



## Weekly Newsletter – 12 May 2016

Hello All

### New Members

A very warm welcome to Gavin Lattimore, Naresh Thapa and Paul Butler who joined the club this week.

### Morag McDowall – Boom!

Massive congratulations to Morag McDowall, our Ladies Secretary and a GB Age Group triathlete, on a superb 2nd place age group finish in last Sunday's National Standard Distance Triathlon Qualifier, just 13 seconds away from winning. This result has qualified Morag for the World Championships in Cozumel, Mexico in September.



Morag, who recorded the fastest time for the bike split, was keen to praise how the Club's weekly TT's have helped her progress in the bike discipline.

(F) 45-49										
32.	2	<a href="#">Allison Carter</a>	(F) 45-49	1.	27:01	01:49	1:07:06	00:52	0:44:04	2:20:54
33.	136	<a href="#">Morag Mcdowall</a>	(F) 45-49	2.	28:17	01:42	1:05:47	00:43	0:44:36	2:21:07
38.	134	<a href="#">Rachel Bown</a>	(F) 45-49	3.	25:58	01:00	1:07:22	00:42	0:48:37	2:23:41



## Result Details

**Morag Mcdowall**

Stage	Time	AG Split Rank	Split	AG Pos	+/-	Gap	Speed	Pace
Swim	28:17	0	Swim	5.	-	+1:15	3.1km/h	01:53min/100m
T1	01:42	4.	Bike Start	4.	-1	+1:09	-	-
Bike	1:05:47	1.	Bike Finish	2.	-2	-9	34.6km/h	01:43min/km
T2	00:43	3.	Run Start	2.	-	-19	-	-
Run	0:44:36	2.	Finish	2.	-	+12	13.4km/h	04:27min/km
<b>Finish</b>	<b>2:21:07</b>	<b>2.</b>						

Now comes the really difficult part for Morag because she has to personally fund-raise the entire cost of her prospective trip to the World Championships so if anyone knows of any possible sources of funding, whether private or corporate, please drop her an email on morag@dimensionaltouch.co.uk, she will be extremely grateful.

### Cycling Back to Health (or: how to drop 42lb in 3 months!)

Following my request last week for more social rider experiences I'm very happy to say many thanks to club member Tim Clark for pointing me towards his recent interview with Zwift chronicling his journey to shed weight in time for heart surgery to fix his Atrial Fibrillation problem in April this year (some of you may have seen this on the club forum).

An inspirational tale for all of us ordinary cyclists. Well done Tim, we're looking forward to having you back on club rides following your post-op rehab.

You can read the full transcript of the interview in the Appendix of this newsletter or online [here](#).

### A Trip Down Memory Lane

Ron Taylor has kindly loaned me his back catalogue of FCCC Newsletters. They make very interesting reading so I'll be attaching scanned pdf copies at regular intervals – the letter is pretty busy this week so I'll add the first one dating from 1987 next week.

### Time Trial Reports

#### ***Charlottesville Cycling Club 50 Mile Time Trial – 8 May 2016***

The club fielded 4 riders in full field of 150 at the classic Charlottesville 50 Mile Time Trial. Vernon Schutte, Matthew Charlton (both in the new Bioracer TT Club kit), Tim Carman and Gregor Lock all competed in very warm conditions and an easterly wind along the H50/8 course near Bentley.



**8th Matthew Charlton 1hr 48:10**  
**Another top ten finish!**



**78th Tim Carman 2hr 04:56**



**98th Gregor Lock 2hr 12:10**



**114th Vernon Schutte 2hr 23:26**

The next instalment in Vernon's TT chronicles is included in the Appendix below – his journey continues...

### Road Racing Team

Three members of the FCCC (RR) team raced on Saturday at the Hillingdon (BIG Event Series) BC Race. No BC points this weekend but Luke Stratford and Warren Vye finished 20<sup>th</sup> and 21<sup>st</sup> respectively with Tony Clack finishing with the bunch.

[Check out the finishing line video here.](#)

Warren Vye also competed on Sunday at the LVRC Road Race in Swindon, finishing 8<sup>th</sup> in his Group and gaining 10 GC points in the process.

As usual please check out the entertaining race reports from our racing team in the Appendix below. Thanks once again for your contributions chaps.



## Club Time Trial Results

*5 May 2016 - Last Thursday's Club TT on HCC216a*

Posn	#	Time	Plus	Name	Club
1	12	0h23'11"	+0h02'48"	Mr T Duncan-Booth	Farnborough & Camberley CC
2	10	0h24'05"		Mr D Ogden	Farnborough & Camberley CC
3	13	0h24'38"		Mr D Baker	HR Owen Maserati RT
4	15	0h24'44"	+0h01'25"	Mr S Jodrell	HR Owen Maserati RT
5	5	0h25'10"	+0h01'22"	Mr T Carman	Farnborough & Camberley CC
6	9	0h25'14"	+0h00'55"	Mr S Hunt	Farnborough & Camberley CC
7	8	0h25'30"	+0h01'15"	Mr J Norton	Farnborough & Camberley CC
8	7	0h26'10"		Mr T Vandersluis	Farnborough & Camberley CC
9	11	0h26'46"	-0h00'05"	Mr G Lock	Farnborough & Camberley CC
10	3	0h26'49"	-0h00'31"	Mr G Short	Farnborough & Camberley CC
11	4	0h27'06"	-0h00'48"	Mr R Cudlip	VC Venta
12	14	0h27'29"	-0h01'06"	Mr S Smith	Farnborough & Camberley CC
13	1	0h27'42"	-0h00'28"	Mr R Matheson	Farnborough & Camberley CC
14	16	0h27'57"		Ms M McDowell	Farnborough & Camberley CC
15	2	0h29'02"	-0h02'35"	Mr D Flesch	Farnborough & Camberley CC
16	6	0h32'20"	-0h04'48"	Mr M Vandersluis	Farnborough & Camberley CC

A great turnout by FCCC riders on a lovely evening and more than a few pb's recorded.

### NEW CHAINGANG KOM!

Followers of our FaceBook page will know that the midweek chaingang ride produced a new fastest time on Tuesday, with David Lunn bringing the Strava KOM back into the club.

Don't be alarmed at the pace set by David, Ian and Luke as the group's pace is discussed and agreed before starting and depending on who is there the group may split either at the start or part way through the ride.

It's a great way to improve your speed and group riding skills so look out for the weekly event on FaceBook that we will now be posting and register your intention to ride.

### Upcoming Rides

#### ***Club Time Trials***

The next few club TT races:



<u>Date</u>	<u>Time</u>	<u><a href="#">Course (click for link to courses)</a></u>
12-May-2016	19:00	HCC257
14-May-2016	10:00	HCC175
19-May-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 15th May - Club Social Rides***

The weather on Sunday is currently looking pretty fair and dry at the moment for our Social, Café and Mid-Paced rides, all starting at 09.30am at Speedys in Cove. Keep an eye on the [Facebook](#) page and the [Forum](#) for more details.

### ***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 Speedys.

### **Pru Ride 100 Charity Places**

Any members still looking for a place in the Ride 100 may like to consider riding in support of the Woking & Sam Beare Hospices, a local charity and very worthy cause. If interested visit their website - <http://www.wsbhospices.co.uk/ridelondon> for more info.

*Tip of the week: On a more serious note this week and without wishing to tempt fate I wonder how many of us carry ICE (in case of emergency) contact details with us while riding. Important at all times but even more so when riding on your own. Make sure yours is up to date and in your shirt pocket.*

Safe riding!

**Jeff Davis - FCCC Newsletter Editor**





## APPENDIX

### Tim Clark's Zwift Interview

**Zwift:** I first ran across UK resident Tim Clark via the Zwift Riders Facebook group, when he posted a quick blurb about his fitness gains in early 2016. As you'll see below, Tim's fitness gains and weight loss have been quite impressive! If you struggle with trying to shed some pounds and/or increase your power, read Tim's story for inspiration and tips.

2016 has been quite a year for you so far. How would you summarize it in just a few sentences?

**Tim:** In November 2015 I met with my cardiologist and he suggested we operate on my Atrial Fibrillation this year, so we ended up setting a date for April. I got Christmas out of the way and was horrified to see that I was 18½ stone (260lb/117kg). That was not a condition that I felt was conducive to having my heart operated on, so I set about doing something about it.

**Zwift:** So you basically had three months to drop weight and increase fitness before your heart surgery. How much weight did you lose in that time?

**Tim:** I managed to get down 3 stone (42lb/19kg) in total.

**Zwift:** Give me more detail about your fitness gains thus far using Zwift. I know you besides losing substantial weight you have increased your power significantly. What are those numbers?

**Tim:** I started in January with a pretty poor fitness level, but I've been fit in the past so I knew I could get to back to some reasonable level. I'm not there yet by any means but I'm proud of where I've got to so far. Not being able to comfortably put on my socks in the morning for having to suck in the belly was also a good motivator to get rid of the gut.

*[Editor's note: here are Tim's numbers from two "max effort" rides:]*

*8-Jan-16, Distance 11.2mi, Weighted Average Power 202w, Avg Speed 17.1mi/h*

*4-Apr-16, Distance 12.0mi, Weighted Average Power 341w, Avg Speed 22.6mi/h*

**Zwift:** Impressive power gains for sure. What's your Zwift setup (bike, trainer, power source, etc)? Did you have any challenges getting it dialed in?

**Tim:** I run a 2014 Giant Defy 1, Cycleops Fluid 2, Zpower, Garmin speed & cadence + Premium heart rate monitor. Garmin ANT+ usb key and a MacBook Pro.

The only challenge I've had is the 6am cold in the garage, a heart rate monitor strap failure (that Garmin replaced free) and the odd drop out of signal from the cadence sensor (fixed with new battery).

Dialing it in? No, as I use the Zwift power estimates, I've not had to dial anything in. However I would say that keeping your weight measured and honest in Zwift pays dividends for two reasons. 1, a more realistic ride, even



on a 'dumb trainer' and 2, Keeping yourself honest and showing yourself the respect that should be earned when you grab that jersey.

**Zwift:** Were your Zwift efforts fairly consistent these past few months? How did you decide what to do each time you logged on?

**Tim:** I normally ride before work early in the mornings, between 6-7am. What I did depended on if I was on my own or riding with a buddy in Tokyo. If I was on my own I'd more than likely pick a workout (mostly Jon's Short Mix) just to keep me focused. Sometimes I'd just spin around a couple of laps but kinda want to 'achieve' something. So I'd try and bust a jersey each ride. Nothing more satisfying than having done Jon's Short Mix and then grab a green jersey on the way to the end of lap two of Watopia.

The thing I always did without fail was to push myself to a sweat each and every ride. In the beginning that wasn't hard to do, but now I'm having to bust 400w up the Watopia Hill to get a sweat on by the top.

**Zwift:** What about diet? I assume this changed for you as well. How so?

**Tim:** You assumed correctly. My wife is a consultant for Cambridge Weight Plan, so I've been following that since January 4th. It's a high protein/low carb diet, so if you stick to it and keep drinking your water I find it easy to lose weight. I personally don't like tomatoes and fish so most diet plans leave me with a dilemma of what I can actually eat. The Cambridge Weight Plan replaces some meals with 'products' so that I didn't have to work out what I could eat.

I also cut out alcohol completely, not just during the week, but totally. There are so many hidden calories in beer, wine and spirits it's a great way to lose weight without having to do anything else.

**Zwift:** For most people, weight gain and poor fitness happen slowly over a period of years, sort of a frog-in-a-kettle situation. How did you come to arrive at that spot where you decided it was time to make some positive changes?

**Tim:** My weight crept on over the last few years and even doing the London Ride 100 a couple of years ago didn't help me shift much of it. Also having lost both parents in the last couple of years I'd found myself comfort eating. The heart surgery was the deciding factor for me. I sat in the car park after the consultation for about 30 minutes wondering what the hell this all meant. And then I got really upset with myself for having a defeatist attitude towards it all. I was letting it happen "TO" me rather than "MAKING" it happen for me. So that was it, I'd get Christmas and all the socializing out of the way and then go for it.

**Zwift:** What does the future look like for Tim Clark in terms of health? Do you have further fitness goals?

**Tim:** It's only a few days after the heart surgery so it's too early to say if it's fixed the Atrial Fibrillation or not, but the future looks great. I want to get down to 14½ stone (203lbs / 92kgs) by the end of June, so I'll be back on the bike Zwifiting or outside as the weather gets better and I heal more.



*I'd also like to do the Ride London 100 again as the year I did it (2014) they closed part of the course due to the rain. My goal is to do it in under 5 hours.*

**Zwift:** *That's a good pace! Do you have some local friends to ride and train with outdoors?*

**Tim:** *I ride with my local cycling club [Farnborough and Camberley Cycling Club](#) some of the time. But I can translate most of what I've learned in Zwift about pacing, cadence and zone training onto the road. We have some long boring but good training roads around here and I can ride for a long time without having to stop for junctions and the like.*

**Zwift:** *After running my own "Zwift Weight Loss Group" I know there are many folks on Zwift who struggle with being heavier than they'd like to be. What advice would you give to these Zwifters?*

**Tim:** *Firstly – KEEP GOING. Starting out is the hardest bit to do. For us Zwifters we don't have the issue of being 'seen in public' wearing lycra, unless we want to be, so that's not a factor. But I'll be the first to admit that some mornings I'd lay in bed and not want to get out of it to ride. That's when you need help, so I'd try and find someone to ride with. They will help to keep you honest and will miss you if you don't make the ride.*

*Secondly – Pace yourself. Don't start out too strong or it will seem too hard and you may well want to quit. Start with small goals, get a Strava account if you don't have one and track your PRs for each segment. Just keep going a small bit further or harder each time you ride.*

*Last – Don't beat yourself up – Be your own best cheerleader. Everyone has an off day. I've had 'off weeks' but the important thing is to get back on the bike and try again. Remind yourself of how far you've come and what you enjoy about that great feeling when you are climbing off your bike at the end of a ride knowing that you have done a good thing for your weight and your health.*



## APPENDIX

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

#### ***Sunday 8 May 2016 - Road Race (LVRC) Swindon***

##### Warren Vye – Race Report

*It was an odd race with the first lap at a very steady pace which I think was due to the rain shower just before the race causing the roads to be a little greasy.*

*The second lap was completely different, the pace lifted and was very high, I got caught out and had to work hard to get back on (and almost gave up to be honest) however I managed to recover. On the third lap a group got away consisting mainly of Group A riders, we tried to chase it down and managed to get a reasonable chaingang going but once we hit the bottom of the climb it fell apart.*

*So on the last lap I decided to stay as close to the front as possible and if anyone was to attack I was ready, then with less than a couple of miles to go a rider goes off the front and I jump on his wheel I look back and the damage was done we worked together and managed to get a reasonable gap just before the start of the final climb, we had managed to stay away and I came over the line 14th overall but finished 8th within my age group (Group B).*

*I have managed to gain a few more GC points which now places me within the top ten, very pleased with the result especially in view of the quality of riders and that I also raced the day before at Hillingdon.*

*Results on day - (LVRC) Swindon - [http://www.lvrc.org.uk/race\\_results.asp?r=1445&y=2016](http://www.lvrc.org.uk/race_results.asp?r=1445&y=2016)*

*GC Points - (LVRC) Toachim Cyclewear Series - [http://www.lvrc.org.uk/race\\_results.asp](http://www.lvrc.org.uk/race_results.asp)*

*Warren*

#### ***Saturday 7 May 2016 - Hillingdon (BIG Event Series) BC Race 8***

##### Luke Stratford – Race Report

*After last weeks near miss (well I missed all the riders and the floor) my poor bike needed some TLC (two new tubes as I popped both) but I'm back at Hillingdon and walking back to the car after signing on, minding my own business when I spot a very nice German sports car with a very nice bike strapped to something that should not be on such a car. Normally I would let this go but the Burk is just about to drive under the car park 2.0 meter height barrier! No one would have wanted to see what was about to happen so risked my life and jumped in front of the sports car! Fortunately our Burk remembered which pedal is the brake because he had totally forgotten about the 5k bike on the roof!*



Anyway back to the start line and with a few warm up laps I want to be on the front row today but I'm made to do another lap so find I'm going to have to start at the back again. We have joked about this but as the races are getting tougher it's more important and with 60 riders lined up its going to be a tough race. As we set off I have a pedal malfunction so not only am I at the back I'm not clipped in! This is a disaster as I'm now last and some 30-40 meters off the back, CLUNK! It's in and I have some catching up to do, I want to be top ten but that's fifty riders to get past and already the race has split into 3 groups as I catch the back group. The nav computer has beet detuned after last week but it still finds a route past the first group of riders. I find myself out on my own in the headwind to catch the second group where I spot Tony, so I tuck in behind him to rest a little as the middle group catches the lead group after lap one.

I turn the nav computer back on and start making my way back up to the front out on my own until I catch Warren up. The turbo charger is overheating so I'm going to have to wind it in a little as I spot 4 riders make a break for it. I'm in no position to give chase with the average speed of 27mph so I'm just hoping we will catch them later! It takes a few laps cooling the turbo down but I'm now becoming aware I may have done more damage to my poor bike than I had realised! The front brake is very juddery but there's nothing I can do about it now.

Keeping in the top 10 is hard and the fact there are already 4 riders off the front worsens the situation! There's a rider trying to encourage the pace but he's quite happy sitting behind everybody but after a few laps he finally decided to do something about it so I'm going with him! It's time to get this party started! After half a lap it's my turn to lead with the wind behind me on the start finish straight I set the power output at 90% tucked down as low as I can go for it! I bail at the end of the straight. A few pass but no one is letting me back in so I have to tough it out around top end of the track and the corkscrew.

With six laps to go I need to recover and try and get top ten for the last lap. The whole track is being used making it hard to move up without burning loads of juice and as we enter the last lap I'm struggling to maintain top 20.

As the last 2 corners approach I have Warren about 5 meters ahead of me doing well and as we straighten up for the straight it's full power time, however with over 20 riders ahead of me I need the nav computer to pick a course but it's on its best behaviour today and fails to come up with the goods! I'm forced to brake mirror, signal and maneuver twice before getting back on the power just beating the boss on the finish line by half a wheel diameter picking up 20th with Warren 21st and 39th place going to Tony just a few meters behind!

Average speed of 25.6mph, not only was it a faster race than last week it was a lot tougher with the top forty places going within 3 seconds!

Closer inspection of my poor bike revealed I had in fact dented both rims and damaged both tires :(

Luke



## APPENDIX

### Vernon Schutte's TT Chronicles

*Charlottesville CC 50ml TT. Course: H50/88 8/5/2016*

*There are two fifty mile TT's on the A31 and Charlottesville run the first one of the season.*

*I entered this last year and did it in just over 2 hours 30 minutes which was over my age standard time, but I was just glad I completed it. This year I was feeling more confident and knew I would get inside my standard of 2:26:24.*

*If you are doing long TT's you have to have a plan. Mine was simple keep my average speed above 21mph!*

*There were 150 entries on the start sheet and I had number 14, the same as last year. The weather forecast was for a warm dry day with the wind picking up by about 10 am but I was off at 8:14 so would avoid the worst of the heat and wind.*

*A lot of riders train and race to their power meters which is a more effective way of gauging your performance as heart rates can vary with fitness and other conditions like temperature. I have entered the world of competitive TT'ing late in life and have found that I can gauge my performance quite well by monitoring my Heart rate, Cadence and Average speed. To survive the 50 miles I knew that my heart rate needed to average about 150 bpm, my cadence at about 70-75 and as I said my Average speed at 21mph.*

*I got to the start line and was waiting my turn and was chatting with my minute man who was having only his 2nd race on his TT bike and was finding it difficult to hold his aero position and reckoned I would be passing him quite soon. I assured him that the guys behind might catch him but I would not.*

*I set off and got into my steady rhythm and pushed on uphill towards the H&C. Knowing that I was going for a steady pace takes the pressure off the long climb so I did not need to attack it as hard as you do on the shorter events.*

*Onto the run to Holybourne and everything is going well. Over the roundabout and head for Chawton. The section between Holybourne and Chawton has some big dips in it on the outward and return sections of the loop. These can cause me problems on the climbs so I was hoping to master them today. The other problem is the road condition which has some nasty cracks which can shake you about a bit.*

*I was heading back to Holybourne when I suddenly noticed a rider ahead of me. At this stage of the race it could only be my minute man, something I had never had to think about before.*

*I was monitoring the distance between us as we went down and up the dip and headed for the Holybourne roundabout. The gap had closed quite a bit as I came off the roundabout and as I surmised he was climbing slower than me. I considered upping my pace but then thought I have another 40 miles in which to pass him. Before I knew it I was passing him on the flat after the climb. 30 mins in and I had caught him! Yahoo! Number 15 came past us on this section and that obviously woke number 13 up because within 5 minute of passing him*



*he came past me and I had to watch him slowly pull away from me. That was the last I saw of him. (He managed a respectable 2:14:37)*

*I settled back into my plan and continued towards the Coxbridge turn. Once on the way back to Chawton I passed the start line which by now had number 70 lining up for the off. At this stage I get a lot more riders coming past me as these guys are a lot faster and it is not long before he comes past me followed by most of the lower 70's.*

*I reached the Holybourne roundabout for the 2nd time which marks the halfway point. I check my timing and I am 3 mins ahead of my target. My average speed is 22 mph. My heart rate is not getting overworked so I think that if I have overcooked it I will have time in hand should my pace drop off at the end.*

*The bottom loop of the course felt harder this time around and I struggled with the bumps and climb back to Holybourne. I cleared the roundabout and accelerated to the climb, not pushing as hard as normal on this section. I crested the rise and suddenly the inside of my right thigh went into a spasm. God it hurt! I immediately changed up the gears to take pressure off my pedalling. I worked off the spasm along the flat and took the dip other side of the H&C with care. From there to Coxbridge is a fairly flat or downhill so my leg returned to normal and I kept up my pace.*

*Once past Coxbridge I knew that I only had 12 miles or so left to do. I was starting to feel it now and I could not keep up the speed I had been doing earlier on this section. It was only a small decrease in speed but it could affect my target timing.*

*Past the start line with no one there as all riders were now on the course, I headed on to Holybourne having to get on the small ring to make it easier up the last bit of the long climb towards the H&C. All the time there are riders coming past me. Their numbers are a lot higher so I know they are only on their second trip down this section so I pay little attention to them.*

*I make the 180 around the Holybourne roundabout whilst other riders head onto to Chawton. I do not envy them and am glad to be on the home run.*

*I start to make an effort on the final push. I climb the rise and crest it. As the pressure comes off from the climb both my inner thigh muscles cramp up. JESUS THAT HURTS!!! I immediately go into my previous routine of dropping the gears and keeping pressure on the pedals. The right leg sorts itself at once but the left leg is not co-operating. I go past Kelly's camera position sitting up and gripping my left thigh trying to massage it and help pump my leg up and down.*

*A couple of hundred yards later it eases off and I go up the climb after the H&C using the small ring and trying different sprockets on the back that enable me to climb without spinning and setting it all off again.*

*Onto the bypass and the run for the line. I really want to push for it but my legs tell me not to bother. The finish line is just at the top of the rise to the Bentley slip road so there is no chance of a decent burst of speed you get on the 10's and 25's. I make it over the line and then spend another 20 minutes riding back to HQ with a couple of loops of Bentley High Street thrown in whilst I work the tightness out of my thighs.*



*My final time is 2:23:26. Almost 3 minutes under my VTTA Standard and a new Personal Best!*

*So Chuffed! I was not worried that I came 114th out of 118 finishers.*

*Having got back to HQ I got myself a coffee and cake, then went through a slow careful bending of the legs to sit down on the low plastic seat. I did not feel so bad when another rider came to sit next to me and ended up doing the same routine as he sat down. It was not just me that was suffering.*

*Cheers to the rest of the F&CCC team for good results and to Matt for his 8th place finish.*

*Vernon*