



Duty Roster

Saturday 29 September, METEC

Andrew Buchanan (R), Phil Taylor, Nathan Dewar

Saturday 6 October, Casey Fields

John Williams (R), Dan Ives, Paul James

If rostered for duty, you must be there at least 1 hour prior to start time. If unable to do your duty, it's your responsibility to find a replacement, then advise Andrew Buchanan, tiptop2@optusnet.com.au.

The Team Time Trial at Thornton last Saturday went off without a hitch. Fourteen teams enjoyed great conditions – though they may not have enjoyed the headwind on the homeward leg quite so much. Thanks to Colin Doherty and Orger Engines for generously sponsoring the event. Thanks also to the day's organisers and officials, and also to Handicapper Peter Mackie, who ensured that the first five teams on handicap finished within a minute of each other. It was great to have two strong teams of visitors – representing Northern Cycling and Trivelo Coaching – and also to see an all-women team in Croydon Cycleworks colours. Results and some great reports are inside.

This Saturday, AFL Grand Final day, racing is close to home for many (at METEC driver training facility, Colchester Road, Kilsyth) and early (note the 10 am start). The registration table will close at 9.45 am. Tail lights are required. We will have access to the track (for warm-ups) and facilities from 9 am.

Next Tuesday 2 October, starting at 6 pm, David Richards at Croydon Cycleworks will host a launch of the Tuesday night summer crit series. Scroll down to News etc. for details. While you're there, have a read of Susan Williams's account of cycling in Italy – it sounds like fun.

Note also that the November roster has now been posted on the website. All members, please visit the website to check out the roster and see if you are rostered on during October or November.

Update on Darryl Blanchett

Adam Dymond has been in regular contact with Darryl Blanchett's wife, Cathy, since Darryl's crash at Yarra Glen on 8 September. Darryl is still in Caulfield Hospital recovering from his injuries. He is in a phase known as post-traumatic amnesia (PTA), but is progressing and getting better, slowly and surely. Visitation is still limited to immediate family. We will inform members when they can visit. The card that everyone signed last Saturday has been passed on to Cathy, and she asked Adam to thank all members for their kind thoughts and wishes.



AUTOMOTIVE ENGINE SHOP

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





Orger Engines Team Time Trial, Thornton, 22 September

| Place | Team | Members | Ride time (h:mm:ss) | Corrected time | Average (km/h) |
|-------|----------------------|--|------------------------|-------------------|-------------------|
| 1st | JRRN TTTers | John Williams, Ray Russo, Rob Suter, Nick Tapp | 1:18:04 | 1:03:06 | 37.36 |
| 2nd | Skope | Phil Smith, Phil Cavaleri, Kevin King, Jean-Philippe Leclercq | 1:09:04 | 1:03:17 | 42.22 |
| 3rd | CCW (B) | Walter Savini, Adam Dymond, John Thomson, Darren Woolhouse | 1:18:35 | 1:03:34 | 37.20 |
| 4th | The Square Peddlers | Dean Tune, Dale Walton, David Worland | 1:24:02 | 1:03:36 | 34.71 |
| 5th | TAIL Wind | Tim Maffey, Lisa James, Ian Smith, Andrew Wedderburn | 1:21:06 | 1:03:55 | 35.96 |
| 6th | Norbray | Neil Cartledge, Bernie Evans, Peter Mackie, Chris Norbury | 1:25:20 | 1:04:37 | 34.17 |
| 7th | CCW (A) | Dale Maizels, Paula McGovern, Kym Petersen, Veronica Vandenbroeck | 1:27:12 | 1:05:10 | 33.44 |
| 8th | Trivelo* | Richard Harvey, Nick Grainger (CV), Justin Hogan | 1:06:32 | 1:05:20 | 43.83 |
| 9th | Rocket 88s | Peter Gray, Andrew Buchanan, Rob Lackey, Ron Peel (N) | 1:24:25 | 1:05:21 | 34.55 |
| 10th | Harvey | Greg Harvey, Harry Hibgame, Colin Mortley, Keith Wade | 1:29:26 | 1:05:48 | 32.61 |
| 11th | Soft Tissue | David McCormack, Matt Clarke, Tim Crowe, Rob Truscott | 1:20:01 | 1:05:51 | 36.45 |
| 12th | Orger Engines Racing | Paul Webster, Paul Firth, Glenn Newnham, Dean Niclasen | 1:12:14 | 1:06:08 | 40.37 |
| 13th | GOSIC | Michael Borowski (N), Philip Bramich (N), Iain Clark (N), Darren Roberts (N) | 1:07:32 | 1:07:14 | 43.17 |
| 14th | Team ECC | Pat Ruys, Ken Allan, Nick Hainal, J.C. Wilson | 1:37:19 | 1:07:42 | 29.96 |

* Fastest time

JRRN TTTers

By John Williams

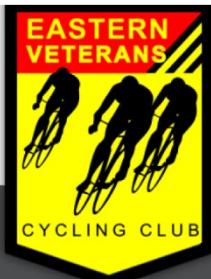
Having both drafted in the winning team last year, Rob Suter and I tried to bring the band back together for a final tour, but Paul Anderson was overseas, and Nathan White had house-hunting duties – in fact was due to bid at auction while we were riding. The lengths some people will go to!

Looking for extra horsepower, we first approached Nick Tapp, who agreed to join us, and then Darryl Blanchett, who was as keen as. Unfortunately, within an hour Darryl had crashed out of contention, another extreme escape from

dragging Rob and me around the Eildon circuit. Seriously, we're all thinking of you, Darryl, and I for one was spurred on through some of the tougher moments by the thought of the trial you and your family are experiencing.

Ray Russo stood up to take Darryl's spot on a promise of glory and money. All we needed to do was come up with an interesting, witty and courageous moniker, and we were all set. Instead we agreed on JRRN TTTers, which stood for our initials followed by 'team time triallists', or 'totally tedious title', whichever you choose.

Our preparation was long, diligent and thorough, consisting of a team chat (that's informal for





'briefing') along the lines of:

- 1 Track turns, go for a minute or so, more if you're feeling strong, less if you're struggling.
- 2 Flick your elbow when you're done.
- 3 Don't overstay on the front to the point where the pace is dropping or you may struggle to hang on.
- 4 Miss turns if you're struggling, but we don't drop a rider in the first three-quarters.

We never finalised whether to overtake from the left or the right, and so that turned out to be random, and occasionally 'exciting'.

Equipment was also random. Rob bolted on some clip-on TT bars, with friction shifters connected to a 7-speed cassette. He also glued some plastic discs to his rear spokes to imitate a true disc wheel. The result was effective, but sounded like a slow-motion train wreck every time he changed gear. The rest of us were on our standard road bikes, which meant Ray and I had some level of aero wheels, but Nick sported probably the best climbing wheels ever to compete in a flat TT.

They match his legs perfectly!

Once on the road, we quickly settled into a routine. All four of us are noted workers, so plenty of lifting and no leaning. Nick was taking long turns, followed by Ray, who seemed to be saving himself (later confessed he was struggling early), then John, working hard on pace and duration, then, before any elbow twitch, Rob would come steaming through in the tuck position, up the pace by about 3 km/h and do a double turn. He was awesome! (I mean 'awesome' in the old sense of the expression, not the current teenager sense that includes such trivialities as happening to have the correct change when purchasing a loaf of bread.) His equipment may have been a touch Heath Robinson, but it was certainly effective, and he has now got me digging out some of my old 7-speed friction shifter gear! We were cautious to lead Rob up the rises and not drop him, and then he rewarded us by hitting the front and towing us down the other side with a significant speed premium.

Early on lap 2 Nick started to regret some of his early long turns, and missed a few rotations, but held on and worked through it. Conversely, Ray

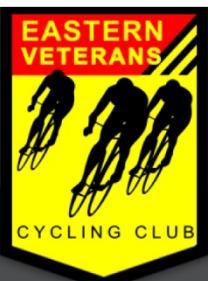
seemed to be getting stronger and made a major contribution to keeping up the pace, particularly when we turned into the homeward bound headwind.

We had sighted the team ahead of us just before the turn for home, and that made us really excited. You could tell that each person taking the front was intent on taking as much road off them as possible.

I nasally picked up the markers for 2 km to go (a couple of ripe road-killed corpses) and launched myself into a final big effort. As I began to tire, I stood up in the pedals and willed myself faster for a few hundred metres more, before Rob surged past again with the others in tow. I missed the catch, and had nothing left to get back into the draft, but I was able to watch the last kilometre as my team got to within 3 seconds of the team ahead on the finish line.

None of us left anything in the tank. We knew we gave it our all and, despite contrasting strengths and styles, I reckon we just about nailed it to perfection.

Nevertheless, the win took us a little by surprise, – there were some superb efforts out there. Congratulations to all teams. Well done to all the other prize winners, especially Skope, who set a blistering time (and had a decent team name). Thank you to all organisers, officials and helpers. A special thanks to Colin D. and Orger Engines for putting in the dough. A perfect day out.





CCW (A)

By Paula McGovern

There I was, a few weeks ago, having a quiet night in, watching the Vuelta, fire going and a glass of something nice in my hand. Then my phone messenger goes off, and then again.

'Hey, Pauls, we want to get an all-women's team together for the Eastern Vets TTT. How about it?'

What the ...?! I laughed and ignored the message. Then another message comes through.

'It will be so much *fun* and we will be a *team*.'

Let me see. I have done a TTT before and the word 'fun' was not the first that came to mind, more like P-A-I-N! So I had a think: gee, there will be Dale, who rides two grades higher than me, Kym who had just won C Grade at racing that day, Veronica who is in my grade but lapped me at Casey Fields that day – and me! I'm gonna get killed here! Let's just say I was not that keen. Luckily there was no pressure applied (Kym and Veronica!)

During the week, I popped into CCW to talk to Dave. He said, 'Come and be a part of the team, it will be fun (that word again), the girls will look after you.' After a few clarifying questions – No, I was not allowed to use one of the eBikes on display, No I didn't need a TT bike or gear and it would be great to put an all-women's team together – I committed, reluctantly.

The week before the TTT, I had raced at Amy's Gran Fondo. A 120 km race with hills and, as it turned out, hail, sleet, hard rain and sunshine. No nerves at all. Forward one week, and on a beautifully sunny day in Thornton, I was in new kit with three team mates and I was as nervous as can be (or words to that effect).

Road trip up, with Kym the happy snapper documenting our drive to Thornton on all the socials, was rather pleasant. We had the CCW shelter to warm up under and were greeted by the B team, our men's version. Veronica and Dale rock up and warm-up is on. Captain Dale gave the orders to meet out on the road so we could practise our turns. This was Veronica's first TTT



and we had never ridden all together. All goes well, we work out our order on the road and off to the start line. I wondered how long I was going to keep up with these heavy hitters. I love this course and knew it well. One lap would be a good effort. 3-2-1- go! We were off! In formation we go. Heart rate is sky high, a mix of adrenaline, nerves and a case of what the heck am I doing?!

Well, what a waste of nervous energy! We kept it together and worked well. We all took turns, with Dale and Kym taking longer ones (thanks, ladies). We were a smooth, well-oiled machine, keeping it very consistent. Before we knew it, one lap was done. Wow! Still here! Lap 2 began, and Dale nudged the speed up a bit (sneaky, but Strava doesn't lie). The rise caused me a little grief and Veronica was feeling it too, but Kym and Dale were shouting support and ensuring we got back together. From here I was confident of us all sticking together. Dale then did a series of long turns on the front with her wingman, Kym, ably supporting her and giving tips out on the road on where the best place to be was. I was second wheel to Dale entering the back road to Thornton. I waited for Dale to pull off, and waited, and waited, and waited. We are into a stiff headwind, it was hard going but Dale was steady as a rock. This lady is a *machine*! The speed was picking up, but I was not going to drop that wheel! With the finish line in sight, the sprinters were off and we crossed over the finish line. We did it! And I survived! A big thanks to Dale, Kym and Veronica





for keeping your word and looking after me, and yes, I must admit in the light of day it was fun. Will I do it again next year? A definite – *maybe!*

Also, thanks to all the marshals, traffic controllers and volunteers for keeping us safe to race out there; Peter Mackie our handicapper for getting it pretty much spot on; ECC for putting on the race; Orger Engines for sponsoring the event; and finally David Richards and Croydon Cycleworks for inviting me to join the team and supporting women's cycling.



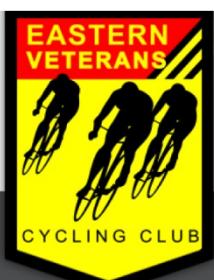
Rocket 88s

By Andrew Buchanan

The Rocket 88s lined up ninth in order on 'the grid', assembled in the planned order: Rob Lackey, myself, Ron Peel and Peter Gray.

It took us a 'k' or so to work out that we were steaming a bit hard out to the hill the first time. We worked that out, held things together up the hill ... then off.

The group had a nice rhythm going with a little breeze over the left shoulder. It was becoming apparent that our notional target average of 36 km/h might be a tad optimistic. Nevertheless, the pace was respectable with the average in the high 35s as we approached Eildon. Unfortunately, we were losing Pete, and after a couple of regroupings, he made the hard call to send us on our way.



Into the breeze heading back, we concentrated on smooth efforts, and passed the finish with a respectable 34.90 km/h average.

Going out was similar to the first time, bumping the average back into the 35s.

Squaring up for the run home, Rob was still riding strongly, while Ron and I were struggling to maintain the preferred pace when on the front. About 5 km out, Rob read the tea-leaves and shouted for us to 'jump on', then towed us along at around 35–36 km/h all the way to the finish! A great effort, and worth significant time to the team.

A final average of 34.81 km/h (on our clocks) was respectable, and competitive amongst the tight middle group of teams.

Well done and thanks to Pete, Rob and Ron.

A big thanks to Col Doherty for his Orger Engines sponsorship. Thanks also to the roster team, especially those who volunteered to fill in so that we could have a race.

TTs are tough rides, but very satisfying afterwards. I hope the Club continues to have them in the calendar in future.



Team ECC

By Pat Ruys

Team ECC was the last team off on Saturday. It was my first team time trial and we only had a



complete team one day before the event. We decided at the beginning that no one would get dropped, that we would look after each other and have a great ride together. We all had our strengths: Nick Hainal was the strongest climber, Ken Allan was next best, then me (Pat Ruys) and J.C. Wilson.

After the climb the first time up we waited for J.C. to catch up. On the downhill I just wanted to motor, but we had to ease up a bit for J.C. to get back on. Into the wind, we all shared the load equally. J.C., like me, came good on the flat and, along with Nick, we didn't mind pushing into the wind, while Ken was hanging on and missed some turns.

The second time up the hill, Nick rode away, then Ken passed me, then J.C. passed me. It wasn't too long before I passed J.C. and told him to jump on my wheel, but he couldn't hold it. I caught Ken and Nick, then we waited for J.C. to jump back on. We were all together through Eildon.

Then we were on the final stretch home. Nick and I were swapping turns with J.C. when he could, while Ken was hanging on for dear life and did a turn whenever he could. Nick and I did some

bigger turns on that last stretch. With 200 metres to go my legs died, but Nick, Ken and J.C. crossed the line together and I was a few seconds adrift.

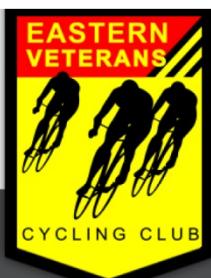
We all tried our hardest and had an enjoyable, painful ride together, and I was glad it was over. We didn't win or place – we were last. But at the end I didn't care where we came because we rode as one and I couldn't have asked for a better bunch of guys to ride with.



Wednesday criterium, the Loop, Yarra Boulevard, 26 September

| Division | 1st | 2nd | 3rd |
|------------------|--------------------|-----------------|----------------|
| Division 1a (7) | Russell Newham | Nick Gibson | David Holt |
| Division 1b (10) | Nick Tapp | David Rooke (N) | Ray Russo |
| Division 2 (5) | Peter Webb | Ian Smith | Richard Dobson |
| Division 3 (6) | Peter Gray | David Drew (N) | Bernie Evans |
| Division 4 (4) | Michael Waterfield | Petra Niclasen | John Eddy |

Thanks to co-referees Stephen Barnard and Nick Tapp, Dean Niclasen and other helpers.





News etc.

Summer crit series launch

This year's Tuesday night summer crit series, sponsored by Croydon Cycleworks, will be launched at the CCW shop, 182 Mount Dandenong Road, Croydon, next Tuesday 2 October, starting at 6 pm. David and the crew will put on pizza and soft drink/beer for ECC members. David sent this preview of the program:

- We will have our Summer Series prizes, which we will announce on the night.
- We will be presenting our 2019 Tours Programme:
 - Tour Down Under
 - Italy, May 2019 (sold out)
 - France/Pyrenees, July 2019
 - France/Alps, August 2019
 - Spain, September 2019.
- We will have a 10% discount on the night for members.
- We will have another door prize on the night. We will also have a prize for anyone who makes purchases worth over \$200 on the night – this prize will be a free ticket to our February Bright Camp (value \$650).
- We will have representatives from Cervelo/Focus, Wahoo/Stages/3T/Pirelli, Northwave/BBB and, hopefully, DT Swiss on the night.

#GIRR2018

Following last year's successful first running, Get Into Road Racing (GIRR) returns this summer. This four-week introduction to road racing will again be held on Wednesday evenings in October and November, on a closed road circuit at METEC driver training facility in Kilsyth. See the flyer at the end of this newsletter for full details.

Monthly ride with CCW

On the third Sunday of the month, beginning on Sunday 21 October, there will be a monthly club ride in conjunction with Croydon Cycleworks, departing from the CCW shop, 182 Mount Dandenong Road, Croydon. Two groups, a 'Hot' and a 'Mild' group, will hit the Dandenongs and then meet for a post-ride debrief and coffee at a cafe in Croydon. More specifics will follow closer to the first ride.

Save another date

On Thursday 11 October at Curve Cycling, [36 Bond St, Abbotsford](#), a criterium info night is being organised by the SheRace crew, to kick-start crit season. Stand by for details.

Cycling in Italy

By Susan Williams

After 610 km and 11,900 m of climbing over seven days in Sardinia, my legs felt like steel but I was bloody tired. I rode in a group of 12, organised by Skedaddle, a UK operator that we used in France last year. No surprise that I was the slowest, but interesting to have 10 women and two men. All the girls were strong and the group very quickly split into two, with the seriously competitive women riding with the two guys, and me with a bunch of hilarious girls from England and Scotland. Guess who had more fun? We had two





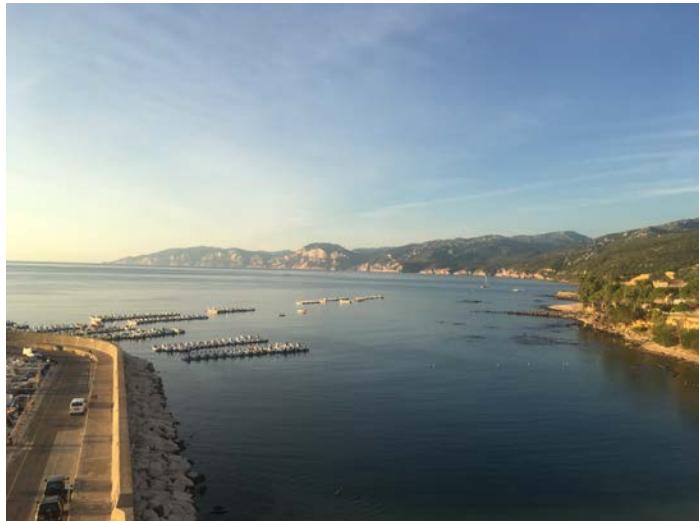
guides and a van driver, and the speedy front group got lost several times so it paid to be at the back! It was hot and humid and there was never shade when we needed it, but we had plenty of bar and van stops, so it was bearable.

I recommend using a tour operator as the distances are long, the mountains steep, and in some areas you are actually in the middle of *nowhere* – and we had a lot of flat tyres. The countryside was varied: superb coastal views, huge limestone hills, olive groves, vast expanses of forest, farmland and free-range grazing, and roads that go on and on. Wonderful long descents that were easy to sit up and roll. The mobile traffic hazards had bells on – sheep, cattle, goats and the occasional loose horse or family of wild pigs. For the most part the traffic was light, except for one area that was teeming with motorcycles – meeting a bike on a blind corner was not fun.

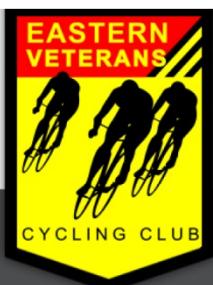
A few days later I spent five days cycling in Emilia Romagna, Italy. It borders a dead flat valley that runs east–west, with hills north and south. This is an area where you don't need a tour operator, just Google Maps to pre-plan your route. I stayed at a farm 5 km out of Sassuolo in stunning countryside where all the animals are kept in barns and the land is used to grow fodder.

The roads are freshly bituminised, and the notion 'a metre matters' doesn't exist so the cars do get close, but no one tries to intimidate you. There are cycle lanes on the flatter areas, but they are limited in distance and vary in surface, and have an annoying habit of swapping sides. Sometimes it's just easier and smoother to stay on the road.

If you avoid early morning and 5–7 pm, the traffic is light, but at this time of the year it is hot and bloody humid in the middle of the day. If you want serious ascent percentage, find the original farm roads that weave through the hills with no less than 10%. It's not the Alps, but every day you can get a good hit out and visit a lot of interesting towns, and of course there is always a bar when you need one. The bar owners are happy to fill your water bottle and it's always good to rest for a while and soak up the atmosphere.



Bearable – just. Photos: Susan Williams





Social notes

Awards Night



Eastern Cycling Club
2018 Club Champions Awards Night
November 17th
with special guest Matt Keenan
Maroondah Club - \$70 per person

It's great for us if you can book and pay here at www.trybooking.com/425357.

If you prefer to pay on the night, please add your name to our list [here](#).

Tables If you want to organise a table, let me know somehow.

Grand Final racing this Saturday at METEC

Toasted ham and cheese this week, the ideal recovery combo of protein, fat and carbs.

Buninyong tent

More on Buninyong as we get a bit closer. Col Mortley has kindly offered to set up again with a bit of help with the transport.

Thanks to all.

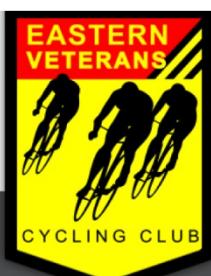
Mark & Helen Edwards markedwardsmac@gmail.com

Future events

Eastern CC events

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 until 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 ECC 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 CC events

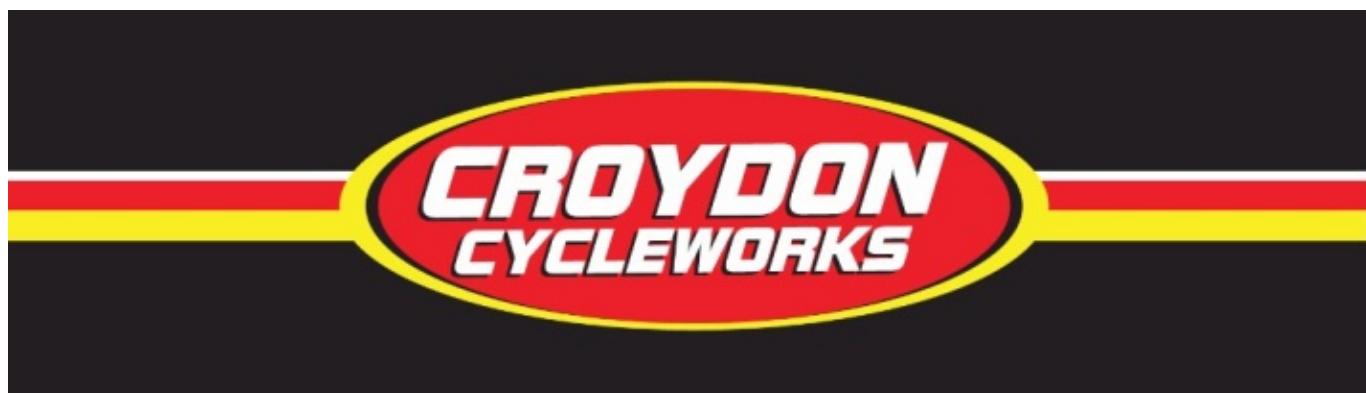
For details, go to <http://northerncycling.com.au>. Please note that Northern has a new start time of 10 am for road races. Start time for criterium races at National Boulevard remains unchanged at 9 am.

VCV events

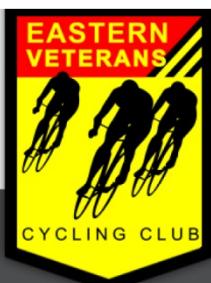
See flyers on the following pages for details of the following events:

- Colac Veterans Red Rock Classic on 7 October
- Warrnambool Veterans Brennan Hall Memorial Open Handicap on 14 October
- Geelong and Surf Coast Women's Handicap (supported by men's scratch races) on 2 December.

Sponsors



AUTOMOTIVE ENGINE SHOP



Are You Up For The Challenge?

Colac Veteran Cycling Club

2018 Red Rock Classic



51 Km Handicap Road Race

Cororooke Hall

Corangamite Lake Road

Cororooke

Sunday October 7th 2018

Start 10.00am

Sponsors: Fonterra, Cororooke Store

Handicap Group Prizemoney and
Overall Prizemoney

Entries to be submitted to Ralph Iselt

ralphi@dodo.com.au

phone 0428 311 833

Entries Close Wednesday 3rd October 2018

Entry \$15.00 (on the day)



Warrnambool Veterans Cycling Club Inc

ABN 55 878 540 480

Patron: Jim Hocking

www.warrnamboolvetscycling.com

A0013587D

PO Box 1144

Warrnambool 3280

mail@warrnamboolvetscycling.com

“Warrnambool Veteran’s Cycling Club”

Are proud to present the

Brennan/Hall Memorial

66Km Open Handicap

Dixie Memorial Hall
Timboon Terang Road Dixie 3265

Sunday October 14th 2018

Start 10.00AM

Entries close 11:59pm Tuesday 9th October 2018

Good Prize money and trophies

Entry \$25

Online entries via VCV Website

www.veterancycling.com.au

(Remember late entries will not be accepted)

Supported By

Wannon Water

South West Credit

Callaghan Motors



President: Barry Warren
Phone: 0478 313 493

Secretary: Darren Ladhamas
Phone: 0428 517 663

Treasurer: Barry Wurlod
Phone: 0419 591 580

WOMEN'S HANDICAP RACE

SUNDAY 2ND OF DECEMBER 2018 10AM

GSCC CLUB ROOMS, HENDY MAIN AND

GRASSDALE ROAD

MEN'S SCRATCH RACES 9:30AM



VETERAN CYCLING Victoria



GEELONG & SURF COAST CYCLING CLUB INC

TROPHIES

PRIZE MONEY

51.6 KM

<https://ridewithgps.com/routes/28628201>

AFTER RACE BBQ

ONLINE ENTRY ONLY: \$20 FOR WOMEN'S RACE

<http://www.veterancycling.com.au/>

MALE SCRATCH RACES: EMAIL GSCC AT

daverobbo@hotmail.com NO LATER THAN

30th NOVEMBER 6PM: \$15





Get Into Road Racing

(#GIRR2018)

If you've considered road racing & have reasonable bike handling skills, but don't have the knowledge or confidence to race, then this course is for YOU.

Eastern Cycling Club is running a 4 week introductory course that provides all participants with the necessary skills and confidence to start competing in road cycling races.

This course is aimed at Female road cyclists over 30YO and Male road cyclists over 35YO with reasonable road cycling skills.

Your safety is our priority.

All ECC road races are fully approved by Victoria Police and local council with traffic management including: traffic control, marshals and first aid officers.

What can you expect?

Over the four-week period, all participants will complete three weekly training sessions and a trial race supervised by two qualified Cycling Australia coaches as follows:

- Week 1 – Wednesday 24th October – Introduction, safety & basic skills.
- Week 2 – Wednesday 31st October – Overview of a race, warm-up, where to position in a race, drafting, skills and techniques etc.
- Week 3 – Wednesday 7th November – As per week 2 plus a short mock race.
- Week 4 – Wednesday 14th November – Warm-up & trial race with fellow GIRR's.

Where? METEC Driver Education Centre, Colchester Rd, Kilsyth, 6.00pm – 7.00pm

This is a “closed private” circuit, so no traffic.

How much does it cost? \$50 includes insurance, off-road venue and coaching

Further Info: Contact Emma Smith, ECC Vice President 0437 437 800 or at fortune5@live.com or register at www.easternvets.com

Registrations close Sunday 30th September 2018, numbers are limited to 20

Eastern Cycling Club is proudly sponsored by;

