



**FARNBOROUGH &  
CAMBERLEY C.C.**

## **Weekly Newsletter – 29 September 2016**

Hi Everyone

### NEWSLETTER DISTRIBUTION

Until now the newsletter has been distributed using the old website email functionality which unfortunately will no longer be available so future newsletters will only be distributed to our members list. If you are not a member but want to stay in touch please feel free to carry on viewing the newsletters on our new website here:

<http://www.fccc.org.uk/newsletter-archive>

### NEW MEMBERS

A very warm welcome to Helen Monkhouse and Natalie Mitchell who recently joined the club.

### TRIATHLON WORLDS SUCCESS FOR MORAG MCDOWALL AND RICHARD BROOKE

Huge Congratulations to club members and GB triathletes Morag McDowall and Richard Brooke who finished 11th and 16th respectively in their age groups at the World Triathlon Championships in Cozumel, Mexico on 18<sup>th</sup> September.

Check these links for the detailed results:

[http://wts.triathlon.org/results/result/2016\\_itu\\_world\\_triathlon\\_grand\\_final\\_cozumel/306009](http://wts.triathlon.org/results/result/2016_itu_world_triathlon_grand_final_cozumel/306009)

[http://wts.triathlon.org/results/result/2016\\_itu\\_world\\_triathlon\\_grand\\_final\\_cozumel/306010](http://wts.triathlon.org/results/result/2016_itu_world_triathlon_grand_final_cozumel/306010)

### CLUB 25 MILE TIME TRIAL CHAMPIONSHIP SATURDAY 8 OCT AT 10.00AM

A reminder that the clubs rescheduled 25 mile championship will be held on Saturday 8 October at 10.00 am on the H25/88 course on the A31. Follow this link to view the event course and details or the website events calendar and to register your intention to race (registering on the event is not compulsory but will help with the organisation).

<http://www.fccc.org.uk/event/view/45412/club-tt-25-mile-championship> (you need to be logged on to the website to view)



## CLUB HILL CLIMBING CHAMPIONSHIP RESULTS

26 September 2016, HC018, 1km

**Congratulations to Simon Hunt** for a fine win last Saturday by a huge 27 second margin.

<i>Position</i>	<i>#</i>	<i>Time</i>	<i>Name</i>	<i>Club</i>
1	7	04'37.4"	Mr S Hunt	Farnborough & Camberley CC
2	4	05'04.0"	Mr T Duncan-Booth	Farnborough & Camberley CC
3	1	05'04.9"	Mr W Vye	Farnborough & Camberley CC
4	2	05'05.2"	Mr J Orłowski	Farnborough & Camberley CC
5	5	05'10.5"	Mr B Flinn	Farnborough & Camberley CC
6	6	07'03.0"	Mr V Schutte	Farnborough & Camberley CC
7	8	07'09.6"	Mr K Miller	Farnborough & Camberley CC
	3	D.N.F.	Mr M Charlton	Farnborough & Camberley CC

## REGISTERING ON THE NEW WEBSITE

We still have quite a few club members who haven't signed up to the new website via the invitation link emailed on 26 August. If you've lost or didn't receive the email invitation send an email to [webmaster@fcc.org.uk](mailto:webmaster@fcc.org.uk) and we will issue a replacement.

## SAVE THE DATE FOR OUR ANNUAL DINNER - FEB 18TH 2017

Members should have received the flyer below about this year's annual dinner. We have decided to revamp and modernise the event this year while keeping the cost as close as possible to last year's event and will be inviting members to organise their own tables for what should be an excellent evening.

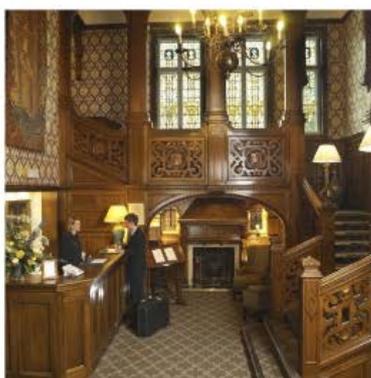
Pricing will be released shortly after the final details have been thrashed out by the dinner committee.



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## **Farnborough & Camberley Annual Dinner 2017**



**Frimley Hall Hotel & Spa  
Saturday, 18 February 2017 19:30**

- Red carpet reception
- Pre-dinner drink on arrival
- Three course seasonal meal
- After dinner dancing
- Private bar

Booking via [www.fccc.org.uk](http://www.fccc.org.uk) from December



## WINTER TRAINING

Matt Charlton's recent article [General Winter Training Advice](#) prompted further interesting comment on the forum from Scott Heyhoe:

*"Just read Matt Charlton's article on winter base miles and hill repetitions. Thanks for posting that Matt. Just adding to what Matt has kindly written really. A friend of mine is the former US National Circuit Race Champion, and a former pro - was once called 'overweight' by Lance Armstrong. Not sure if that's a worthwhile claim to fame. Anyway, I digress. One piece of advice that Bill gave to me came to him from the US Olympic coach of the time, and he said to ride the "first 1000 miles" of winter training in "little ring". This echoes a lot of what Matt is saying about Zone 1 and 2 riding. For those not familiar with zones, power meters, heart rate monitors or rates of perceived exertion, then riding 1000 miles in a low gear is really what we're all talking about. I did it last winter on my winter bike which has a 50-40-30 triple chainring, and so used the 40-tooth middle ring. Those of you with a race chainset will find that the 39-tooth inner ring works just fine. If you have a compact chainset, the 34-tooth inner ring might be a bit small, but give it a go. As Matt says, the aim is to be spinning the pedals to increase aerobic base and improve pedalling technique. Alternatively, use the 50-tooth outer chainring, but discipline yourself to the lower gears at the back."*

... and from Andy Hale:

*"That's spot-on about the gearing range to use, Scott. On a 34 tooth chainring, the "gears of choice" should be either 34 x 15 or 34 x 14, or for a 50 tooth ring, 50 x 22 or 50 x 21, nothing any higher. Back in my racing days, in "1900 & frozen to death", those were the winter ratios we all used to ride (usually on fixed wheel), although the chainring & sprocket combinations were a bit different back then."*

Thanks for the comments chaps, keep them coming.

## RACE REPORTS

Many thanks also to Scott for keeping us abreast with his race reports. I'm including it here for those of you who may have missed this one on the Forum.

*"Two weekends ago, I was chatting to a guy on the start line about how I'd not had a puncture all season, so of course the inevitable happened, and I got a puncture."*



*So, I have to ask why oh why I mentioned to a fellow competitor on Saturday that I'd not had a crash all season. The first race of the Revolve24 Omnium at Brands Hatch passed off peacefully enough. This was a one lap time trial of the full GP circuit (2.4 miles). Points for the top ten riders, and I was fairly sure I'd struggle to make that, so I didn't give it full gas. Surprisingly hilly circuit, with two decent climbs and two very fast descents.*

*Second race, two hours later, was a fast and furious criterium on the shorter (1.19miles) Indy Circuit, which contains one of the climbs and both descents. A little bit hairy at times, but the track was wide and smooth. I got tailed off a little with three laps to go, but worked with another rider to limit our losses.*

*Another break of two hours and back onto the full GP circuit for a 2-hour road race. Off we went at a decent lick, and it started to rain. Short section from the start line to a sweeping and steep descent, bending to the right. Hit top speed here (45mph) as there is a straight run out immediately up climb one and you need all the momentum you can get. Sweeping hairpin right and full tilt again down the same hill to a sharpish left hander, though nice and wide and no brakes required. Gentle slope into the wind had everyone diving for the cover of the wheel in front. Left hander back up the hill. Then a series of sweeping downhill curves, back to complete lap one. The finishing straight is slightly downhill, so the speed hits 30mph+ without really trying. The barrier separating the pit lane from the main track was jutting out into the racing line a bit too much, causing the bunch to compress a little. We'd all noticed this on the Indy Circuit as that shares the finishing straight. Anyway, we started the descent down the right hander at well over 30mph. Guy to my left started to cut in, so I touched my front brake. Big mistake. Front wheel slipped away from me. Slow motion dive onto the tarmac. Whack. Ouch that hurt. Was sliding on my right hand side, with my elbow taking a right old scraping. Felt the skin and then the flesh underneath starting to peel away, and felt like I was never going to stop sliding on the wet and steep downhill. Twisted to my left and planted both feet, assuming a sitting position. Dug my heels in as hard as I could, and made sure that the pad on my shorts was the other contact point. Stopped hurting quite as much, and thankfully slowed to a halt. Moved myself and my bike off the track. Blood dripping from my hand and arm. Walked back to the pits, found a paramedic and he whisked me to the medical centre. A bit of washing and plenty of dressing, and all patched up. Nothing broken. Bike surprisingly unscathed.*

*Two races this coming weekend. Can't wait. As you get older, you don't bounce, but you do bounce back!*



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*I've had a lot of top ten finishes this season, but not a win. Maybe I should mention this on the start line on Saturday. Tempting."*

### CLUB RIDE STRUCTURE

The club social ride structure has recently undergone a review resulting in the addition of an additional ride to complement the existing ones. The rides have also been renamed to more accurately reflect the speed and ride goals:

- Gentle Paced Social Ride – 35 to 40 miles with a café stop at an average speed of 14 to 15 mph
- Mid Paced Social Ride – 45 to 50 miles with a café stop at an average speed of 15.5 to 16.5 mph
- Quick Paced Social Ride – 45 to 65 miles with a café stop at an average speed of 16.5 to 17.5 mph
- Fast Paced Non-Stop Ride – 50 to 65 miles at an average speed of 18.0 to 19.5 mph

The new Mid Paced Social Ride will commence on 9 October. Please keep an eye on the website events calendar for details.

### UPCOMING RIDES

Please use the website events calendar to check out the forthcoming rides and register whether you will be going or not. Registering is not compulsory but will assist the ride leaders in their planning.

Safe riding!

**Jeff Davis - FCCC Newsletter Editor**

