



FARNBOROUGH & CAMBERLEY C.C.

Newsletter – June 2017

Greetings from your new editor, Steve Hammatt. What's going on, I hear you say, where's Jeff? Well read on, dear reader, and find out in this bumper issue of the FCCC newsletter ...

Committee News – New Chairman

After leading the club's renaissance over the last 14 months we are very sad to announce that our Chairman, Dave Triska, tendered his resignation to the committee in April. A successful but pressurised role as managing partner as a GP, plus various other extra-curricular responsibilities on steering committees and the responsibility of raising a young family has led to Dave reluctantly deciding that he doesn't have the time to continue in the role.

The committee are extremely grateful to Dave for his outstanding contribution to the club's development and wish him every success in the future, both professionally and with his young family but also of course with his sparkling TT career.

This has of course led to a couple of changes to the committee. Jeff Davis has volunteered to take over the role of Chairman until the next AGM, and Steve Hammatt the role of newsletter editor which Jeff has had to relinquish. We are also pleased to announce that Nick Wood has passed on the baton of his committee role as club ride representative to Terry Holmes.



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Group riding workshop

As many of you will know, a number of club members attended one of Cycling UK's Ride Leader Courses late last year, so that we as a club have better trained and equipped riders to lead our club runs, for the benefit of all who take part in them.

However, following great interest in the topic of group riding, and questions from a number of members (e.g. on the subject of when/why riding two abreast is or is not appropriate), the committee has recognised that there would be a wider benefit in putting on a workshop to share more information on this whole topic, covering areas such as:

- The dynamics of a group, and how that varies between different types of riding
- Rider techniques in order to maintain group unity
- Special areas of riding such as climbing and descending in a group
- The basic principles of cornering techniques
- Riding in single file or two abreast? The legalities of the two scenarios and how to manage overtaking by vehicles and/or other riders
- The best practice rider position whilst cycling solo and how that translates into riding in a group.

With this in mind, we have organised a workshop for you which will cover these topics, lasting about 3 hours (2pm - 5pm) on a Saturday afternoon which we are inviting you to attend completely free of charge.

Two dates are currently possible, either Saturday 22 July or Saturday 29 July, so please click on [this link](#) and indicate your preferred date and we will then set up the workshop for the most popular date.

The committee hopes that this workshop will appeal to you and we look forward to learning your preference regarding dates.



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Adult Beginner/Novice Rides

Over the next few months we will be running a new informal monthly ride alongside our usual club rides from Speedy's in Cove on a Sunday starting at 9.30am.

The aim of these rides is to introduce potential new members who are unsure about jumping straight into our entry level Sunday club social ride without knowing what that involves and how they can best prepare to join it. It could also be ideal for introducing family members, friends etc to the enjoyment of a social ride, so please pass the word around.

The first ride will be on 25 June so please register your interest asap by emailing us at clubrides@fcc.org.uk. See the club Facebook page or [the article on the website](#) for more details.

Club Kit

Anyone wishing to order more kit should email kit secretary [Tim Duncan-Booth](#) with your expected order and we will open a new ordering window as soon as we have exceeded the minimum order requirement. Check the [Club Kit page](#) for the current status and detailed ordering process.

Based on recent interest in club kit and pre-orders, we anticipate opening a new order window very soon. In fact we're (at the time of writing) less than £70 away from the minimum order threshold. So if you are thinking of ordering some kit then please don't hang about, then we can get the order in to Bioracer (and hence the kit to you) sooner rather than later.

Club Night

The next club night is on Friday 7th July at 8:30pm, at All Saints Hall in Hawley. Club kit sizing samples, both for men and for ladies, will be on hand if you wish to try some on. Event details can be found at [this link](#).

Club Night Ideas

We are planning to introduce more themed evenings for the monthly club nights, as described in [a recent website article](#). We recently sent an email to ask members to tell us which of the ideas mentioned in that article they would be interested in. If you haven't done so already, then please use [this link](#) to give us your input. We want to put on club nights with subjects that you'd be interested in, and we can't know what those are unless you tell us!



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Road Race Reports

Here is a quick results round-up for week ending 28th May

Dunsfold Park 26th May (4th Cat Race #4)

Due to the official First Aider not arriving on time, because of heavy traffic on route, both races were delayed by around 20 minutes. To begin with both races completed one lap of Dunsfold under neutralised conditions while officials sourced a temporary First Aider.

Once the riders had finished their neutralised lap, the chief comm had enlisted the help of a spectator who was a trained First Aider meaning the race could start. Eventually this helper was relieved of her duties as the official First Aider arrived two laps into the event.

Another warm evening brought out a good turnout for the 4th cat race (35 riders). Again racing was brisk with plenty of attacks off the front, but all being brought back.

As the 4th cat race neared its conclusion, the chief comm had to slow their race down to allow the women's race to finish in safety. Once the women's race had ended, the 4th cat race was allowed to continue. With no breakaway up the road, this meant a bunch sprint was on the cards. Liam Roberts took the win with Tim Rogers and Sam Bacon taking 2nd and 3rd.



Result: (Full details can be found [here](#))

- | | |
|------|---|
| 1st | Liam Roberts, Private Member |
| 2nd | Tim Rogers, VC Godalming & Haslemere |
| 3rd | Sam Bacon, Blazing Saddles |
| 4th | Toby Trotman, London Dynamo |
| 5th | Darren Montgomery, WyndyMilla |
| 6th | Paul Tippins, Farnborough & Camberley CC |
| 7th | Paul Ingram, Sussex Revolution VC |
| 8th | Rob Hardwick, Dorking CC |
| 9th | Tony Clack, Farnborough & Camberley CC |
| 10th | Daniel Loveday, Charlotteville CC |



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Dunsfold Park 26th May (Women's Race #4)

With a delayed start (see above), the women's race started 20 minutes later and a lap down due to the forced neutralised lap. The women's race started well with hard efforts from key riders which resulted in numerous attacks off the front, but to no avail.

In the end it came down to a bunch sprint with Alice Matravers taking the win and Angela Redden-Butt a close second. Rachel Mckenzie took third spot.



Result:

- 1st Alice Matravers, VC de Londres
- 2nd Angela Redden-Rutt, The Cycleroom
- 3rd Rachel Mckenzie, Army Cycling Race Team
- 4th Chloe Kirkpatrick, Private Member
- 5th Nikki Wheeler, i-Team.cc
- 6th Helen Parkin, Private Member
- 7th Danielle Forshaw, WyndyMilla
- 8th Sandra Sellis, Private Member
- 9th Grace Dent, 4T+ VC
- 10th Debbie Morgan, WyndyMilla

Handicap Series 25th May (Ottershaw)

Not a huge field, but nevertheless good hard racing throughout the event on the testing Ottershaw circuit. Race distance was 24 miles.



Result: (Full details can be found [here](#))

- 1st Jack Wyllie, Retro RT
- 2nd Christopher Filewood, Oxted CC
- 3rd David Mucci, Paceline RT
- 4th Cam Dorin, Constantin Retro RT
- 5th Sebastian Lewis, Maison Du Velo
- 6th George Skinner, Norwood Paragon CC
- 7th Tim Whitehead, Oxted CC
- 8th Schaeff Potter, Norwood Paragon CC
- 9th Kevin Nelson, Crawley Wheelers
- 10th Andy Critchlow, WyndyMilla



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Dunsfold Park Vets Racing (MC/MD)

A great evening for Southdowns Bikes CASCO with a clean sweep of the top 3 positions. Simon McNamara claiming top honours with Steve Calland taking 2nd and Jason Edwards 3rd position.

A nasty high-speed crash took out a number of riders as the race entered its final stages and we hope everybody is now recovering well.



Result: (Full details can be found [here](#))

- 1st Simon McNamara, Southdowns Bikes CASCO
- 2nd Steve Calland, Southdowns Bikes CASCO
- 3rd Jason Edwards, Southdowns Bikes CASCO
- 4th Dean Corney, VC Meudon
- 5th Andy Critchlow, WyndyMilla
- 6th Austyn Tusler, Norwood Paragon CC
- 7th Ken Prince, VC Meudon
- 8th Darrell Pembroke, GS Vecchi
- 9th Chris Parker, VC Godalming & Haslemere
- 10th Noah Faiers, Oxted CC

Dunsfold Park Vets Racing (ME/MF/MG/MH)

The warm evening was well received by the riders and meant for a hard race for all categories. Pedal Heaven's Dave Larcombe took the evening honours beating Gavin Francis (London Dynamo) into 2nd and Paul Hone (Addiscombe CC) for 3rd.



Result: (Full details can be found [here](#))

- 1st Dave Larcombe, Pedal Heaven RT
- 2nd Gavin Francis, London Dynamo
- 3rd Paul Hone, Addiscombe CC
- 4th Craig Wilson, VC Meudon
- 5th Gianluca Cappello, VC Meudon
- 6th Jamie Davies-Evans, Adalta CC
- 7th Chris Hewitt, Sussex Revolution VC
- 8th Andy Redding, i-Team.cc
- 9th Bruce Hodges, CC Romford
- 10th Gerry Kinally, Cranleigh CC



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MTB/CX Racing

Josh's Battle in the Bowl Race Report – 21/5/17

Sunday was the second annual "Battle in the Bowl" - a gravel/cyclocross event held at Matterley Basin outside of Winchester. I'd been off of my cyclocross bike since the winter and was keen to get back out on drop bars in the dirt, and having seen some photos from last year was excited for the course. I opted for the "Super CX" class over the "Open Warfare" category. The main differences between the 2 were equipment restrictions (CX bikes only in the CX class), race length and supposedly the "seriousness of racing". Looking at the lap times in the Open category though, there was at least some serious racing.

I knew that the laps would be a mix of gravel/dirt tracks, taped grass fields and some singletrack/wooded sections, though the exact mix of each was a mystery. I turned up to find roughly 2.5 mile laps, with ~350ft of climbing per lap and a 50/35/15 split of gravel/grass/singletrack. There wasn't much technicality to any of the sections, though the upper section around the top of the bowl did have a nasty headwind. I did about a lap and a half to warm up and queued for the start.

The start was a little different from a normal cross race in that there was no gridding at all - just push to the front. I started about halfway back in the group of 82. The pace was fast from the start - I passed a few guys in the first grass and gravel sections, measured my effort on the hills and crossed the line at the end of lap one in 33rd. My heartrate was creeping up a little higher than desired and I was only 13 minutes in - I dropped the pace a little for the next few laps and lost a few spots, but I was working towards my goal of finishing the 2 hours without blowing up.

The next 2 hours turned into essentially a time trial. I watched my HR pretty closely and tried to stay in the 164-170 range. The strategy worked - I started picking up spots on lap 4 and didn't lose any positions from there out. Unfortunately I got lapped by the leader about an hour and 40 minutes in - the result being my race stretching to 2:15 instead of 2:00. I crossed the line for the last time in 29th - about what I expected for a CX race where all categories run together.



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Overall the event was a lot of fun - it was a relaxed atmosphere with good representation from a few local clubs. The electronic timing made for quick results. I'll reiterate that CX/MTB events are a good place to cut your teeth racing - you can test and build your skills and fitness without the worry of anyone taking you out.



Photo: Tim Redgrove



Photo: Tim Redgrove



Photo: Tim Redgrove



Photo: Tim Redgrove

Track Racing - Reading Track

The track is situated at Palmer Park (RG6 1LF) on the Wokingham Road on the right just before entering Reading town. The track has shallow banking which makes it ideal for track novices. During the summer months there is racing in the Reading Track League, which is free to watch, and on Thursday evenings fixed wheel track training sessions are held, including accreditation classes for novices, and there are a limited number of track bikes which can be hired at a cost of £5 a session. On Tuesday evenings the track is open for training on free-wheel machines (nothing organised) and during the winter months the same opportunity is available on Thursdays. Track riding is an ideal means of sharpening your speed and improving your sprinting. What better way of training on your road bike in a traffic-free environment – no traffic lights and with floodlights when it's dark?



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FCCC Time Trial Team

Bossard Wheelers 10 F11/10 3rd June 2017

Matthew Charlton	4th	19:25
Tim Duncan-Booth	54th	21:13
David Ogden	67th	21:33

AS Test Team 10 H22/10 29th May 2017

Tim Duncan-Booth	26th	21:41
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Farnham Road Club 10 H10/8 20th May 2017

Kelly Miller	21st	21:49
David Ogden	26th	22:09
John Norton	41st	22:36
Jeff Davis	52nd	23:13

A3CRG 10 P881 6th May 2017

Matthew Charlton	4th	19:33
David Ogden	21st	21:16

North Hampshire RC H10/8 10 27th May 2017

Kelly Miller	34th	22:45
Simon Hunt	35th	22:49

Hampshire Road Club 10 P881 6th May 2017

David Ogden	30th	20:56
John Norton	84th	22:49

Charlotteville 50 H50/8 7th May 2017

Kelly Miller	37th	1:55:21
Gregor Lock	108th	2:12:45
Vernon Schutte	116th	2:19:14



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Sportzmad 25 R25/3H 14th May 2017

Event 2

Matthew Charlton	4th	49:26 (New Club Record)
David Triska	26th	53:11
Kelly Miller	38th	54:40
Simon Hunt	49th	56:35

Event 1

Vernon Schutte	23rd	1:04:00
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Round-Up

June was another busy month with nearly all of the Time Trial Team competing in events spanning from Herefordshire to Wales. All five club competitors at the Sportzmad 25 in Wales recorded personal bests despite a blustery day and the club record was broken by Matthew Charlton, beating former National Champion and BAR winner Nik Bowdler who originally set the record on the same course in 2008.

The club had four riders in the Farnham 10 all placing well again in poor racing conditions that changed throughout the day.

Kelly Miller's fastest club time set at the Charlotteville 50 of 1:55:21 places him as the leading contender for the Club 50 Championship unless a faster time is recorded in a LWDC event this season. The same rule applies to the 100 & 12 hour Championships.

Vernon Schutte will also be attempting his first 12 hour TT at the Newbury 12 on the Bentley course. Any support on the 11th of June that can be offered would be gratefully appreciated. Contact the time trial team at the email below for details and/or see [this post](#) on the forum.

FCCC TT Team Events for June 2017

Alton CC 10	24th June 2017
Hemel Hempstead 10	17th June 2017
ECCA 100	18th June 2017
National Championships 50 Mile TT	25th June 2017
Newbury 12 hour	11th June 2017



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Get Involved!

If you are interested in Time Trialling, come to one of FCCC's own local events held every week. Free for all members, just turn up, pin on your number and enjoy. Time Trial details are on the website at [this link](#).

Any other questions then simply send all enquires to: timetrials@fccc.org.uk

Vernon's Chronicle of a Time Triallist - Charlotteville H50/8 7/5/17

This is a popular event that attracts a lot of riders. This year they had 150 places and 15 reserve places. Luckily I had competed in 2015 and 2016 so I had an established record of times at 50 miles. So whilst I was slow, at least I was in, any riders wanting to use it as their first 50 were not so lucky unless they had a very good 25 mile time.

I was allocated number 28, a nod to my lack of speed.

The course starts in the usual lay by just past The Bull Inn on the southbound side of the A31.

To make up the extra miles, when you get to the Alton roundabout you carry on down to the Chawton roundabout and make the turn there. You then head back to Farnham and the Coxbridge roundabout. You do two circuits of this, by the time you are making your second pass of the start line you have covered 40 miles so you are then onto the standard 10 mile course making the turn at Alton and heading for the finish line.

The lower loop of this course is notorious for the bad road surface and is hated by all time triallists who have to ride it. Knowing this I decided to upgrade my tubs in preparation. I have been riding on 22mm wide tubs which are real boneshakers on rough roads. I fitted 23mm Corsa G+ tubs to give a slightly softer ride.

The weather was cool with an about 7mph sidewind that was going to increase during the morning. To improve my control in the sidewind I decide to replace the 90mm deep rim with my 50mm rim. I had also bought a set of Corsa G+ clincher tyres so it meant I would still have a matched pair of tyres.

I made my start and proceeded towards Alton. My plan was to try and keep near to 22 mph average speed and a power output of 205 -210 Watts. The aim being to pace myself and not burn out before the end.

The 5 miles to Alton went according to plan and then it was onto the rough road section. Having done a lot of training on this section I knew the best place to ride to avoid the worst of it. This meant riding sections of the loop in the outer third of the inside lane. Usually I would not even consider doing this but knowing that there were going to be 150 of us riding up and down this section it meant cars would tend to stick to the outside lane leaving the inside lane clear for the most part. I made good progress around the loop and then was on my way back onto the main section towards Farnham.



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Pushing within the limits I had set myself I was probably only hitting 26 mph on the flats. Not as fast as I would on a shorter course but I was playing the long game.

Coxbridge turn was taken and I headed back towards the start line, 20 miles done in 55 minutes so just about on target.

I made the run back to Alton feeling slower than the first time but in fact I was 10 seconds faster.

Round the loop again trying to stay out near the middle but moving right against the edge in places as I felt I was struggling to keep pace. Again I was wrong and was only 11 seconds slower by the time I got to the roundabout.

Apart from our numbers on the back we also had a number on our left arm. This was so the marshals could keep track of our loops around. Mine was in a cuff with a clear plastic panel on one side, it meant you don't ruin your race suit sticking safety pins in it and it did not flap in the wind.

Whilst my heart rate was rock steady at 150 bpm most of the way round I could tell it was rising every time I came to the steep hills on this section. It felt like I was wearing a Blood pressure cuff when I climbed these hills as I could feel a pulse in my biceps as my heart rate hit up to 165 bpm.

The run to Coxbridge passed without incident but my speed was now running at about 20.5 mph average. As I passed the Bull Inn lay by I was greeted by a group of people cheering me on, I didn't realise I had a fan club. Turns out they were some people I knew who were there to support one of their group who was also riding.

I kept up my steady pace and as I was almost at the start line again a rider came past me and shouted "only 10 miles to go, push it" with a big grin on his face.

Easier said than done. I tried to increase my speed but was definitely feeling tired. I made the final turn at Alton only a minute slower than the previous run. Proving that once again I was underestimating my strength and speed.

I was estimating my finishing time as somewhere around 2:16 but was now revising that to nearer 2:20. I struggled up the hill after the H&C, down onto the bypass and tried to keep up my speed with flagging strength.

Over the line and done.

Time of 2:19:14. It was slower than I wanted and put me on a downer as I knew I had a PB of around 2:14:28.

I cycled home after the event feeling worn out and a bit disappointed.

Later that afternoon I actually got around to uploading my Garmin. It came as a surprise to see that I had a PB for the course. When I checked my results the PB I had looked at was actually for the H50/8A course which does not use the bottom loop.



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My Times for this course are 2015: 2:37:23, 2016: 2:23:26, 2017: 2:19:14.

So in the end I took over 4 minutes of my time from last year as well as 18 minutes plus over 3 years. I was at last moving in the right direction with my times this season.

My changing tyres and tactics worked and paid dividends on what turned out to be a fast day, the winner John Dewey completed it in 1:37:51 taking about 3 minutes off the previous course record.

Gregor Lock got 2:12:45, Kelly Miller 1:55:21 and Matt Charlton punctured at 43 miles whilst on target to achieve 1:42. Bad luck Matt.

Times are coming down this year so despite knocking 4 minutes off my time I still ended up 7th from last in the men's event.

My final average speed was 21.5mph and 200 Watts average power, almost on target and I now know I need to work on increasing my power and improving my aero position to reduce power loss through drag.

Cheers, Vernon.

Vernon's Five Go Mad in Wales – Sportzmad R25/3

This time trial is run on the A465 above Neath, Port Talbot, along the Head of the Valleys Road.

I was convinced by other team members to enter as it was probably the only chance I would get of making a big jump in my PB time for a 25. Something to do with the 6 mile downhill run at the start I think.

So it was a FCCC Team Road Trip! Kelly, Matt, Dave, Simon and myself set off on Saturday afternoon with a hotel booked for the night at Bridgend ready for an early start on Sunday.

The evening was a time of concerted mental preparation with a meal and beers at Frankie & Bennie's followed by Kelly, Simon and myself going to watch Guardians of the Galaxy at the cinema next door. We all thoroughly recommend the Chocolate Fudge Obsession.

Carb loading complete and mental wellbeing taken care of we retired to bed just before midnight.

All on the road by 8:30 arriving at HQ just before 9:30. We approached via the course route to check out the turn which involved a couple of roundabouts and a flyover. Apart from the first mile down a small side road the rest of the course is on a dual carriageway with a hill called The Bank two miles in.

From there you drop 400 ft over a distance of 2.5 miles with a gradient of 6% in places. It's then a downhill gradient all the way to the turn at 15 miles. Then back 10 miles on a slight rising gradient to the finish.



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The perfect course to get a super fast result. Except for this weekend. There was a 10-11 mph headwind all the way out which would slow you on the hill and make it punishing along the valley floor.

Due to the popularity of the course they were running two events. The main event for men was to start at 11:01 and the women, children and slow old farts would run before that from 9:00.

There were 120 riders for the men's and 39 riders in my event. The numbering for the smaller event went from 82 to 120 and I was number 91. So a start time of 10:31 gave me a chance to get ready and ride to the start about a mile away.

Riding to the start I felt nervous with a tingling sensation in my arms. Would I get a good result and not let the guys down? How fast would I get on the downhill, would I hold it on the tri-bars or would the wind be too great and I would have to resort to the horns? Would my decision to run with a deep rim on the front affect the handling in the wind? Too late to change anything now.

Off I set from the start heading to the dual carriageway. The first mile had a rolling profile but was overall losing height. With the knowledge that I could recover on the steep slope I pushed harder than I would on a normal start, averaging 24 mph. Down to the roundabout and onto the main section of the course. Immediately into the wind and I'm trying to get as low as possible on the bars. The first section is a straight section of slowly climbing road leading to the crest of the ridge. My heart rate that was now running at 160 gradually climbed as I kept my power up to around an average of 230 watts, well above my normal average of 200.

Over the crest and onto The Bank. The wind made life difficult, I had hoped to coast a little but there was no chance of that. I would pedal then coast for a second then pedal some more. I was going downhill pushing between 230 and 290 watts, my heart rate maxed out at 168 and I still only managed to hit 38 mph. It felt slow. Part of the descent involves crossing a viaduct where the wind can play havoc with your line. I crossed it with one hand on the extensions and one on the horns, other faster guys held both horns and prayed or cursed loudly.

Heading down onto the valley floor something must have spooked me because my heart rate hit an all time peak of 186. Along the road into wind only averaging 20 mph and trying to keep my watts up around 220. I was struggling to keep up the effort.

I had got to the bottom off the valley with an average speed of 26.5 mph, by the time I reached the turn it was down to 22.5 mph. My aims of a finish near the hour were out the window.

I made the turn, almost going down the wrong exit as I saw the marshal and then saw the direction arrow taking me down the road on the right of him not the left. The ramp down the slip road gave me a chance to build up some speed as I got back onto the dual carriageway.

With the wind now behind me giving me a much needed boost I pushed my speed up. It was now up to 30 mph but dropped to a steady 27 mph. By the time I reached the first roundabout on the return



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leg I was down to 25 mph. After the roundabout the gradient starts its climb towards the finish. I kept the pressure on as my average speed had crept back up. The speed stayed at 25 mph, my watts were yoyo-ing between 210 and 240 watts.

I had lowered my bars on Saturday morning to improve my aero position and it had worked when I tested it. What I forgot was that I should have adjusted my saddle as well. Crouching down changed the angle I sat on the saddle and my nether regions were letting me know they weren't happy. Not enough chamois butter in those important areas meant my shorts were sticking to the wrong bits and I was having to try and sort it out as I rode.

Around the second roundabout and onto the final uphill 2 miles. The road surface changed from the smooth speedy surface of the valley floor to a rougher draggy texture. It felt like my rear tyre had gone soft and my speed dropped to around 22 mph. Heart rate was around 157 bpm and cadence was in the 70's with a broken rhythm due to the world of pain coming from my shorts.

Grinding up the slope I made it to the finish and relaxed.

Having pushed myself all the way round I now had to climb back up that hill and ride the 6 miles back to HQ.

Once the pressure was off I found I still had enough energy to ride back at a steady pace. Maybe I should have pushed harder but I really don't think I could have done more.

Once back at HQ Kelly and Dave were finishing their warm up so I warned them about the strength of the wind down The Bank and also that the last 2 miles had a slower surface so not to think they had a flat. I also told them that on my way up the hill I had passed Matt on his way down and that he had still been pedalling hard despite his 58 tooth ring. It showed how much the wind was taking off everyone's speed.

My final time 1:04:00 a new PB , but only by 18 seconds.

2 minutes 33 seconds faster than I had been three weeks earlier so a definite gain for me.

For the rest of the team it was also a day of PB's.

Matt Charlton 49:26 4th Place

Dave Triska 53:11 26th Place

Kelly Miller 54:40 38th Place

Simon Hunt 56:35 49th place

Out of a field of 93 riders. I think a lot of riders may have decided not to battle the wind and did not start.

In my event I came 23rd out of 33 riders and felt proud to know that I also beat the times of four riders in the main event.



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There were not any prizes for teams riding but Matt, Dave and Kelly formed the fastest trio so a brilliant day for Team FCCC.

Thanks to the guys for convincing me to make the trip to Wales for this fast course. It turned out to be a slow day but rewarding in the end, and as someone commented on the Time Trialling Forum "It was a hard day at the office for everyone".

Cheers, Vernon.

Sunday Club Rides

- 9.30am: Gentle Paced Social Ride – 35 to 40 miles with a cafe stop at an average speed of 13 to 14 mph
- 9.30am: Mid Paced Social Ride – 40 to 55 miles with a cafe stop at an average speed of 14.5 to 15.5 mph
- 9.30am: Quick Paced Social Ride – 45 to 60 miles with a cafe stop at an average speed of 16.5 to 17.5 mph
- 9.30am: Fast Paced Non-Stop Ride – 50 to 60 miles at an average speed of 18 to 19.5 mph

As always, keep an eye on the forums and the events page on the website, and on Facebook, for full details of routes etc. General details on social rides are on [the social riding page](#) of the club website.

Midweek Rides

There is also a Wednesday Gentle Paced Social Ride (9.30am). Check the forums for details.



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FCCC – Who's Who

President – Dick Poole

Committee members and roles:

Chairman – Jeff Davis

Clothing Secretary – Tim Duncan-Booth

General Secretary – Bob Vineer

Membership Secretary – Mike O'Donovan

Newsletter Editor – Steve Hammatt

Press Officer – Bob Vineer

Ride Secretary – Andy Hale

Ride Secretary – Terry Holmes

Road Race Secretary – Warren Vye

Time Trial Secretary – Donald Ashton

Track Secretary – Dick Poole

Treasurer – Jeff Davis

Webmaster – Jeff Davis/Mike O'Donovan

Committee Member Without Portfolio – Chris Bagust

Committee Member Without Portfolio – Frank Curtler

Committee Member Without Portfolio – Josh Orlowski

You can contact the committee as a whole via committee@fccc.org.uk

Happy (and safe) riding!

Steve Hammatt - FCCC Newsletter Editor

