rider who had a chance of winning a very handsome trophy, some of my fellow riders decided to make the race as easy for me as possible.

On about lap 3, Matt Clarke broke away, making some people chase and work hard. He stayed out there for two laps before returning to the pack. Rob Suter had been working hard to stay with us up the hill and then tow me down the hill to keep me in touch; eventually his day was done – thanks, Rob. Darryl Blanchett and John Blyth were spending a lot of time on the front and causing us to work hard up the hill. Dean Niclasen and Walter Savini were always there, going down the hill and along the finishing straight, shutting down any breaks. Nick Tapp was riding comfortably and was always going to be hard to stay with.





The field was down to seven riders as we entered the final laps. Nick Tapp and John Blyth then attempted to get away and this was looking very threatening. But Walter, Dean and Matt working well together brought them back.

Onto the last lap and we were all together. Dean accelerated away on the back straight and down the hill; this was a planned move so he could get to the base of the hill with a good gap and still be in contention when we topped the hill. I was sitting in about 5th place over the top, with Walter and Dean behind me. Matt then went to the front and the pace was really on. I would have loved to be able to move up onto his wheel but I was running out of horsepower. As we straightened up for the sprint Walter came up and said, 'Let's go!'

This was my last chance to get into the placings. Well, boy, did Walter go! These little skinny legs couldn't even get close to his wheel and I was left floundering in the wind and not making any ground on Nick or Darryl. Walter went on to win and Darryl and Nick came 2nd and 3rd, with me in 4th spot.

I would like to thank all of the blokes who worked to help me today; unfortunately, I couldn't finish it off. Special mention to Dean, not only for sponsoring the series, but for what was the ride of the day, and for finishing his first B Grade race at Gruyere. Congratulations to all the place-getters in the very tough four-race series; let's hope we can do it all again next year. Also special thanks to all officials and volunteers on what was a very nasty day to be standing out in the cold.

B Grade (IV)

By John Williams

Toughen Up! And that's exactly what I intend to do when I grow up. But it might not happen any time soon – just ask Mrs W. It certainly didn't happen at Gruyere.

I had felt I was regaining some form over the last few weeks, and compared to the forecast the weather was kind to us, if a little chilly.

Thirteen of us set off around the 5 km per lap circuit. With the wind coming from the east, a

tailwind up the hill on Killara Road should have been a bonus. Some people near the front seemed to be abusing it – I was clocking 44 km/h on the initial part of the rise and only just hanging on. By the time I was halfway up the hill proper, the legs were screaming.

The first one was OK, except two riders got away and required a bit of chasing by the pack. Lap 2 was similar. Lap 3, the pack got away and required a harder chase from me along with Rob Suter and Craig Stannard. By the fourth climb, the legs had had enough and refused to work. I did get past Pat Ruys in a break from E Grade at the top of the hill, but he then overtook me at the finish line – well done, Pat!

I took an early exit to the car, and as I was leaving I saw there were still seven riders in the lead group that lasted till the finish. Congrats to all those who made it that far: Webby, Nick Tapp, John Blyth, Walter Savini, Dean Niclasen, Darryl Blanchett and Matt Clarke, and especially to Walter, who won the sprint.

Many thanks to all marshals and officials for standing around on a very cold day – you kept us all safe.

I will now pop into Bunnings to buy a bag of cement and hope to HTFU. Better make sure it's quick-set, as we have the Seymour handicap this week.

C Grade

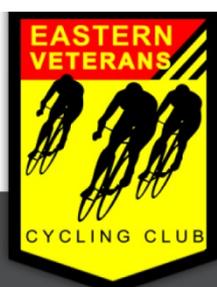
By Kym Petersen

Me, me, me!

Seriously, how did this gain so much momentum? It would seem the obviously influential and persuasive Handicapper had set the tone in his Seymour race report and this has gained a life all its own.

Today is not about me. I am writing this report and so it has to come from me. So, Mr Handicapper, please enjoy my report as I hope to entertain you with my ramblings. Naturally I will try to shift my focus onto others as well.

We find ourselves at Gruyere for the last race in





the Toughen Up series and I have to say, how appropriate. I believe this to be one of Eastern's more challenging courses, you will not cruise nor have an easy day at Gruyere. Fortune will always favour the brave and if you have the guts, strength or a mighty big pair of kahunas, then all power to you and I hope you prevail as you will have earned it.

With the conditions rated at chilly, how much to wear? A girl's never-ending dilemma! Looking around the car park, though, I wasn't the only one debating the number of layers to wear or lose. A reasonably brief warm-up down the finish straight and back a couple of times (pre-race chitty chatter taking precedence over something longer) and we were off and running.

There were 12 starters in C this week, noticeably down from previous weeks where we had recorded the biggest group on numerous occasions. I'm sure the weather and the forecast cold and wet conditions were a big factor in this. However, it wasn't called the Toughen Up series for nothing and this is winter racing in all its glory.

We enjoyed a sedate start, all of us respecting the neutral roll-out and giving the legs and lungs a chance to acclimatise to the undulations over the first few kilometres, plus the breeze that was apparent around the back section of the course. Up the first climb we go and my lungs are hurting! Seems it would take me another lap to acclimatise! The cold air was really evident to me and my breathing was really laboured. Not long to get used to it though as we were certainly away.

We had the usual suspects floating near the front and assisting in driving it up the climb – Sammy Bruzese, who has his spiritual home in the hills – did a mountain of work, excuse the pun. Never one to shirk a turn, Sammy consistently came to the front and tapped it out, seemingly effortlessly.

Andrew Buchanan also did a fair share of pace setting, Franc Tomsic always in the thick of it but not really wanting to poke his nose out. Now how could we forget Richard Dobson. Richard certainly did his fair share on the front up the climb and between us, we shared the load. I was

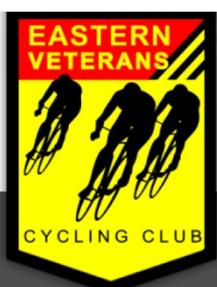
happy to also do my share but, most importantly, maintain a good position if things started to split.

Around lap 3 the hammer was thrown down on Killara Road and a break was established. Myself, Sammy, Richard, Andrew and Franc managed to form a decent break on the climb and opened up a reasonable a gap to the rest of the group. As I looked back after we rounded the corner into Cahilton Road, I could see that we'd held this gap and if we managed to work, we might just stay away. Unfortunately, it didn't seem to be an even distribution of work! There really wasn't a concerted effort to keep this momentum going with regular turns at the front. Peeking behind again, I notice a lone blue cap probably a few hundred metres back, working hard to get back on. It takes him most of that lap, but Andrew 'Goose' Wedderburn latches onto our group, looking like something the cat had dragged in. He was the lone rider who'd been dropped on the lap 3 climb and worked to rejoin us. We now have six in the break and I figure this should be enough to stay away and see it through.

As we get to Lap 7, Richard decides he will go for it around the back section. He went that little bit harder and it was enough to cause some indecision. Do we chase him or do we rely on the wind around there, and that he may just drift back to our group?

We didn't factor in Richard's tenacity, and off he went! No time to lament, we still had a couple of laps to go and on the bell lap, Sammy decides he will also have a crack! It's here that I think to myself, we are now racing for 3rd! Our group of now four work strong turns and manage to get a visual on our prey, Sammy is just starting his final ascent up Killara Road. As we start to wind up the pace in order to reel him in, we hear the sound of gears mashing and crunching behind us. Not a sound you want to hear approaching the climb on the bell lap! It was Goose and he'd dropped his chain. Sorry, buddy, but we had to forge on and catch Sammy and continue on to the home straight.

We made our catch partway up the climb and crested it for the ninth and final time, four strong our little unit.





I was more than happy to sit on Sam and Andrew's wheel and get some respite down the hill. Looking back, I couldn't see anyone gaining on us and knew that our unit of four would battle it out for 2nd and 3rd places. I had no idea how far up the road Richard was, but rounding the corner at the bottom of the descent, we could not sight him!

At this point, we have Sam and Andrew in the front two positions, myself in 3rd and Franc sitting comfortably at the back. As we are all foxing and secretly plotting our glorious run to the finish line, out of the heavens drops Goose! He shoots past us at what feels like warp speed, puts in a huge gap, and again we're looking at 3rd place! Sammy decides this is not acceptable and gives chase, which I'm so thankful for as I didn't want to have to go there myself! I'm locked onto Sammy's wheel as he closes in on and manages to catch Goose. Straight away, I launch myself to the right and give it all I've got. Just for good measure I try to give it some more and hope like hell that finish comes at me sooner rather than later! I manage to get over the line, winning the bunch sprint for 2nd, in behind me comes Franc for 3rd and I believe Andrew B. and then Sammy, with Goose rounding out our breakaway. Thanks to my companions, well done especially to Richard. It was a great race and I thoroughly enjoy this course.

Thanks also to the race ref and the marshals for giving up their time to stand in the cold so that we may race, it is appreciated.

My Dad as I cross the finish line: 'Good girl!' Gotta love that.

E Grade

By Pat Ruys

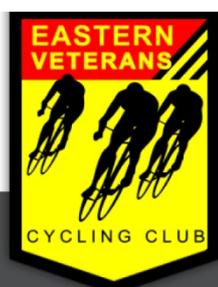
I didn't have much of a warm-up, just rode up and down Killara Road a few times, and this other red hat kept on passing me every time while I was climbing. Didn't think I had a chance with this smoky, not knowing who he was.

Pleasant surprise, only three riders in our grade – myself, Ron Stranks and Barry Beachley – so I knew I just had to finish to place.

Over the finish line the first time and the race was on, we were all together as we turned left onto Medhurst Road and up the sharp, steep, short hill. I was first up, then Ron, and we had dropped Barry, just didn't know what had happened to him (he cramped). But Ron and I kept pushing on.

Ron dropped me the first time up the main hill and it took me until the finish line before I caught him, passed him, never looked back, and increased my lead each lap thereafter. Loved the support and encouragement from all the other passing riders in the higher grades, urging me to push on and thinking I was dropped. So I continued to push myself harder each time around, even still sprinted over the line. Very happy with my result. It's a course which I've normally got dropped on, and I finally turned the tables. Ron was 2nd and Barry 3rd.

Huge thanks to all the marshals, and to Dean from Toy Bricks for the support he gave to a great series of races.



Wednesday criterium at the Loop, Yarra Boulevard, 20 June

Division	1st	2nd	3rd
Division 1a (5)	Chris Munro (CV)	Fraser Short (N)	Anthony Coxon
Division 1b (13)	Russell Newnham	Dean Niclasen	Ross Clark (N)
Division 2 (8)	Russell Wheelhouse	Emma Andrews	Stephanie Coulson
Division 3 (5)	Ken Allan	Mick Dewdney	Peter Gray
Division 4 (3)	Michael Waterfield	John Eddy	Lawrie Bohn

Thanks to referee Stephen Barnard, Dean Niclasen and the usual band of helpers.

News etc.

Tour de Metro

More details are to come, but a heads up that like last year, in addition to the usual prizes, inter-club trophy and bragging rights, there will be prizes for the highest individual points score, for both male and female riders. There is also a plan for a raffle after the final race to reward those riders who participate in all four races in the series.

Track 'n' Treasure, 25 August at DISC

Visit <http://vic.cycling.org.au/News/track-n-treasure-2> for more information.

Please contact Madam Secretary if you have something to sell and we will organise a club table (\$40).

Check-in and set-up are between 10 am and 1 pm on the day of the event. The event will be open for patrons to attend between 4.30 and 7 pm.

Jim Swainston

Jim Swainston emailed this week to say:

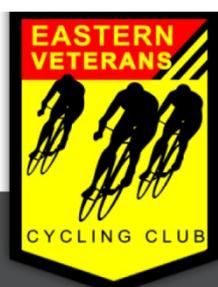
When people disappear out of the system it is too easy for speculation to flourish. As a lot of people know, I have battled cancer for 12 years now through lots of phases – surgeries, chemo tablets and then, five months ago, immuno-therapy.

The immuno was great, no side effects and got rid of the tumours in about 10 weeks, but about four weeks ago I got lots of little side effects, which gradually worsened until I ground to a halt! The oncologist then put me on steroids, no less, and they started to reverse the trend so I am halfway through a three-week course of them.

It will then be a wait and see if the tumours return and what course of action to take if this was to be the case.

I can assure you I will be taking a keen interest in the Club now and in the future.

Jim, we can assure you lots of people miss you around the club and wish you all the best.





Future events

Eastern Vets

For other events, 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 or Wednesday before the race, as advertised. Riders who enter a handicap *must* pay the entry fee regardless of whether they participate. 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 to the handicapper via email or TeamApp, or on any race day before the event.

Northern Vets

For details, go to <http://northerncycling.com.au>.

Sponsors

