

CLUB CLOTHING

Stand out in the Southborough & District Wheelers club kit!
Contact David Watson for more information, a full price list or to
place an order.

Tel: 01892 541005 or email: watcha_watto@yahoo.co.uk



Selected garments and prices (approx)

Prices are subject to exchange rate fluctuations – but within 10% of actual cost

WINTER WEAR

Windtex jacket (very warm, and wind resistant) Long Sleeve, Long Zip £55

Windstopper Gilet £42

Bib-Longs – haven't ordered any yet, but can if desired

Training Jersey - Winter airtex, Long Sleeve, Long Zip £46

Winter Hat £10

Leg Warmers £12

Arm Warmers £10

SHORTS (With Standard seat; Gel seat is obtainable for approx +£7)

Bib shorts; (Backpanel & Special Cut); Black; £32

Waist-shorts (Non-Bib); Standard Cut; Black; £33

JERSEY'S

Summer airtex Jersey; Short Sleeve; 3/4 Length Zip; £24

Summer airtex Jersey; Long Sleeve; Long Zip; £28

SKIN-SUIT

Skin suit; (Backpanel & Special Cut); Standard Seat; Short Sleeve; £62



Southborough
Gazette



WINTER 2010

Southborough & District Wheelers



Cycling Club

PRESIDENT:	Bill MacNay	01892 681038
VICE-PRESIDENTS:	Geoff Abraham	
	Esther Carpenter	
	Ron Hayward	
CHAIRMAN:	Warwick Dunford	01732 851395
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HON TREASURER:	David Watson	01892 541005
RECORDER:	Jo Watson	01892 822049
SOCIAL SECRETARY:	David Millis	01892 523422
CLUB EVENTS SEC:	Doug Finch	01732 452788
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	neil_lewis@ntlworld.com	

Log on to us at : www.southborough-wheelers.co.uk

The club meets every Thursday from 8.30 pm at:
The Borderers Sports Club, St Marks Recreation Ground, Frant Road,
Tunbridge Wells Tel : 07748 880251

Articles for the next Gazette should be emailed to the Editor asap!

EVERNDEN CYCLES

9am- 5:30pm Mon-Sat / 10am- 4pm Sun



Did you know???

Giant is the largest bicycle manufacturer
in the world?

They produce for many premium
brands in cycling!!

01892 832823 / www.everndencycles.co.uk

62 & 62a Maidstone Rd, Paddock Wood, Kent, TN12 6AF
SHIMANO **MAVIC** **GIANT** **ALPURA** **ORBEA**

THE FASTEST FOR 2010

Fastest 10 Mile

Gary Sinclair	28.45	01-Jan-2010
Stephen Connery	27.16	01-Jan-2010
Graham Hills	26.04	01-Jan-2010
Graham Hills	25.23	27-Mar-2010
Peter Crofts	22.21	10-Apr-2010
Keith Henderson	22.08	04-Sep-2010
Graham Hills	21.59	18-Sep-2010
Peter Crofts	21.35	18-Sep-2010

Fastest 25 Mile

Peter Rowe	1.08.46	05-Apr-2010
Peter Rowe	1.01.36	11-Apr-2010
Peter Rowe	59.14	17-Apr-2010
Peter Crofts	57.27	14-Aug-2010

Fastest 50 Mile

Peter Rowe	2.07.42	23-May-2010
Peter Rowe	2.03.39	27-Jun-2010

Fastest 100 Mile

Steve Connery	4.55.40	22-Aug-2010
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Front cover: Nigel Smith miffed he had not gone under the hour on Alpe d'Huez

FORTHCOMING EVENTS

2010

Thursday 09 December Entries close for SDW 10 on New Years Day

Thursday 23 December NO CLUBROOM EVENING

Sunday 26 December Leigh Loop at Leigh. Start 10.45
Entry fee: Xmas wrapped gift

Thursday 30 December NO CLUBROOM EVENING

2011

Saturday 01 January SDW New Year's Day Open 10 mile TT Q10/10
Bethersden Village Hall. Start 10.00 Organiser
Steve Connery. Marshals/helpers please.
ENTRIES TO BE RECEIVED BY 9 DECEMBER

Sunday 16 January East Sussex Luncheon and Prize Presentation.
The Horseshoe, Windmill, Herstmonceux
Cost £17.50 See Martin Yardley

Sunday 13 February S&DW Reliability Trial 55 miles. Start: Tonbridge
See item opposite.

Sunday 20 February VTTA Kent Group - Annual Lunch & Prize Giving.
Smarden Charter Hall

Saturday 26 March SDW Open 10 mile TT Q10/33 Start 14.30
Organiser Doug Finch. Marshals/helpers please.
Entries to be in 2 weeks before

Sunday 03 April ESCA 2 up Open 10 mile TT Q10/10 Start 08.00
Organiser Graham Hills Marshals /helpers please.
Entries to be in 2 weeks before

Sat/Sun 25/26 June Sussex 24 hour Time Trial promotion – a date for
your diary

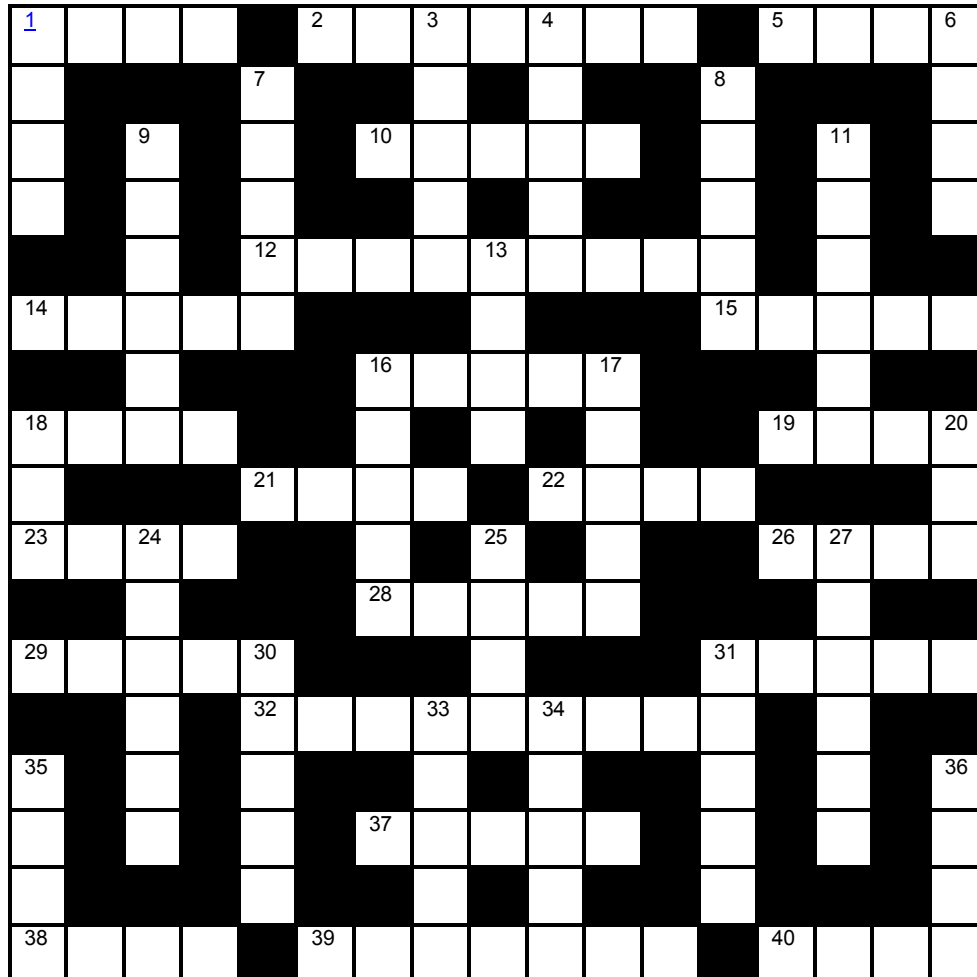
Across

- 1 & 9 Down. Spin faster with these (4, 6)
2 Handed out at feed stations (7)
5 Several riders make it up (4)
10 & 30 Down Australian Tour contender (5, 5)
12 See 6 down
14 Chase this down before the end (5)
15 There is usually time before this (5)
16 This component could be found in chopped almonds! (5)
18 This comes before layers, miles and endurance (4)
19 This will complain if you push too big a gear (4)
21 & 4 Down Groovy contact point with the road? (4, 5)
22 One of Luxembourg's finest (4)
23 See 24 Down
26 Initially Thor, Ivan and Oscar are no longer this when joined by Roger (4)
28 Had words about this component (5)
29 Optional on a picture, but not on a bike (5)
31 Wear this for a stretch? (5)
32 Cyclists always on track here (9)
37 One of a number of sets on a bike (5)
38 In this if you lead 40 across (4)
39 You could also use these on a barbecue (7)
40 One of the Tours (4)

Down

- 1 You'd be one to use this! (4)
3 One of twenty in this year's Tour de France (5)
4 See 21 across
6 & 12 Across Sprinter (4, 9)
7 Put your head on this to stop? (5)
8 A visual aid (5)
9 See 1 across
11 Is this rider in a Socialist Society? (6)
13 London and Brighton hold such a cycle event barely once a year (4)
16 Nice from here – classic! (5)
17 Catalan celebration includes this rider (5)
18 Best all rounder (1,1,1)
20 A sort of 1 down (1,1,1)
24 & 23 across Dread groin upset in this sportive! (6, 4)
25 & 27 Cad roaring, all awry in this type of event (4, 6)
30 See 10 across
31 Tyre ---- (5)
33 Flighty Scot? (5)
34 Mixed up rogue gets this lantern at last (5)
35 Is 21 across deflated? Use this (4)
36 French Bike (4)

CYCLING CROSSWORD



The prize of a bottle of wine will be given for the first correct answer emailed to Ian Turner at ic.turner@btinternet.com or handed to him at the club!

The solution will be published in the next gazette.

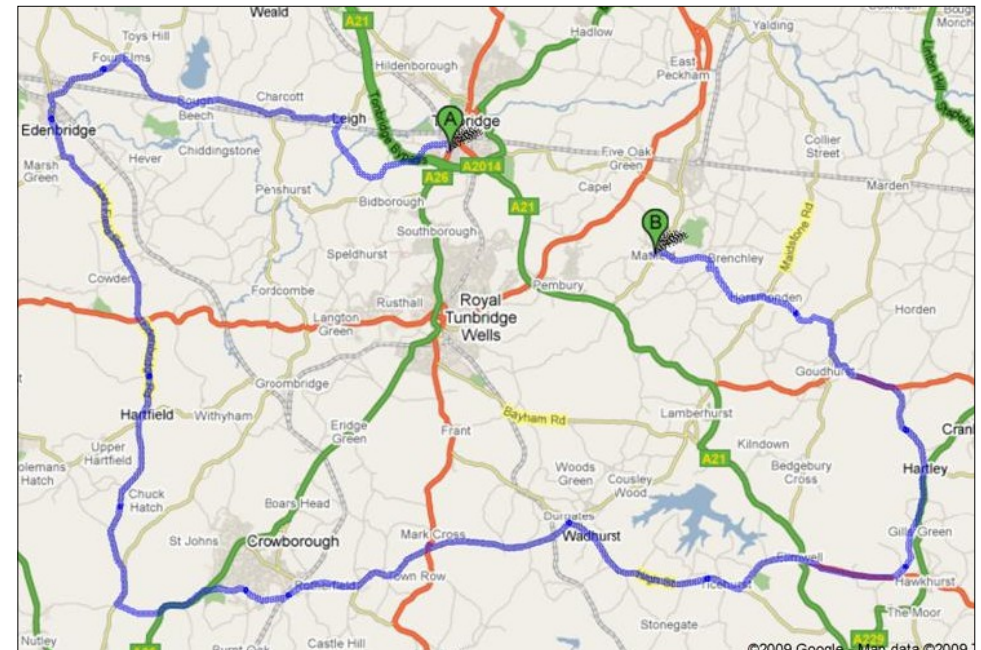
Club Reliability Ride 13 Feb 2011

The route will be the same as the amended one used in 2010. The finish is at Matfield for the many who wish to get home for lunch, and the route has been extended at Flimwell to avoid the right turn off the A21. The nominal distance is now 55 miles in 4.15, 3.45, or 3.15 hours. All will finish no later than 12.45. No need to pre-enter - just turn up and ride!

Start: Quarry Hill, Tonbridge
 4¼ hour group departs 8.30am
 3¾ hour group departs 9.00a.m.
 3¼ hour group departs 9.30 am
Finish: 12.45 at the Star Inn, Matfield

The route :-
 Quarry Hill (Quarry Bank). Leigh, Bough Beech, Edenbridge. Thence to Hartfield and Camp Hill, left to Crowborough Common, left and right on the A26 to Jarvis Brook, Rotherfield, left to Mark X. then Wadhurst, Ticehurst and Flimwell.

Cross the A21 to edge of Hawkhurst, left into Slip Mill Lane to Hartley, Iden Green and Goudhurst. Right at the Chequers to Horsmonden, Brenchley and Matfield. Here left to the Star Inn.



Long service award

After 50 years of working on the Cycling Time Trials South Eastern District Council, Warwick has retired from the Committee. He was General Secretary for many, many years and lately became Chairman.

The SEDC presented him with a beautiful pint glass tankard suitably engraved in recognition of his services to the committee. Well done, Warwick

More Congratulations

Five weeks after Warwick and Joyce Dunford were married 50 years ago, Les and Diane Hayman were married.

Apparently Les was Best Man to Warwick on his day, and Warwick was Best Man to Les on his big day!

All SDW members wish Les and Diane all the best for their 50 years marriage.

Club Runs & Training Rides

Currently the following runs are being led by various members of the Southborough Wheelers. In all cases the rides are on a Sunday morning. It is intended to keep them going throughout the winter season except Boxing Day.

9am, Cotswolds Outdoor Shop Mount Pleasant Tunbridge Wells. A fast training ride group typically covering 50 miles or so. Note: These rides are unlead. Please see the website for schedule/routes or see Gary Sinclair.

9.30am, Cotswolds Outdoor Shop Mount Pleasant Tunbridge Wells. A medium paced club run, typically covering 35 to 45 miles over a variety of different terrain. Average pace approx 15 to 16 mph, led by Martin Yardley and others.

10am St Stephens Church (Pembury Road roundabout) Tonbridge. An easy ride of 20 to 30 miles mostly on flatter terrain aimed at both beginners and those who prefer a more gentle ride. Average speed 12 to 14 mph, contact Doug Bentall.

If you are new to our club runs please read the club run etiquette notes on the club's website and also wear clothing appropriate for the weather you could encounter on the day. Finally it goes without saying that rides will probably not take place if it's either too wet or too icy.

Martin Yardley

TROPHY WINNERS 2010

ALAN BATHURST MEMORIAL TROPHY

(Winner of open 25 mile T.T. held on Sunday 11 July 2010)

Steve Dennis (East Grinstead CC) 52.07

10 MILE CUP

Peter Crofts 21.35

10 MILE CHAMPIONSHIP *(held on 04 September 2010)*

Keith Henderson 22.08

25 MILE CUP

Peter Crofts 57.27

25 MILE CHAMPIONSHIP *(held on 19 September 2010)*

Peter Rowe 1.00.44

BRYAN 50 MILE TROPHY

Peter Rowe 2.03.39

B. LEYLAND 100 MILE TROPHY

Steve Connery 4.55.40

SOUTHBOROUGH & DISTRICT WHEELERS VETERANS TROPHY

(Vets greatest improvement on Age Standard over 10, 25, 50 and 100 miles)

Steve Connery + 12.50

A. HAYWARD MEMORIAL TROPHY *(Best individual racing achievement)*

Peter Crofts

MASKELL MERIT TROPHY

Warwick Dunford

ROAD RACE TROPHY *(on points)*

Graham Hills

ROAD RACE CHAMPIONSHIP *(held on 15 August 2010)*

Graham Hills

HYTHE CUP *(Scratch points winner)*

Graham Hills

S&DW HANDICAP POINTS WINNER

Tim Christian

SPEARTH LANTERNE ROUGE TROPHY

Steve Humphrey

NAME	10	Year	25	Year	50	Year	100	Year	12 Hr.	Year	24 Hr.	Year
David	23.30	04/09/10	-	-	-	-	-	-	-	-	-	-
Bagge	23.53	18/09/10	1.06.41	19/09/10	-	-	-	-	-	-	-	-
Tim	26.07	30/06/09	-	-	-	-	-	-	-	-	-	-
Peter	23.56	05/09/09	1.02.12	11/07/10	2.11.36	13/06/10	4.55.40	22/08/10	-	-	-	-
Steve	20.58	25/09/09	53.07	23/06/09	1.46.36	08/08/09	3.53.53	04/07/09	267.742	01/08/82	-	-
Peter	26.14	19/09/09	-	-	-	-	-	-	-	-	-	-
Alan	27.44	07/06/05	1.09.31	22/04/07	2.26.42	17/09/06	5.03.35	25/06/06	205.462	13/08/06	-	-
Michael	25.27	04/09/10	-	-	-	-	-	-	-	-	-	-
Peter	26.34	08/07/97	1.12.14	28/07/02	2.36.48	18/06/95	-	-	-	-	-	-
Doug	25.41	30/08/08	-	-	-	-	-	-	-	-	-	-
Tom	25.25	18/09/10	-	-	-	-	-	-	-	-	-	-
Chris	24.53	12/07/94	1.01.51	07/07/01	2.08.44	19/56	4.29.16	19/58	239.120	22/07/56	-	-
Les	22.05	19/09/09	-	-	-	-	-	-	-	-	-	-
Keith	28.40	29/06/10	-	-	-	-	-	-	-	-	-	-
Catherine	21.59	18/09/10	1.04.55	13/09/09	-	-	-	-	-	-	-	-
Graham	23.55	19/09/09	-	-	-	-	-	-	-	-	-	-
Paul	23.11	30/08/08	1.00.39	21/09/08	2.13.54	29/06/08	-	-	-	-	-	-
Hiscock	27.04	08/06/10	-	-	-	-	-	-	-	-	-	-
Steve	24.17	18/09/10	-	-	-	-	-	-	-	-	-	-
Humphrey	26.10	08/06/10	-	-	-	-	-	-	-	-	-	-
Jarrett	23.36	10/05/08	1.03.17	04/07/09	-	-	-	-	-	-	-	-
Lawrence	22.49	10/05/08	1.01.26	18/06/95	2.08.42	29/05/94	4.36.40	03/07/94	223.875	14/08/94	-	-
Ed	23.31	02/08/94	1.04.15	06/06/95	2.24.56	07/09/97	5.12.40	18/07/99	200.760	02/08/98	-	-
Neil	25.45	29/06/10	1.13.10	11/04/10	-	-	-	-	-	-	-	-
MacNay	22.23	04/09/10	1.01.02	11/07/10	-	-	-	-	-	-	-	-
James	29.36	25/07/09	-	-	-	-	-	-	-	-	-	-
David	28.01	04/09/10	1.11.05	12/07/09	2.23.42	19/06/05	5.15.18	25/07/04	205.27	31/07/05	-	-
Andy	24.55	10/09/05	1.06.31	15/04/07	2.22.18	17/06/07	5.23.05	29/07/07	-	-	-	-
Morley	26.55	02/09/08	1.12.48	23/07/06	2.42.04	17/06/01	-	-	-	-	-	-
Nuttall	25.02	30/08/08	1.06.07	28/06/09	-	-	-	-	-	-	-	-
Oakley	22.11	11/07/09	58.25	30/07/05	2.04.58	28/06/09	4.39.13	10/07/05	234.490	09/08/09	-	-
O'Callaghan	21.41	30/08/08	56.16	20/05/07	1.59.05	10/06/07	4.21.31	21/06/09	233.108	14/08/05	-	-
Anthony	25.09	04/09/10	-	-	-	-	-	-	-	-	-	-
David	24.20	04/09/10	-	-	-	-	-	-	-	-	-	-
Parker	29.27	29/06/10	-	-	-	-	-	-	-	-	-	-
Pennell	25.31	04/09/10	1.08.22	27/06/10	-	-	-	-	-	-	-	-
Quarby	23.35	19/09/09	1.05.03	20/05/07	2.14.33	09/08/09	5.06.52	22/06/08	-	-	-	-
Rowe	22.52	19/09/09	1.03.34	27/09/09	-	-	-	-	-	-	-	-
Saadat	25.41	04/09/10	1.11.03	15/08/10	-	-	-	-	-	-	-	-
Sinclair	21.22	02/10/93	56.53	31/05/99	2.14.03	30/07/95	-	-	-	-	-	-
Smith	23.35	16/06/98	1.01.05	07/05/94	2.06.50	07/08/99	4.52.11	03/07/94	163.193	18/08/96	-	-
Thomas	21.56	08/07/97	58.12	30/05/98	2.02.44	07/08/99	-	-	-	-	-	-
Tully	22.52	12/08/00	-	-	-	-	-	-	-	-	-	-
Turner	23.43	08/07/97	1.02.34	01/05/99	2.18.00	15/06/97	5.28.40	15/07/01	205.116	12/08/07	-	-
Watson	22.52	08/07/97	-	-	-	-	-	-	-	-	-	-
Watson	23.43	08/07/97	-	-	-	-	-	-	-	-	-	-
Whitney	23.43	08/07/97	-	-	-	-	-	-	-	-	-	-
Yardley	23.43	08/07/97	-	-	-	-	-	-	-	-	-	-

Wednesday Wobblers

24-Nov	Hawkenbury Inn
1-Dec	Smarden Bell
8-Dec	Woolpack, Benover
15-Dec	Unicorn, Marden
22-Dec	NO OFFICIAL MEET
29-Dec	The George Egerton
5-Jan	Lord Raglan, Rabbits Cross
12-Jan	Hawkenbury Inn
19-Jan	Smarden Bell

26-Jan	The George Egerton
29-Sep	Lord Raglan, Rabbits Cross
6-Oct	Hawkenbury Inn
13-Oct	Smarden Bell
20-Oct	Woolpack, Benover
27-Oct	Unicorn, Marden
3-Nov	Stilebridge Inn, Marden
10-Nov	The George Egerton
17-Nov	Lord Raglan, Rabbits Cross

An average of 7 riders have been out each Wednesday over the last 3 months. We've been lucky with the weather on the whole. On the 10th November, we got a lovely day, sandwiched between an awful Tuesday and an awful Thursday. Even on the one bad day (29th September), 6 of us were out despite an early soaking.

gentle run to Hadlow for elevenses, which attracts older, slower members or we've ridden a route to the west for a change. This is hillier than eastwards runs and generally uses Penshurst as our coffee stop.

When lunch stops have been closer to home, we've either had a very

We have seen plenty of colourful autumn leaves and a few new and pretty lanes. About 15 different riders have ridden with us this year. Why not join us?

Les Hayman

Boxing Day Leigh Loop

On Sunday 26 December there will be the traditional ride of the Leigh Loop at Leigh. Meeting point is in Power Mill Lane, under the A21, 400m from the Plough Inn. The ride is 2 laps of 4¼ miles & the first rider sets off at 10.45am.

Everyone then regroups at the Plough at opening time - around 11.30 - for a few well earned beers! Entry fee is a wrapped Xmas gift.

La Marmotte—DIY Lite

The Background

As has already been documented elsewhere, in 2007 my mate Alfie and myself went to the Alps to knock off a few peaks. Our total lack of preparation and foresight ultimately got us into a bit of bother and we came away vowing ‘never again’. Now, we all know that time is a big healer, and so is a bit of additional experience so, this year, we went back, aiming to ‘put things right’.

We planned to follow a similar program as before: Day One would be a L’Alpe D’Huez time trial and Day Two would be to follow the route of La Marmotte but miss out L’Alpe D’Huez at the end. Even without this last climb, the Day Two route still came in at 162 kilometres.

Mistake No.1 Not Enough Training

The most glaringly obvious error from our previous trip was a total lack of miles in our legs. In the immediate build up to this trip, I’d ridden several 60-70 mile rides, plus half a dozen 50 mile rides over the preceding couple of months. I felt good. I knew I could ride hard for an hour (with L’Alpe D’Huez in mind), with my heart rate just north of 170bpm. In terms of the Marmotte route on day two, if I was sensible, there would be no cause for alarm.

Mistake No. 2 Wrong Gears

The previous trip had seen us ride

with standard 53/39 chain sets and a 12 – 27 cassette. That was clearly wrong and contributed heavily to our demise. ‘Grinding’ up a hill in too high a gear, over say, Ashdown Forest is manageable. Repeating for several hours over famed Tour de France climbs will very quickly result in smashed legs, an exhausted body and a defeated mind.

Mistake No.3 Don’t Start too Late

Our ascent of L’Alpe D’Huez the day before had been planned to avoid any early starts. We went up when we were ready, and were fortunate enough to get caught up in a multi day Dutch Sportive – the ‘Tour for Life’ in aid of Medicine sans Frontier. My ascent time was a shade over 62 minutes. This was a considerable improvement from three years ago. However, I had not broken the hour and so, at the time, considered it a failure.

For the Marmotte route, we were prepared and ready to go at 8.30am. A huge breakfast, the checking and rechecking of bikes and kit had preceded our rolling out of Le Bourg-d’Oisans with great trepidation. Grey clouds loomed ahead, shadowing our first climb of the day, the Col du Glandon. By the time we’d turned right onto the D526, heading towards Allemond and Le Rivier d’Allemond, the air was full of light drizzle. We were glad we’d taken another key learning from the 2007 trip and at least had some additional

Scratch Points	March		April			May				June				July				Aug		Sept		Total	Best 10	
	7	14	15	22	29	6	13	20	27	1	8	15	24	29	6	15	22	29	5	12	4			18
Graham Hills	9	10	10	9	9					10	10	9	10	10	10	9	10	8	10		10	153	100	
Keith Henderson	10		9	10	10	10		10			9	10			10			10	9	10	9	126	99	
Andy Morley							10			9	0	8	9	0	9			9	8	9	8	79	79	
Peter Collyer	6	8	7	8	8	8	7		8		0	7			6	8	8					89	77	
Paul Hiscock			5	7	6	5	8	7	9	7	7	8	5		8			6	4	5		97	73	
Peter Rowe	7	9		6	7	9		9		10		0	8							8		73	73	
Tim Christian	4	6	0	4	1	2	4	5	6	2	5	0	0	0	8	5	7	7	3	6	3	7	85	62
Gary Sinclair			8	5		4	9	3				2			4			6	7	7	6	0	61	59
Ed Lebon					5	6		8	10		8	0						5	5			47	47	
Neil Lewis								6			9	0	6	6	9	7						43	43	
Kevin Jarrett			3	2	2	1	3	2	5		6	6	1	4		3	6					44	40	
Mike Saadat	0	2	0	0	0	0	0	0	2	4	3	4	0	5	7	3	4	2	4	0	2	2	44	38
Nigel Smith			2	1		3	2	4	7			5	3				5		3	0	0	35	35	
Ian Turner	2	5	0	0		0	0	0		6	2			3	6	0	3		2		0	0	29	29
Peter Faro	3	4		0	0	0	0	0	3	5	1	3	0	0	5	0	2	1	1	2	0	1	31	29
Peter Lawrence	5		4		3		6					0	4								6	28	28	
Dave Millis				3	4	0	5	0				7	0	7								26	26	
Martin Yardley	0		1	0	0	0	1	1		3	4			2	4	1		3		1	1	3	25	23
Steve Connery	8	7	6	0																		21	21	
David Bagge																	9			7		16	16	
Chris Greenall																5	4	0		0	4	13	13	
Steve Humphrey																			4	5		9	9	
Simon Tully										8												8	8	
Daniel Flanagan						7																7	7	
Alan Day								0	4				0			1				0	0	5	5	
Alex Smith				0		0	0	0			0	2	0	0	3	0	0	0	0			5	5	
Alan Oakley		3																		0	0	3	3	
Peter Levenspiel													0	2								2	2	
David Watson	1																			0		1	1	
Bill MacNay			0	0			0							0	0							0	0	
Andrew Thomas																						0	0	
David Parker				0			0						0	0	0					0	0	0	0	
Tom Gordon																						0	0	
Mark Fryza																						0	0	
Les Hayman																				0		0	0	
Catherine Hills														0								0	0	
Ant. O’Callaghan	0																					0	0	
Andre Wanders	0																					0	0	
Paul Hogan				0														0				0	0	
Max Hogan				0														0				0	0	
Luke Evans																0						0	0	
Neil Manning																	0					0	0	
Sean Comer																	0					0	0	
Nicola Pession																0	0	0	0	0		0	0	

S&DW HANDICAP & SCRATCH COMPETITIONS 2010

Handicap Points	March		April			May			June				July				Aug		Sept		Total	Best 10		
	7	14	15	22	29	6	13	20	27	1	8	15	24	29	6	15	22	29	5	12			4	18
Tim Christian	7	10	0	5	1	6	7	8	4	5	3	0	0	0	10	5	10	6	3	9	5	10	114	83
Graham Hills	9	5	5	8	3					10	8	10	1	9	7	4	5	5	5		9	103	80	
Mike Saadat	3	7	7	1	5	7	4	4	6	10	6	9	5	8	7	3	6	8	10	2	4	1	123	79
Peter Faro	4	4		7	4	4	6	7	8	9	4	3	0	7	6	1	7	7	9	7	7	3	114	75
Kevin Jarrett			10	0	2	10	3	0	10		8	7	7	4		0	8						69	69
Ian Turner	5	8	6	3		9	5	2		8	1			5	5	6	5		7		3	2	80	64
Martin Yardley	1		8	2	8	5	2	0		6	2			2	4	9		0		1	9	6	65	59
Alex Smith				0		0	8	0		0	4	3	10	3	8	3	10	6	0				55	55
Nigel Smith			5	6		0	1	10	5			5	7				0		10	6	0		55	55
Dave Millis				10	9	1	10	0				10	8	6									54	54
Paul Hiscock			0	4	0	2	9	3	9	7	5	6	0		0			0	3	0			48	48
Keith Henderson	10		1	9	7	0		6				0	0				0		4	0	0	5	42	42
Ed Lebon					10	0		9	7		7	0							0	8			41	41
Andy Morley						0			0	0	9	3	0	10				0	4	2	4		32	32
Gary Sinclair			9	0		0	0	0				2		0		0	8	6	0	0			25	25
David Parker				0		0						4	9	2					8	0			23	23
Peter Collyer	0	9	0	0	0	0	0	0	0	0	0			0	9	4							22	22
Neil Lewis								0		9	0	1	0	8	4								22	22
Peter Lawrence	8		3		6	0						0	0							0			17	17
Chris Greenall																0	9	0		0	8		17	17
Peter Rowe	0	6		0	0	3		1	0	0	0									1			11	11
Les Hayman																				10			10	10
Steve Connery	6	3	0	0																			9	9
Ian Pitfield					0	8																	8	8
Steve Humphrey																				0	7		7	7
Bill MacNay			2	0		0						0	0										2	2
David Watson	2																			0			2	2
Andrew Thomas																							0	0
Tom Gordon																							0	0
Alan Oakley		0																		0	0		0	0
Mark Fryza																							0	0
Alan Day							0	0					0			0				0	0		0	0
Catherine Hills													0										0	0
Ant. O'Callaghan	0																						0	0

clothing..... The weather would need to be quite severe to get one over on us.....

Mistake No.4 No warm clothing

Arm warmers, skull caps, long fingered mitts, overshoes and waterproof tops were all part of our kit. Before we'd even reached the first dam on the way up to the Col du Glandon, we were wearing everything we had. I was already afraid of getting drenched, not being able to dry out and subsequently freezing on a descent, though I daren't share this thought with Alfie at the time.

Spirits were reasonably high as, just like the day before, we found ourselves mixed up in the 'Tour for Life'. We therefore had plenty of company and 'bike talk', though wheel-sucking was only ok if you were happy for the soaking it gave you. We discovered that the Dutch contingent were heading over the Glandon on the same road as us, though they'd be heading straight on for the Col de Madeleine. This would at least give us more eyes and ears for the tricky descent, which we knew to be quite narrow, with plenty of switch-backs. In the wet, it would be hell. The climb, in itself, was uneventful, we both rode well within ourselves, had plenty of company and even though it rained all the way up, we didn't feel too bad, physically. However, I did find myself riding ahead of Alf - just far enough not to hear his almost continuous running commentary on everything, which even now, as I write, is making me laugh, but at the time, drove me

insane. Being wet, anticipating the cold and getting fed up at the prospect of the **whole** ride being like that, I needed to compose myself for the possibility that it could get even worse and needed an answer to the question 'why the hell am I doing this?'

With the additional clothing all put to use, we were generating just enough heat to keep warm. The low cloud, that appeared not be going anywhere, at least indicated there was no wind. The dark wet tarmac rose ominously ahead, in the distance peppered with a line of two-wheeled ants, slowly leading the way for us. I wondered why so many people wore black on a bike, even in the poorest conditions. I pondered the 'ant' theme, the squiggly line being not our 'out' riders, but 'ant' riders. The Adam and Ants song 'Ant Music' entered my head. Bigger.

At the top, we decided against the extra 1.5kms to the Croix de Fer and turned left, stopping briefly at the 'summit stone' for photographic proof. As we did so, the cloud got lower and thicker. I still daren't share my fears with Alfie, but within the first



Col(d) du Glandon. A bit soggy

1km of descent, I knew he felt the same: "I'm freezing! Can't feel my hands on the bars!" Added to that was rate at which the switch-backs zoomed into view and the lack of adhesion between brake pad and rim. So many of the 'crazy' Dutch overshot their braking / turn-in points and rounded a blind corner on the 'wrong' side of the road. My mind was continuously anticipating an on-coming vehicle to speed round a corner and create havoc. "So unplug the jukebox, and do us all a favour, that music's lost its taste, so try another flavour - ant mu-sic!" I was now a prisoner, not of the Col du Glandon, but of my own mind. I sneered at the irony of me going mad to song sung by someone who had gone mad. Where the descent levelled out, we pedalled hard, trying to generate some warmth and reduce our time in these difficult conditions. The downside was an increase in the chill factor..... and more Ant Music.

By the time the road straightened out and we could see the small town of Ste-Marie-de-Cuines, I was ruing the day I agreed to this stupid 'holiday'. We were soaked and freezing. If we quit now, we'd have to go back over the Glandon. If we carried on, we still had the Telegraphe and Galibier to climb. A cafe stop, sat facing the sun so we could dry out, convinced us it 'was not that bad'. Rational discussion and a return of normal body temperature silenced Mr Ant. We ate some of our food and bought more at the Cafe.

Mistake No.5 Not Enough Food & Water

We knew we'd need to eat a lot and drink frequently. Quite how much we eventually consumed surprised the pair of us. On top of the extensive breakfast of cereal, croissants and yoghurt, we left the hotel with 2 slices of malt loaf, 4 cereal bars, a cheese sandwich (freshly made at breakfast) and a banana. We'd each be carrying 1.5L of fluid, mixed with energy supplement. We were both also carrying two small sachets of white powder – nothing illegal, just more energy supplement for when we topped up our bidons. All this was in addition to the cafe stops we'd planned for top-ups and a longer one for a (proper) lunch. I list these additional supplements purely out of factual interest: After descending the Glandon, at the cafe, we had a large milky coffee. Thankfully, along the slightly uphill, busy road to St-Michel de Maurienne (at the foot of the Telegraphe) we were blessed with sun shine to complete our drying out. Once there we stopped for lunch and enjoyed a lasagne, several bread rolls, 2 bottles of coke and a coffee (to kick start the next phase).

The Telegraphe winds its way gently upwards through the tall trees for about 12 kilometres at an average gradient of 7.5%. It's a bit like Ashdown Forest but with tighter corners, and a bit steeper. Sorry, it's nothing like Ashdown Forest.

At the summit we re-grouped, and ate the last of our cereal bars and refilled our water bottles. As we did so, we watched a group of four riders complete the climb, spread equally over about six minutes. The first to finish in the group dived into the

S&DW CLUB TIME TRIAL RESULTS

Tonbridge Bypass 18th September 2010

	Scratch		Handicap	
	Time	Pts	Time	Pts
Graham Hills	21.59	10	21.29	9
Keith Henderson	22.28	9	22.28	5
Andy Morley	23.06	8	22.36	4
Tim Christian	23.53	7	21.23	10
Peter Lawrence	24.17	6		
Steve Humphrey	24.51	5	22.21	7
Chris Greenall	25.28	4	21.58	8
Martin Yardley	25.57	3	22.27	6
Mike Saadat	25.59	2	22.59	1
Peter Faro	26.07	1	22.37	3
Ian Turner	26.21		22.51	2
Alan Day	26.42			
Nigel Smith	DNF			
Alan Oakley	DNS			
David Parker	DNS			
Gary Sinclair	DNS			



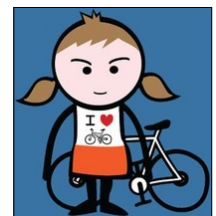
And finally



Back in March James and Cinzia MacNay became proud owners of Heathfield Delicatessen. Well, nine months later, they are going from strength to strength, and although it has been hard work they have both enjoyed their new venture! With Christmas coming up they are focusing on 'entertaining' their customers every Saturday leading up to Christmas with Miss Santa, Mr Elf and his helpers are all set to arrive at the deli to help out! There will be wine tasting with some nibbles.

So if you are on a training ride in the area, or just passing through why not pop in and say hello. There's a 10% discount for all club members as well. Happy Christmas!

Catherine



Association News

East Sussex CA

Martin Yardley has now taken over from me, the job of representing Southborough Wheelers on the ESCA committee. We both attended the AGM at Laughton on 10th November, where all the regular officers were re-elected for 2011

The Time Trial programme remains much as in previous years. The 100 mile event will again be held in August (21st) as last year's move from the June spot had proved so successful with a 33% increase in the size of the field.

2011 sees the 65th Anniversary of the formation of ESCA and in consequence two special, one off events are added to the programme. On the 29th May, a 65km time trial will be held, centred on Hailsham with a 34km event for certain categories. The bigger promotion is the 24 hour time trial on Sat 25/Sun 26 June. This event also counts as an Audax qualification for the Paris/Brest/Paris ride later in the year. It has already attracted some entries that include high profile national stars. I understand that Peter Rowe and Neil Quarmbly are also considering riding.

This year's reliability ride will have been held by the time this magazine is produced. Unfortunately no Southborough riders entered.

The lunch and prize presentation will be held at Windmill Hill on Sunday 16th January. Anyone wishing to attend should let Martin know, and pay him £17.50

Kent CA

The date of the 12 hour event in 2010 had been put back to September. This appears to have been successful as roadworks were reduced and entries were higher. The later date will therefore be retained for 2011. Otherwise next years programme is much as usual.

This years lunch and prize presentation was held at Smarden in early November and 8 old and ex Southborough riders attended among the 130 or so present. Again, we were without prizewinners which is a pity when so many other clubs had awards to collect.

Wet and miserable weather was responsible for many club non-starters in the Reliability Ride. Some completed the 100k course having braved the conditions. Not so Martin Yardley, whose gear cable broke at about 25k and left only top gear to tackle the bigger climbs at the Canterbury end of course. Wisely he rode the flat road home instead. Ian Turner, Peter Nuttall, Gary Sinclair and Nigel Smith did succeed.

Les Hayman

shop and bought four cans of coke, four Twix bars and four bananas and laid them out in four neat piles along a shallow wall. As each rider finished he devoured his 'musette'.

I perused the shop to see what the four riders had left us. I came out with two cans of coke, the last Twix and a banana. The banana was shared and coke gulped down. We agreed to share the Twix once everything else had been consumed. Maybe a nice treat on the top of the Galibier, while taking in the lovely view.....

We chatted to the four riders and learnt they had driven to the Alps from Scotland to 'do the Marmotte'. We exchanged unpleasantries about the impending Big G and they set off ahead of us while I made use of the newly installed public convenience (you don't get that on the top of Ashdown Forest).

As we made our way through Valloire, my 'pain' sensor tripped to 'off' and I went into a slightly withdrawn, deranged trance. Since I knew this was the hardest part, and I knew how long it would last, I think I sub-consciously developed a way to over-come the fear, tiredness or mental reluctance to continue. In my zoned-out state of mind I counted down every 500 metres of the whole climb, even though my odometer was in miles 0.31 miles = 500m..... I was then estimating where every kilometre stone should be up ahead. Oh yeah, I went well and truly bonkers. If the climb had been another 10kms, I'd have done it, no problem. The difference

between '07 and '10 was massive. In 2007 I wanted to cry. In 2010, I wanted to kill. I caught the final Scottish guy in the last couple of hundred metres. It was painless, but I don't remember much of it at all.

At the top there was no-one, save for the guy I'd just caught, and I immediately realised why as I stopped to put my arm-warmers and headband on: it was blowing a gale and was *freezing*. The descent down to the Col du Lautaret was purgatory, wind chill at minus 6, shivering at 30+ miles an hour, unable to feel the brake levers. Shaking uncontrollably, I wobbled into a cafe and bought a hot chocolate. As I walked to a free table, my hands shook like Muhammad Ali and half the contents of the mug spilt over my hands onto the floor. The Scottish guys tumbled in, along with Alf and more hot chocolate was consumed as we all discussed how bone chillingly cold it had been. The Scots made a call for a taxi-van to get them back to Bourg D'Oisans; they called over to check if we wanted a lift back with them. Alf & I, without acknowledging each other replied in unison "no".

Mistake No.6 No Lights

Micro LED lights, front and back were fitted to both bikes. Our gilets were bright yellow. The last 40kms from the Col du Lautaret started in twilight and ended in complete darkness. By the time I wheeled my bike into the hotel garage, the light of my constitution had well and truly faded.

Nigel Smith

Mount Ventoux

This year a group of us (me, Carl, Peter, Alex, Ben) decided to tackle that monument to cyclists everywhere – Mount Ventoux. Whilst I was aware of its iconic status and history, I didn't know much about the challenge I was taking on and so first thing was to work out the climb, training, gear and gearing.

The Bedoin ascent is approx 13 miles, climbing approx 1600m (yes a mile!) at an average of 8% with virtually no let up. I manage with a double (53/39 with 12-25 cassette) round here but it wasn't going to be enough for this. I didn't want to go to the cost and hassle of changing to the a triple or compact just for this trip so I just fitted a 11-28 cassette giving me a lowest gear of 39/28. Was I going to be able to manage? Weather also looked like it was also going to be a challenge. At the beginning of October it was going to be a balmy, short sleeved, 20 degrees at the bottom but close to zero at the top and that was before adding in the wind chill factor when descending at 40mph. A picture entered my head of going off the side with my icy hands unable to apply the brakes!



At last the big weekend was upon us. With our bikes all boxed up, we took a flight to Marseille and after a fairly short drive, arrived at our caravan near Ventoux. After assembling our bikes we had just enough time for a warm up ride before sunset. What a ride! We all had grins a mile wide as we wound our way down the long descent from the Col de Madeline on a perfect surface with the sun was setting in the distance. We all thought that one short ride was worth the trip alone.

Then the big day. After a warm up riding over to Bedoin we were finally here. It wasn't long before the ascent started to kick up and I found myself in my lowest gear and yet I still had another 10 miles to go! Everything you read says it is relentless but you don't really appreciate it until you try it – there wasn't a single let up on the ascent for the first 7 miles. I managed to get a steady rhythm with my HR just about under control despite the strain. Ben seemed to be having very little trouble and was attempting to engage people in conversation who clearly had only one thing on their mind – getting to the top. It was funny seeing this 40 year bloke sitting up straight on a flat barred road bike riding along casual as you like, trying to engage a kid from a team in a conversation who was absolutely burying himself charging up the hill whilst being shouted at via megaphone from the team car behind!

2010 CHAMPIONSHIP TABLES

ALL DATA APPLIES TO 2010 RACING PERFORMANCES ONLY. Compiled by the Recorder

Vets BAR	10	25	50	100	Plus on A.S
Steve Connery	24.11 +1.31	1.02.12 +4.18	2.11.36 +6.27	4.55.40 +0.34	Age 40/41 + 12.50

The Fastest Times are in alphabetical order and those given to me by members

Fastest Times	10	25	50	100	12Hr
David Bagge	23.30	-	-	-	-
Tim Christian	23.53	-	1.06.41	-	-
Steve Connery	24.11	-	1.02.12	2.11.36	4.55.40
Peter Crofts	21.35	-	57.27	-	-
Peter Faro	25.27	-	-	-	-
Keith Henderson	22.08	-	-	-	-
Graham Hills	21.59	-	-	-	-
Catherine Hills	28.40	-	-	-	-
Peter Lawrence	24.17	-	-	-	-
David Millis	25.45	-	1.13.10	-	-
Andrew Morley	22.23	-	1.01.01	-	-
Peter Rowe	22.25	-	59.14	2.03.39	-
Mike Saadat	25.09	-	-	-	-
Gary Sinclair	24.20	-	-	-	-
Nigel Smith	25.31	-	1.08.22	-	-
Ian Turner	25.41	-	1.11.03	-	-

2010 B.A.R. RESULTS in respect of Southboro' members...

Kent C.A.

SENIOR B.A.R. (25, 50, 100 and 12 hour) 25 50 100 12 hr av.mph Age

1st Steve Berry 54.52 1.50.55 4.09.03 276.532 25.380

16 entries. No SDW members

VETS B.A.R. (25, 50, 100 and 12 hour) 25 50 100 12hr + mph

1st Steve Berry 54.52 1.50.55 4.09.03 276.532 4.436 40

12 entries. No SDW members

SHORT DISTANCE B.A.R. (10, 25 and 50) 10 25 50 av.mph

1st Kevin Tye 19.28 52.53 1.46.42 29.101 Record

42 riders took part in this competition. No SDW members

East Sussex C.A.

SENIOR B.A.R. (25, 50 & 100 Miles) 25 50 100 av.mph

1st Rob Pelham (Lewes Wanderers) 54.10 1.52.46 3.56.14 26.565

11th Steve Connery 1.02.17 2.11.36 4.55.40 22.391

15 riders completed the BAR. Only Steve completed this B.A.R for SDW

VETS B.A.R. (25, 50 & 100 Miles) 25 50 100 + mph

1st Nick Dwyer (Lewes Wanderers) 53.36 1.51.43 4.02.03 5.921

7th Steve Connery 1.02.17 2.11.36 4.55.40 0.877

9 riders completed the BAR. Only Steve completed this B.A.R for SDW

Best British All Rounder

SENIOR B.A.R. (50 and 100 Miles) 50 100 av.mph

1st M Hutchinson (In Gear RT) 1.38.55 3.23.04 29.938

229 Steve Connery 2.11.36 4.55.40 21.545

320 entries

SUNDAY 24 OCTOBER 2010

Surrey League Ottershaw
E/1/2/3 60 miles

Graham Hills finished 30th.

Winner: L Atkins (Orbea FGS)

*There were 60 starters and 37 finished
It was a bunch finish, but GH was caught in a
crash with 2k to go*

Well done!

Congratulations to Peter Collyer who gained his 3rd Cat Road racing licence earlier this year.

Also congratulations to Graham Hills who got his 2nd Cat licence in October.



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Graham riding to 3rd place at Hog Hill

SUNDAY 31 OCTOBER 2010

SERRL – Winter Series Hog Hill
2/3 35+ miles or 1hr + 5 laps

Graham Hills finished 3rd

Peter Collyer DNF

Winner: R. Windsor (East London Velo)

After the long slog through the trees we made it to the turn at Chalet Reynard and a chance of a breather on a short flat before ascending relentlessly again through the barren moonscape of Ventoux. Whilst I wanted to stop at Tommy Simpson's memorial I knew I'd have a devil of a job to get going again so we just ploughed on with the end in sight. Whilst it looked close, it was always another corner away. We finally made it with in a time of 1h 35mins.



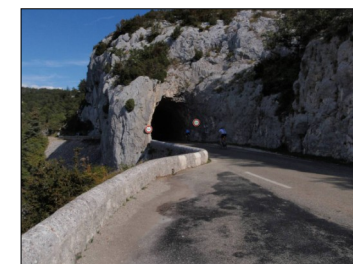
It was very windy at the top and I was glad to have filled my pockets with warm clothes. I fuelled myself on saucisson and bread from a stall at the top, whilst waiting to cheer on Alex, Peter and Carl as they made it to the top. Ben and I then set off down the other side to try the ascent from the West with half a mind that we would try the 3 routes up in one day challenge. We took it much slower this time and stopped a couple of times for a breather. However by the time we got to the top it was getting late and we were both pretty tired so we decided to call it a day and descended back to save ourselves for the next days ride.

The next day we took a route clockwise round Ventoux. The first part was very enjoyable with long fast straights with the wind behind us

and some short climbs thrown in with good views. Then after a long steady climb we plunged down into a valley north of Ventoux. Despite the great views, the middle section through the valley all the way to Sault became a bit of a slog. We found ourselves riding into a strong headwind on a slight incline that went on for 13 miles.

Added to this we were also running on empty as everywhere we tried to stop for lunch was full. It seemed that all the French were out for lunch on the Sunday! With energy low and spirit sapping, we finally made it to Sault and found lunch. It was, however, well worth the wait – great simple, solid food that hit the spot, eaten at a table over looking the valley with a fantastic view across to Ventoux.

Having fuelled on what had become our staple weekend food of Pasta Carbonara and Steak Frites, we set off back via the Gorges de la Nesque which turned out to be the best part of the trip. Anyone who visits Ventoux should take this in and preferably from Sault. A gently descending road for 15 miles that twisted along the side of the gorge through tunnels dug into the rock with superb views and very little traffic. Brilliant!



All in all a great weekend that had it all – the big challenge, the long leisurely ride, beautiful sights, great descents and of course beer! All in all 150K cycling, 3500m of climbing, one very sore bum, a thick head and a great experience.

Thanks goes to Peter for raising the prospect of us cycling Ventoux in front of our wives down the pub after

a few drinks so that they agreed. Though as I write this my wife Sarah is away with Peter's wife Clare on a weekend in NY in exchange! Fair swap – a weekend cycling sharing a cramped caravan with 4 blokes vs luxury trip to NY. Worth every penny!

Dave Bagge

My First Hill Climb

With my first full season as a club member drawing to a close I decided to celebrate by entering my first hill climb events, starting with the oldest continuing cycle race in the world the Catford hill climb in the morning of Sunday 10th October, and it's younger sister the Bec hill climb in the afternoon. (In hindsight I should have entered the Wigmore hill climb too, as it would have given me the club hill climbing championship).

So, the day off the hill climbs arrived and once I've got up and put the bike carrier and bike on the back of the car I head off, arriving at Yorks Hill at about 10:30 as the first riders would have been starting their ascent. I come across a long row off cars parked at the side of the road so park and the end and walk to the finish line to sign on, as I approach I can hear the tannoy blasting out, and there's a large crowd of people watching the race. What have I let myself in for? I ask myself as I head to the signing in gazebo. I collected my allocated number (50) and headed back to the car to prepare

myself and my bike for the task ahead, and go for a gentle warm up. At about 11:05 I thought I'd better head to the start as I was due of at 20 past, when Nigel Smith turned up and informed me that I should remove both bottle cages and the computer from my bike so I could go that bit faster and the photos would look better. So together we quickly stripped the excess baggage off the bike and I proceeded to the start.

With our own unfortunately incorruptible (I had tried) David Watson as timer, I lined up on the line and clipped in, then 3..2..1...go! I'm off, and start accelerating up the gentler slopes, passing the odd spectator as I go, it's feeling good but having rode the hill the preceding Monday I knew things were about to get a LOT harder. The hedges bordering the road soon turn to trees as the verticalness of the road increased, gently sweeping left before turning right, the number of spectators slowly increase and there's the flash of a camera. The road sweeps to the right and your

Road Racing & Criteriums

WEDNESDAY 18 AUGUST 2010

DHC circuits	Portsmouth
3/4	45mins + 3 laps

Graham Hills was 2nd
Winner: J. Brett (Wightlink Cycle RT)
Approx 40 starters with 30 finishers

SUNDAY 22 AUGUST 2010

SERRL	Chilham	120km
1/2/3		

Graham Hills finished 30th
Winner: D. Kogan (Orbea)
Approx 60 starters and 32 finishers

SUNDAY 22 AUGUST 2010

Surrey League	Goodwood	30 miles
4 th cats		

Peter Collyer finished 8th
 Paul Hiscock finished 12th
 Pete Lawrence finished 16th
Winner: H. Wright (Brighton Mitre) 1.16.45

SUNDAY 12 SEPTEMBER 2010

Surrey League	Cutmill	55 miles
3/4		

Graham Hills finished 7th
Winner: J. Mickleburgh(London Dynamo)
There were 60 starters and 34 finished

SUNDAY 19 SEPTEMBER 2010

SERRL	Benenden/Sandhurst	60 miles
2/3		

Graham Hills finished 30th
Winner: R. Moore (London Phoenix)
Approx 60 starters and 35 finishers

SAT 25 SEPTEMBER 2010

SERRL	Hog Hill	35 miles
3/4		

Graham Hills finished 11th
Winner: T. Hotchkiss (Brooks Cycles)
Approx 30 starters and 12 finishers

SUNDAY 26 SEPTEMBER 2010

SERRL	Lamberhurst/Frant	80 miles
1/2/3		

Graham Hills finished 18th
Winner: A. Cotterell (Flanders Racing)
Approx 55 starters and 30 finishers

SUNDAY 17 OCTOBER 2010

SERRL	Fowlmead	35 miles
2/3		

Graham Hills finished 11th
Winner: J. Martin (One Life Dev Team)
Approx 20 starters and 16 finishers

CLUB TT EVENTS

WEDNESDAY 01 SEPT 2010

VTTA - 10 Q10/38

Mike Daniels (2 nd)	30.16	+3.18	2 nd
Ian Turner	27.37	+2.25	
Les Hayman	32.22	+1.44	
Martin Yardley	27.51	-1.21	

Winner on AS: S. Giles 24.54 +6.06
Fastest: R. Masters 22.35 +3.43

SUNDAY 12 SEPTEMBER 2010

South East R.C - 25 Q25/53

Steve Humphrey 1.03.30

Winner: unknown
12 starters

RELIABILITY RIDES

SUNDAY 29 AUGUST 2010

Kent Reliability Ride

5 hour group

Peter Nuttall - finished
Les Hayman – DNS
Mike Daniels = DNS

4½ hour group

Ian Turner - finished
Martin Yardley - DNF – broken gear cable
Dave Parker – DNS

4 hour group

Gary Sinclair - finished
Nigel Smith – finished
Peter Rowe – DNS – turned up but went home – raining
Tim Christian – DNS
Paul Hiscock – DNS
Peter Collyer – DNS

SPORTIVES

SUNDAY 16 MAY 2010

Haslemere Sportive 65miles

Peter Faro 4.59.00

Fastest: Unknown

SATURDAY 19 JUNE 2010

Treparriscos Spain 56miles
(UCI Golden Bike Challenge)

Peter Faro 3.37.18

Fastest: Unknown

SUNDAY 22 AUGUST 2010

Wiggle South Downs 100
Chichester

Peter Rowe 5.59.01 Gold

Paul Hiscock 6.05.20 Gold

Fastest: Christine Costiff (unknown)
5.00.44

SUNDAY 29 AUGUST 2010

La Gruyere Sportive 125km/78mils

Graham Hills 03:57:56 3rd in age cat

Catherine Hills 04:47:09 1st in age cat

Peter Faro 06:34:54

Fastest: Timo Krieger 03:30:06

PLEASE CALL

01892 822049

or e-mail:

jwatson.marine@btinternet.com

faced with the 1 in 4 gradient lined with more and more spectators, they see me and the cheering and clapping starts to increase, "COME ON TIM!!!" and "UP UP UP", I dig in and the cheering continues "That's a good pace" shouts another, the cries of the crowd lift me and I dig in even more, powering up the slope, Nearly at the top now... just before the brow of the hill I see some familiar faces, a small posse of club members had joined Nigel and were cheering me, spurring me forward. I pass them and the hill flattens considerably, the legs begin to spin faster as I finally cross the line, before gliding to a stop and prop myself against my handlebars, trying to regain my breath whilst my legs feel like they've been thrown in the firebox of one of the steam engines I'm so familiar with. But I'd done it, I'd made it to the top and it was all over (well until I start the Bec event at 2:48pm anyway!).

After a few words with my fellow SDW members I warmed down, and put the bike back on the car. On returning to the finish I looked at the board and discovered my time - 2 minutes 41.8 seconds, a pretty good result for a first timer! I then joined the rest of the crowds cheering on the remaining riders and taking in the atmosphere. I finished 66th out of 111 starters with only one rider failing to finish, first place went to Robert Gough with an impressive time of 1:49.2, winning for the second year in succession.

I then preceded to White Lane, Titsey Hill for the Bec Hill climb, and Keith Henderson swelled the number



of SDW entrants to 3. The atmosphere was equally as electric as at the Catford had been in the morning, and although I felt reasonably refreshed before the start it didn't take long for my legs to start objecting to another round of torture! By the time I'd got to the 1 in 4 section (having ascended the gentle 1 in 8 gradient) my legs were burning and it was a slog to the top, this time I finish 71st in a time of 2 minutes 41.8 seconds, the winner being 15 year old Germaine Burton, a name I think we should all look out for in the future!

It was an amazing day and I'll definitely be entering again next year, I would also urge other members to give it a go too as it's quite unlikely anything else I've ever experienced before!

Tim Christian



Four Records in a Year

S&DW does not have many distant members, but there are a couple. And seldomly, perhaps once or twice a year, they find a reason to return to the local area, to grace us with their presence, remind us who they are, and after not too long bore us with endless stories of their achievements whilst they've been mixing with their new "locals".

One former member; who was never short of achievements whilst he was in the area, relocated some 200 miles West several years ago to enjoy a region of England where the pace of life is less busy. Whilst the relocation took away the bustle of the South-East, it has not reduced this riders speed on the bicycle. One could say his being and riding has brought the bustle of the South-East to the locality of Shrewsbury!!

Peter Crofts has long been a member of S&DW, with more than a handful of Club records to his name over the years. It has been Peter's racing results over the past year that has caught the attention of some newer Club members. With his remarkable passion for enjoying a ride on a bicycle whether Touring, racing or just riding, it would be a pity to let his achievements over the past year pass-by without pausing to reflect what drove him to improve several Club Veteran Age records, and a National Age record this year.

Despite everything Peter has achieved throughout his years, the

Cape Argus Bike race is an event he has longed to participate in. The Cape Argus is the biggest cycle event in the world with up to 36,000 riders taking part every year. For Peter, who has keenly organised CTC Tours over many years, this was an ideal excuse for him to organise a tour in South Africa in late February and March.

The Cape Argus was the catalyst for Peter's successful year, for which he explains the highlights of the event. "I prepared for the Cape Argus by completing a programme of hard rides every two days for 7 weeks during January and February. I then led the tour and competed in the Argus. It is a truly amazing event with competitors seeded and setting off in the centre of Cape Town in groups of 400-500. Amazing also, because you head straight on to a motorway closed for the event for 18 miles before heading off on to normal roads, also closed. The route goes down the east side of the Cape Peninsula and back up the west side, a distance of a very hilly 68 miles. I was chuffed with my performance coming 6th out of all 249 riders over 70 years, and 1st in the International field of over 65's with 480 riders. Incidentally, Lance Armstrong rode in the first off pro-group and came 9th."

After arriving home, Peter rode his local hilly 72 miles audax and finishing fastest. It was this result that led him to decide to try again at a few UK Time Trials. Peter does

SUNDAY 19 SEPTEMBER 2010

VTTA (Ssx/Sry) - 25 G25/89

Peter Rowe 1.00.44
Tim Christian 1.06.41

Winner on AS: H. Featherstone (Eastbourne Rovers) +19.01 (1.08.34)

Fastest: N. Dwyer (Lewes Wandrs) 54.28

NEW CLUB VETS RECORD

10 miles + 11.11 21.35 Peter Crofts
Improvement by 1min 02 sec

ALSO...

NATIONAL AGE RECORD for 72

Previous record: 2007

F. Kerry (Lancashire RC) 22.23

NATIONAL AGE RECORD for 71

Previous record: 2008

J. Woodburn (VCMeudon) 21.43

PETER ROWE is the Club's 25 mile CHAMPION

SUNDAY 19 SEPTEMBER 2010

Hounslow & Dist Whlrs - 25 H25/8

Steve Humphrey 1.04.21

Winner: R. Legge (London Dynamo) 53.59
76 riders on the start sheet. of which 57 started

SUNDAY 26 SEPTEMBER 2010

Epsom CC - 25 G25/53

Peter Crofts 1.00.59 1st - 70+
Peter Rowe 1.01.03
Steve Humphrey 1.06.07
Ian Turner DNS

Winner: S. Dennis (E. Grinstead CC) 51.36
120 riders on the start sheet

NOTE: Ian Turner hitched a lift with Steve Humphrey - he of forgetting his kit

earlier in the season fame. Ian had his kit all ready with bag left undone outside the airing cupboard, the skinsuit airing inside. In the morning; he thought, I'll have the bag all ready, but of course, forgot to go into the Airing Cupboard to collect his skinsuit, so arrived at HQ with no skinsuit, therefore unable to ride!!

SUNDAY 03 OCTOBER 2010

VTTA (Ldn & Home Cos)- 25 H25/2

Steve Humphrey DNS

Fastest: A. Topham (High Wycmbe) 50.45
100 riders on the start sheet

SUNDAY 10 OCTOBER 2010

Catford CC (Hill Climb) GH/32

Tim Christian 2.41.8
Peter Nuttall 4.33.8

Winner: R. Gough (Arctic Premier RT) 1.49.2
120 riders on the start sheet

Bec CC (Hill Climb) GH/31

Keith Henderson 2.11.7
Tim Christian 2.41.1
Peter Nuttall 4.36.2

Winner: G. Burton (Team de Ver) 1.45.3
104 riders on the start sheet

SUNDAY 10 OCTOBER 2010

VTTA (Kent) - 15 Q15/20

Peter Crofts 35.59 +13.10 1st
Fastest: S. Stay (Datastream Allstars) 32.51

Winner on AS: P. Crofts (S&DW) +13.10
58 riders on the start sheet.

Compiled from information
received by The Recorder.
☎ 01892 822049

Open Time Trial Results



SATURDAY 21 AUGUST 2010

N. Hants CC – 25 H25/8

Martin Yardley 1.08.39

Winner: J. Walters (Sigma Sport) 51.03

120 riders on the Start Sheet.

Very windy and drizzly

SUNDAY 22 AUGUST 2010

East Sussex CA – 100 G100/86

Steve Connery 4.55.40 24th

Winner: R. Pelham (Lewes Wnderers) 3.56.14

55 riders on the start sheet

SATURDAY 28 AUGUST 2010

N. Shropshire Whlrs – 25 D25/8

Peter Crofts 59.54 2nd on AS +23.50

Winner: A. Bason (Team Pedal Revn) 54.59

Pete says: It was a windy day and highly chuffed to get within 12 secs on AS of Dennis Milsom, the super vet. He only managed 1.06.02 Both 6 mins clear of the next vet

101 riders on the Start Sheet

SATURDAY 04 SEPTEMBER 2010

VTTA (Notts & E. Mids) – 30 A30/7

Peter Crofts 1.08.57 +31.32 2nd on AS

Winner on AS: R. Hallam (Penine Road Club)

+32.35 (1.13.18)

Fastest: B. Charlton (Lyme Road Club) 1.00.56

96 riders on the Start Sheet

NEW CLUB VETS RECORD 30 miles
+31.3 21.08.57 Peter Crofts
Improvement by 9min 32 sec

SUNDAY 05 SEPTEMBER 2010

Southern Counties CU – 25 G25/53

Peter Rowe 1.01.47 (private)

Stephen Humphrey 1.04.09 (2nd claim

SERC)

Winner: S. Dennis (E. Grinstead CC) 50.38

107 riders on the Start Sheet

SATURDAY 11 SEPTEMBER 2010

East Sussex CA – 10 G10/87

Steve Connery 24.11

Winner: W. Mangar (In Gear RT) 20.16

68 riders on the start sheet

SUNDAY 12 SEPTEMBER 2010

East Sussex CA – 25 G25/89

Steve Connery 1.02.17

Winner: S. Dennis (E. Grinstead CC) 52.01

80 riders on the Start Sheet

VTTA (Kent) – 25 Q25/12

Ian Turner 1.11.56 +5.15

Winner: A. Rowe (De Laune CC) +19.31

(1.03.36)

Fastest: K. Tye (Datastream Allstars) 53.24

80 riders on the start sheet

SATURDAY 18 SEPTEMBER 2010

Wigan Wheelers (Vets) – 10 L1015

Peter Crofts 21.35 +11.11 2nd on AS

Winner: R. Hallam (80)S. Pen RC 23.30 +11.25

Fastest: M. Ellerton 20.22 (Team Swift Allsprts)

120 riders on the Start Sheet

not race without having a target to achieve. So he set out to improve some Veteran Age records. And that he did, but not with the full approval of his Wife Anita!!



Further cycling holidays during the year to Italy and France complimented the training, which culminated in the following record rides...

10 MILES

Sat 18 Sep - L1015.

10 miles **21.35** 1st in 70+ Age group

2nd on Age Standard **+11.11**

Fastest - Michael Ellerton (Team

Swift Allsports) 20.22.

NATIONAL AGE RECORD For 72

Previous record - Frank Kerry

(Lancashire Road Club) 2007- 22.23

NATIONAL AGE RECORD For 71

Previous record - John Woodburn

(VC Meudon) 2008 - 21.43

S&DW Club Vets record +11.11

Previous record - Peter Crofts (71)

10-Apr-2010 +10.09 (actual 22.21).

25 MILES

Sun 15 Aug - K16/25

25 miles - **57.37** 1st on Age Standard

+26.07; 2nd on Handicap.

Fastest - Stuart Dodd

(www.Dragon2Zero.com) 50.47.

S&DW Club Vets record +26.07

Previous record Peter Crofts (56)

21-Aug-1993 +20.29 (actual 53.20).

30 MILES

Sat 4 Sep - A30/9.

30 miles - **1.08.57** - 2nd on Age

Standard **+31.32**.

Fastest - Barry Charlton (Lyme Road

Club) 1.0.56.

S&DW Club Vets record - +31.32

Previous record Peter Crofts (57)

21-Aug-1994 +22.00 (actual 1.7.14).

Following his successful year, Peter got out his Racing Bible (his racing records) to compare his performances of this year with those of the period from 1992 - 1995, for which he shares his thoughts as follows...

"I got out my Bible, my racing records, since I started in 1959. It has not seen the light of day since I retired at the end of my comeback years in 1995. I wanted to update it with the 15 events ridden during the last 3 years, and also compare how this year compared with 1992-1995 - (54-57 years old) when I won the National Vets BAR. During this period I did for 10 miles... three 20 minute rides, sixteen 21 minute rides, fifteen 22 minute rides. And for 25 miles... four 53 minute rides, four 54 minute rides, six 55 minute rides. Personally I view this year's

performance as being a long way down.”

Peter continues...

“It was also interesting turning back the pages, since my Bible records the results of 890 time trials, 280 road races, 49 road record attempts and 160 track races. Anita was sitting next to me and looking as well. I just cannot believe I did all that I said to her.

I came into racing at the age of 21 in 1959 purely by chance and was hooked for 26 continuous years. Although I joined the Southborough in 1976 and was successful, the real golden years were the first 16 spent with the East Surrey Road Club. For 13 of those years I was an all rounder with a flair for road racing. In the latter, probably my best results were winning a 4 day stage race in Lancashire, 2nd and 3rd in 2 other stage races and winner of the Divisional road racing champs for 3

years. My ability at time trialling developed as well and got me into the top 12 of the BAR. Time trialling in a different form took place in road record attempts with great success in RRA and SRRRA attempts. I still hold all of the SRRRA records including such marathons as the London to Portsmouth and back of 144 miles.”

Peter summarises... “So back to the present, a 21 minute 10 mile time, and a 57 minute 25 mile time, yes, pleased, but not elated. Next year, racing? Undecided.”

Following Peter’s successful achievements of the past year, he put the “icing on the cake” so to speak by leading another CTC Tour to his favourite destination – Bhutan. Over 3 weeks, he led the riding group of 16 from one end to the country to the other, across the Himalayas.

David Watson

The Benefits of Massage

I am sure that everyone reading this will have had some sort of sports injury and so I hope that this will interest you all one way or another.

What is the difference between Sports Massage and Massage and why is it especially good for people who do sports.

Everyday massage consists of gentle manipulation and stretching of soft tissues of the body promoting suppleness, improving circulation and reducing stress using combinations of several moves such as effleurage – a gentle sweeping stroke used to administer any oils and to relax the body before continuation; petrissage – a stroke similar to a kneading action, helping to stretch muscles and loosening any tightness; friction – rubbing strokes to help heat up local areas, improve circulation and again loosening up tight muscles.

3. The East Peckham (Q10/29) has been changed to remove the Colts Hill roundabout. The course will now start just north of the Whetstead Farm entrance and proceed to the 7 Mile Lane roundabout, turn and retrace to the Hop Farm roundabout, turn and retrace to the 7 Mile Lane roundabout, turn and retrace through the Hop farm roundabout to finish just past the gateway opposite the Whetstead farm entrance. Parking will be as before.

4. The start for the last event of the year on the Q10/19 will be brought forward to 7.15 to try and beat the build up of traffic for later riders.

Please note all G course evening events are on Thursdays

Sun	Mar 06	Sleeches Cross/Mayfield	GS878	09.00	marshal
Sun	Mar 13	Ladies Mile	GS868	08.30	marshal
Thurs	April 14	Sleeches Cross/Mark Cross	GS879	18.45	marshal
Thurs	April 21	Ladies mile	GS868	19.00	marshal
Thurs	April 28	Sleeches Cross/Mayfield	GS878	19.00	marshal
Thurs	May 05	Ashdown Forest	GS898	19.00	
Thurs	May 12	Sleeches Cross/Mayfield	GS878	19.15	marshal
Thurs	May 21	Ladies Mile (Come and try it)	GS868	19.15	marshal
Thurs	May 26	Hartfield/Wych Cross/ Groombridge	GS899	19.00	marshal
Tues	May 31	East Peckham	Q10/29	19.30	marshals
Tues	June 07	Polhill	Q10/18	19.30	marshals
Tues	June 14	East Peckham	Q10/29	19.30	marshals
Thurs	June 23	Ladies Mile (Come and try it)	GS868	19.30	marshal
Tues	June 28	East Peckham	Q10/29	19.30	marshals
Tues	July 05	Polhill	Q10/18	19.30	marshals
Thurs	July 14	Sleeches Cross/Mayfield	GS878	19.15	marshal
Thurs	July 21	Ladies Mile (Come and try it)	GS868	19.15	marshal
Thurs	July 28	Ashdown Forest	GS898	19.00	
Thurs	Aug 04	Sleeches Cross/Mark Cross	GS879	19.00	marshal
Thurs	Aug 11	Ladies Mile (Come and try it)	GS868	19.00	marshal
Sat	Sept 10	Tonbridge bypass	Q10/19	07.15	marshals
Sat	Sept 24	Tonbridge bypass	Q10/19	07.15	marshals

Reflections on 2010 Club TT's

The weather was kind to us this year with all 21 events going ahead. A poor road surface past Wadhurst Station meant that the 2 Sleafches Cross/Mark Cross events had to be changed to the Mayfield version.

There were a total of 329 rides this year up from 248 in 2009. There were also more riders completing 10 or more events.

Congratulations must go to Mike Saadat who started and finished all 21 races and to Tim Christian who also started all 21 but finished only 20 due to having crashed on the East Peckham course at the Colts Hill roundabout.

Tim had the consolation of winning the handicap competition.

Graham Hills took the honours in the scratch competition by setting the fastest 10 time of the year, a 21.59, on the last event on the Tonbridge Bypass. In so doing Graham recorded a perfect 100 for his best

10 events and pipped Keith Henderson to the title by 1 point. The prize winners in each competition are shown below:

Scratch competition

1.	Graham Hills	100pts
2.	Keith Henderson	99
3.	Andy Morley	79
4.	Peter Collyer	77
5.	= Peter Rowe	73
5.	= Paul Hiscock	73
7.	Tim Christian	62

Handicap competition

1.	Tim Christian	83
2.	Graham Hills	80
3.	Mike Saadat	79
4.	Peter Faro	75
5.	Kevin Jarrett	69
6.	Ian Turner	64
7.	Martin Yardley	59

The prize fund this year awards 50p/pt and 54p/pt for the scratch and handicap competitions respectively.

Doug Finch

Club TT Calendar 2011

The 2011 programme of events will be much the same as this year's save for a few changes

1. The road has been resurfaced by Wadhurst Station so the 2 Sleafches Cross/Mark Cross events will be reinstated
2. The start of the Ashdown Forest events will be moved nearer the junction where it is flatter so as to give riders a better chance to get going.

Sports or Swedish massage normally have vigorous and intense moves, using a few more dare I say 'fancy techniques'. For example hacking, where the edge of the hands strike the body area in a chopping movement, beginning slowly and building up to quite a vigorous speed; this is used to help muscle tone and to stimulate the body rather than relax it. Another move is cupping, where the hands are formed into cup shapes which, when they strike the body, create a vacuum and give rise to a popping sound. This movement is used for stimulating areas in particular the body's circulatory system.

Sports massage is often used as part of a training programme to help prevent injury, or a rehabilitation programme to help treat certain injuries.

In a 'pre-event massage' I would use more vigorous moves such as hacking, cupping and petrissage stimulating both the body and mind ready for an event. In a post-event massage, though, the body needs to calm down- this needs long sweeping strokes like effleurage and connective tissue massage to relax and calm the muscles after exertion, at the same time cleansing the body of lactic acid that has built up.

A couple of other ways Cyclists can benefit from a massage.

During a ride the hamstrings are never fully lengthened which can cause them to shorten slightly, possibly leading to back problems. The deep stretching techniques applied in a Sports Massage can help to re-lengthen hamstrings. Another typical problem for cyclists is back and neck pain as a result of their posture on the bike. During a ride the neck is often held in an extended position. This makes the muscles tired and causes stress on ligaments and joints; in some cases it can lead to what is known as 'trapped' nerves, although these are in fact normally 'caught' nerves (which can be freed, whereas trapped nerves cannot). By working on the back up into each vertebra, stretching and massaging the neck and shoulder muscles and then working across a tight chest, the problem can be alleviated.

Finally, I know that you are all aware that the repetitive nature of cycling on a poorly fitted bike can lead to injuries; it can also place undue stresses on wrists, shoulders, hips and knee joints. If you are at all in doubt or want to check, please do go and see Graham!!

One other vital piece often forgotten is the stretching after the exertion - hamstrings, arms, back, neck you name it you stretch it! - oh and don't forget the water - clear that is!

Of course you don't have to be a cyclist to enjoy a massage....

Jackie MacNay

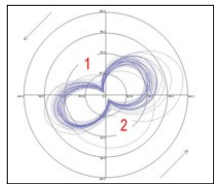
Are you a peanut or a sausage?

This may seem a very strange question to appear in a cycle club magazine, but there is method in my madness. By now some of you would have tried out the new watt bikes that are now available for our use.

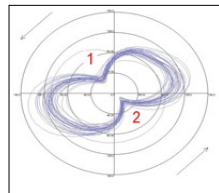
Like many new gadget toys these things come with lots of features and many of us are not aware of them. Some of you may have noticed the strange circular shaped graphs that appear on screen (if you press the right buttons). So I thought I would check out their website and find out what they all mean, there is a lot to learn about them but I think I'm beginning to get the hang of how they work beyond just being an expensive exercise bike. And at risk of being accused of plagiarism, reproduce some of the points from their website.

Below are three of the circular shaped graphs that you can see while pedaling. Assuming the graph is a clock (albeit it moves anticlockwise), so the top is 12 o'clock the bottom 6 o'clock etc. At 12 o'clock the pedals are in a vertical line with the left leg high and the right low. At 9 o'clock pedals horizontal with the left leg on drive and the right on recovery. At 6 o'clock vertical again with the right leg at the top and at 3 o'clock the right leg is on drive and the left on recovery.

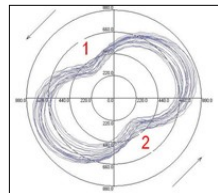
The graph moves anticlockwise starting at 12 o'clock your left begins to apply force to the pedals, for most riders this peaks just after the horizontal 9 o'clock. The power then drops as the rider moves into vertical (6 o'clock) and the right leg takes over with the left leg recovering. On the next phase the right leg comes to peak power just past the horizontal (3 o'clock).



1. Beginner figure of 8



2. Good – peanut



3. Elite – sausage

What you will see on screen when riding the wattbike will depend on how you ride a bike. Normally a beginner will have something that resembles graph 1, a figure of 8, here the cyclist is losing too much power on the pull up during the recovery phase. The same would apply if you ride without being clipped or strapped into the pedals.

The second graph, the peanut, although generally good shows some loss of

momentum between the leg drives. Finally we move onto graph 3 the sausage with a consistent pedal stroke and good momentum throughout, this would be expected from an elite cyclist.

So there you have it there is a lot for us to learn with these new watt bikes. Some of you may know that I am soon going on a BC coaching course in February, and shortly after that I have to run a few coaching sessions. I would like to use the watt bikes in some of these sessions as they are available for our use and as they are due to take place between February and April outdoor sessions on the field may not be practicable. The sessions are aimed at beginner or intermediate riders so depending on your definition of intermediate it could include a lot of club members, so I'll keep you all posted on that one.

Meanwhile if you want to know more about the watt bikes please check their website www.wattbike.com and have a go on them on Tuesday and Thursday evenings after about 8.15. And hopefully we will convert more figure of 8's into peanuts and more peanuts into sausages.

Martin Yardley

New Club Gym Equipment

The new Gym at the Borderers is now fully in place with 2 Watt bikes, 2 Rowers, 1 tread mill and 1 squat cage with Olympic bar and weights. All of this equipment is ideal for cross-training in the cold winter months. We have use of the Gym on Tuesday, Thursday and Friday evenings, subject to one of the key holders being present to open up, oversee (for safety), and lock up again.

It is also possible for Rugby, Cricket and Cycling Club members to take out a subscription to use the Gym at other times, for a modest annual cost. Please ask Warwick or Graham for details if you are interested.

This equipment is sophisticated and a valuable training asset. Very few clubs are privileged to have such a facility, so its up to you to make the most of it, that's what it's there for!

