



## Weekly Newsletter – 28 April 2016

Hello All

### New Member

A very warm welcome to James Vandersluis who joined the club this week.

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

A great night was had by everyone. A big thank you is due to Matt for organising, watch this space for the next one.



### Social Riding Testimonial

Social riders are the very heartbeat of the club, a point wonderfully illustrated by a post from Steve Hammatt on the Forum this week. We don't have ride reports for the social riding activities in the newsletter but Steve's post certainly deserves a mention:

*“A big, big thanks to Ron for taking me out on my first ever club ride, and my first ride over a non-trivial distance when I wasn't on my own.*

*It turned out to be a lovely morning, and I enjoyed it more than I can possibly say. Ron's route out to Serendipity was particularly nice, down lots of country lanes and saw lots of nice sights, particularly Diple Mill.*

*Nice cup of tea and danish at Serendipity too. Great to see everyone.*

*I need to carry on working on my endurance. I think I could manage the distance of the regular social ride, but I doubt I could do it at a 14mph-ish pace. But hopefully I will get*



*there soon. I'm certainly keen to come out on another ride soon (away next weekend but back for the next couple of weeks after that).*

Steve subsequently said to me:

*"The ride with Ron was no doubt the most enjoyable bike ride I've ever been on. It confirms to me what a good idea it was for me to join the club."*

### Track Racing Report

Most of us are probably not aware that the track season is under way. Keith Griffiths has kindly written a report of his first race night of the season at the Reading Velodrome giving us all an insight to this exciting discipline.

*Monday 18th April was the first week of the Reading Velodrome Racing Track League. The first meeting is always a concern wondering who will be riding this year and how fit are they going to be! I know I'm not currently race fit but entered in B's (mainly Cat 3/4 riders) anyway, I've the option as a vet to drop down to C's which I've considered for the last two years but never actually done.*

*The entries for A's (mainly E/1/2) were on the low side, so it was with a little concern I joined the start for a combined A/B 10 lap scratch race. Normally the roll out is steady, not tonight, within ~100m the (UCI Pro Continental) Pedal Heaven's Max Stedman had taken the pace up to 32mph, I was in fifth place, with a gap to sixth, and in trouble...*

*Soon after I lost the wheel in front and trying to recover put me further into the red, I then pulled high and tried to get into the peloton, however the earlier efforts meant I slipped off the field & decided to quit the race on the fourth lap. What followed was carnage, people were lapped and only 5 riders stayed in the front group. At this point it was very tempting to go home and never return.*

*Anyway around 20 minutes later we prepared to start the 16 lap A/B points race, we were informed only one set of points were available, meaning we'd realistically be racing for Class line honours. The B's rolled out first with the A's following approximately 20s later. The first sprint happened after 4 laps knowing the A's were approaching fast I decided to stay in the peloton, which stayed together until the end of the race. On the final sprint I picked up a few places and with the satisfaction I can survive the B league.*

*The Devil (Elimination race) came next, on each lap the last rider to cross the line is out "devil takes the hindmost". Normally I'm less keen on this race as it can feel sketchy, the riders at the front ease up on the line as they know they are safe, the following riders are accelerating so as not to be out, this compression can be a little interesting. Knowing I didn't have the strength to sit at the front and not wanting to be boxed in I decided to ride from the back and sprint every lap. Normally I'm happy if I last 2~3 eliminations but this week I was riding well and lasted until the 9th elimination when the high pace defeated me. By this point I could go home satisfied with the evening's racing.*



*I chose to enter the fun event 'the longest lap', a mad event where the race starts but you are not allowed to cross a second line until after a whistle blows, the delay being pre-determined but unknown to the riders. Touching the ground / wall / other riders etc. means disqualification. I rode slowly with track stands for around a minute until moving closer towards the second line, unfortunately I'm not the best at track stands and eventually crossed the line too early. Finally the whistle went and the remaining 4 riders contest the sprint, Max Stedman, despite having a climber's build, easily won and proving riders of his caliber also have great bike handling skills.*

*The final event was the 20k but like many riders I decided to miss this after the earlier efforts. Despite the first race I had a great evening and was very satisfied with my performance and am looking forward to week 3, my next available event.*

Anyone interested in giving this a try please email Dick Poole (r.poole@btinternet.com), who among his many roles in the club includes that of Track Secretary.

And whilst on the subject of Track Racing please note the **Club Track Championships will be held on Friday 17th June 7.45pm – 9.15pm** at the 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.

**Newsflash! Palmer Park Velodrome Closure** – one of the floodlights at Reading track has developed a “lean” so they have cordoned off the area surrounding the light tower which means that the track is out of use until further notice. Not sure for how long so check with them before you venture over there.

### Road Racing Team

The road racers have been busy again this week - detailed reports of their races have been included below in the **Appendix - Racing Report**.



## Club Time Trial Results

*21 April 2016 - Last Thursday's Club TT on HCC255a*

Posn	#	Time	Plus	Name	Club
1	8	0h20'43"	+0h01'40"	Mr R Brooke	Farnham Triathlon Club
2	1	0h21'35"	+0h00'32"	Mr M Carey	Odiham CC
3	5	0h21'43"		Miss J Wright	Farnham Triathlon Club
4	6	0h21'57"	+0h00'41"	Mr G Lock	Farnborough & Camberley CC
5	3	0h22'11"		Mr T Vandersluis	Farnborough & Camberley CC
6	4	0h22'44"		Mr J Vandersluis	Farnborough & Camberley CC
7	7	0h25'42"		Miss K Thomas	Farnham Triathlon Club
8	2	0h27'00"	-0h03'39"	Mr M Vandersluis	Farnborough & Camberley CC

## 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>
28-Apr-2016	19:00	HCC255b
30-Apr-2016	10:00	HCC175
05-May-2016	19:00	HCC216a

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 1st May - Club Social Rides***

The weather is currently looking fair 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.

### ***Bank Holiday Monday***

Anyone who fancies a spin on the Bank Holiday please post on [Facebook](#) or the [Forum](#) for other like minded members.

### ***Tip of the week:***

*What's the ideal tyre pressure? Those who like me thought that narrow tyres and high pressure equates to a faster ride might be surprised by this article in [Cyclist magazine](#) that turns that on its head. A wider tyre and lower pressure decreases rolling resistance but more importantly increases comfort! Something to ponder.*

Safe riding!



**Jeff Davis - FCCC Newsletter Editor**



**Facebook and website – just click above to access**



## APPENDIX – RACING REPORTS

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

#### Scott Heyhoe – Race Report

*It's Sunday morning and I'm whizzing up the M40 to a new circuit at Great Tew airfield, near Oxford. Beautiful part of the world, being on the northern edge of the Cotswolds. Someone 'discovered' that the airfield has a vehicle testing track and started running bike races there. Hence, a brand new event was added to the season-long LVRC points series.*

*Another sunny but cold day, with a strong breeze blowing across the quite technical track. Off we go for an hour's riding around the 1.2km laps. One long straight up the slope and then six (yes six) bends down the hill. Positioning was important, so I blasted off the front on the first couple of laps to make sure that I wasn't boxed.*

*Pace settled down after that. A few riders tried to escape, but the course was exposed and you could see all riders at all times, so no-one made a break stick, until Tim Costello, 2015 national champion forged ahead about halfway through the hour-long race. In fact he went on to lap the bunch.*

*About 15 minutes to go and the pace picked up. I made a couple of positioning mistakes, and found myself chasing hard to keep with the bunch. Eventually, with about 10 minutes to go, the elastic snapped and a gap to the bunch grew. I took a breather for a lap and then started chasing.*

*Kept the bunch in sight but never caught them. Other riders were being shelled out the back, and I overtook them. Finished 17th overall in the race, and 10th in my age category (50-54 years old). A bit disappointed with my overall performance, but finishing top ten in these races is always my aim, and technical circuits like this are always hard for me. More work on cornering needed I think. This is very entertaining circuit with nice facilities, and great for spectators. Highly recommended.*

Scott

#### **Race report from Tuesday - Race 6 A Little midweek action**

#### Luke Stratford – Race Report

*Is it going Rain, snow or hail? Whatever it's going to do it's going to be windy!*

*As per standard team boss rules we line up on the front row behind the elite's 1's 2's, the girls and the 3's starting at one minute intervals. Straight away the race starts at a very quick pace bearing in mind most of the riders haven't ridden the circuit before so I follow suit! But it's messy!*

*No thought goes into the corners with riders rubbing shoulders as they hit the apex's, I back off a little to avoid any trouble and as we hit the famous chicane I find out why you have got to be in the top 10 for this! Chicanes*



*are designed to slow you down and require great respect! None given here! It's a real mess but somehow everyone gets through!*

*The pace remains fast but half way around lap 3 where the track is at its fastest point with 32mph on the clock just ahead of me all hell breaks loose! Starting with what sounded like a puncture quickly turned into the smash and crash of carbon! You can't hear the riders hit the floor just the bikes! It's awful and to top it off I can't see any of my team mates who were in front of me! There's no messing around now, I'm staying top 10-15 which makes it a lot easier through the chicane and corners but the side wind requires much more effort.*

*We when clap eyes on the girls. The overtaking takes nearly a lap and again I have to give it to the girls! They really don't like being overtaken by the cat 4's and hurl abuse at us to keep out of their way as they start to overtake us on the inside, however the elites are catching us up on the outside with their escort telling us to keep left squashing the girls!*

*It's time to stop messing around and as one lad starts a breakaway I engage warp drive and move up to second place behind him, getting us clear of the girls leaving only the elites to share the width of the track with.*

*I have now made my first rule. Make a break when overtaking another race, it lets them get on with their race and gets us safely past. After kicking the hornets nest I'm swallowed up again without blowing a gasket, so job done there.*

*They are still clearing up the crash after another 3 laps and there are several riders carrying back their bikes but the long range scanners failed to pick up any yellow jerseys so hopefully my team mates made it through the crash.*

*I am now planning the finish but I have lost count of the laps and despite knowing the race distance my 2.3 times table is not too clever when diverting all power to the engines, so I'm not quite sure how many laps we have left. I want to be on the outside on the back straight of the circuit so I can take the middle of the chicane on the inside.*

*As I am formulating my plan a yellow jersey flies past me making a break for it! It's team boss Warren. I'm on it and re-engage warp drive letting him know I'm behind him when the leaders peel off one by one leaving me and Warren up the front for the uphill climb before the chicane. I set the pace up the hill with a few riders coming past just before the chicane as the last lap bell goes!*

*Now some say if you're not in the top ten into the chicane you're out and if you don't give it some serious welly you'll get wet! All we know is that number 18 was the wobbliest rider I have ever seen.*

*I try and save some energy into the wind on the first half of the lap but I must stay top 15 if there is to be any chance of some points. This is tough, I'm on the outside as planned, not top 10 but around 15th with Warren a few places ahead as we reach that all important chicane. I hold my line and as I hit the middle apex its warp drive time. With a clear line in front of me I start passing the riders one by one and manage to keep the power on, right past the finish line taking the full head wind. I had counted 4 riders in front of me with the 4th only*



*half a wheels length ahead of me but little did I know 2 riders had slipped off a few laps before and taken 1st and 2nd place 15 seconds earlier. So maybe 7th and hopefully Warren picked up 9th.*

*I also picked up the 3rd fastest sprint finish of the day only being beaten by a few Cat 3's and an elite rider by one second.*

*Poor Tony, although missing the crash, was pushed off the circuit into the muddy grass, failing to get back onto the peloton but he's still in one piece! The sign-on office looked like a scene out of casualty when they have one of those major disasters and run out of beds. With an air ambulance on its way and 3 ambulance's turning up as we were driving out the circuit I left feeling quite shocked but thankful I wasn't involved.*

*Luke*