

HOT NEWS AND GOSSIP EVERY QUARTER



BOTTOM GEAR

The OFFICIAL Voice of the SWRC

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Editor
SWRC sponsors

Issue 7
Tony Sayers
Evans Cycles/Technical Sales(London)Ltd

INSIDE...

- A TALE OF TWO TANDEM**
- HAVE A NICE DAY : PART TWO**
- WORKING ON THE CHAIN GANG**
- SADDLE TESTED TO DESTRUCTION**
- PRAT OF THE MONTH - OWN GOAL**
- ROAD RACING - THE STORY SO FAR**
- A CLOSE SHAVE**
- EARLY SEASON 2UP REPORT**

Summer '97

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Editorial

I did wonder, when I was producing the previous newsletter (my first as editor), whether everyone was being kind to me (new boy new job etc etc) because there seemed such a lot to include. In fact, you may remember that I had to cut poor Richard's article "Have a Nice day" in half. Still, true to my word, the second part is in this edition. "Was I going to be able to get enough copy for a second issue?". Well, as you can see, I did - Although some items arrived very close to the deadline I set. Please note, that **THE DEADLINE FOR ARTICLES FOR THE NEXT NEWSLETTER IS 12th AUGUST 1997.**

In many ways, the year to date, has been very encouraging - for the Club that is. New kit to ride in (well almost) - a lot of members racing with some really acceptable results (see articles on the Surrey League and the Vetaraces) - promotional clothing and bike transfers courtesy of Geoff Redhead. On a personal note, the year has not been so kind due to a crutch problem (it is difficult riding a bike on crutches). I hope you enjoy reading this edition

and are thus encouraged to submit an article for a future newsletter - **remember the deadline.** Even if you can't be persuaded to write a whole article yourself, please let me know any titbits of scandal (the more juicy the better), or any personal bests (in the cycling field only please) or race placings. **Please don't be modest - your success will encourage the rest of us.**

Tony Sayers



"Have another Nice day"

In our last edition, we covered Richard's epic ride from Vancouver as far as San Francisco, on his way to Mexico. You will, I am sure, remember encounters with racoons, coyotes, giant redwoods, clam chowder and, of course, that smell of burning rubber. As promised, we now continue Richard's story from where he takes the train back to San Francisco to continue his journey.

From Vancouver to San Francisco was, upon reflection, the best part of the journey and although other things happened, I did not get shot, bitten,

mauled or otherwise. I will share with you just some of the silly things that come to mind. One evening, when I had just camped, over strode this rather officious chap, who then greeted me in this very heavy German accent. We exchanged pleasantries and off he strode back to his tent. A while later (about 10 p.m.) a few youngsters were a bit boisterous when this voice booms out "Vee quirert" - the reply was unprintable! Another time, I cycled into this town with some brilliant sea views so I decided to have a rest and a munch while I enjoyed the scenery and sat down on this concrete bench. On the John O'Groats jaunt, I got such a sore bum, I was determined it should not happen again. So at the beginning of every day became a bit of a ritual with the application of about a jar of Vaseline to both posterior and shorts. So you remember the bench, well when I slipped away (sorry about that) I left these two great big half moon shaped greasy marks. Well lets put it this way, they would not have washed off easily.

I arrived in Mexico 24 days after leaving Vancouver. For various reasons, I decided to take the Greyhound coach back to Vancouver, remember the bike box saga?, well there's a reoccurrence of that all over again, but to cut a long story short, I arrive in Vancouver some 38 hours later to stay with friends. After a week, I had arranged to go from Vancouver to Seattle to meet up with my son, his girlfriend and her parents who were also travelling on holiday, but had a house in Bellevue, which is a satellite of Seattle. To avoid the box saga a third time decided to take the hydrofoil from Victoria Island in Canada to Seattle. Then the real saga began because, although the hydrofoil only took some three hours, it arrived at 9.15 at night and of course I had to pass through Customs. So I am finally back on my way by 10 p.m. Then I think "sh*!, no money", find a cash point. Ah, money, but in \$20 notes. I phoned to see if someone could pick me up, but they were obviously still on holiday. I thought of cycling out to Bellevue where the house was, but this was apparently some 20 odd miles away and

ANNUAL CLUB LUNCH AND PRIZE PRESENTATION

On Sunday 2nd February, the annual club lunch was once again held at the Surrey Hills Hotel. This year 81 people attended, which was an excellent turn out. This was up on last year and I understand a good time was had by all! The hotel was again a popular choice of venue.

Our new President, Bob Maylin, said a few words about the club, and thanked our past president, John Bromley. Bob also presented the prizes to all the champions and winners. I am sorry Simon Jordan was not able to be there to do the running commentary - I hope the substitute wasn't too much of a disappointment!! Thanks to Phil Parkinson for all his hard work sorting out the order of prizes and medals. Ken Dolman gave a special presentation to John Bromley - the Golden Gloves award for being goalkeeper of the social football team.

Thank you to those who contributed raffle prizes, and thanks to everyone who bought tickets. So glad the teddy bear went to a good home (Paul and Shahama) - Hope you had enough room in the car on the way home!

Many thanks to everyone who has supported this annual event and Best Wishes to you all for the coming season. - David Wright



using one or two freeways in the pitch black, of which only one was able to be used by cyclists, and try asking an American which one, when most would drive into their lounge if they could park their car there. A taxi fare was about \$40 so a bus at \$1.10 seemed somehow favourite. I then spent the next 20 minutes trying to find someone who could change one of those \$20 notes as the buses only took the exact fare. Then finding the bus and the stop which went to Bellevue was no easy task. The buses in Seattle have bike racks on the front which hold two cycles. The bus finally arrives and I ask to put my bike on the front. I'm told abruptly to hurry up. Put the bike on the rack only to be greeted by frantic banging on the windscreen by the driver, who is telling me to put the bike on the front of the two positions so that he can see it. Do this, only to be greeted by more frantic banging to turn the bike the other way around. Do this, only to be greeted by more frantic banging to do something else, which I couldn't understand. So now the most bemused driver descended from his cab. Apparently there is a bar which you lift up to clamp over the wheel to stop the bike coming off - "Handy", I thought. When he heard my accent and realised I was a stranger to these here parts he did mellow. What I hadn't realised was that this was the last bus and there had been a baseball match and a pop concert, so to say the bus was crowded was a little bit of an understatement, also by this time there were two bikes in the aisle just to add to the occasion.

When I got off the bus it was 11.45 and also I did not know where the house was. All I had was the address written down which, it seemed to me, even MI5 would have had trouble deciphering. It was of course pitch black with no street lighting but I came across an open petrol station where the attendant kindly picked a street map off the shelf. So now I knew where the street was and how to get there. It is now about 12.30 a.m. and I'm going

down this street with my front cycle light in my hand trying to find a house number which resembles the one I had written down. Manage to wave down a car, which surprisingly stops, but could not help apart from telling me there was another 178th street the next block down. Funny, I thought street names were supposed to be individual! Just to take the guessing out of it? Still no luck, except managed to wave down another car, which turned out to be a Taxi. It's funny, people can always tell when you're in a fix. He said he would drop off his passenger and return. Two minutes later, as good as his word, he was back. He put the bike in the boot (I'm sure you'd get the same service from an English Black Cab? - Ed) and set me down outside this house which corresponded with the piece of paper. "Is that it?", he said. But I didn't know, all I had was a key which fitted the house to which I had the address. So it was with some trepidation that I walked up to the front door to try the key in the lock. VOILA! Have a nice day!

Richard MacLachlan

Early Result

Our first result of the season, in the Surrey League, was an impressive 4th place for Martin Hulbert (I don't think I've ever met the gentleman. Am I mixing in the wrong circles? - Ed). Although Martin finished six and a half minutes down on the winner, he was over two minutes clear of the fifth place rider. After taking the overall title in the nationwide Peter Fryer series last season, this is a good start to the year for Hulbert. If he can hold his form for the rest of the season, he should be in with a chance of clinching the title of National Veteran's Road Race Champion.

Scott Bugden (26/3/97)

Lesson Number 2

You may recall the account of my first attempts at roller racing in the last edition of this prestige periodical. If you can't (shame on you), that was my gaffe of 96. Not being one to learn quickly, this year I was persuaded to try my hand at the Vetarace Series - **Lesson number 2.**

Yesterday (27 April 1997) was the date of the first event. The place Goodwood: the race track. Today I sit here, at the keyboard, wishing I had one of those cushions with a hole in the centre - You know; the ones they give to women who have had the misfortune to need stitches after childbirth. I'm almost sorry I made some unkind remarks to my wife all those years ago (almost).

The weather was good. Cloudy bright, no rain and very little wind. After a couple of practise laps with Ray Watson and President Bob my nervousness was beginning to evaporate. South Western R.C. had managed a sizable entry which apart from those already mentioned, included Gary Smith, Ken Dolman, Roger Jakerman, Paul Foster, Andy Swanson, Martin Hulbert and new member Robin Chipperfield.

The race was started off in groups, according to age. Martin started off in the first group with the other elite, Roger and Ken in the second (where I should have been if I thought I'd have any chance at all), Ray, myself and Robin in the third group and the others brought up the rear. The first few laps went well. It was quite encouraging seeing all those other SWRC tops (even if they were the old ones) and I'd managed to keep with my group through a couple of half hearted breaks. We even managed to catch up with a small group of stragglers from the second group.

My confidence was growing with each

lap and I was getting quite relaxed finding it possible to move up and down the group, almost at will. Maybe I was too relaxed - one break, eight laps from the end, left me struggling 15 (and then 20, 25 ...) metres off the back. All the comfort of riding in the group was gone. I now spent half a lap on the front of a group of one trying to catch my mates(?) before I was swallowed up by a trailing group - I was all but finished. Although this new group included the friendly faces of Roger and Bob, it was much smaller (not much chance of a breather here) and by now the pace was beginning to hot up as everyone sensed that the end was in sight. With some, not so gentle, encouragement from Roger we started to pull together and all went well (even though we were giving it all we'd got) until 2 laps from the finish. That's when it happened - Pins and needles like I've never had them before; in both arms and both legs. On the last lap, I was so stuffed (a technical term I picked up from Gary Smith some while ago) and what with the pins and needles to boot, I dropped off the back of this group as well, finishing quite a way down, after yet another half lap on my own - I certainly had some lessons to learn.

I still haven't managed to find out how they work out the final placings - I am sure that I finished after some riders I'd lapped earlier in the race?

After reading the above account you are no doubt wondering if I enjoyed it enough to even think about another event. **You bet I am!**

ADDENDUM

Unfortunately, this first Vetarace clashed with a 10 mile inter-club Time Trial (SWRC vs Weybridge Wheelers vs Kingston Phoenix vs Woking CC), but in true SWRC spirit we managed to put up a full team (the best 5 counting in the competition) and in the final reckoning SWRC came a respectable 2nd of the four teams. This same weekend we also managed to have entries in open time trials, a road race (I believe at Burkhams), a Surrey league

Sponsor in "Saddle Test" Drama

During a particularly popular Club Run in March, one of our sponsors (we'll refer to him as Mr. Smith to save his embarrassment), overstressed his saddle. First one rail went and then another until finally, narrowly missing the ultimate "seat post suppository" the saddle fell to the ground amidst some most bemused motorists. They were not the only ones bemused - the rest of the Club Run were then compelled to wait whilst Ga Mr. Smith actually retrieved the broken saddle from the middle of the road.

Anyone thinking of buying a saddle should be wary of any they see at knock down prices landing up in any Evans establishment which appear to be decorated with sellotape.

event and still had enough active members left to hold club runs on both Saturday and Sunday. **Well done everyone!**

Double Vision

In 1993, a couple of years after we met, Anna and I finally felt ready to take the plunge and make a solemn commitment - yes, we bought a tandem.

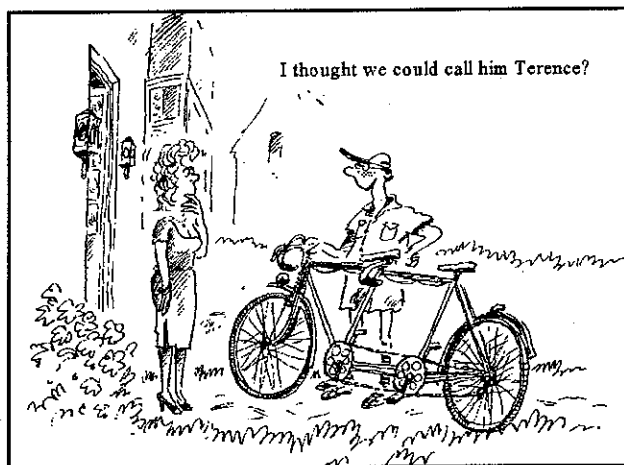
The first machine (affectionately known as "Terence") was a Dawes Galaxy and has served us faithfully. We soon learnt that, as long as we gave him regular holidays in sunny places, he wouldn't let us down: not a spoke breakage in four years. He even heroically carried us over the Col du Tourmalet (but don't let your tandem attempt this unless it knows what it's doing!).

By the spring of 1994, we felt Terence was ready for competition. After some special modifications (i.e. removing the luggage racks) we entered our first tandem "10". But although Terence and Anna were up to the task, I unfortunately wasn't, having just had several month's worth of glandular fever. So we managed only 27-31 and came 6th (out of 6...).

However, fed on a diet of Hungry Hill evening races and regular "10"s we improved to 23-26 by August 1994, which was when my glandular fever returned, so Terence and I spent the winter lying low.

During the winter (94/95) we noticed that Terence was showing signs of loneliness. So we felt compelled to take pity and order a made-to-measure

racing tandem from Chas Roberts. In April 1995 we took delivery - Chas undoubtedly builds the best tandems in the world, and we weren't disappointed. But the new machine only had a few races to prove itself, as Anna and I were married in June 1995, and a





few weeks later we moved to Munich where we lived (without bikes) until July last year. But we did reduce the club record to 23-20 on the Crawley/Horsham course (I wish I could make 'throw away' comments like that - Ed)

Upon returning to Britain, we moved to Saffron Walden, started riding again, and got down to 23-01 at Milton Keynes. Which brings us to this year. We trained through the winter in the gym and on Terence (happy now he has a stablemate) and started our 97 campaign with the ECRA "10" near Harlow in mid-April. It was like riding in a wind-tunnel, with a howling tailwind to the turn and a headwind back. We touched 45 mph on the way out and just 14 mph on the return leg! So, although we only managed 26-24 it was a satisfactory performance.

Next was the Northants & District CA tandem "10" near Kettering, with a crosswind almost as strong as the previous weekend's head/tail-wind. As we were blown across the road like a galleon, I reflected that the combination of aero wheels, tri-bars and a racing tandem was probably not best suited to such conditions. The fear of ending up in a ditch must have had some beneficial effects, because we scored our first win with 24-26.

Midenhall CC's tandem "10" near Bury St. Edmunds was our next outing. The weather lived down to expectations, this time providing steady cold rain, but with no wind. We had one of our best rides, and finished in 22-38 - a personal best, club record, and our second victory. Celebratory nose-bags all round that evening.

Our most recent event was the Northants & District tandem "15". Shocked to find it was neither windy nor wet, we rode an even race and passed the chequered board after 34-54. We were pleased to discover at the result board that we'd won the event.

We are racing most weekends, and our

targets later in the season include our club "10" record, the club "25" record, and competing in the Tandem Club "10" and "25" Championships. We'll keep you posted.

Mark Fraser (4 May 1997)

I'm sure you would all like to join me in congratulating Anna and Mark (No male chauvanism in this mag - Ed) on their performances so far and in wishing them all the best with their challenging 'targets'. Tony Sayers

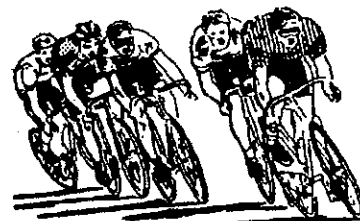
Cycling Kit Torn to Shreds

I am beginning to think that we need a cup to be awarded for the "Prat of the Month". After reporting in the last issue that Sebine threw himself in front of a car, I now find myself listing, that the previously thought of level headed, steady, Dick Farman among the casualties. Not only that, but there wasn't even a car or another vehicle in sight. You will be pleased to hear that, after ending up lying on the tarmac, for no apparent reason, Dick personally suffered no more than a few cuts and bruises. His South Western cycling kit however, suffered extensive damage and his helmet now has a removable section at the back - We all thought it was about time Dick renewed some of his kit anyway (Ed).

Working on the Chain Gang

GRUNT, SPIT, SPLUTTER, COUGH, "Git over, Git Over!", "Close that gap you lazy slob!!". Sam Cooke would not have recognised the SWRC "vocal refrain" to his 1960's hit single, but working on our Chain Gang gives one helluva different meaning to his lyrics. (Talking of lyrics, doesn't the song continue "going down, down, down"? - Ed).

At 6.45 pm. sharp on a Tuesday evening, a 'well oiled machine' (No alcohol or EPO in sight - honest Guv!), leaves the Club Room at a steady 30 mph - errr well 'evens' plus a bit, unless Carl (motorbike) Camack turns up. As the line speeds through Claygate and Oxshott (Sergeant)Roger Jackman barks orders and is heard pleading "Do you wanna ride like that Twickenham Rabble? (Who are they?). Mark (Museeuw) Packman responds by sprinting off the front, Dave (Porky) Pinder also responds - by dropping off the back and Sergeant Roger responds by going even redder in the face, having apoplexy and missing a gear change. The rest of us ignore all three- Denis (Spiky) Pascoe admires his reflection in a shop window and (Pony Tail) Rob squints at a nubile young lady unfortunate enough to be waiting at a bus stop while this unsavoury, grunting, crew grind by. With Cobham left behind, order is restored momentarily when Nick (he with the delta brakes and looking every inch a smooth professional, glides up to the front distributing instructions along the line "Count 30 revolutions and pull over".



Peace reigns for a few miles as eight slick SWRC Dudes concentrate hard on counting (all the way from 1 to 30 must have strained the brains of some of them as much as their legs - Ed). Eyes roll, tongues protrude and sweat pours onto top tubes as longing glances are paid to pubs on the Ripley Circuit, but this is no time to slack! 'Porky' Pinder, his body producing more water than a power shower, decides to take a short cut, dives down Pincott Lane with new member Robin glued to his wheel. Cresting the rise our magnificent 'team' sense their absence, swing right and swoop down in hot pursuit. Ockham and Cobham flash by and motorists in



leatherhead cower in terror as the heaving sweating line divides into two 'attacking' the line of cars from both sides. 'Sergeant' Roger fingers his police badge, reflects on a career that might have been, and roars orders at the unruly mob. Roger is totally justified in insisting that, whoever is at the front, when the traffic is reached, 'should choose the line' and the rest must follow, thereby avoiding upsetting motorists.

Leatherhead negotiated safely the 'tear up' back along the A243 begins in earnest with Dave (Bobby) Wright defying logic at 28 mph. The speed is kept impossibly high as 'turns' are taken on the front. To be 'first back at the Club Room' is suddenly more important than life itself! - Teeth marks appear on handlebar tape as aching legs churn 52x12 (I can't remember seeing Geoff with anything as small as 12? - Ed), and then the lights turn red - matching our eyes..... Ce la vie!

What they said: "Best night of the week!" - "My back's killing me, but I loved it!" - "31 miles; tremendous ride" - "Exciting" - "great fun" etc, etc. So, If you want some speed for the Surrey league or Vetaraces, **Come and Join Us** - 6.30 for a 6.45 pm departure every Tuesday from outside the Club Room.

Geoff Redhead

STOP PRESS - Poor old Geoff will be taking part in the 'Over the Hill Gang' Awayday Ride on Tuesday 10th June (meeting at Milford car park at 9.00 am - if anyone is interested), so he won't have the energy to also do the Chain Gang in the evening. He has however, promised to 'Pace' the Chain Gang on his new Vespa (ET4 Scooter in case you were wondering - Ed). The soft tart has also suggested he might do this again on Tuesday 12th August. We can only hope that he has at least some dignity and won't be wearing his SWRC uniform. .. Tony Sayers

Road Racing Report

Overview - With so many familiar SWRC road racing names disappearing over the last couple of years, I took over the role of 1997 Road Race Secretary with some trepidation. Apart from the evergreen Martin Hulbert, who else would decide to race for the club this year? Well I needn't have worried because, by mid May, the picture is looking decidedly rosy, with no less than FIFTEEN hardy souls signing up to the independent Surrey Cycle Racing League. Hopefully, more will follow and I am aiming for 20 racers by the summer. Some individuals have also "doubled up" and are BCF racing members as well!

Hulbert Shows The Way - No SWRC road racing season would really be complete without the sterling efforts of the aforementioned **Martin Hulbert**, and 1997 doesn't appear to be an exception. Racing virtually from the start of the season, Martin has already gained several placings, both in Surrey League and BCF events. Runner up in last year's overall Surrey League results table, Martin is already amassing the points and is shooting up the current league chart faster than a Spice Girls single.

Tom's Return - The club may have lost some familiar road racing names of late, but we were able to welcome back **Tom Wilson** to the fold. Following a lengthy spell as a mountain bike racer, Tom has returned to the road racing scene with a vengeance. From his first race at Ottershaw in march (where he came 4th), Tom has posted a series of impressive results, including further placings in several other events. Definitely "one to watch" for this season.

...miscellaneous - Several other riders have already made their mark this season, especially in the Surrey League events. For example, the club has so far achieved a top five placing in all four of the 4th category events held so far. Other highlights include **Ken Dolman** instigating the race winning break during his first Surrey League race in March. Ken's efforts were rewarded with 7th place. Displaying good early season form, **Rob MacLachlan** has also been racing and is edging closer to a deserved major placing. **Scott Bugden** started his Surrey League career in April by successfully negotiating a 3rd Cat road race. Other 1997 debutants have been **Mark Packman** and **Ian Maylin**. Mark is another one to watch for this year whilst Ian's season couldn't have got off to a better start with a top five placing at Ottershaw. As for myself, your humble road race sec., I managed 4th place at Ottershaw in a recent Surrey League race (he adds almost

Club Runs in the Press

Although by no means limited to SWRC members, many of us (retired or just skiving from work once in a while) have enjoyed some of the communal mid week rides. You may be interested to know that, courtesy of Gary (Evans)Smith, these have been given a mention in the 24th May edition of Cycling Weekly and I quote:-

"Tuesdays and Thursdays are club-run days for Surrey Vets, or anyone else who fancies a ride of up to 60 miles at about 17 mph average. Meeting point is the traffic light junction at Eflingham Junction at 9.45 am for the Thursday run and at Rowhook, near Horsham, at the same time for the Tuesday ride. For the exact Rowhook rendezvous and further information ring Gary Smith on 01403 791017" - *Gary has already had two or three enquiries*



nonchalantly at the end - Ed).

Well, that's it for the time being. If you want to race, give me a call on either 0181 286 8971 (home) or 0171 373 7755 (work). Before I go, I'd just like to wish my former racing chum *Simon Allum* the very best of luck before he goes to New Zealand. Last, but definitely not least, it's time to say "Get Well Soon" to former rr sec. *Simon(Festival) Jordan* and our very own *Tony Sayers*.

Fintan Geraghty

2UP Competition 1997

The Phil Parkinson Memorial Trophy was decided recently by thirteen teams of two on the Ripley/Hungry Hill course over two consecutive Sundays.

Refusing numerous bribes from entrants, wanting to ensure an "easy ride", the handicapping committee met and debated (possibly over several jugs of ale) who was worthy of sympathy and who deserved to suffer in order to win a trophy. The racing could now begin.

After the first race, Dave and Scott Bugden were leading Ray Robinson (surprise, surprise!) and his partner Christine Francis by a mere twenty seconds. This meant that when Ray arrived the following week saying that Christine couldn't ride because of a bad back, Dave and Scott's lead looked fairly comfortable. However, a few mechanical problems later and contentment suddenly turned to anxiety. At the finish, Paul Foster and Dave Wright were only four seconds behind Dave and Scott and with numerous other pairs close behind on handicap, everybody wanted to know the results. Unfortunately, no one could find out who had won because the only man who knew, our Time Trial Secretary, had to leave at the end of the second event before he had time to work it out. When the elusive T.T. Sec. was finally tracked down, he revealed the final positions as follows:-

<u>COMMUTER CORNER - Roger Jackerman</u>	
How long have you been cycling to work?	<i>10 years</i>
Where do you commute to?	<i>(A) Tower Bridge or (B) Victoria</i>
What is your route?	<i>To Tower bridge my route is: Thames Ditton - Surbiton - New Malden - Raynes Park - South Wimbledon - Clapham Common - Elephant & Castle Clapham Common (across it)</i>
What is the best part of your journey?	<i>There are actually two "worst parts"</i>
What is the worst part of your journey?	<i>Elephant & Castle and Clapham High St.</i>
What is the ratio of busy/quiet roads?	<i>Good, Busy 20% Quiet 80%</i>
Do you use any cycle paths?	<i>Yes, Burntwood Lane, Kennington Park Road</i>
What bike do you use?	<i>Winter - Mountain bike or fixed wheel Summer - Anything</i>
What do you wear?	<i>Anything safety conscious - Helmet & Glasses ALWAYS</i>
Do you use bags, panniers etc.?	<i>Rucksack</i>
How often do you puncture?	<i>Rarely - a mountain bike is better in this respect</i>
What is the shortest commuting route you could use?	<i>I do not know because it is not cycle friendly</i>
Has your bike ever let you down?	<i>Once - Two punctures and a pump failure at 1.00 a.m. - Dawn was not impressed</i>
Have you ever had an accident whilst commuting?	<i>Only one (Roger gives no details, possibly to protect the guilty? - Ed)</i>

- 1st Dave and Scott Bugden
- 2nd Tony Sayers and Matthew Butcher
- 3rd Dave Wright and Paul Foster

Report by our (completely neutral) reporter Scott Bugden - 1st April 1997

As ever, this event was well supported by entrants and spectators alike, all of whom appeared to enjoy the proceedings and most of whom retired to the Wheelers Rest for an after race breakfast.

La Fleche Lorraine

Although, by the time you read this it will be too late to enter the event, I thought you might like to know that the main summer randonnee for this year

will be La Fleche Lorraine. This is a 200 km ride starting at Nancy (150 miles due east of Paris) and ending up just down the road at Frouard, after anything from 7 to 10 hours in the saddle. The terrain appears, from the course notes and profile given with the entry form, to be similar to the Bernard Hinault that several of us completed last year. The highest climb is 390m and is the first hill on the way out **and the last on the way back**. I am very envious of those going and hope that I can rely on one of them to put pen to paper when they return for our next newsletter.

Still on the subject of foreign trips, I can't help wondering why, regardless of how hard I try, I have not been able to persuade anyone to give me some copy on the Majorca training holiday. Was it



that boring? Was there a major falling out between life-long buddies? Or, is it just that everyone is now so fired up with enthusiasm they have no time to do a write-up because they are out on their bikes enjoying themselves - lucky s*#ds !

anyone trusting enough to hand over cash or a cheque to the value of £13.20 (no, it's not a misprint - they are only £13.20) to Mr Enterprise himself, Geoff Redhead.

They are available in all the usual sizes S, M, L, right up to XXXL (for those on a high calorie/high alcohol training diet) and in a choice of colours on a money/order in advance basis. Please pass your order to Geoff at the Club Room on a Tuesday together with the

Vetarace 90 - Update

In order to balance the size of the fields, it has been decided that Group C (50-54 yr olds) will now be racing in the afternoons (starting at 1.15 pm.) with Groups A & B, in the Alfold events. This means that some of our entrants will have to put in a bit more effort to stay with the bunch - unless of course they can persuade the organisers to take pity on them allowing them to ride with Group D. By the time you read this, the remaining events at Alfold will be on 19 July and 20 September.

The next Goodwood event, scheduled for 22 June, has transferred to Alfold. Any volunteers to marshall this event would be most welcome.

Anyone wishing to enter, or willing to marshall, any of these events should ask one of our many participants at the Club Room for advice/directions.

A Close Shave

Poor old Sebime seems to be copping it in every edition. This time I would like to Scotch some rumours. I can now confirm, having heard it from the horses mouth so to speak, that there is no truth in the story that Sebime turned up for a Club Run with 7 days of stubble on his face because his shaver gave up on overload after he shaved his legs the previous weekend. - Ed

Promotional Clothing

Recently, several club members have been noticed parading around sporting sweatshirts bearing the club and sponsors' logos. You will be pleased to know that, contrary to rumours, these are not a "limited edition". Similar quality sweatshirts are obtainable by

appropriate finance.

Also available, in either black or white, are top tube/car number plate transfers for £1.00 each (or £2.00 a pair, if you've an eye for a bargain). The transfer is shown actual size on the bottom of this page and are also obtainable from Geoff.

OFF THE BACK

Items and articles that didn't quite make it into this edition of the newsletter are as follows:-

- ◆ After having a go at other careless riders and suggesting that we ought to have an award for "Prat of the Month", your NL Editor scores an 'own goal' by inspecting the tarmac a little too closely at Shamley Green. I am ashamed to admit that I did not have the forethought to insist on Titanium screws in my hip (in lieu of stainless steel ones) and regardless of numerous requests, I am not "breaking my bike for spares".
- ◆ Club run regulars get lost on routine trip to Southwater. Ray (I thought Paul knew the way) Watson arrives at the cafe 15 minutes late. - What does Ray expect, following a member of Twickenham CC?
- ◆ I was hoping to be able to include an announcement that the new kit had arrived (complete with a photo of a buxam model sporting the same). Unfortunately, the kit has not yet arrived and your treasurer was unwilling to part with a modelling fee just to appease a minority of the membership. STOP PRESS - Delivery of the new strip is now imminent.
- ◆ Nick Mills follows closely in President Bob's footsteps (or should it be wheels?). When Bob fell off his machine on Sunday, Nick who was following, promptly rode over his wheels.

**SOUTH
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EVANS



SPECIAL MEETING

The committee have inspected the new Club Clothing recently delivered and found this to be of an unacceptable standard. It is felt that the finished article does not match the detailed pattern supplied with the order in respect of colour, pattern matching from body to sleeve and positions of logos on the jersey. These issues have been taken up with Alexa and discussions are continuing, but the committee feel that, ultimately, any final decision ought to be put to the full membership. In accordance with this a Special General Meeting is called for Tuesday 17th June 1997, in the Club-room at 8.30 for 9.00pm. I hope we can count on your attendance.

The Committee

