



FARNBOROUGH & CAMBERLEY C.C.

Newsletter – July 2017

Welcome, dear member, to the latest edition of the club newsletter. As well as the usual club reports, this month we've got a couple of new member benefits to offer you, an update on the upcoming group riding workshop, cyclocross developments, news on a themed club night and more.

New Members

A very warm welcome to Tom Nash, Suzi & Stuart Duncan and Garry & Anita Friel, who have all recently joined the club.

Group Riding Workshop

There has been a really good response to the Group Riding Workshop being provided free of charge for club members on 22 July 2017 but we still have a few places available. Full details can be found [on the web-site](#) and you can still register via [this Google form](#).

This workshop is part of the club's continuing commitment to improving the group riding skills and enjoyment of members on the Club Social Rides and follows on from the Ride Leader training that was carried out towards the end of 2016.

While on the subject of group riding the committee have asked for all members to make sure they are fully aware of the Club Ride Guidelines and Code of Conduct (details are [on the website](#) and also attached to the newsletter as an Appendix for ease of reference).

Adult Beginner/Novice Rides

The club's inaugural beginner/novice ride was held on 25 June where it was great to welcome Karen and Anita to the club - 30 miles for their first ride was very impressive.

Unfortunately we had a few late withdrawals but we hope to see them and any others who fancy giving it a try on our next ride on 30 July.





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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 next ride will be on 30 July 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

The recent ordering window has now closed; thank you to all who placed orders. We are expecting delivery of the kit from this order around the middle of September, and we will keep you posted with updates.

If you missed out on this latest window but you wish to order club clothing, then please 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.

Club Night

The next club night will be on Friday 4 August at 8:30pm, at All Saints Hall in Hawley, GU14 9BW. 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 [on the website](#).

Club Night Ideas

Thank you very much to everyone who responded to our club night themes survey. We'll be starting these in order of popularity after the summer holidays, with the first one likely to be a Mechanical Problem Solving theme on the 6 October club night. More details of this and other themed nights will follow nearer the time.



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Cross is Coming (Wednesday nights)

Now that we've passed the halfway point of the year, it won't be long until the cyclocross racing season starts. In preparation for our local leagues starting up in September, club member Josh Orłowski has secured a spot to start holding a Wednesday night CX session. The plan is to start with the basics of mounting/dismounting, barriers, etc, then hopefully progress to some fun "races" if there is enough participation. Both cyclocross and mountain bikes are welcome and no experience is needed.

Please contact Josh at josh.orłowski@gmail.com if you'd like to join. Start time will be flexible and set based on feedback from the group.



Ironman!

Congratulations to club member Morag McDowall for her 2nd place finish in the very tough Ironman 70.3 UK Exmoor on 25 June (1900m swim, 90.1km bike, 21.1km run). She looked understandably rather pleased standing on the podium.





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Road Race Reports



Results Round-up – see more results at [the Surrey League website](http://www.surreyleague.co.uk) or on their [Facebook](https://www.facebook.com/surreyleague)

Dunsfold Park 4th Cats #5 – 2 June

10th Tony Clack

Dunsfold Park 4th Cats #6 – 9 June

7th Giles Short
10th Tony Clack

Dunsfold Park Vets Series #7 ME/MF/MG/MH – 14 June

7th Scott Heyhoe

Dunsfold Park 4th Cats #7 – 16 June

8th Ray Van Kogelenberg
9th Tony Clack

Dunsfold Park 4th Cats #9 – 30 June

4th Paul Tippins



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Dunsfold Park Vet's MC/MD Race #8 - 21 June

Yet another great evening of racing from both groups. Simon McNamara took yet another win for the MC/MD race, his third of the series, with Jeremy Brougham taking 2nd, Dominic Maxwell picking up 3rd, and Warren Vye bridging across to the breakaway on the final lap to pick up 4th.



Result:

- 1st Simon McNamara, Southdowns Bikes CASCO
- 2nd Jeremy Brougham, Adalta CC
- 3rd Dominic Maxwell, Worthing Excelsior CC
- 4th **Warren Vye, Farnborough & Camberley CC**
- 5th Steve Calland, Southdowns Bikes CASCO
- 6th Ken Prince, VC Meudon
- 7th Darrell Pembroke, GS Vecchi
- 8th Gary Brind, Southdowns Bikes CASCO
- 9th Simon Jodrell, Morvelo Basso RT
- 10th Jeff Lamb, VC Meudon

Dunsfold Park 4th Cat Race #8 - 23 June

Twenty-six riders took to the start line and with the strong wind blowing across the exposed circuit, the race was going to be hard. A few riders attempted to break free, but due to the wind fell back to the bunch. In the end, and after lapping the women's race, the 4ths ended up with a sprint for the line. Chris Dodd of Pearson CC took the win with James Barrell, VC Godalming & Haslemere, collecting 2nd with his team mate, Jeremy Meredith taking 3rd and Paul Tippins picking up a respectable 4th.



Result:

- 1st Chris Dodd, Pearson CC
- 2nd James Barrell, VC Godalming & Haslemere
- 3rd Jeremy Meredith, VC Godalming & Haslemere
- 4th **Paul Tippins, Farnborough & Camberley CC**
- 5th Iain Duncan, Crawley Wheelers
- 6th Daniel Loveday, Charlotteville CC
- 7th Philip Palmer, Twickenham CC
- 8th Steven Bryant, Redhill CC
- 9th Matthew Smith, Brighton Excelsior CC
- 10th Thomas Ringe, Angmering CC



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Track Racing

On Saturday 12 August, Palmer Park Velodrome (at Reading) is hosting their annual Deryn Fest meeting, together with a leg of the Women's Omnium Championship. Deryn Fest brings together some of the best Deryn-paced riders and is very exciting with nine Deryns on the track at once racing at speeds of about 40mph. It's well worth seeing and is free to watch. More details at [the velodrome website](#). If you do plan to go, then before you travel please check with the organisers (e.g. via the velodrome website) to make sure that the meeting is going ahead, since there is a chance it could get cancelled if the organisers do not get enough entries.

Don't forget the regular Tuesday evening sessions at 8:15pm at Palmer Park where you can bring along your road bike and get in some practice without any pesky traffic in the way. The longer summer evenings are ideal for this, and there are floodlights when it is dark.

FCCC Time Trial Team

Hemel Hempstead 10 F11/10 17 June 2017

Ladies/Juniors/Vets Race

Jeff Davis 14th 22:09 (PB)

Men's Race

Kelly Miller 65th 20:54 (PB)

Tim Duncan-Booth 74th 21:06

Simon Hunt 94th 21:34 (PB)

David Ogden 96th 21:35

ECCA 100 E2/100C 18 June 2017

Matt Charlton 12th 3:32:00 (new club record)

Alton CC/Owens Cycles 10 H10/8 24 June 2017

Kelly Miller 18th 22:28

Simon Hunt 19th 22:33 (course PB)

Jeff Davis 25th 23:05 (course PB)

Nick Cosgreave 46th 25:51

RTTC National Championships 50 T502/3 25 June 2017

Matt Charlton 31st 1:47:23 (PB despite twice dropping his chain)



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...a3crg 10 P881 28 June 2017

Kelly Miller 30th 21:58

Club 10 Championship CC216a 22 June 2017

Posn	#	Time	Plus	Name	Club
1	9	0h21'25"		Mr M Charlton	FCCC
2	3	0h22'59"		Mr D Ogden	FCCC
3	16	0h23'01"	+0h03'08"	Mr T Duncan-Booth	FCCC
4	5	0h23'12"		Mr D Davies	
5=	14	0h23'17"		Mr M Cripps	Army CU
5=	2	0h23'17"	+0h02'52"	Mr D Stevenson	FCCC
7	15	0h23'26"		Mr O Rastall	FCCC
8	7	0h23'44"	+0h02'29"	Mr K Miller	FCCC
9	17	0h24'20"	+0h01'58"	Mr S Hunt	FCCC
10	8	0h24'39"	+0h02'53"	Mr J Davis	FCCC
11	6	0h24'58"	+0h01'43"	Mr T Carman	FCCC
12	1	0h25'14"	+0h01'36"	Mr R Matheson	FCCC
13	4	0h26'21"	+0h00'59"	Mr I Richards	FCCC
14	11	0h26'37"	+0h00'04"	Mr W Vye	FCCC
15	10	0h26'41"		Mr R O'Hara	
16	13	0h27'17"		Mr L Stratford	FCCC
17	12	0h32'34"		Mr P Stratford	FCCC

Congratulations to Matt Charlton on retaining his Club 10 Champion title with what we believe is a new course record, and to Tim Duncan-Booth who is our new Veterans Champion for 2017.





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Round-Up

Following on from his impressive new 25 miles club record last month, congratulations are due once again to Matt Charlton for absolutely smashing a different club record – this time the men's 100 miles. On 18 June 2017 he set a time of 3:32:00 at the Eastern Counties Cycling Association event on the E2/100C course, an average of 28.302 mph, taking more than five minutes off the previous record set by Nik Bowdler in 2009. Not bad for Matt's first ever 100!

Meanwhile well done to Dave Triska, who recently changed to his local club VCGH, and only 12 months after being told he wouldn't ride again for 2 years following a bad crash and injury, finished 6th in the Farnham RC 25 mile TT on the H25/8 course at Bentley in a new PB of 53:24 on 18 June – Congrats Dave from all at FCCC!

FCCC TT Team Events for July 2017

LWDC 10	1 July
Reading 25	8 July
National Championships 100	9 July
Shaftesbury 50	15 July
Andover 10	16 July
Newbury 15	22 July
Reading 50	23 July
Watford 10	23 July
Farnham 25 2-up	30 July

Matt Charlton and Vernon Schutte will be competing in the RTTC National 100 on 9 July. Matt has entered the Shaftesbury CC 50 on 15 July and Kelly Miller and Simon Hunt are entering a team 25 TT at Newbury on 30 July. More information about upcoming time trials entered by club members are available on the website in the TT section, and please do remember to let us know if you've entered an event so that we can keep this list up to date.

If you are planning to enter an event that you'll need support for, e.g. a 12 or 24 hour event, or one of the longer distances, then please make sure you ask for help from club members (e.g. to pass you food) as far in advance as possible. Plenty of club members may be more than willing to help you out, but they might be unable to do so if you ask at the last minute!



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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](#).

If you have any other questions then simply contact timetrials@fcc.org.uk

Vernon's Chronicles of a Time Triallist - Newbury Road Club 12Hr Time Trial 11/06/17

I marshalled at this event last year, watched the riders go by and thought, I reckon I could do that. I went online and looked at distances covered by the slower riders and thought, I could do that. So in January I filed my entry and paid my money. I spoke to a couple of friends who had completed it, about training for it, and they said, "you can do that".

In January I started doing some training by going on long rides starting at 50 miles trying to average 20mph. Over the following months I did a few more at 60 miles and 80 miles both at 20 mph+. The veteran Standard for a 63 year old is 181.17 miles. Approximately 15mph. I planned on trying to get to 200 miles so would need to average 16.67 mph. The theory behind the training rides was to get used to pushing myself hard over a shorter distance and therefore have no trouble riding slower for further.

Having done the 25 mile TT down in Wales in early May I then took the month off from serious riding and just did the cafe rides with Jeff and the short cycle to and from work. I was trying to conserve my energy, relax my muscles and avoid injury. The day before the ride I took all my food and drink supplies round to Dave Triska who has going to handle the first changeover at about 4 hours in. We discussed a bit of tactics and how he was going to handle the stop. Jon Cooke had kindly volunteered to do the stop at 8 hours so Dave would fill him in on the details of what to do.

I had a 07:28 start so I loaded the car with everything on Saturday night, bike, spare wheels, food and drink for the first 4 hours and riding kit. I use tubular tyres so a puncture would be the end of it for me, hence the spare wheels. I got up at 4:45, sorted my breakfast and drove to the layby at The Bull Inn. The course consists of a 20 mile loop on the A31 that starts at the Chawton roundabout and goes to the Coxbridge roundabout where you head back to the start. After 8 hours they reduce the loop to 14.81 miles by making the circuit between Alton and Farnham.

I parked at the Bull so that I could leave my wheels in the car and then rode to the HQ giving me a warm up of about 10 miles. Arriving at the HQ I signed in and collected my numbers. It was warmer than I thought, so trying to get into my speed suit whilst sweating was not an easy task and having zipped it up then realised I had forgotten to use any chamois butter. I knew there was no way I could get it off again as I realised I was cutting it fine to get to the start. Unzip the front, stuff handfuls of cream down where it was supposed to be and zip it back up. So much for cool, calm and collected.

Back on the bike and head off to the start about 2 miles away. You get used to seeing a steady stream of riders heading to the start but this morning I did not see anybody. Was I going the right way? I arrived at the start as number 27 was getting his 30 second warning, definitely cutting it fine. 12 hours of riding to come and I was almost late for my own start.

3...2...1...Go, and off I set, trying hard not to ride too fast and remembering not to push it hard up the hills. The first 10 miles go by and I am at the Coxbridge roundabout for the first turn. I get 3/4 of the way round and am turning back into wind, I had a 10mph tailwind all the way up which I had not really noticed. The wind catches my 80mm deep front rim and gives it a twitch, nothing serious but enough to make me realise I need to watch out for that as the day continues and tiredness sets in. Now on the return leg and I start noticing the wind. I hunch down on the extensions and try to keep my watts



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around 100. A rider's power is measured by his FTP (Functional Threshold Power). Mine is low at 200 Watts and the aim of today was to ride at 50% power. On the hills I am getting up to 120-130 watts but back off on the flats.

I continue like this for the next 2 3/4 hours before I have to stop for a pee break in the bushes. I am averaging about 18mph, above my target but I'm feeling OK with it. Riders with higher numbers have been coming past me at regular intervals. Some creeping past but those with the zero numbers 30, 40, 50 fly past with very little kit on their bikes. They have support teams that will feed them bottles and food all day as they come past their feed stations. These are the guys that will get the high mileages.

I plod on at my current speed getting to learn all the fresh road kill as I pass by. Dead crow on its back, squashed bird, dead rat, badger in the outside lane, fox in the outside lane. I also learn how to pick my way through the bad road surface. Normally I am flying along and ride near the centre of the road in the bad patches. Now I am chugging along near the gutter picking the smoothest route and avoiding the worst bits. Surprisingly I manage a reasonably smooth ride on the Chawton Roubaix loop. Time passes and I am coming past the Hen & Chicken where we had agreed to put the feed station.

About 3 1/2 hours in and I spot Dave at the side of the road holding up some flapjack bars. I wasn't expecting him so had not slowed down. I make a grab for them and an epic fail as I miss and they go tumbling to the ground. I carry on and make another circuit so by the time I get back to him 4 3/4 hours have gone by. I pull up and he shoves a drink bottle in one hand and a bag of food in the other. Whilst I am glugging down electrolytes and stuffing my comfort food into me (mini pork pies and scotch eggs) he is busy replenishing my bottles, energy bars and gels. We discuss my progress, 85 Miles at an average speed of 18.4 mph. I am going too fast and I need to slow down. I admit that I have started to feel it at this pace and the return leg into the wind is starting to cause problems. By now it has crept up to 16mph and if I do not slow down I will burn myself out battling the wind. A quick pose for the camera, I say my thanks and head off again knowing that my next stop will not be for another 4 hours.

I drop my power to conserve energy and my lap times increase by about 10 mins. The gain in time is on the Coxbridge to Chawton return leg of the circuit. The outbound leg is staying around the same time as I am being pushed by the wind and am at times only pushing 60 watts to maintain speed. The afternoon wears on and the miles pass by. Whilst my times are staying steady, the increasing wind is really getting to me and I start wishing the long loop could be over and done with. Swapping to the short circuit would reduce headwind time and remove two hills from the circuit.

8 hours have passed and I approach the Alton roundabout hopeful that I will be waved onto the short circuit. As I come round the curve of the roundabout I see the marshal and he puts out his left arm signifying that I must carry on down to Chawton. My heart sinks at the thought of the next 6 miles of bad road surface and hills. I make the loop and head onto the Holybourne - Coxbridge section. As I pass the timekeepers' position in the layby I see a sign instructing riders to ride the Main Circuit. Yes!!! No more bottom loop! I feel exhaustion setting in and have started coasting whenever I can. I roll past the timekeepers doing 20mph running on pure tailwind.

I get to my feed station 8 1/2 hrs in and am greeted by Jon with my wife and daughter in attendance as well. I get off the bike, is that a wise thing to do?

Jon and my daughter restock the bike whilst I refuel but I can't eat. Fluids are going down OK but I just don't have the energy or inclination to chew. I bend over gripping my knees and my wife massages my shoulders. "You're doing well, you can do this" she says. She has not been my greatest supporter for the whole idea of me doing it. I was too old, I was not fit enough, I was risking my health. On hearing those words of support I nearly burst into tears. I was definitely tired and emotional. Luckily I had my head down and my mirrored visor on so she could not see how bad I was. After 7 minutes rest I was back at it, 146 miles covered and 3 1/4 hours left. I would need to average 17 mph



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to hit my target distance. Mission Impossible. I decided to forget all about targets and just concentrate on finishing.

I still couldn't eat and seemed to be running on God knows what. I knew I needed to keep hydrated so kept swigging at my fluids and even managed a gel or two. Those caffeine gels are brilliant and did keep me going when I felt my mind was starting to fatigue at various points during the day. The other problem I had was that in my rush to get to the start I had not switched the auto pause off on the Garmin. All the pee breaks and feed stops meant that the timer was running somewhere around 20 minutes out but I did not know precisely. At about 10 hours I had a third and final pee break at which point I checked the time on my phone. Yes I was somewhere around 20-25 minutes out on my timer.

By now the wind, which had peaked at 20mph, was down to about 14mph and at some points on the return leg I was down to 12mph. At around 170 miles whilst battling up the long hill after the Bentley bypass cramp started to set in. I had been pushing about 115 watts and had let it creep up to around 135 watts. The left thigh suddenly started to seize. I thought "no, no, no, not now" and immediately dropped my power. This had the effect of allowing the muscles to stiffen even more. Back onto power again but hovering somewhere around 85 watts for a while allowed everything to return to normal. I was going to have to watch that as I knew it would return again if I gave it a chance.

I carried on down to Alton again coasting on all the downhill sections and on the flats wherever possible. Back towards the feed stop where I pulled up to check with Angie what the time was and how much longer was left. 30 to 40 minutes was the answer. Oh God now is not the time for a vague answer. Almost crying again at the thought that it would soon be over I managed to restart and get clipped in. I checked my Garmin and roughly worked out at what time I would be finished. Knowing that I only had half an hour or so left I went for it. I could do a 10 mile TT in under that and being on the downhill section with a tailwind I gave it all I had towards Farnham. I checked my mileage, it was around 189. So close but I could get closer if I gave it everything. Cresting the rise, where the traditional start for most time trials are, the timekeepers shouted out 6 minutes left. Pushing on down the Bentley bypass whilst not setting off the cramps I made it to the next set of timekeepers. "Is that it?" I shouted but couldn't make out what their reply was. What the hell, take no chances, and push on to the next one stationed just past the Hen & Chicken which is where my support was. I pulled up at the timekeeper and asked "Is that it?". She checked my number and looked at her clock and said yes. Oh thank God.

I got off the bike and hobbled across to the other side of the carriageway where Angie and my daughter had walked down to meet me. We headed back to the car with me riding as it was just too hard to walk the 150 yards. Once there they quickly wrapped me up as I had started shivering and I got some protein drink and a small bit of energy bar down. From there it was back to HQ to hand in my numbers, sign out and get a cup of coffee. I couldn't even face a bit of cake, I was that bad.

One cup of coffee later and we headed back to the Bull Inn where my car was parked. By then my brain was functioning well and I drove my car home.

My Garmin gave me a reading of about 197 miles, Strava says 199 miles and the provisional results 202.7 miles. I quite happily take the last one.

There were 47 starters, but only 30 finished. I came 27th. Position isn't as important as finishing as far as I am concerned. The winner Andy Jackson number 20 completed 300 miles. An amazing feat.

I would like to thank everyone who supported me on the day. It is surprising how much it bolsters you to be cheered on by friends. Even having spectators from other clubs cheering you in the last few hours helps keep you going. It was so much harder to do from a mental standpoint than I thought. When your body is getting exhausted you really have to work at keeping your mind going. Grim determination not to fail is how I kept my legs going.



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Special thanks to Dave Triska and his son for their help before and during the event. Jon Cooke for giving up his time to organise my second feed stop. And to my wife who let me get this out of my system by allowing me to do it. Especially as she was really worried about the state I was in when I left the second feed stop. When I was being fed and warmed at the end she asked me if I would want to do it again I said:

"Ask me again in 6 months"

Cheers, Vernon.

Brian Hygate on the Newbury Road Club 12Hr Time Trial 11/06/17

The last time I rode a 12 was in 1974, the Middlesex RC event, based on the old "Bath Road" course, using the A4 from Theale to West of Hungerford, then back to Theale for the Pangbourne Lane run up to Oxford, with loops out to Kingston Bagpuize, and Kidlington, before retracing to the Aldermaston area for the finishing circuit.

So, very different to the Newbury 12, which because of modern day course restrictions was limited to repeatedly ploughing up and down the A31 between Farnham and Chawton, a distance of 10.09 miles each way!

But I entered anyway, and after signing on in Beech Village hall, (where there was much comment about my 1965 Carlton bike, "Are you really going to ride the event on THAT?") I did a short "sort of warm-up", and started off when the timekeeper said "go" at 07.19.

I hadn't even gone one mile, when my "minute-man", number 20, sprinted past me, making that distinctive "woosh-woosh" sound of power going through a carbon disc wheel! He went on to win with 300miles, an average of 25mph!

But I settled down to the day's task, and after 5 miles, at the top of the ride just beyond the "Hen and Chicken" pub, I saw that my support team, (wife Margaret, daughter Janet, and son-in-law Duncan) were all present and correct in position. As the day warmed up, the arm warmers came off, and my schedule was going about right, 25miles in 1.25, 50 in 3.00, I had hoped for 100 in 6, but I slipped to 6.13 which wasn't too bad. But the West wind was being troublesome, having to punch into it for 10 miles in every 20! At times I was just about managing 9.5 mph! But the return leg was a welcome relief!

I struck a "bad-patch" at around 7 hours, and had to give myself a good talking to, which seemed to work. From then right up to the finish, I was getting a bit of cramp from time to time, but I found that if I ignored it and kept pedalling it would go away!

With just over an hour to go, my team informed me that I was on schedule for 186, and as I felt I still had "something left in the tank", I really gave it my all, and ran out with 188.23. I was more than happy with that, as my admitted target before the ride was "to beat my 79 year standard of 140, and maybe get close to the Wessex VTTA age 79 record of 180".

Mission accomplished!

Statistics. Bike, my 1965 Carlton. 24 spoke alloy wheels shod with 19mm tubs. Gearing was 45 single chainring with 13-18 block. (I only used the 18, 17, and 16 sprockets, I no longer have the legs to push anything higher, and if I'm in danger of twiddling too fast ... I freewheel!)

Feeding. Probably 3 ltrs water, 6 gels (ugh!), 4 plastic cups of creamed rice, 2 pots yogurt, 6 x half bananas, a handful of "jelly babies", and half a honey sandwich (which I don't try again!)

At no time did I get off the bike, but at the finish I had to be helped off my bike, and had to be supported by my helpers to walk the 10 paces to the car. So I think I must have tried!



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I recommend riding the longer endurance events, they are far more interesting than belting up and down the road for just a few minutes in 10. (And ... They keep you young!)

Member Benefits/Discounts

We are pleased to announce a couple of additional benefits for our members.

Hoops Velo in Farnham are now offering a 10% discount to club members on bikes, parts and accessories.

This means that we now have several local bike shops offering various member discounts – Hoops Velo, Geared Up, Silvester Brothers, Pedal Heaven and 1st Gear Cycles.

We have signed up to the “Bike Club” discount scheme with the online retailer Tredz. There is a club-specific discount code that you can use to receive 10% off many items, and the club also benefits by receiving a small cashback amount for each purchase. Please note that there is an exclusion list of brands/items that are not covered by this code. Keep an eye on the club member benefits page for details of the code and further terms and conditions.

There are other member benefits in addition to all the above discounts, and you can find full details on the website on the [member benefits page](#).

Sunday Club Rides

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





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Appendix – FCCC Club Ride Guidelines and Code of Conduct

Introduction

This code of conduct has been devised for the safety and benefit of the club and its members, and outlines the minimum standards expected on all rides.

Riders participating in club runs must join the group appropriate to their ability and restrict their ride to the parameters of the group and instructions of the ride leader.

Each group should remain within an appropriate size of 8 - 10 riders to prevent obstructing the road and to enable other road users to go about their business.

Ride Guidelines

- The wearing of cycle helmets is compulsory on all club rides.
- The default riding mode will be a compact group of 2 lines, i.e. 2 abreast – Why Ride 2 Abreast? [Read this for an explanation](#)
- Never ride more than 2 abreast unless overtaking (providing it is safe to do so).
- Club rides are social rides, not races, and members are expected to treat them appropriately.
- Listen to and follow the instructions given by the ride leader, particularly the instruction to “double up” or “single out”.
- Behave in a manner that represents the club and cyclists in a good light.
- Respect the Rules of the Road and be courteous to other road users.
- Be proactive by thanking motorists for courtesy – we need a charm offensive to win them over.
- Take responsibility for your own health and safety at all times, it is not the responsibility of the club or ride leaders.
- New riders and those changing groups must inform the ride leader of their abilities and presence so he or she is aware.
- Respect the speed of the group and do not try to push the group faster or split it.
- Please help the club's promotional efforts by wearing club kit wherever possible.



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Ride Discipline

- Be aware of riders behind you.
- Ride smoothly and do not brake without warning if it can be avoided.
- Never overlap wheels with the rider in front of you.
- Shout warnings and give hand signals to other riders if there is a danger in the road, see Group Communication.
- Do not accelerate out of junctions or roundabouts, but ride smoothly and check that the group has safely negotiated the junction and is intact before accelerating.
- Should the group be split, riders should slow down or find a safe place to stop and re-group before proceeding.
- The group should always assist any of its riders suffering from mechanical or physical problems, but always find a safe place to stop and re-group before proceeding to help.
- The group should always wait for the last rider unless the rider has requested to be left.
- Never leave the group without first notifying the ride leader.
- Always be aware of who the rider behind you is.
- The key to a successful club run is good communication between and with other riders and the ride leader.

Cycle Helmets

Cycle helmets are compulsory for all club rides.



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Equipment

To ensure that mechanical problems are minimised, riders must keep their bikes in a roadworthy condition. All riders should carry sufficient and appropriate equipment to enable them to complete the ride in a satisfactory manner without putting a burden on fellow riders.

Recommended equipment is as follows:

1. Always display a rear light, irrespective of weather conditions, to aid rider visibility by other road users.
2. Appropriate clothing for the weather.
3. Mudguards should be used during the winter months of October to March and in wet weather.
4. Appropriate tyres to minimise risk of punctures.
5. Sufficient food to keep you energised.
6. Sufficient hydration.
7. Pump or other means of inflating tyres.
8. Two spare inner tubes.
9. Tyre levers.
10. Allen keys or multi-tool appropriate to your cycle
11. Phone.
12. Sufficient money for cafe stops or emergencies (e.g. taxi home in case of unfixable mechanical problem).

Equipment that is not recommended includes:

1. Inappropriate cycles for the ride or weather
2. Aero bars; please do not use them whilst riding in the group

If you are not confident of finishing the ride or your bike has a mechanical problem, let other riders know as soon as possible.



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The ride leader and the group will do all they can to assist you, but they can only do so if they are aware of your problem.

The group will always be supportive.

New Riders - Do not be fazed by worries about repairing punctures as the group will always provide help, nor requesting comfort breaks as the group will wait for you at the next safe place to pull over (but you must always let them know).

Emergency and accident responsibilities

The club does not provide first aid cover or medical support for riders on club runs. In the event of an accident, the Ride Leader and the group will do all they can to assist any rider who has suffered injury or medical emergency.

Riders who have pre-existing medical conditions that require special treatment must take precautions to ensure that information about their condition can be easily found by the emergency services or other medical professionals in the event of an accident or the onset of a medical episode.

If a rider has a condition that might manifest itself during a club run then they must inform another rider or the Ride Leader. The rider will need to make that judgement and be responsible for themselves.

Summary

The above is simply a guide to riders, especially new ones. It is designed to make the ride more fun and to not burden other club members.

Please note that it is the responsibility of all riders to assist the designated leader to make the rides as simple and safe as possible.

Taking part in a club ride involves a specific commitment from every rider to ride within the parameters set out, and the instructions given, by the Ride Leader, a simple commitment well within the capability of everyone.

For the sake of clarity, although the club sincerely hopes this will never be the case, the Ride Leader is specifically authorised by the committee to inform anyone consistently not honouring that commitment that they are no longer welcome on that ride.