



Weekly Newsletter – 21 April 2016

Hello All

New Member

A very warm welcome to Terry Montgomery who joined the club this week.

Club Social Night – 7.30pm Friday 22 April 2016 – Crab and Anchor

There's been a very good response to this event - it promises to be a lively evening!!

FCCC Club Social Ride Leaders and Assistants Training

If you haven't done so already don't forget to email Dave Triska if you would like to take advantage of the club sponsored course – it will improve your group riding skills irrespective of whether you want to lead a ride or not.

Please email Dave (davidtriska@doctors.org.uk) to find out more details.

16-Apr-2016 - FCCC Open 25 Mile Time Trial

The weather for the Club's open 25 mile TT on the H25/8 course was less than ideal with cold temperatures, showers and even hailstones thrown in for good measure but in a near full field of 150 entrants FCCC fielded 4 riders of its own.

A real time feed of interviews and short videos to our Facebook page and a club slideshow presentation in HQ was organised by Dave Triska which resulted in a huge amount of Facebook traffic and positive comments, so promoting the club to an ever widening audience. Post ride feedback on the Time Trialing Forum was also very positive not least because of the prompt publishing of the results for which a very big thank you is due to Donald Ashton.

Morag McDowall, Tim Duncan-Booth, Vernon Schutte and Matthew Charlton (from left to right) were all in action, producing several PB's, in particular from Morag who in finishing 4th best lady, knocked 6 minutes off hers.



Strong performances again from Matt and Tim saw them finish 9th and 31st respectively, both setting new PB's.

The event was won by John Dewey (Team Bottrill) in an impressive 49:05.

Special thanks to all FCCC members who volunteered their Saturday afternoons to help at the event and in particular Donald for organising such a large and successful event.

Full results can be found in [this link](#) and on the [Forum Home Page](#)

Vernon Schutte has kindly penned the latest instalment in his **Time Trial Chronicles** series which you can read in the Appendix below. The journey continues.....

Road Racing Team

A fantastic turnout for the FCCC Road Race team on Saturday with five members of the team racing at Longcross and with Sue McFarlane racing at Hogs Hills, Redbridge.



Detailed reports of the weekend's races have been included below in the **Appendix - Racing Report**.



Club Time Trial Results

Another good turnout at last Thursday's Club TT on HCC255a

Posn	#	Time	Plus	Name	Club
1	12	0h19'25"		Mr M Taylor	VC Meudon
2	1	0h20'11"	+0h02'20"	Mr P Carpenter	West Drayton MBC
3	8	0h21'18"	+0h01'13"	Mr T Carman	Farnborough & Camberley CC
4	9	0h21'27"	+0h00'40"	Mr M Carey	Odiham CC
5	2	0h21'41"	+0h00'57"	Mr J Norton	Farnborough & Camberley CC
6	10	0h21'45"	+0h00'53"	Mr G Lock	Farnborough & Camberley CC
7	7	0h21'56"	+0h00'27"	Mr S Smith	Farnborough & Camberley CC
8	5	0h22'04"		Mr T Vandersluis	Farnborough & Camberley CC
9	11	0h22'31"	-0h00'12"	Mr G Short	Farnborough & Camberley CC
10	4	0h22'38"		Mr J Vandersluis	none
11	6	0h22'58"		Mr J Wright	Farnham Triathlon Club
12	3	0h26'26"	-0h03'05"	Mr M Vandersluis	Farnborough & Camberley CC

Club Track Championships - Friday 17th June 7.45pm – 9.15pm

An early note to make in your diaries for this year's Club Track Championships in June at Palmer Park Velodrome in Reading.

There will be events for Seniors, Veterans, Ladies and Under 18's and all events will be run on free wheel or geared machines. The official events will be Sprint and Pursuit and time permitting a short bunch race.

Help would be greatly appreciated on the night and entries will close on 10th June. Please email Dick Poole (r.poole@btinternet.com) to enter or volunteer to help.

Tour de France 2016 - Stages 1-3 Normandy, France Sat 2-4 July

For those who may have missed it on the Club's Forum Page, France based member Graham Taylor has kindly offered travel advice and camping facilities in his garden (2 stages actually go past his house). For full details [click here](#) to check out his post.



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>
21-Apr-2016	19:00	HCC255a
28-Apr-2016	19:00	HCC255b
30-Apr-2016	10:00	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 24th April - Club Social Rides

The weather is currently looking changeable ([remember Rule #9](#)) at the moment on Sunday 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 (post on FB or the Forum if you're going) and the usual Wednesday Social Ride (09.30) from Speedys.

Tip of the week (2 for the price of 1 this week!):

Put your left foot down when stopping to prevent greasy chainring "tattoos" on your right calf.

Always ride with your elbows bent and your arms and shoulders relaxed. This prevents fatigue caused by muscle tension and allows your arms to absorb shock instead of transmitting it to your body.



Safe riding!



Jeff Davis - FCCC Newsletter Editor



Facebook and website – just click above to access



APPENDIX – RACING REPORTS

FCCC (RR) Team Road Race Reports

Saturday 16 April (Hogs Hill – without the hill but with the hill, then another hill 45 mins + 5 laps that wasn't quite so)

Sue McFarlane – Race Report

Well I was initially intending to do the cat 3/4 race at Longcross but double booked with Redbridge Cycling Centre London CC 2/3/4 race and after much thought decided to attend the latter (bigger field of riders, a little more technical and no hill). However as I drove past Longcross I really did feel for the other FCCC riders as the weather was pretty dismal and I promised cake (they will get some eventually). I arrived at Redbridge ready for a no hill race that was looking pretty promising, the weather was fine, the competition looked like competition so I was set to go. As registration began it became more apparent that something was wrong with the flat lower end of the course.....oh yes it was flooded so the event organisers had to make the call of changing the initial course to cut out the bottom flat (my recovery) area and all racers were to endure the top half of the circuit – in reverse. Whilst trying to remain positive, I knew I had my work cut out but I was ready for an hour's worth of hill intervals (actually that's a lie as at that point I have wished that I had stayed closer to home and done Longcross). Okay so the race started at 12:30 and I managed to get into a small chase group and rode like I have never ridden before until the 3rd lap.....then the lonely TT began (again). At this point I was in 10th place out of 18 riders but the hogs hill with a hill and a hill started to take its toll on some of the riders and eventually I managed to sit in at 8th place for the duration of the ride. The course proved to be very demanding so much so that we see 2 DNFs and the race was cut short to approx 35mins plus 5 laps. I still managed to finish in 8th place but that was one hell of a difficult ride. On the plus side it did add valuable experience and I still gained 2 points even after 500metre of hill over 50 minutes.

Moral of the story is to be prepared for anything!

Sue

Longcross, Chobham (London Dynamo) - Surrey League 3rd & 4th Cat Road Races

Warren Vye - Race Report

The first race started at 09:00 am with a field of approximately sixty riders we rolled out behind the lead car and the race was finally underway. The first couple of laps remained fairly steady with very little activity however on the third lap a single rider went off the front without a response from the main field and managed to bridge a reasonable gap, the main field continued at a reasonable pace considering the weather conditions (wet and cold) and eventually started pulling back the rider off the front. Then a group of three riders went off the front and was also starting to bridge a gap, at this point I was positioned close to the front and decided to



attack and managed to bridge across, I then realised fairly quickly that the group was not prepared to work, I tried to encourage them but this proved to be impossible and we were eventually pulled back by the main field. The race continued I sat back for a lap or two and then decided to get myself back up to the front, I was still feeling strong despite not being able to feel my fingers due to the conditions however with only two laps remaining I was in a very good position, on the final lap I was still holding a good position but somehow the four/five leading riders in front of me just managed to pull away which left me fighting to get back on the wheel. I had to work extremely hard to try and close a gap of no more than a few metres but my legs just decided say no and in view that I was now on the final straight riders started passing me on my left and right, I then decided to sit up as I had no interest in chasing a position outside of the points. Disappointed “yes” but on reflection I signed up for the race, got involved and raced.

Warren

Josh Orlowski – Race Report

It's Thursday, my fingers have finally warmed up enough to type this report.

After a long moderate winter with lots of some training, I was looking forward to getting out for my first road race of the year. I left the house in a light mist and got to the track with plenty of time to get checked in. Despite a solid 20 min on the rollers, I never quite got warm. Oh well, I'll get there once the pace picks up.

In all of my previous races (3), I've ridden too hard early or spent too much time in the wind, causing me to wear out and have nothing left for the end. The goal for this one was to sit in, get more practice riding in the bunch and make a go if I was feeling good at the end. After a brief riders meeting, we rolled out onto a “moist” track.

The pace during the first few laps was comfortable, and my legs felt good coming through the snake each time. Luke helped with lessons from the last race, and by the third or fourth lap I had my preferred lines picked. Unfortunately it was about the same time that the rain really started coming and the chill was setting in. Coming through the snake on lap 6, a rider shot straight across the track and (nearly) into my front wheel, I took a quick detour into the grass to avoid going down. I spent a few seconds getting composed and then started my run to get back to the bunch. Thankfully the pace wasn't being pushed too much and I was back on quickly.

The next few laps were uneventful for me, picking wheels and watching Warren try to make things more exciting. By lap 10, most of my energy was focused on working the levers. By lap 12, I was ready for the race to have been over 20 minutes ago. At least I could chuckle at Luke in his shorts and short sleeves....

My legs were feeling good coming into the last 2 laps, I was just hoping that my hands could get me to the end. I started moving up in the bunch and was ~15 coming into the last turn. Unfortunately there were a few off the front who weren't being caught, and not as much happened as I'd hoped when it was time to sprint. I still held it open across the line but lost 4 or 5 positions on the last straight.



I pulled up for a quick team photo, hopped in the car to warm up, and then spent a frustrating 5 minutes trying to get my fingers to undo my helmet buckle.

Not a bad race overall. I felt good, finished in the middle of the bunch and am still learning a lot. Looking forward to the next one with the team on Tuesday.

Josh

Luke Stratford – Race Report

After a few weeks to think about how the last race went at Longcross I thought I would turn up with enough time to warm up this time! Wise move with a cloudy 5 deg C and a damp track! With a quick weather check from our friends at a well-known fruit based company confirming no rain, (good job as I forgot the waterproof cover for my fruit based computer) its short sleeves and shorts for me banking on getting up to operation temperature within a few laps.

The full FCCC team lined up near the back then we are off, the pace is steady with a little banter about my clothing choice. The team settle in moving backward and forwards as the laps pass until the gentle pitter patter of rain!! The wet stuff keeps coming and coming so I'm going to have to lose the computer but I know where the lap board is and I use an age old technique call counting to keep track of the laps! The track is drenched, the rain poring as will approach the girls but they are not giving up without a fight and the front runners come back past us hurling abuse at us to keep left and out of their way. Far play to them however this bought to my attention how lazy we were being and the consequences of that as the low body temperature light comes on!! Followed but the traction control light as back wheel slips slightly as we enter the main straight.

The girls passing ups the pace and gets some temperature in to the system turning off the low temperature light but not for long as the rain is throwing it down! Glasses are steamed up! Mud in me eyes! It's now a balancing act, need to keep enough heat, don't want to run out of fuel but would like to be able to see where I'm going! As the 5 lap board is spotted, I slip in to Eco mode and tuck in and brave not being able to see where I'm going! The low temperature light is back but this time doesn't go out with the spray from the rider in front soaking me, as we hit the second to last lap things are getting worse as the rear gear change malfunction light comes on! This is bad as I have lost all feeling in my fingers and this is moving up into my hand as the brake warning light come on as well! I'm sitting behind a yellow splodge with black shorts which the image recognition software identifies as Warren via my steamed up rain covered glasses and mud filled eyes. Now with so many warning lights on I'm a danger to myself and the riders around and the last thing I want to do is take out my own team mate so I take it easy through the snake but as we come on to the finish straight I don't need brakes or gears so engage the turbo overtaking Warren and I manage to keep the power on all the way to the finish passing several rides but there's still more that 10 riders in front of me! Will have to wait for the results on that one!

Luke



Scott Heyhoe – Race Report

I arrived at Longcross to see the four amigos whizzing by in their race. One brave sole out by himself but no sign of being caught. Sitting in the car seemed the sensible thing to do, but as someone once said to me, "if you can't ride in the rain, don't ride in this country". Although in fairness, he did slide off his bike on the first corner.

There is a nice piece of road to get warmed up on at Longcross, and man did I need it. Long sleeved jersey, two base layers and leg warmers. The rain had stopped for my race, but as you know, it's the spray from the bunch that soaks you. I invested in some prescription Oakleys recently. Yes, £300-odd is quite a whack, but they worked like a charm for me. Clear view the whole way round, even approaching 35mph. highly recommended.

The race was a fast affair this week; the riding was better as a result, with less speeding up and slowing down. A few breaks tried their luck, especially through the Snake section, but no one got away.

I'd worked out where to be on the last couple of laps. You really do have to be aggressive on the little slopes in the Snake. Someone overcooked it and crashed I think. Certainly sounded like it. Eyes in front, keep position, don't get blocked. Hard work when 98 other riders have the same idea. Came into the finishing straight in about 40th place and going far too slowly to get to the front. Still, always finish with a sprint, which I did, and finished well up the bunch.

Another enjoyable race. Fitness improving no end. Riders were shivering at the end. It was a cold day. Just got back to me car and the sun came out. Lovely!

Scott

Vernon Schutte's TT Chronicles

F&CCC 25 mile TT. Course H25/8 - 16/4/2016

It was my first 25 mile of the season and I was not sure about how well I would do. The recent 10milers I had done were a struggle, so doing a 25 had me worried.

I rearranged the spacers to bring the bar and rests up. I had lowered them to try and get a more aero position but was not convinced it had worked. During a 25 I tend to work on keeping a steady pace rather than the flat out pedal to the metal you get on a 10. So a more comfortable position was the plan.

The day was cloudy and showery with a North East wind, not the best day for riding. I warmed up with few laps up and down the main drag of Bentley and set off for the start.

I had number 119 out of a field of 145 so was expecting a few rocket boys to come past me. The go signal was given and I set off down the A31. (On Facebook video thanks to Julie Davis).



I was keeping an eye my cadence and heartrate not wanting to blow out before the end. That long drag up past Bentley was getting to me and I was struggling with trying to keep up a decent speed. I reached the plateau before the dip and got back into a higher gear trying to make up some speed.

Out onto the open section past the H&C and a chance to see if the adjustments had worked. I certainly felt more comfortable and I could keep a good steady cadence up. I had changed to a shallower front wheel as I had found the deep rim a struggle in crosswinds on this section. It paid off, no fighting to steer, just concentrate on getting as much power as I could onto the pedals.

Round the turn a check the time, about 14 mins plus, not as fast as previous occasions but still OK. I head for Coxbridge with my head down and legs pumping away. The Climbs are causing my heart rate to get up around 166 BPM which is Zone 5 for me and I know I am not on good form. I try not to overdo it and watch my cadence if I can keep it around 80RPM I will be happy.

I have given up watching my speed and instead try to keep my average speed up. Above 22mph is good but nearer 23mph is better. I am running at around 22.3 mph. Coxbridge comes and goes and I head back towards the start line .I settle into a good rhythm and my heart rate settles down to about 150 BPM and a cadence in the upper 70's. I am feeling tired but know that I am over the halfway mark. The run back down to Alton feels very wearing but I concentrate on keeping my average speed up and go past Kelly and his camera trying to maintain my speed. The Alton roundabout seems a real struggle I dash onto it before the white van gets to close and I lose time stopping. He returns the favour by roaring past me closer than he needs to.

I complete the turn and make the run for home. At this point I know I only have 6 miles left to go and a lot of it is downhill or flat so I push on and try to make the best pace I can. I struggle up the hill after the H&C and work on getting into a high gear ready for the run down to the bypass. I am now struggling to maintain my effort on the bypass where I usually fly along and keep my cadence up by dropping down a gear where necessary. I crest the rise past the slip-road and head down past the H10/8 finish knowing that there is still a bit to go and I do not have the energy to get any faster until I am within about 200 yards of the finish line.

I make it over the line with a final burst of energy and do a quick check on the Garmin, I realise it is not a good as I hoped for.

The official time is 1:07:14. Not as fast as I wanted but good enough to be my second fastest time for a 25.

One of my ambitions this year was to get out of the bottom 10 which I achieved by finishing 99th out of 111 finishers. All I need to do is to stay out of it!

Now to build on my fitness and improve my times.

Last season my policy was just turn up and race, and train by doing the nonstop club ride. This year I have a Turbo and Zwift and want to do more work on my fitness but is my age against me in this? The question that I cannot answer at the moment is whether putting more time and effort into training will actually have the reverse the effect and just tire me out.



My thanks to all the club members who helped with the running of this event.

Vernon