FARNBOROUGH & CAMBERLEY C.C.

Newsletter – May 2018

Welcome, dear member, to the latest edition of the club newsletter. This month we have sad news to pass on about the club's oldest member, Gene Alexander. On a happier note, the road racing and time trial teams have been in action all over the place, and we've got lots of reports and photos to share. Also we have some exciting upcoming races that the club is putting on, plus news on more themed club nights later in the year. Read on and enjoy.

New Members

A very warm welcome to Steve Darby, Matt Davies, Adam Layton, Dean Hendry, Drew Rogers and Antony Brown, who have all recently joined the club.

Committee News

As mentioned last month, we're planning to shortly send out a very brief online survey about next year's annual dinner. If you have specific ideas or suggestions, then please forward them to the committee, or have a chat to a committee member on a club ride or other club event. This is your chance to say what you'd like to see organised. We want to make an event that's as attractive to as many members as possible.

Unfortunately our recently-joined general secretary, Brigitte Padewski, has decided to move to pastures new, to south-west London, and we wish her well and thank her for stepping in when Bob Vineer stood down. So we're again in need of a new secretary. The club relies on volunteers to keep it running, and whilst this isn't an overly onerous job we do need someone behind the scenes to write up committee meeting minutes and to help organise the AGM. Please have a think about whether you can spare some time, and contact Jeff Davis if you'd like to find out more.

Gene Alexander 1916-2018

It's with great sadness that we have to report the passing of the club's oldest member, Gene Alexander, at the age of 102.

Gene was originally a member of the Camberley Wheelers (having joined in 1935 at the age of 19) which merged with the Farnborough C.C. to become the Farnborough & Camberley C.C. and has been a member for over 60 years. In the 1950's she was a prolific rider in short distance road and track events and in 1951 with Jo Budd broke the women's tandem 30 mile record in a time of 1.11.36. In 1955 as Gene Tiley she broke the women's 25 mile record in a time of 1.04.01. She was also a good track rider and at Reading track set a new hour record of over 22 miles - considering that was done on a cinder track I don't think there are many lady riders who could cover the same distance today in the same conditions.

Gene and husband Vince at the FCCC Open TT in March 2016

Gene was always a staunch supporter of the club and would usually be present at Bentley issuing out the numbers at the club Open events until ill health prevented her getting out. Her birthday was in February close to the club's AGM and I shall always remember the day the dates actually coincided and she still turned up!

A lovely lady who will be greatly missed by all those that knew her.

Dick Poole – President

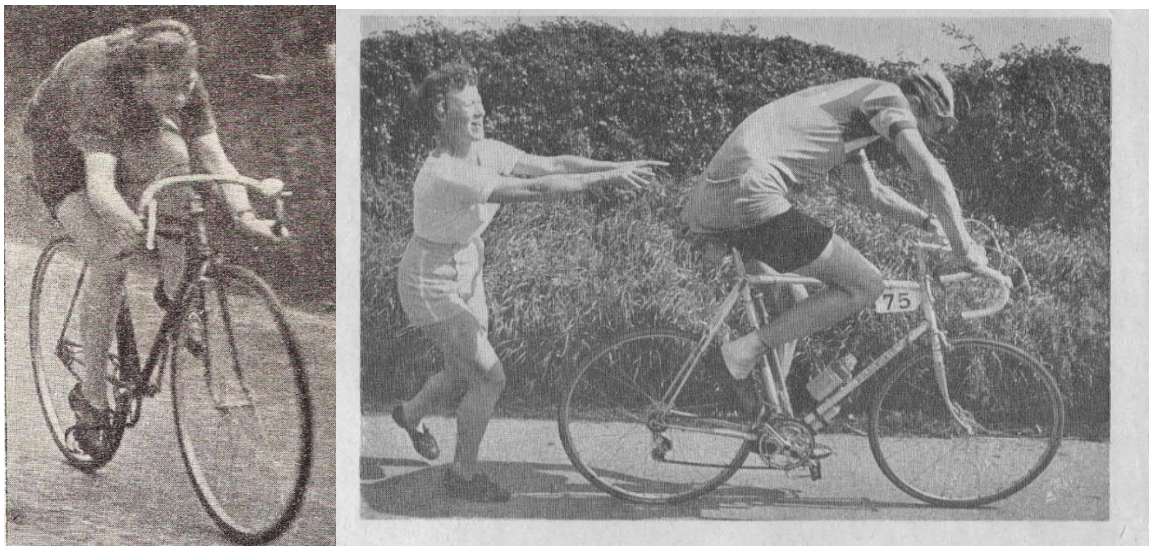
Gene Alexander - Funeral Details

Thursday 17 May 2018 at 10:30 am.

Easthampstead Crematorium, South Road, Nine Mile Ride, Wokingham RG40 3DW.

A reception to share memories of Gene will be held afterwards at Easthampstead Park.

No flowers please, but donations, if desired, to Stroke Association, c/o Cooperative Funeral Directors, 68 Victoria Drive, Farnborough GU14 7PH.



Gene in full flight (left, date unknown), and pushing off club-mate John Rogers after a stop in a 12 hour TT (right, 1962).

RTTC National 12 Hour Championships 2018 – Sunday 17 June

FCCC have been given the honour of promoting this year's national 12-hour time trial championship on behalf of the London West District Council. Riders will be travelling from all over the UK to compete in this prestigious event, many as part of their attempt in the 2018 Best British All Rounder (BBAR) competition.

The event will be held on the H12H/8 course (A31 between Farnham and Chawton) and controlled from event HQ at the Alton Assembly Rooms. Donald Ashton, our time trialling secretary, is the Event Secretary.

With the event running from 0700 hours to 2030 hours this is a huge undertaking and will also require the help of volunteers from fellow clubs in our district as no club can be expected to have the resources to do it alone.

The biggest requirement is for course marshalling and number checking, ideally for time slots of 2 or 3 hours each during the day. For our part it falls on the committee once again to appeal to our members and ask you whether you can spare a few hours to support the event.

Vernon Schutte, whom I'm sure has kept you entertained with his time trialling chronicles in the club newsletters, including his maiden 12 hour in 2017 (report link here), will be flying the flag for FCCC in the race and would be hugely appreciative of any support and encouragement you can give during the day.

If you can help please let us know as soon as possible together with your preferred time slot by emailing Donald at timetrials@fccc.org.uk so that he can start drawing up the roster.

Thank you in advance for your support.

Ride London 100

We had four entries into the “ballot” for the club’s four allocated team places for the Ride London 100, so we were happy to not require the use of the official club hat and have been able to provide all four with a place. Good luck to them and all others who will be riding the Ride London 100 in the summer.

Club Night

The next club night was scheduled to be on Friday 4 May, but due to several club night regulars being absent we have no-one to open up the hall and lock it up again afterwards. So this month’s club night is cancelled, sorry.

We do have news on a couple of forthcoming themed club nights, so please put these dates in your diary:

Friday 7 September – We have arranged a talk from a local osteopathic consultant and his team, with cyclist-specific advice for looking after your back together with demonstrations of stretching techniques.

Friday 5 October – Scott Heyhoe will be giving an “Introduction to Cyclocross” talk. This could be good timing for anyone thinking of taking the plunge into cyclocross in the forthcoming CX season, or just for anyone curious about the subject.

If you have specific ideas of themes for future club nights, then please speak to a committee member to pass them on.

Club night is held at All Saints Church Hall, Chapel Lane, Farnborough GU14 9BW, starting at 8:30pm.

Club Kit

Summer is here! No it isn't! Yes it is! No it isn't! I do wish the weather would make up its mind.

The 2018 club kit price lists (gents and ladies) are available from the website on the club kit page. Please note that in these new price lists **VAT is not included**, so **you'll need to add that on** yourself when submitting an order.

That same web page is also the place to find out the current ordering window status. We're currently awaiting delivery of the most recent Bioracer order, but we'll open another ordering window once we have sufficient interest in further orders. Please email kit secretary Tim Duncan-Booth with what you'd like to order (no need to pay until we do formally open the ordering window), and bear in mind the lead time of several weeks – so get yourself kitted out for summer!

Track Racing

The regular Tuesday night road bike sessions continue at the Palmer Park outdoor velodrome (see our track racing page for more information). If you're interested in trying out racing at the velodrome on a track bike, then you may be interested in the Thursday evening sessions. Track bikes are available for hire, but before you can ride one at the velodrome you'll need to attend one of the accreditation sessions. Contact Dick Poole for further details.

Road Racing

The road racing season is well and truly under way now, with members in action at Goodwood, Thruxton, Hillingdon, Hayes and many other venues. See below for some reports, but before those we wanted to tell you about a couple of events this coming weekend.

Upcoming Club-run Road Races

Friday 4 May (Surrey League) at Dunsfold Park, 7pm - we have several new Cat 4 members racing for the first time and this is the first race of the season at Dunsfold. Anyone who wants to come and watch this exciting event would be very welcome, and our own racing members would especially appreciate the support. Entry is free for spectators. See the event details on the Surrey League website.

Sunday 6 May (LVRC, the League of Veteran Racing Cyclists) at Dunsfold Park - this is a full day's racing and FCCC will be promoting and organising this event. It will be a fantastic day of racing with some very experienced riders and definitely worth coming to watch. See this page for details. Again, supporters and spectators are very welcome, and entry for them is free. See the LVRC website for more information on this racing series.

Surrey League

The race calendar for the Surrey League is on their website.

The FCCC road race team helped out WyndyMilla on Sunday 8 April with the Surrey League Road Race at Seale. We also had Ollie Rastall racing within the Cat 2/3 race. See his report below:

Surrey League Road Race at Seale Cat 2/3 Race – 8 April 2018

In true Spring Classics style, 50 or so riders set out in pouring rain down a gravelly, pot-holed farm track towards the start line.

The race was clearly going to be a test. A strong field on a tough but brilliant course, with the added danger of torrential rain.

Slippery cornering, standing water hiding sinister holes in the road, zero visibility when on someone's wheel and greasy drain covers meant that full concentration was required.

Planning lines and positioning was key to avoid, or simply reduce, the risk of the aforementioned hazards that could end your race.

Elastic

The race was fast in the first few laps and blew away a handful of riders. There was no opportunity to look over your shoulder to see what the field looked like so you just concentrated on your own game and ensuring only a small bunch was ever ahead.

Just after the halfway mark I found the elastic about to break as we went through the start/finish line, slipping off the back as the pace notched up a few critical watts. I buried myself up what would usually be an innocuous short climb to reattach myself to the bunch. Phew. Race still on.

From then on I made the tactical decision to sag climb each ascent to give myself the best chance of not losing the bunch.

The pace was furious at times: coming down the hill into Seale, praying that you and the field in front of you had all picked the correct line as we banked left, entering into a pan flat full gas time trial up to the Binton Lane 90 degree left turn.

Quality Kit

My bike felt ideal for this race. Aggressive enough for an efficient time trial position, nimble and responsive for the short, sharp climbs and tetchy descents.

The Repente Alena 4.0 saddle provided comfort despite bouncing around on it thanks to Surrey's 'finest' tarmac. It was also perfectly comfortable when I used more of the nose to get into the TT position when required.

In hindsight I probably would have used carbon hoops with aluminium rims as the Miche full carbon wheels provided little braking when tethering but kicked in with a firmer squeeze when required.

It was impossible to avoid a few holes in the road and I prayed that the gentlemen at Epoca had layered up the R60 with enough carbon to ensure both me and the bike came away unscathed. Ticks in the boxes all round!

Hanging On

Each corner was an opportunity for the field to split. Those too far back would have to put in a big effort to regroup and I'm sure that's how the field was whittled down to only about 25 finishers. Plus a few crashes.

On the final climb starting at the Barley Mow pub, the difference in ability was evident. The stronger lads notched up the pace, leaving me and a few others to finish the last half a mile or so without a wheel to hang on to.

I emptied the watt tank to steal a couple of places in the final few hundred yards to finish 12th but it was finishing at all that felt like the biggest achievement.

I'm aiming to peak later in the season but I'm sure this race will boost my numbers as well as my confidence going into the next race.

Normalized Power was 332 watts which is representative of the relentless nature of the race that last around 2 hours 20 minutes.

Real Bike Racing

On the same day as Peter Sagan showed the world how it's done at Paris Roubaix, it was an exhilarating race in our own little amateur world too and was a race that rewarded the confident bike handlers.

The course is fantastic, requiring riders to dip into a wide array of skills. Resilient mental strength was required on a day that many might not have 'fancied it' and determined physical application in digging deep was the only way to go home with a point. Which is what keeps you coming back for more…

Big thanks to WyndyMilla for hosting the race and also to my club team mates from FCCC for standing out there on junctions in the pouring rain to marshal the race and ensure oncoming traffic was stopped.

FCCC marshals at Seale Road Race

Ray, Nick and Josh all gave up their time to marshal on the course.

Spring Crits #2 Hayes, Middlesex 28 April 2018

Ollie Rastall came home in 6th place in Cat 2, winning a valuable 5 British Cycling points. Pics below courtesy of Frankie Snell's Photography:

Behind the Bike Sheds Racing Summer Series #3, Thruxton 24 April

Robin Kamiya was racing in this evening event, and we have a couple of photos of him in action:

FCCC Time Trial Team

FCCC 25 Mile Open TT 21 April 2018

The unexpected hot weather encouraged 96 riders to start in our Open 25 mile TT on 21 April on the H25/8 course on the A31 between the Farnham and Alton roundabout junctions. The winning time of 47:58 by Chris Bartley of AS Test Team was almost a minute quicker than second paced Liam Maybank of Twickenham CC and believed to be the 3rd fastest ever for the course.
Angela Carpenter of …a3crg was the fastest lady in 55:25, closely followed by her teammate Laura Bartlett in 55:36

Full results can be found here

Huge thanks once again to our member volunteers who gave up their time to assist in the organisation and running of the event.

Dean Hendry on his road bike (left) and Tim Carman (right). Photos courtesy of Racing TT Pics

Open TT Results

Icknield RC (London North Millennium 4 Of 8) F12/30k - 8 April 2018

James Goward	9th	0:51:05	

Bournemouth Jubilee Whs 40km (Sporting)(Time Trial Bikes) P454 - 15 April 2018

James Goward	11th	1:09:31	

Knight Composites Classic Series (2 Of 6) (3C Cyclexperience) P163/8.9 - 8 April 2018

Vernon Schutte	21st	0:53:38	

Farnborough & Camberley CC H25/8 - 21 April 2018

Tim Carman	44th	0:56:52	PB
Dean Hendry	64th	1:00:43	PB

Charlotteville Cycling Club H50/8 – 29 April 2018

Tim Carman	64th	2:04:21	PB
Vernon Schutte	100th	2:27:25	

Tim Carman (left) and Vernon Schutte (right) in action in the Charlotteville 50 (photos from @NewburyRoadClub)

Round-Up

Great to see new club members James Goward and Dean Hendry together with FCCC veterans Vernon and Tim in the early season Open TT races. Some impressive times and finishes particularly from James with a 9th and 11th place, and from Tim with a big pb by over a minute and Dean who got very close to breaking the hour on his road bike at the club's Open 25.

The club Thursday night Club TT programme of races has got off to a good start with no cancellations, as compared to the roadworks-induced chaos this time last year, and with good attendances for what are traditionally cold and unpleasant TT conditions. Full results are on the website here

The next club races during May are:

Date		Course	Distance	Time
03 May	Thursday	HCC175	10	19:00
10 May	Thursday	HCC257	20 km	19:00
12 May	Saturday	HCC216a	10	10:00
17 May	Thursday	HCC255b	11.5	19:00
24 May	Thursday	HCC257	20 km	19:00
31 May	Thursday	HCC175	10	19:00

The full club TT calendar can be found on the website here

Club Championships

21 June	HCC216a	10	19:00	FCCC 10 mile Club Championship
8 September	H25/88	25	10:00	FCCC 25 mile Club Championship
22 September	HHC018	1.5km	10:30	FCCC Hill Climb Club Championship

Club-Run Open Events

17 June	H12H/8	12 Hr	07:00	(B) RTTC National 12 Hr Championship
8 December	H10/8	10	10:00	Xmas 10 – fancy dress encouraged!

Get Involved!

If you are interested in Time Trialling, come to one of FCCC's own local events held every week. Free for all members, just turn up, pin on your number and enjoy.

For any other questions then simply send all enquires to: timetrials@fccc.org.uk

Vernon's Chronicles of a Time Triallist - Knight Composite Classic Series Round 2 of 6 8/4/2018

A National series that has events around the UK. This was our local event.

With all the snow and ice around several TTs were cancelled, so it has been a while since I had a chance to do an open. I was booked in to do a 34 miler in the New Forest in May but due to a clash with a large event going on in Beaulieu it was deemed to be too dangerous for the riders as the course was along one of the approach roads and round the one way system in Lyndhurst.

I saw this event and decided it would do instead.

The entrants were in a full range of classes: Juniors, Paracyclists, Veterans and Women, Espoirs and Men. The Espoirs and Men did 3 laps of the 8.9 mile course with the rest of us only doing 2 laps.

The Veterans also had prizes for highest plus on standard time.

My standard time to beat was 50min 40 Secs. Over almost 18 miles I thought that should be feasible.

I studied the course on Google Maps and Streetview. It was definitely going to be interesting.

I drove down the afternoon before as Angie and I were booked into a B&B, thus saving me getting on the road by 6.30am to get there for a start time of 9:12.

We did a recce of the route to the HQ and then of the course itself.

The course involved minor roads with potholes, uneven surfaces, loose gravel, mud, cattle grids and wandering ponies and donkeys. There were some long stretches between junctions but often they involved sharp corners or a series of s-bends that did not allow a clear view ahead. The back half of the course involved a gradual climb at 2-3% that went on for about 3 miles through the villages and twist and turns. Once you were through that it was onto the main road again for a steady straight that was reasonably flat for 2.5 miles with a sharp down and up near the finish line which you flew past and onto the second lap.

The weather forecast was for light rain showers during the morning so I had to decide on what kit to wear. I considered wearing the Gabba jacket, which is ideal for wet weather racing but not the best for aero riding. I decided that for 50 mins I could put up with being damp and went for my Club Skinsuit with a thermal top underneath, and fingerless gloves. Riding to the HQ which was 2 miles from the B&B would give a chance to see if I needed to change to the full gloves I had brought with me.

All warmed up and ready for the off I got into line, finger and knees exposed to the cool temperatures. I was actually second man out in my class so knew that there would be a few people passing me today.

Counted down and off I set. Out of the side road and onto the main drag, get up to speed and brace for the first cattle grid. Down the slope, across the grid, and up the slope the other side. Just over half a mile and it's the first left turn. A narrow country lane with gravel on the turn and potholes everywhere. All kindly marked with sprayed orange outlines. The surface looked horrendous when I had recced it but it turned out better than I thought. I still didn't trust it enough and rode most of it on the horns rather than the aero bars.

Soon it was the next junction where the marshals signalled you to keep clear of the nearside as there was a huge pot hole about six foot long and 18 inches wide at the junction. The turning here was quite acute so any speed I did have was lost as I slowed to check for traffic and make the sharp turn.

Out of the saddle and accelerate up the road. A better surface here so I get onto the bars and build up my speed to 25mph over the next 3/4 of a mile. The road starts straight and I'm trying to build up speed when a large flat bed truck comes roaring past me. There's a Sunday cyclist ahead of me, and I am trying to work out whether I will catch him before the start of a long bend when the decision is taken out of my hands by the truck that has underestimated the speed of the cyclist and realised he is not going to pass him and make the left hand turn into a track and so slams on his brakes. Luckily I am far enough behind him that a short ease off on the pedals and he is gone and I can get back to business.

Follow the curving road and then it's back on the horns to take the 90 degree bend with high hedge on the nearside making it totally blind. Once round it and avoiding the mud and gravel I stayed on the horns as there was another 90 degree left. The road was wider so I could give myself room to see if it was clear.

From here the long gradual climb starts and I am struggling to get any speed up. My power readings are going up and down as I keep changing position on the bars and struggle to get a deep regular breathing rhythm going. I come past a farm and there are 3 donkeys on the side of the road nibbling on the hedgerow. They don't cause too much of a problem and I push on.

The rain has started and I have to wipe the visor frequently to keep it clear.

I am now onto the last 5 miles to the finish of this lap and try to get some more speed .

The run down the main road is good but not where I want it to be, only hitting 22mph and not the 25mph I wanted.

Across the line and onto the second lap. I needed to hit 25 minutes but I am at 27 minutes. It is not going well.

As I cross the cattle grid again I notice a rider disappearing round the bend at the top of the hill. He keeps disappearing out of sight as we make our way through the bends to the turn. My mind is trying to work out who it is from the colour of his racesuit but I am not sure as the last person past me had a different coloured top. I make the turn and head down the lane . This second time round I am more confident and push harder riding on the horns. Halfway down the lane I catch the rider. Crikey, it's my minute man! The lane is quite narrow and I do not think I can make a quick pass so I hang back making sure none of the marshals can accuse me of drafting. We both take the tight turn and he accelerates away. With the wider road I know I can pass him so push hard and take him. I keep the power going and don't look back. Up the road with no lorries to interfere I am making slightly higher speed than the first lap.

Round the tight blind bend and keep on the horns as this area was where the donkeys were.

There they are but they are now on both sides of the narrow road, so I ease off, pass between them and then accelerate, ease off again to get through the houses and start the long drag up again.

I am struggling a bit now and decide that I will ride on the horns for the whole of this section. It might not be aero but I am finding it hard to breathe on the extensions.

As I clear another small village a large tractor and trailer comes barrelling along in the opposite direction . Thankfully the road has widened at this point so I keep on the power and shoot down the side of him. 50 yards earlier and it might have been a bit different.

I am only 4 seconds slower on this section than the first lap by the time I reach the main drag.

Onto the straight and with nothing to lose, pushing as much as I can. Still not reaching the speeds I would like but better than the first time.

A quarter of a mile to go and my visor decides to steam up, damn. The road looks clear so I go for the line.

I cross it in 53:38, giving me -2:58 on my standard and a placing of 21st out of 22 riders in my class. It's been quite a while since I passed anyone and thoroughly enjoyed the feeling.

It was a challenging course that had you accelerating and decelerating most of the way round. There were no steep hills but the long drags caused me to ride with a higher cadence and lower gear than I would on a normal dual carriageway course. Watching the younger Veterans fly past me in aero position on the bendy sections did make me envious of their power and confidence.

I have made some adjustments to my aero bars and moved them further apart, which hopefully will allow me to expand my chest more than I could.

Having had a bike fit, the position is comfortable for long courses but doesn't allow me to breathe as well as I should when I am riding a short course at near max power and heart rate. Testing on the Club evening TT's will let me see how well it works.

Cheers Vernon

Vernon's Chronicles of a Time Triallist - Charlotteville H50/8 29/4/18

By now I was hoping to have done couple of longer TT's this year, but due to the weather and other reasons these have been cancelled, leaving me short on racing training.

You can do long training rides and bouts on the turbo, but somehow strapping a number on your back always makes you work harder and push yourself more.

I was watching the weather charts in the few days before to see where the wind direction would be. Bad news, it settled on a North Easterly direction starting at about 12mph building to 15mph.

The H50/8 course runs between Farnham and Chawton meaning the return leg would be into wind.

This meant I had the wind behind me on the climbs but I would be into wind on the downhill gradient on the return. This is the part of the course I make most of my gains on, so it was not going to happen this time.

I had been allocated number 12, Tim Carman was at 46 and Dave Triska was at 118. With a field of 140 entrants it was going to be a busy course.

Off I set at the allocated time of 8:12. The morning was grey and cloudy, and with the wind keeping the temperature low it stayed between 7 and 8 degrees all morning.

I had a plan to average about 90 % of FTP and above 20.5mph to get a really good time.

I trundled down towards Holybourne watching my power levels and telling myself "don't rush, this is a 50 miler not a club 10". The tailwind was making life easier on the gradients and I had to back off a gear to avoid over doing it and pushing too hard too early.

Over the roundabout and onto the dreaded Chawton loop. In anticipation of this I had fitted a new stem to the bike. It was a Shockstop stem that acted as a suspension unit for the bars. A few club members have bought this unit due to the state of the roads around here.

I kept up a constant pace down to the Chawton turn making the whole way on my aero bars for the first time ever.

As I make the turn and come into the wind, it's like hitting a wall.

I tuck right down and get as aero as I can and work on getting the combination of gearing, cadence and power levels to optimum effect. The run back to Holybourne passes without its usual jarring and moving around on the bars. Across the roundabout and on towards Coxbridge.

I am feeling the wind fighting against me with gusts twitching the deep section front wheel now and again. My following riders have been passing me fairly regularly but the rate has dropped away and I am on my own for most of this section.

The Bentley bypass is not the usual drag strip with the wind keeping me down to 25mph. Onwards to the Coxbridge turn and onto the downward leg and respite from the wind. The run back to the start line has me running at a high cadence with slightly lower power output as I keep at about 20mph and recover from the exertions against the wind. I pass the start line at 59 minutes, not as fast as I wanted but it would have to do.

I now have the next bunch of riders coming past me as they start on their first lap. Some creep past, others fly past and disappear into the distance. The Holybourne roundabout marks the halfway point and it has taken me just over 1 hour 13 minutes, no personal bests today for sure.

Down to Chawton but I am tiring and have to come off the aero bars on sections of it. Round the turn and into the wall again. Back to head down and keep pedalling as much as possible. I am struggling a bit with the wind and have decided to take some micro breaks. There is a theory that taking micro rests during a time trial is better for you than plugging away continuously, so any downhill gradient and I pause pedalling for a few seconds .

The run back to Coxbridge seems to take forever and the wind is holding my speed down whilst sapping my strength. At last I make the turn and head back to the start line for the second pass. There are the last few riders waiting to start as I pass, 1 hour 58 and I am holding exactly the same as the first lap.

I am now down to the last 10 miles and am trying to decide if I should push that bit harder now or save it for the last couple of miles . The climb up the gradient from the bypass decides it for me - I will wait until the last couple of miles.

Turn at Holybourne this time and try and push on but not having much luck. A rider comes past me as we approach the bypass but is working at a low cadence. They creep past and I figure I might push hard enough to take them on the bypass. I go for it and pass them but they rally again and pass me again as we approach the last mile.

I can hold a steady pace but my thighs are giving me pain and limit the power I can output.

Over the line in 2:27:25. Not the result I wanted but it's been a good exercise in maintaining pace under difficult conditions with the last 25 miles taking the same time as the first give a few seconds. I did manage to hold the power levels I wanted so I am happy with that.

At some stage in the last 20 miles I did pass rider number 9, when exactly I can't remember, but it came as a shock to actually pass someone. It doesn't happen often so is always welcome.

Back at HQ a lot of people were running 4-5 minutes slower than normal so I don't feel quite so bad about my effort.

There were 140 entrants but only 103 finishers. 22 were non-starters and another 15 non-finishers.

I managed to finish at 100th .

Tim Carman achieved 64th with 2:04:21.

Dave Triska came in at 14th with 1:50:07, an amazing time given the conditions.

Cheers Vernon

Sunday Club Rides

- 9.30am: Gentle Pace Social Ride – 35 to 40 miles with a cafe stop, average speed 13 to 14 mph
- 9.30am: Mid Pace Social Ride – 40 to 55 miles with a cafe stop, average speed 14.5 to 15.5 mph
- 9.30am: Quick Pace Social Ride – 45 to 60 miles with a cafe stop, average speed 16.5 to 17.5 mph
- 9.30am: Fast Pace Non-Stop Ride – 50 to 60 miles, average speed 18 to 19.5 mph

As always, keep an eye on the forums and the events page on the website, and on Facebook, for full details of routes etc. Further details on social rides are on the social riding page of the club website and we also have some tips on safe road riding there too.

Midweek Rides

There is also a Wednesday Gentle Pace Social Ride (9.30am). Check the forums for details.

FCCC – Who's Who

President – Dick Poole

Committee members and roles:

Chairperson – Jeff Davis
Clothing Secretary – Tim Duncan-Booth
General Secretary – vacant
Membership Secretary – Mike O'Donovan
Newsletter Editor – Steve Hammatt
Press Officer – Jeff Davis
Ride Leader – Chris Bagust
Ride Leader – Steve Hammatt
Ride Leader – Tony Morancie
Road Race Secretary – Warren Vye
Social Secretary – Ollie Rastall
Time Trial Secretary – Donald Ashton
Track Secretary – Dick Poole
Treasurer – Jeff Davis
Webmaster – Jeff Davis/Mike O'Donovan/Steve Hammatt
Committee Member Without Portfolio – Frank Curtler
Committee Member Without Portfolio – Josh Orlowski

You can contact the committee as a whole via committee@fccc.org.uk

Happy (and safe) riding!
Steve Hammatt - FCCC Newsletter Editor

Find us on Facebook