



## Weekly Newsletter – 7 July 2016

### CATCH UP EDITION

Hello All

#### NEW MEMBERS

A very warm welcome back to Ian Rigby who has rejoined the club.

#### A REQUEST FROM THE USA

We received a request via Facebook from a Bret Edwards in the US who is travelling to London and Camberley in September on a family heritage vacation. His grandmother Eileen Comer was a member of Camberley Wheelers during the years 1930 to 1940 and he would like to know if anyone has any information or records of her during that period.

He sent this photo of her on her bicycle as well as a photo of a 2nd place medal she won in 1937.



Her brother George Cromer and their father Frederick George Comer were also members of CWCC.

It is very probable that only Gene Alexander may be in a position to remember back to this era but I'm including it here just in case there is anyone else out there with information that we can pass on.



## CLUB RIDE CAFÉ REVIEW

Thanks to Walter Bremner for the second instalment in his FCCC Café Reviews which is included in the Appendix and will go into the new website library.

## FCCC TRIATHLETES

Richard Brooke recently finished 3<sup>rd</sup> in an Olympic distance triathlon in Leicester and with it has qualified to race for Great Britain in his age group at the World Championships in Mexico in September, so joining Morag McDowall who qualified a few weeks ago. Congratulations Richard!

Morag's good form continues finishing as the 1<sup>st</sup> Vet and 5<sup>th</sup> overall female in a half Ironman triathlon last weekend.

## OPEN TT RESULTS

Plenty of results to report this week:

- 19 June – Farnham Road Club 25-mile time trial, staged on the H25/8 course at Bentley with 100 riders registered to start.
  - Club speed demon Matt Charlton finished 7<sup>th</sup>, clocking 52:47. Well done Matt!
  - Vernon Schutte powered his way to a NEW personal best of 1:04:18 beating his previous best by just under 2 minutes! Well done Vernon, awesome performance!
  - Tim Carman put in another cracking performance with his first sub hour 25 in finishing 37<sup>th</sup> with 58:48. Great result Tim!
  - Gregor Lock rounded off a great day for FCCC at Bentley with a time of 1:02:05. Well done Gregor!
- 25 June – Alton CC 10-mile time trial, staged on the H10/8 course at Bentley.
  - Tim Duncan-Booth had a fantastic 6<sup>th</sup> place finish in a new course PB of 21:16. Great ride Tim!
  - Vernon Schutte had a quieter day compared to the previous week with a time of 26:04
- 25 June – Dunstable RCC 10-mile time trial, staged on the F11/10 near Tring



- Dave Ogden clocked a great time of 21:37 in somewhat testing conditions with a wind described by Dave thus “man that was like hill climbing with that wind”. Well done Dave!

Vernon’s TT Chronicles continue in the Appendix this week with a catch up of his recent races. Thanks Vernon.

## ROAD RACING

The FCCC road racing team have been extremely active over the past couple of weeks with the team entering races at Dunsfold, Thruxton, Wallingford, Ottershaw and Hogs Hill at Redbridge with British Cycling points being picked up at almost every race.

The FCCC road racing team is currently positioned 44th out of 100 clubs within the South East Region. [Click on this link for the table.](#)

The first half of the race season has been fantastic with team member numbers growing stronger every month and four members now holding a 3rd Cat BC licence and all working hard to gain their 2nd Cat BC licence.

Race reports are included in the Appendix below as per usual. Thank you guys for taking the time to share your experiences with us.

## CLUB BIORACER KIT ORDER

Members will have seen the unveiling of our new Road Race Kit in a recent email from the Club Committee. There has been an extremely positive reaction and eagerness to purchase the new kit.

Clothing Sec, Kelly Miller, has arranged for Bioracer to give a presentation on the kit range and choices at our club night venue, All Saints Hall (located at the junction of Chapel Lane and Fernhill Road, Farnborough) on Wednesday 3<sup>rd</sup> August at 8.00pm.

Bioracer will also be bringing kit samples for you to try for sizing purposes.

Make a note in your diary now!





## GET WELL SOON

Dave Triska had a serious crash during a TT on 25 June resulting in a punctured lung and fractured clavicle. Unfortunately that means Dave's racing season is pretty well over but I'm sure you will all wish to join me in wishing him a speedy recovery and better fortune in 2017.

Unfortunately club member Peter Stratford also had a nasty accident on the 19<sup>th</sup> June in the London-Brighton Sportive. Peter's son Luke was on hand to help his dad and fortunately he didn't have any broken bones but I think the bike is toast. Get well soon Peter.

Both Dave and Peter are keen to point out that their helmets were smashed, saving them from a serious head injury and a visit to the Intensive Care Unit. Riders who do not wear helmets please take note and start wearing one, not just for your own sake but for those who care most about you.

## CLUB TIME TRIAL RESULTS

*16 June 2016 - Thursday Club TT on HCC175 10m*

Posn	#	Time	Plus	Name	Club
1	9	0h21'32"		Mr M Cripps	Army CU
2	6	0h21'36"		Mr B Houston	East Grinstead CC
3	11	0h21'40"		Mr A Ellison	TBW Bottecchia Wigmore RT
4	8	0h21'57"		Mr D Ogden	Farnborough & Camberley CC
5	5	0h22'12"		Mr G Dickenson	VC Meudon
6	10	0h22'13"	+0h04'32"	Mr R Charles	Blazing Saddles RT
7	12	0h22'18"		Miss E Harris	Podium Ambition Pro Cycling
8	7	0h23'11"	+0h02'58"	Mr K Miller	Farnborough & Camberley CC
9	3	0h24'35"	+0h01'43"	Mr G Short	Farnborough & Camberley CC
10	4	0h24'36"	+0h01'47"	Mr S Smith	Farnborough & Camberley CC
11	1	0h26'14"	+0h00'18"	Mr D Flesch	Farnborough & Camberley CC
12	2	0h29'48"		Mr A Flesch	none

*23 June 2016 - Thursday Club TT on HCC255B 11.5m*

Posn	#	Time	Plus	Name	Club
1	2	0h26'49"		Mr A Ellison	TBW Bottecchia Wigmore RT
2	3	0h32'03"		Mr C McQueen	VC Meudon
3	1	0h32'25"	+0h00'29"	Mrs J Neville	Boutique Cycles



30 June 2016 - Thursday Club TT on HCC175 10m

Posn	#	Time	Plus	Name	Club
1	9	0h21'04"	+0h05'00"	Mr T Duncan-Booth	Farnborough & Camberley CC
2	4	0h21'27"	+0h04'42"	Mr S Legg	A3crg
3	6	0h21'45"		Mr B Houston	East Grinstead CC
4	8	0h22'40"	+0h03'52"	Mr T Carman	Farnborough & Camberley CC
5	3	0h23'22"	+0h02'47"	Mr J Gage	Velo Club Walcot
6	2	0h24'01"	+0h02'17"	Mr G Short	Farnborough & Camberley CC
7	7	0h24'06"	+0h02'35"	Mr G Lock	Farnborough & Camberley CC
8	10	0h24'13"		Ms K Parton	RAF CA
9	5	0h24'33"		Mr C McQueen	VC Meudon

## UPCOMING RIDES

### *Club Time Trials*

The next few club TT races:

<u>Date</u>	<u>Time</u>	<u>Course (click for link to courses)</u>
07-Jul-2016	19:00	HCC216a
14-Jul-2016	19:00	HCC257
21-Jul-2016	19:00	HCC175

For those members who may have missed the full list of the club time trials in an earlier newsletter the full list can be found by following [this link](#)

No experience or special equipment is required to enter these club races, just turn up on your road bike 15 minutes before the start time and give it a go. And it's free for FCCC members.

### *Sunday 10<sup>th</sup> July - Club Social Rides*

The Social, Café and Mid-Paced rides all start at 09.30am at Speedy's in Cove this weekend. Keep an eye on the [Facebook](#) page and the [Forum](#) for more details.

Good luck to those who have entered the [Pedal Heaven Hill Climb](#) at the [Farnham Maltings 'Bike: A Festival Of Cycling'](#) on Sunday 10<sup>th</sup> July.



### *Midweek Rides*

There is a Chain Gang ride on Tuesday from the BP garage in Mytchett starting at 7.15pm (register your interest on the weekly FaceBook event) and the usual Wednesday Social Ride (09.30) from Speedy's.

*Quote of the week: "Whenever I see an adult on a bicycle, I do not despair for the human race." HG Wells, English author*

Safe riding!

**Jeff Davis - FCCC Newsletter Editor**





## APPENDIX

### *FCCC Café Review*

**Watercress Tea Room** ([www.facebook.com/thewatercresstearooms](http://www.facebook.com/thewatercresstearooms)), Alresford (formerly the Courtyard Tea Room also known as “the one down the alley”.)

*This is a café we visit quite regularly and is one of our favourites. It is small and down an alley off the street: you probably wouldn't notice it if you weren't looking. Quite frankly it's nothing to write home about and the interior is a bit pokey but it does have a lovely courtyard at the back which, on a nice day, catches the sun. It is small so don't turn up with more than half a dozen of you. We often see other cyclists there but more of the paper maps and wool jumper variety and less of the lycra clad sportsmen like ourselves. They usually have a good selection of cake and a menu of hot food – Gavin had beans on toast. My latte and Victoria sponge cost £5.25. (There was NO CARROT CAKE!)*

### Ratings

*Coffee and Cake 7/10. Not up to their usual standard this week. Mary Berry would not have been happy with the Victoria Sponge: it was a bit heavy and dry but it was big and tasted good. Nick and Kenny say the Carrot Cake, when they have it, is the best they've had. The coffee was fine.*

*Service 8/10. Always plenty of staff who are friendly and helpful, orders brought to your table.*

*Ambience 8/10. What makes this place is that it is quiet and secluded. The courtyard is a sun trap and we have often found ourselves sitting chatting there long after we should have been on the road.*

*We will be back.*

*Walter*



## APPENDIX

### **FCCC (RR) Team Road Race Reports**

#### ***Dunsfold Cat 4 Race***

##### *Josh Orlowski – Race Report*

*First BC points! Conditions were nice with a decent head/crosswind on the back straight. The field was pretty small at 28 riders.*

*The race got off to a decent start with the first 3 laps averaging 24-25 and a few guys making some small moves off the front. On lap 3 I saw a few go and gave chase, there were about 5 of us that got a gap but never really got organized and got sucked back in after half a lap. I had used a lot of energy so spent the next few laps doing as little as possible, which was easy as things had slowed to 22 for the next few laps.*

*Things heated back up on the end of lap 8, Richard from Dulwich made a go but got brought back, then our fearless leader made a solo break at the start of the last lap. I was well placed to go with him but didn't think I'd be able to work enough to stay away, so I stayed on the front of the bunch and tried to keep the pace down. It almost worked, unfortunately Warren got pulled back a little short of the end. It all came back together for a bunch sprint, I picked the wrong wheel coming into the final straight and had to launch my sprint about 10s early when I saw a group go past on my right. I managed to keep the power on and crossed the line in 9th, but felt like I could have picked up at least a few more places with better positioning. We did have a scary moment on the sprint when a lorry ignored the flagger and kept coming at the bunch from the end of the finish straight.*

*Now on to the Wallingford Crit Sunday and back at Dunsfold next week.*

*Race Finish Video: <https://www.facebook.com/graham.duffell.5/videos/10206047779385782/>*

*Josh*

#### ***Wallingford Festival of Cycling Midsomer Cup***

##### *Josh Orlowski – Race Report*

*For my second race of last weekend, I headed to Wallingford for the Wallingford Festival of Cycling and the Midsomer Cup. The race was Cat 3/4 and 20 minutes +3 laps around a 950m circuit in the town center. I got there with plenty of time to pre-ride the course, I found a bumpy, technical circuit with a few turns that would put the group's bike handling skills to the test (which is generally good for me).*

*Thankfully the rain held off for our race, because while the course was technical but fast for our race, it would be pretty scary in the wet (which the girls unfortunately got to experience later in the day).*

*My goal was to get off to a quick start to avoid any carnage in the back of the bunch on the tight circuit. Things didn't go quite according to plan and I came off the line a little behind mid-pack. Things immediately strung out*



*and the pace shot up to 28 mph. About five groups formed, I spent the first 3 laps trying to hang onto the back of the second group but ended up spending a lot of time in no man's land between the 2nd and 3rd group. At this point I was short of 5 minutes in and thought I was going to die. I knew I wouldn't be able to hold that pace for 25 minutes so I let off slightly and picked up a wheel for the next ~8 laps.*

*After recovering for a bit, I started charging again with about 3 laps to go. I picked up 2 or three spots and towed one guy to the line, who I think got me by an inch on the sprint. I crossed the line completely wasted. Still waiting on results but I'm guessing I was low-mid 20s out of ~50 and I'm hoping to see myself near the top of the 4s.*



*It was definitely the highest intensity race I've done, and the atmosphere was really good with lots of spectators and cowbells. I recommend folks make the trip up to race or watch in the future. Looking forward to an FCCC skinsuit for these fast ones next year.*

Josh

### **Dunsfold Aerodrome**

#### Scott Heyhoe – Race Report

*A warm and fairly still evening at Dunsfold Aerodrome this week. A decent turn out of about 50 riders for the concurrent over-40s and over-50s races, and a fast race throughout.*

*I felt in good shape this week, so decided to sit in the bunch for 2-3 of the ten laps. I do find that it takes me 15-20 mins to really get up to racing temperature, despite a warm up. The first three laps were alternating very fast, and 'club run' speed.*

*There were a couple of clubs with 4-5 riders, and they obviously had some sort of game plan as they attacked one after the other, just as the course turned into what little head wind there was. The third one of these looked quite serious, and one of my main rivals from VC Meudon jumped onto the back of it, so I followed.*

*There were however too many of us, and we couldn't organise quickly enough, so the whole bunch came together again. And so the race continued in this vein really. 4-5 riders tapping off the front, not quite getting away, and getting caught again.*



*With about 7 laps to go, another break went, and this time, a couple of riders really slowed the pace at the front of the bunch. I moved up to see what was going on, and found myself easily drifting off the front. Decided I'd have a go at catching the 5 riders up the road, and was joined by another rider. We worked quite well together for half a lap. We'd almost caught the break, when the bunch caught us.*

*Having "burned a couple of matches", I figured I'd best sit in the bunch for a lap, expecting a bunch sprint to follow. Unfortunately, I could then only watch as three over-50 riders attacked with two laps remaining. I was boxed and couldn't chase. I hoped that we'd catch them, but they were a strong trio and kept away.*

*That left me to chase 4th spot in the over-50s section of the race. I moved to near the front of the bunch very easily, despite the 35 mph pace. Rounded the corner into the long finishing straight, only for everyone to slow right down. This had the unfortunate effect of swelling the numbers around me, and I found myself in a rotten position. Still, it's a long straight, and always finish with a sprint as the handbook says.*

*There was a rider to my right that was perfectly placed to launch a final gallop. I figured that he'd go and I'd follow in the space that he'd vacated. I felt terrific. Trouble is, this guy was obviously happy just to finish and made no move at all! Very frustrated, I had to kick left and get through a knot of riders. Did my best to pick a way through.*

*The line was upon us, I was only knocking out about 600W (half of my flat-out sprint), and we were only doing about 30mph. Darn it. Still, a quick look up, and I couldn't see any over-50s in front of me, so estimate that I got fourth place again this week. Official results out later in the week.*

Scott

### **LVRC Regional Race Series, Ottershaw, Sunday 3rd July 2016**

#### Scott Heyhoe – Race Report

*A full field of 60 riders for this tricky race on an entertaining circuit. The 3 miles from the HQ to the start line are quite hilly, so it's no use feeling like you have stiff legs before the race even starts!*

*The Accommodation Road circuit is well-known locally, and has three tight corners to negotiate on each of the 4-mile laps. There were plenty of marshals, but somehow there were more inconsiderate drivers out in force this morning.*

*I hate to say that this is a "Surrey thing", but I do notice more cars driving more aggressively in this area than in others. Last weekend in Essex, cars were slowing down, pulling over, even pulling off the road to let us by - police guidelines are for motorists to treat a large group of cyclists as a slow-moving vehicle. As we approached the corner into the finishing straight in Accommodation Road however, one motorist that had initially stopped, decided to pull around the marshal. Fortunately the road is wide enough and straight enough for us to adjust our lines. However, on a later lap, another motorist did the same thing, except it was around the corner into Accommodation Road. So, at 25mph, on a bumpy surface, I was belting around the corner in about 4th place,*



*only to be met head on by a car on the wrong side of the road. The guy in front of me slammed his brakes on, and I saw him starting to slide. Luckily, we managed to avoid the car. Those of us at the front of the pack decided to neutralise the race for a few hundred metres, to allow the bunch to reform. No-one wants to do well in a race due to others' misfortune.*

*Anyway, the race itself was very lively, with lots of breaks, and lots of hard chasing. We did 48 miles in 2 hours, which for a rolling, technical circuit is very quick. I worked hard to stay with the bunch, but I think that about ten or eleven riders escaped in groups of various sizes. Into the last lap and feeling fine really. Tried to get into the top ten as we approached the final corner, but everyone else had the same idea, so was squeezed down a bit.*

*The finishing straight has two ramps in it. Speed picked up drastically up the first ramp. Warren came whizzing by me, trying to hold onto the front of the bunch. I was cooked (remember those aching legs!), but gave it another blast up the second ramp, just pipping Warren.*

*As three age groups were racing together, it can take some time to sort out the final results - especially when an email arrives from the organiser saying that the finish line equipment had failed (probably someone's iPhone had too many pictures of their grandkids!).*

*Anyway, after a flurry of emails from riders, it looks like I got about 11th in my age group, and Warren 5th in his. Good results for both of us.*

Scott



## APPENDIX

### Vernon's TT Chronicles

#### **Farnham Road Club H25/8 19/06/2016**

*This week it was another 25 miler. The aim was to improve on last week and try to set a new PB.*

*To achieve this it became a test of technology. Kelly Miller lent me his Fast Forward set of 80mm front wheel and carbon disc rear wheel. These are like my road bike Mavics and have aluminium clincher rims. They were shod with Specialized S Works Cotton Turbos with latex inner tubes. This meant they were supposed to be the bees knees for speed.*

*The starting order was a real mix-up of fast and slow riders. There were 100 entrants and Gregor Lock was at 54, Matt Charlton 85, I was at 94 and Tim Carman was at 98. I did some research on the riders either side of me and came to the conclusion that if I was lucky I would be racing number 89 to be the last off the course.*

*I arrived nice and early and booked in. I then gave myself a good warm up trying out some routines that I learnt at a talk given by a coach earlier in the week. Having cycled to the event I had also done some on the way over.*

*Time to start. Countdown and away! I set off slightly undecided on what pace to take as the run down to Alton was into a headwind and I was unsure of how tiring it would be.*

*This decision was taken for me by the fact that just before I started a rider on his second lap had gone past the start and from his number I guessed that he was going at around my normal speed. I was soon on his tail and decided that if I stayed at this pace I would be following him for quite a while, therefore pushing it and overtaking him was the only option.*

*Having upped my pace I felt I could not drop it and pushed all the way to the H&C. The tyres were supposed to have a lower rolling resistance and being 24mm wide should give a softer ride. I just knew they were working! The ride across the bypass and up the climb felt easier than last week.*

*I carried down to the turn at Alton and checked my time. What!!! I was over 30secs slower than before. I suddenly realised I had been battling a headwind all the way and that was what the problem was.*

*Now I had that as a tailwind so let's see what these wheels and tyres could do.*

*I accelerated away from the roundabout and climbed the rise. I had been keeping my cadence high and now I was pushing it even higher. My heart rate rose to my upper limits but once onto the level that makes the run past the Waste Transfer station it dropped back down to manageable levels. My cadence also dropped from the high 80's to low 80's and I settled into a steady speed of about 28mph.*

*Along the Col du Chicken and onto the flat leading to the run down to the bypass.*



*As I pushed down the incline I went down the cogs at the back and got into the high 80's with my cadence .The tech really started to come into play now.*

*I was holding 30 mph and was really feeling good. The Bull came and went I suddenly realised I had gone the whole way in top gear, something that had never happened before.*

*The run to Coxbridge was at a slower speed and my cadence dropped to the upper 70's.*

*Make the turn and back into the wind and head for the startline. I pass the start at 36mins and am happy that I have made up for the slow leg outbound.*

*Back up the incline feeling slightly slower and onto the run for the roundabout .I make the turn and am 30 seconds slower than I was before.*

*Tim has passed me on the run down to the roundabout and I knew I was now the last one on the course.*

*6 miles left to go and time to push as hard as I can. To confirm that I am going fast I pass the rider that I thought I might overtake but 2 miles earlier than I expected.*

*I go through the Col du chicken in the same time as the previous lap and push for the Bull. Down the bypass but have to drop a gear as my cadence is slipping. Over the slight rise that has caused the drop and back into top gear. I push down to the Bull and on past it keeping up my speed and working hard on my cadence .The last 200 yards are here and I push even harder having glanced at my time and seen I was below 65 mins .*

*I cross the line and then realise I have worked harder than normal and that if I pull up at my usual stopping point my legs are just going to seize completely.*

*I end up riding all the way down to the Coxbridge roundabout and back whilst I let my leg muscles relax.*

*By the time I get back to HQ my time is on the board. 1:04:18. A new Personal Best and a position of joint 60th out of 71 finishers. That's 1 minute 30 seconds faster than the previous week. The tech worked its wonders.*

*It is reckoned that a disc wheel is worth 30-40 seconds on a 25ml event. The tyres should add a few more seconds, but the rest was pure effort.*

*On previous events having crossed the line I have sometimes felt that perhaps I could have given a bit more. Today I know I gave it everything and it paid off.*

*Having the wheels proved what you can do if you take things to the next level of equipment, but it also showed me I am capable of pushing myself further. At the same event last year I did 1:10:32 and came 91st out of 94. Everyone is upping their game.*

*Once again thanks to Kelly for the loan of the wheels and the rest of the team for guidance and encouragement.*

*Cheers. Vernon*



**Farnham Road Club H25/8 19/06/2016**

**Alton CC H10/8 25/8/2016**

*Well it's time for the 100 yard dash. That is what I think the 10 mile TT feels like to me. The starter's gun goes and you go like bugger for about 25 minutes (or about 20 minutes at the other end of the result sheet).*

*After last week's terrific bouts of speed I was feeling confident about getting a good time this week.*

*I know I did not have Kelly's Hot Wheels but I felt I could still get a good result as I had learnt that I could push myself a bit more. A cloudy day with threats of rain and a headwind on the out leg. Not the best of conditions for time trialling. I had a midfield number, 39 out of a field 65 entrants.*

*3-2-1 Go! Off I set quickly getting into aero position and a cadence of the upper 80's. I am holding about 22mph all the way along the bypass up the incline I drop to about 17mph. A good fast pace for me, but perhaps a bit too fast as I feel slow across the top and down the dip. Up the other side I have to drop more gears than I would like, but my breathing is a bit ragged and so I concentrate on settling back into a good rhythm with my cadence and breathing.*

*Being a number with a 9 in it has a drawback as the person with a 0 at the end of their number is going to be a contender for a top 5 position. I can often hold these guys off for about 6 ½ minutes. Today number 40 came past me in 4 ½ minutes. Whoosh he flew past me, there goes a prize winner I thought.*

*Still, back to the charge past the H&C. The wind was noticeable on the open country stretch and I felt slow again. My cadence is fluctuating as I head for the downhill run to the roundabout and spot a rider ahead of me. I am not sure if he is my minute man or just a Sunday cyclist out for a ride.*

*I am closing on him as we approach the roundabout and I can see a number on his back! I take him as we make the turn and can't believe I have caught him so early. Check my time, under 13 ½ minutes going really well!*

*I push for the return leg with the wind behind me. Here we go let's make a big effort. Up the incline and onto the Midway to Garage section. Oh I am missing Kelly's wheels. On past the H&C and down and up the dip. Out of the saddle going up the incline I have to really force it.*

*I have overdone it on the out leg and do not have the energy for the return. Once again across the top and start the run down to the bypass. I am struggling to hold 27mph and well below my speeds of last week. I top the rise and make an all-out effort to cross the line.*

*Relief it is all over and only a light shower halfway round. Time to go and get a coffee and cake.*

*Final result is 26:04. Not my best time (30 secs slower than PB) but another lesson in pacing learnt.*

*Tim Duncan Booth managed a 21:16 PB on the Bentley course and 6th place. Me? 40th out of 50 starters, still on the cusp of the bottom 10.*

*Cheers. Vernon*