

SOUTH

WESTERN

ROAD  
TO

FW EVANS WOKING  
MAGAZINE

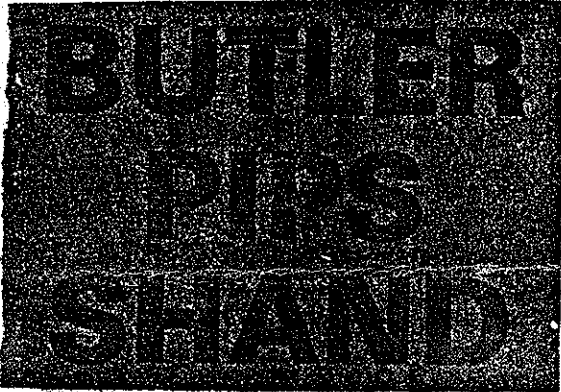
NOVEMBER '91

Hi all

I know this edition is a bit early, the last one was a bit late, but we are trying to keep you all informed of future activities.

The Club (thanks especially to Brian Wareham), and everyone who helped in any way is to be congratulated on the success of the South Western Road Club F W Evans Woking promotion on October 13th. The conditions on the day were not the best, but good performances were put in by all the riders and it was nice to see Southern lads winning against the northern riders on home ground. In all Club attendances at all club promotions has been very good this year, lets hope this is carried on next year.

Yet another of Brian's promotions on behalf of the club is the Annual Dinner, details of which you will find later on in the newsletter. Please try to let Brian know as soon as possible if you will be attending, so that numbers can be confirmed etc.



Leo Speck is our very hard working Press Secretary who is eventually getting articles in the local newspapers (the lack of publication is not due to Leo, but the newspapers seem very slow to put his articles in). An example of the one for the recent open time trial is below. Please could you ring Leo if you participate in an event which you think could go into the local newspaper, its difficult for Leo to keep a track of what everyone is doing. His telephone number is 081 393 7330, I'm sure he'll be pleased to hear from you.

THE final counting event of the BCF Star Trophy series was held around the picturesque roads of Cranleigh and south Surrey recently.

The event was run by the South Western RC/FW Evans Woking Cycles, and promised to be an exciting one, with the country's top riders taking part.

The 32-mile, hilly course was made even harder by the cold, misty weather conditions.

The event got under way at 7.30am with the country's leading ladies and then came the top juniors' race, with the riders racing for BCF points as well as a great prize list.

The senior Star Trophy race was hard fought, with some excellent times being recorded.

The rider who emerged from the damp conditions to win was Gethin Butler of the 'Norward' Paragon Racing Club, while second, by only a matter of seconds, was Stuart Shabs of the Wembyl RC.

The ladies event was won by Marie Furry and the top junior was Gavin Pardoe.

The South West Western RC had three riders taking part in the race, Anni Pott, Leo Speck and Steve Gower.



Finally, I know this is a little early, but I would like to wish you all a very happy christmas and all the best for 1992.

*Caroline*

# South Western Road Club

SPONSORED BY EVANS CYCLES WOKING

**SOUTH WESTERN ROAD CLUB 'FW EVANS CYCLES (WOKING)'**

**ANNUAL DINNER AND PRIZE PRESENTATION**

**SATURDAY 7TH DECEMBER 1991 6.30PM FOR 7.00PM (prompt)**

**at COLETS SQUASH CLUB, THAMES DITTON**

***FRENCH ONION SOUP***

***ROLL AND BUTTER***

***ROAST TURKEY  
CHIPOLATA/BACON  
ROAST POTATOES  
SELECTION OF VEGETABLES***

***CHRISTMAS PUDDING  
BRANDY SAUCE***

***CHEESE AND BISCUITS***

***COFFEE AND MINCE PIE***

This is the menu for the Club Annual Dinner. Vegetarians will be catered for so please let us know when booking your ticket if you require this option. The price for the evening is £17.00, where the formalities will be followed by a Disco which is scheduled to end at 12.00pm.

If you would like to come along to what I'm sure will be a good evening out among friends old and new, please contact me on 081 337 4977. Please send your cheques to me at 18 Andrews Close, Worcester Park, Surrey KT4 8PF, enclosing if you can a SAE, its quicker for me and saves the club a few bob!

If you have any questions just give me a ring.

**BRIAN (Social Sec')**

WEEK-END IN BOULOGNE SEPTEMBER 1991

BY PHIL PARKINSON

It was still dark when Ros and I left London for Dover one damp Saturday morning in mid September heading for Boulogne and the Audax Club Boulonnais "Challenge Les Belles d'Automme"; a randonnee in the countryside around the seaside town.

Our arrangement to meet at the booking hall in Dover docks at 7.30ish appeared to be evaporating swiftly as we sat in a traffic queue on Jubilee Way, the approach road into Dover, at the appointed time. A rush to park the car and dash into the hall by quarter to eight resulted in missing the others. I waited at P & O's reception with the knowledge that our tickets had been left for collection but, as always on these occasions, the staff knew nothing about these arrangements and I was directed back and forth between two separate queues until, finally, two tickets were produced shortly after eight o'clock with the boat leaving just 10 minutes later!

So, last on the ferry we soon met up with the other South Westerners on board including Ray Robinson and his girlfriend Cheryl, John Bromley and Dennis McKeown. Whilst we were all on standard machines, Dave Lucas and his son Ian had come with Henry and Oscar Whicheloe and they were all riding mountain bikes. Bill and Margaret Squirrell completed the Road Club contingent and were riding on their tandem.

The crossing was lovely, being smooth and calm, which for a non-sailor like me is always a great bonus. Once across, we were led to the headquarters and then left to find the hotel where we would be staying for the night before our ride in the morning. It was a sunny, warm day and Ray said he thought he knew where the hotel was located, so off we went. Uphill to the little suburb of Outreau, a trail of English cyclists being cheered on by the local school children made quite a picture. However, at the top, there was no sign of any hotel and it took another hour or so before this was finally pinned down some ½ mile away, down the hill, in another direction. Poor Ray did get an earful for that which, under the circumstances, I thought a little unfair as the instructions from the headquarters were not particularly good at all. It only remains to say that Bill and Margaret had sorted out their own accommodation on this occasion which seemed to be the smartest move by all accounts.

Ros and I spent the afternoon in Boulogne where we enjoyed a cheese omelette and tea along with a most delicious custard slice with an iced topping. While on our second cup, Messrs Bromley and McKeown came along looking for a bank as Dennis had come without any money and John had spent most of his on a pair of sunglasses (for Dennis). Dave Lucas and his lads went out on their bikes through the local forest and the remainder of the group were understood to be "resting".

Our hotel was sandwiched between a drive-in McDonalds hamburger "joint" and a hypermarket (both of which most of us had sampled at some point before leaving). It was a modern hotel and pleasant enough. Our evening meal, taken together with the 50 or so other English cyclists also staying with us, was "interesting" with (Ros says) close connections to a bun fight! Afterwards, with coffee, there was a considerable amount of alcohol

consumed which wouldn't have been so bad except that it was distributed amongst so few!

Next morning, we woke to find dull skies and rain threatening. I have to say it didn't look good. At least I didn't have to worry about getting in an early start due to the fact that Ros and I were riding the 50km (30 mile) circuit and had arranged to ride this with Julie, another young lady in our company for the week-end. Anyway, this accounts for the two of us being last at the breakfast table, hoping that the weather would clear up later, which had been the forecast in Britain. As it happens, we were last away from the hotel too - still hoping for an improvement - but equally somehow knowing deep down that it was unlikely to happen.

An unfortunate wait to collect our brevet cards at the start didn't help matters either. Ray, John, Dennis and Co. all looked rather unenthusiastic and who could blame them. They were, with the exception of Dennis, due to ride the 150km (90 miles) circuit. Rumours that Dennis had slept face down with his trousers and jumper on all night did nothing to dispel the thought that cycling was the last thing on the mind of these stalwart athletes.

Dave had already left with his mountain bike group on their own route. The rest of us departed shortly after with five heading out on the long course and myself, Ros and Julie just behind them set to ride the shorter route. There were quite a number of other riders, many from the UK, and we pottered along for a few miles before coming upon a car boot sale only a few miles from the start. As we had to get off and walk through the village, it began to spit and then, to rain. Continuing on our way, the persistent drizzle came and went depending on how strong the wind blew and Julie suffered a bit up the climb to the first check in Samur.

There wasn't much to see in the village square and so after a piece of homemade carrot cake we pushed on further up the (wet) road. The route was quite hilly for most of the way and, with the rain, I found this caused my back wheel to slip on some of the sharp ascents. The two girls were both struggling a bit but we kept moving reasonably well to the second check in a small farmhouse where we managed to get a hot cup of coffee from the rather disorganised French vendors. They obviously had not allowed for the possibility of bad weather and consequently were having trouble coping with keeping their ham and cheese rolls dry as well as supplying drinks to the mounting group of cyclists which were now arriving.

Julie was feeling the cold and the distance now, not having ridden a bike any great distance before, and this resulted in me pushing her for the last few miles to the finish. Dave Lucas and his lads came flying past us at one point having got lost on the mountain bike route at least three times and finally completing a large part of the route we had done. We were all pleased to get back to the headquarters and have a hot shower followed by a hamburger and chips ..and sausages ...and coffee!!

There was no sign of the famous five when we left for the 6.30 boat and I learnt later that it was about this time they got into Boulogne after a long day in the saddle. Dennis had been talked into going round the 150km route and found the later stages quite tough. John, too, had suffered from 'the bonk' at least twice due to miscalculation on food stops en route.

23rd June Redhill CC Dave Cosson Memorial Bletchingly 95 miles

Always a good race to ride, promoted by John Eglinton of the Redhill CC, which many moons ago a certain tall chap called Tony Fantham won by attacking, alone, on the last lap to win by a minute. Great stuff!

I was in a break after about 5 miles with two other riders one of them, Paul Delanie, who won the race. We worked well together for about 50 miles where we carried onto the tough Bletchingly circuit for the final 45 miles. At this stage, we were joined by Colin Roshier and two 34th Nomad riders plus Martin Hulbert from the South Western. From this leading group of seven riders, Dave Pitt of the Gemini BC attacked alone and the group started to break up. I was shot out the back with about 25 miles to go, the cold, wet persistent rain putting paid to any chances I had. Martin did well to get up to Dave Pitt with Delanie and Roshier plus a few others. This then split again with Delanie and Roshier going clear in the latter stages of the race.

Martin - 7th Steve - 13th.

25th June Crystal Palace Handicap

The race distance was reduced tonight due to the rain - yet again. The Wembley RC have two very good juniors, Richard Bruce and Stewart Blunt. As always, the seniors had about  $\frac{3}{4}$  of a lap to make up and with the depleted field plus riders dropping out due to the bad weather, I just about got up to them alone at which stage the bell rang for the last lap! Young Bruce has a good sprint, one to watch for in the future.

Steve - 2nd

30th June Goodwood Gallop

First time I've ridden at Goodwood, this 2.4 mile circuit around a flat aerodrome makes for good fast riding. Good surface and wide roads, a bit like track racing only on road bikes. With a field of 110 riders entered this was always going to be a fast race and it proved to be so.

I was unlucky to puncture on the second lap but managed to get a spare wheel. Unfortunately, my "helper", whilst jumping out of the car slipped over, fell on the wheel quick release mechanism and broke a couple of ribs in the process! Once I got going again the bunch were well in the distance. I decided to get lapped and use the race as training. Club member Phil Barker was going well, he managed with club mate Nick Abraham to get away in the leading break of some 20 riders with only 10 miles to go. They were never caught except by Paul Delanie who did an excellent ride to bridge the 45 second gap to the leaders. In the sprint, Nick was unlucky to crash within 200 metres of the finishing line but Phil took a fine 5th place behind national squad rider Mark Armstrong.

Phil - 5th

6th July Surrey League Crowhurst 66 miles

Very lively race this on an undulating course near my home patch. Several breaks went clear throughout the race and I was in a 7 man break at one point. This merged with a front group which included Martin and with 4 miles to go Martin and Vernon Smith attacked and were left dangling just in front of the rest of us right until the finish. The only rider who got across was super sprinter Steve Cook, the winner.

Martin - 3rd Steve - 6th Mark Langman - bunch

7th July Bexleyheath Town Centre Crits

This was a very rewarding race for me as I won £115 for 1 hours work! I broke away with two others early in the race and with 20 minutes to go, we lapped the rest of the field, much to the delight of the promoting club's Ray Harrad (Gemini BC) who I've known for many, many years. A little man in size but full of enthusiasm for the sport and a great supporter of attacking racing. Once we had lapped the bunch, I knew that if it came down to a sprint I would loose. Somehow I managed to give them both the slip and escaped again in another smaller group of 4 riders to win by  $\frac{1}{4}$  of a lap. It was one of those days when you get the sensation of "floating". Phil Barker rode and finished in the bunch after some sterling work blocking for me.

Steve - 1st Phil - bunch

9th July Crystal Palace Handicap

Usual sort of race tonight with the seniors catching the juniors towards the end. I attacked with 10 laps to go taking 3 others with me and came third in the sprint.

Steve - 3rd

10th July Guildford Crits

First time I've raced on this tight circuit with a sharp cobbled climb and a fast decent down the other side to a tight left hander along a narrow shopping mall and back to the finish. The circuit takes good all round bike handling ability to get round at speed. From the gun it was fast. Up the climb for the first time and riders were already in trouble. Those that could climb fast over the cobbles were racing away and those (like me) that couldn't, suffered. Through sheer speed, a group of about 10 riders just rode away to quickly gain a lap on the bunch. Phil and Mark did well to stay at the front but they too fell off the pace. One rider who really impressed me was National Vets over 50 champion Dave Nie of the Wembley RC. Although he wasn't one of the leaders, he was showing a good turn of speed up the climb and winning some of the primes from our group. Not bad considering he was giving 30 years to some of the younger riders. A number of the other club riders rode in the 3rd cat race too.

14th July Streatham Velo Forest Green 75 miles

Very hot and humid today which makes wearing the new hardshell crash hats unbearable in a long road race. I was in a group of 6 riders towards the later stages. Gethin Butler dragged 6 more up to us and we had roughly 2/3 minutes on the bunch at this point. I got a prime with 2 laps to go breaking clear with Butler and a Dutch rider visiting England with a squad for a weeks racing over here. We managed to stay clear for the last couple of laps with Butler taking the win much to the pleasure of his father Keith.

Steve - 2nd Martin - bunch

17th July Surrey League (mid week) Dunsfold 80 miles

There were two mid week road races held in the months of July and August and very, very popular. With a field of 80 riders being allowed on this circuit and 40 being turned away, it's best to pre-enter these races!

I got away in a two man break early on. About halfway through this swelled to 12 riders but as always when this happens, it loses its momentum with the group being too big and not all riders "working". Towards the last couple of laps it split up again with 7 riders going clear including myself.

Steve - 6th

18th July Brands Hatch

Very windy today making this circuit hard on the sharp climb with the wind dead in your face as you reach the top reducing most of the riders to 52 x 19 or 21. I was away for 15 laps with Nick Barnes but we were caught by 4 others with 10 laps to go. To be honest, Nick was giving me a hard time on the hills so I was relieved when a few extra wheels came along.

Steve - 5th

21st July All London Criterium Championships Lincolns Inn Fields

In the 3/J event, Alan Parkinson did a fine ride for his first win for several years having been out of the sport for some time. But the way he won by jumping away from the leading bunch on the last lap showed maturity learned from countless previous races. The rest of the family also had a smile on their faces too!

In the main race, the defending champion Spencer Wingrave was out for a repeat win and a large valuable trophy was at stake. This race is usually held at Eastway or Crystal Palace and this was the first time this central London circuit had been used. With the fast moving bunch, breaks were quickly swallowed up due to the speed and aggression of the riders. Several big teams were working for their riders too including the Team Haverhill, Oylimpia Sport and Romford Wheelers. Then, when a group had been bought back with 20 minutes to go, I attacked taking Dan Smith from the Festival RC with me. The bunch didn't react so it looked like we were

onto a winner. The rivalry amongst the other teams worked to our advantage and they wouldn't co-operate to catch us so we gained about 30 seconds on them by the finish. Regretfully, I lost the sprint by a length.

Steve - 2nd

28th July Sheerspire RR Rowlands Castle 82 miles

I was away on my own early on and 3 got up to me followed by another 7 at 50 miles. I attacked with 2 miles to go taking two others with me and we were never caught but in the slightly uphill sprint I could only manage 3rd place. Martin came in with the next group of riders.

Steve - 3rd Martin - 9th

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F W EVANS WOKING**

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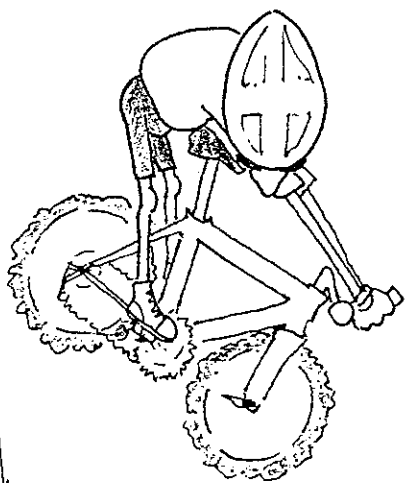
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# MOUNTAIN BIKE NEWS

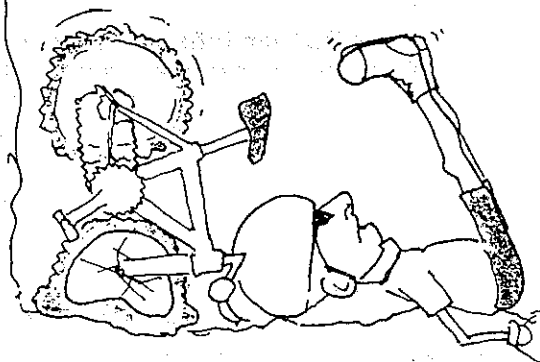
Downs Link Ride - 1<sup>st</sup> September '91.

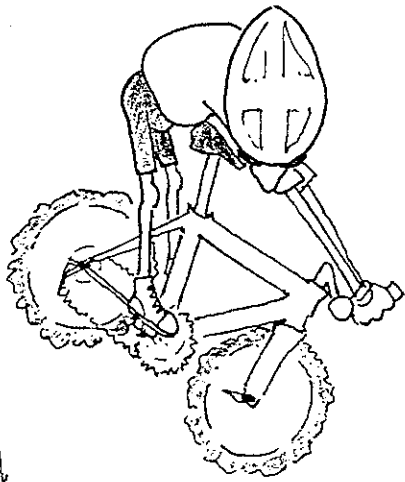
THE DOWNS LINK IS A FOOTPATH AND BRIDLEWAY, WHICH JOINS THE NORTH DOWNS AT ST. MARTHA'S HILL, SURREY, WITH THE SOUTH DOWNS AT STEYNING IN SUSSEX. THE MAJORITY OF THE ROUTE FOLLOWS THE TRACKS OF TWO DISUSED RAILWAY LINES.

WE MET AT NEWLANDS CORNER EARLY, AND, AFTER SORTING A FEW MECHANICAL PROBLEMS, WERE OFF AT ABOUT 9.00 AM. IT HAD BEEN HOT AND WET, AND ON SUNDAY MORNING IT WAS VERY MISTY; BUT THE FORECAST WAS FOR ANOTHER HOT & HUMID DAY.

WE ACTUALLY MISSED THE FIRST SECTION, WHICH IS A STEEP SANDY DESCENT OFF THE DOWNS. THE RIDE OUT WAS BRISIC, TO SAY THE LEAST, THE 'GOING' BEING FIRM & VERY DRY - THE BUNCH 'LIMING-OUT' ALONG THE STRAIGHTS IN A CLOUD OF DUST.

THE ROUTE VARIES ALOT, FROM HEAVILY WOODED PATHS ON THE NORTHER SECTION TO MORE OPEN & EXPOSED, STONY PATHS FURTHER SOUTH.

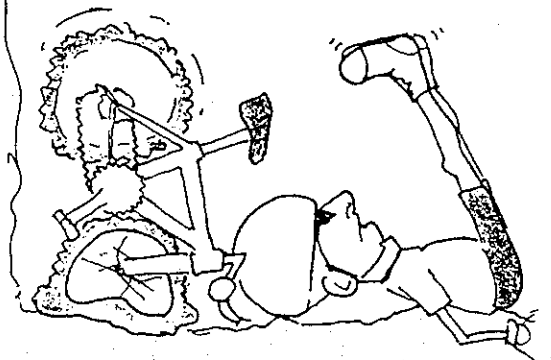


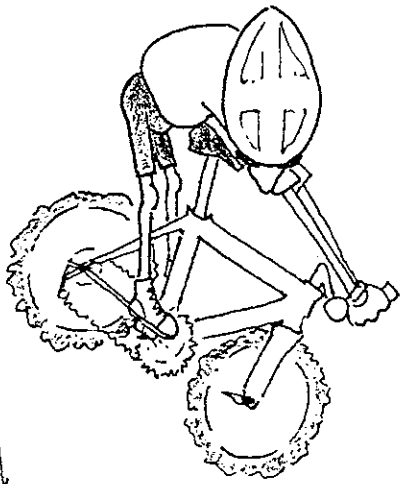


OUR FIRST STOP WAS AT Southwater — THE SITE OF AN OLD BRICKWORKS — WHICH IS NOW A WATER/LEISURE PARK. WHAT THAT IS A VERY NICE CAFE, AMAZINGLY FULL OF PEOPLE.

THE END OF THE LINIC IS ABOUT 12 miles FROM Southwater AND YOU CAN SEE THE SOUTH DOWNS FROM A LONG WAY OUT. AT THE JUNCTION WITH THE SOUTH DOWNS WAY YOU ARE STILL LOOKING UP AT 'THE DOWNS' AS IT IS ON THE BANKS OF THE RIVER ADUR. SO, ABOUT HALF OF US DECIDED TO RIDE UP ONTO THE DOWNS; WE SOON TURNED ROUND TO LOOK FOR A SUITABLE LUNCH STOP.

THE 'CASTLE' AT BRAMBER HAS A GARDEN AND DOES A VARIETY OF QUICK FOOD. IT TURNED OUT TO BE A LENGTHY STOP, AS THE PUB WAS VERY BUSY AND THE PIG IN DARRON'S SANDWICH HAD TO BE CAUGHT. SO AFTER WAITING, KICKING UP & FILLING OUR WATER BOTTLES WE WERE OFF; WITH GLEN, STEVE, CAROL & SIMON KEEPING THE PACE HIGH.

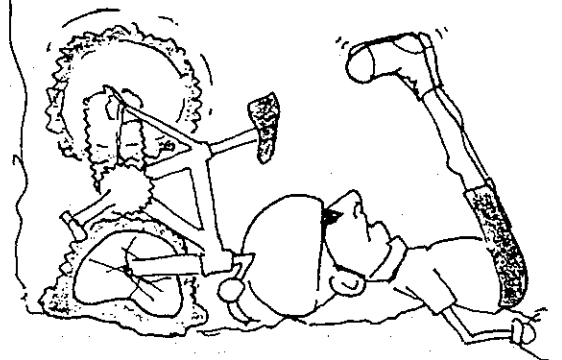
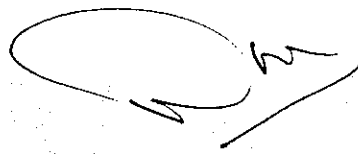




THE AFTERNOON WAS VERY HUMID AND MOST RIDERS WERE SUFFERING ON THE RETURN JOURNEY — IT ALWAYS SEEMS A LOT FURTHER BACK THAN IT WAS GOING.

HENRY'S BROTHER OS WAS ASKING "HOW MUCH FURTHER?" AT ONE MILE INTERVALS, HOPEING AS MOST OF US WERE, THAT AN EARLY TREMOR HAD MOVED THE NORTH DOWN A FEW MILES SOUTH.

THE LAST CLIMB UP TO ST MARGA'S IS VERY SOFT SAND AND THE TOP SECTION IS VIRTUALLY UNRIDABLE — CERTAINLY WITH 70 MILES IN YOUR LEGS, SO WE WERE ALL GLAD TO SEE NEWLANDS AGAIN. IT HAD BEEN A GOOD DAY, BUT IT WAS A VERY HARD RIDE — A FEW WILL HAVE TO GET FITTER FOR IT NEXT YEAR!!



## THE SUMMER TEA

Karen Wareham asked would I help her with the teas, for the first event that her husband Brian (social sec) was proposing to do - Having got our heads together (not that there is much in mine) and karen's organising skills we were all set for the day, Sunday 7th July.

I know Karen like myself spent several hours in the kitchen the days before and knowing Karen she was worrying if there was going to be enough food, as we all know how cyclists can eat. The Sunday dawned, blue skies, nice and hot, so with then help of Brod and my sister in law Gill we set of for Forest Green. Gill giving us a running commentary on how the chocolate hedgehog cake was fairing in the heat, by the time we hot to the hall the cake had fallen over so we had a flattened hedgehog, but still it caused a giggle if nothing else. While the trio were making sandwiches and laying out the food, the other members plus families who attended were out on the green (apart from some who sat outside the "Parrot" exercising their right arm, who shall remain nameless) having a good game of baseball. We did get to see the last few minutes, and I rather got the impression that the rules were being changed depending on who was batting but I'm sure it was felt that everyone enjoyed it. The food went down very well and I would like to say a big thankyou to other ladies who made cakes, etc.

As usual we had one of Brian's raffles which so far has given us a laugh and made a few pennies for the club, The MARIJUANA PLANTS donated to the raffle by David Wright (no wonder he is going so well) were a great success, no honestly they were sunflower plants from his garden.

It was good to see such a good turn out of old and new members all getting to know one another and the line up for the 1991 Club photo looked very impressive with everyone in their club jerseys.

Some of us stayed and tried to have another game of baseball, but bad light stopped play, so we retreated to the pub and finished off what food was left over which saved Brod having to live on it for the next few days. The pub had live music and Cliff'n'Chris speck livened up the dance floor with their jiving, what a nice end to a lovely day, which started with a melted chocolate hedgehog and ended with a melting Lyn.

Well done! to Karen and Brian on their first Social promotion for the club.

Keep pedalling

Lyn Pethybridge

## COMMITTEE CLIPPINGS

### 15th July

The sum of £120 had been paid by our insurance company for the lost watch after deducing a £50 excess.

Five new members applications were received and approved.

The Secretary had collated a club records list for men and women from 10 miles to 24 hours from information available which was circulated.

Eight new marshal flags to be purchased.

The Secretary had produced a New Members Handbook containing information on the club which is to be sent out to each new member joining the club.

There was a healthy bank balance and the Treasurer was looking at opening a high interest deposit account for some of the funds.

Steve Gowar had been second in the BCF Surrey division road race championship. Mark Langman had taken third place.

The club had made a small profit from the recent baseball game and tea at Forest Green which was well attended.

A cross channel day trip by 12 members to see the Tour de France had been successful.

The club randonnee had 55 riders taking part including a number from the South Western.

Don Archer was taking over from Mark Langman as Mountain Bike Secretary and hoped to introduce weekly rides from Cobham.

The club had seen several reports about various events in the local papers recently as a result of submissions by the Press Secretary.

A master mailing list had been produced by the Newsletter Editor to assist with sending out the magazine in future.

The Hilly time trial was discussed at some length and various details had been agreed.

A delivery of club jerseys had been received through Evans Cycles and the distribution of these amongst members was discussed as there was not a great number.

### 9th September

The Points trophy could not be located although the Secretary had contacted previous winners to establish where this could be. It was agreed to award a plaque in future and call this the Points award.

18 local libraries had been circulated by the Secretary with information about the club.

Two new members applications were received and approved.

Six race warning signs and ten marshal jackets were to be ordered.

The RTTC London South Secretary had written to the club indicating a result sheet from the Open 10 mile event had not been received within the required time period. Robert Squirrell, as organiser, agreed this had been delayed though the letter was rather heavy handed. A letter of apology to be sent.

The Secretary had drawn up guidelines for responsibilities of club officials with the exception of President, timekeepers and handicappers. It was proposed the club adopt these guidelines to assist future officials with their duties and to help in eliminating any "grey areas". Proposals to be discussed further at next meeting.

Treasurer had now opened a high interest account and deposited £1000 in this.

Clive Walker was leading the mens BAR. The vets title was between Dennis McKeown and Dave Wright. A number of fast 10 and 25 mile times had been recorded. Carl Davis had broken the club junior 10 mile record. An average of 14 people had ridden each club event.

The open time trials for 1992 were discussed. This would be an Open 10 again in June and a Hilly time trial in October. Philip Parkinson agreed to take on the organisation of the Hilly event providing this was of a similar high profile standard. The Open 10 would be on the same course as this year and organised by Robert Squirrell.

The Road Race Secretary proposed a motion for the BCF divisional meeting to reinstate hairnet crash hats. Hard hats to be used at the riders discretion. There was a discussion on this and it was agreed to proceed with the motion by a vote of 16 to 2.

A second motion to ensure the category of Veteran was clearly stated on BCF licences was also agreed.

There was a discussion on the Open Road Race promotion and it was agreed to run a day of racing on the Goodwood circuit if possible.

12 members were going on the randonnee week-end to Bolougne.

23 riders had taken part in a mountain bike ride across the Downs link recently.

There was a discussion about the possibility of promoting a day of mountain bike racing and this is to be pursued.

A proposal prepared by the Secretary for the 1992 club sponsorship was discussed and it was agreed to write to Mike Smith with a copy of this in order to reach an agreement.

## THE INVITATION RIDE

BY ANNIE POTTER

" If you're really desperate for a woman you can call me," says I to Brian Wareham - the race organiser.

And, as expected, the enthusiasm by the country's top lady riders to participate in this Jo Bruton event was limited to say the least, with only five entries, so ten days before the event Brian did invite me to ride.

My race experience over the past two years is restricted to four events - two Surrey League evening handicaps and a local 'Fish and Chip' ladies procession this year and a 'useless' ladies event at the beginning of last year. So all my body has suffered over the past nine months is a belting from Gary Smith and his merry men Saturday and Sunday and occasionally Thursday, and of late, the Twickenham team on Tuesday evenings.

Representing the Club - and unlikely to come anywhere but last - I decided if nothing else I would have to look the part. I took the opportunity of borrowing a £850 (its gone up in price Dave) tri-spoke wheel from David Wright and a 32-radial spoke thing from speedy Dave Williams of the Kingston (wish I'd borrowed his legs too!)

Whether this fancy stuff made any difference or not I don't know - but certainly at least half the other riders also seemed to have it and more.

But I do know that I wasn't the only rider having a last minute panic - A quick trip to Mick Coward in Sutton (sorry Evans in Woking) on Saturday morning was needed for a duff bottom bracket, where I found Stuart Blunts dad doing last minute things. He was not confident about the following day saying his son hadn't raced 30 miles along that season, if ever!

Then it was over to Cranleigh to check the circuit out again - this time with the posey wheels (and pray for no punctures as I didn't have a pump for the tri-spoke). The first time round had been a week earlier with Martin rat-catcher of the Kingston who thought he was going for a leisurely ride round - I teased him that I was going to sit on his wheel and that he had to go fast enough to get my pulse up to 180; and he believed me so off we went.

Saturday afternoon's circuit was on my own. Although there were many riders with flash looking bikes going the other way no one joined me. The only disturbing thing on route was the traffic lights just after the turn left in Ockley..... That entailed a quick route change on the day missing out a rather lumpy section.

I knew I was going to have to borrow the club clothes (being a midget I'm still waiting for my own kit), but what extra to wear was a last minute decision. My brian hadn't planned for the conditions - dank fog.

We left in good time, assuming a cruise of 70-80 mpt but not really for 50 which is all the A3 conditions would safely allow.

So although I was a relatively early arriver at the HQ, I was in a degree of panic and really not taking in all the hussle and bussle going on around me - It seemed that there was a small problem with some radios, but you'll have to ask someone else if you want to know more. Indeed it did strick me during the event that on the day the cyclist has the relatively easy part to play - all he does is take his brain out sit on his bike and pedal like crazy whilst everyone around rushes about, thinking and reacting to every spontaneous situation that arises.

Being a 'Crumb-bum' rider no watcher was required for my car. But the starter did asked me was I happy to venture off into the fog or would I rather wait. In the vain hope that some wind may pick up and I could then go windsurfing I opted to get going as soon as possible.

I knew the course so whether the marshals did a good or bad job pointing me in the right direction I don't know - but I know they didn't let any traffic interrupt my flow.

Some of them cheered, some did not - but who did and who didn't I don't know (except for Cliff on the timed section) - it is all blurred enhanced by the fog which helped to blot out every little climb.

I know I was expecting Leigh Lamont my two minute lady to catch me by Wonersh or Shamley Green - instead she didn't catch me till Shalford. In total I reckoned 10 riders would pass me - but only four did - making it a long lonely, hard ride and how people manage to do things like that each week I don't know, or maybe they really do take their brains out.

**OPEN CLUB CYCLO CROSS**

**SUNDAY 19TH JANUARY 1992**

**AT**

**SHIRLEY HILLS (ADDINGTON HILLS)**

**JUNIOR EVENT STARTS AT 11.00AM**

**FOLLOWED BY**

**UNDER 12'S MOUNTAIN BIKE AND**

**MAIN EVENT AT 2.00**

**PLEASE COME AND HELP AS EARLY AS YOU LIKE, THE COURSE  
IS LAID OUT AT AROUND 7.30AM**

**FOR FURTHER INFORMATION CALL RAY ROBINSON ON 071 723 2326**

## Sorties a Bicyclettes

By Dave Lucas

We spent our summer family holiday at Bob Maylin's flat which is in a ski village 700m. above Evian and Lake Geneva. Soon after arriving I was looking through the 'Whats on in Evian' brochure and I noticed an entry entitled 'Sorties a Bicyclettes' which listed a series of club runs organised by the Evian-Vélo. The runs left from place de L'Eglise at 7.30am every Sunday. The route for the following Sunday was given a Vinzier, Col du Corbier, Vailly and back to Evian via Thonon, a distance of 65km. I thought 'that looks interesting' so after a discussion with the family it was agreed that I would go out on the club run whilst they played Tennis and we would meet up at lunch - after all 65km should only take a couple of hours or so!

The following Sunday I slipped quietly out of the flat at 6.45am and plunged down the 14km descent to Evian. I had time to have a quick Petit Dejeuner in a café opposite the Station before presenting myself at the start line opposite the Church.

There were only four Evian Vélo riders there, but at 7.30am sharp (Gary Smith please note) they departed, saying that we would meet up with others around the course, which indeed we did.

We left Evian at a very moderate pace and I thought to my self that this was going to be easy/boring - but how wrong can you be!

After about 18km of solid climbing up to Vinzier I discovered three things:

1. My companions were a lot fitter than they looked.
2. The run was going to be 85km instead of 65km and was going over the Col de Feu (1117m) as well as the Col du Corbier (1235m).
3. They weren't stopping for elevenses (What! no teas and cake at the farm).

From Vinzier we descended into the Vallée d' Abondance. Down in the valley we picked up a head wind so they immediately started a line. I thought it was still a bit early in the morning for such tactics but I felt duty bound to come through and do my turn at the front.

After about 5km we turned off the valley road and began to climb the Col du Corbier. Initially we rode together but after a kilometre or so somebody attacked and the group broke up. After a brief spell in second pace I eventually settled for climbing steadily in third spot in a gear of 39x25.

About half way up the Col we started to catch other riders in Evian Vélo racing vests. We re-grouped at the top by which time the club run had swelled to twelve. This turned out to be about the only time on the run that the Evian Vélo Club were all together.

After handshakes all around we descended the Col toward le Biot at brakeneck speed. Half way down the rider I was following locked his back wheel going into a hairpin and slid gracefully off the road and into the armco - fortunately without damage to himself, his bike and more importantly me.

At the foot of the Col we picked up the main road for Morzine to Thonon and they immediately started another line - the net result being that the peleton disintegrated into groups of two or three, madly doing bit and bit.

A short climb up to la Vernez resulted in a partial re-grouping before another descent to Vailly. Here the peleton finally split into three groups with some returning directly to Evian, some going for a whole days ride and the rest of us setting off for the Col de Feu.

The Col de Feu turned out to be very steep and I had to climb most of it in 39x28. Whilst waiting at the top for the last rider I asked one of the others, in my best pigeon French, whether they did this sort of ride every Sunday. The answer was 'yes' at least every Sunday from March to October. The rest of the year we go Sking'. I thought 'What a life - the next time I'm going to be born a Frenchman!'

The first part of the descent was over very rough roads due to road works but fairly quickly we picked up smooth tarmac and immediately they started yet another line. We shot into Thonon at about 50km/h and on towards Evian.

At the outskirts of Evian I said by good-byes and peeled off to start the long climb back up to Bob's flat. The 14km descent in morning had taken me about 15mins, the climb back took me more than an hour with the 'man with the big hammer' for company (Bert says that's Dutch for the knock) arriving somewhat later than expected for lunch!

#### NEW YEAR TEA PARTY

As there are a number of club events on just before Christmas, we will be holding a New Year Tea Party rather than the normal Xmas Tea. This will be on January 12th 1992 at the Farm Cafe. It will start at 3.30ish and all are welcome. Please ring Dave Wright on 081 398 7717 to book your seat.

