



# BOTTOM GEAR

The OFFICIAL Voice of the SWRC

December 1999  
Editor  
SWRC sponsors

Issue 17  
Tony Sayers  
Evans Cycles/Tippetts Honda Ltd

## IN THIS ISSUE:-

- \* Moonlight Ride
- \* Big Fibs
- \* Message from the US
- \* Climbers Outing
- \* World Class
- \* La Stephen Roche

## ROAD RACE UPDATE

The Club Road Race on 3rd October was a success blessed with pretty good weather and both morning and afternoon events attracted good fields with 40 in the first race and 60 in the second. Regrettably, the morning race was marred by a bad crash which resulted in one female rider sustaining a broken arm. She and two others were taken to hospital, but all are well on the mend now. Unfortunately, because the crash blocked the road, the race was stopped on the last lap and two riders, who were off the front by a clear margin at the time, were awarded 1st and 2nd places. Dave Bugden, in his first road race was one of them.

The success of the event is thanks to Ray Robinson for his impeccable organisation, to Graham & Sue Bromley for organising the marshals & refreshments and of course to the many members who turned out to marshal or ride. You might like to

note that Ray intends to run the race again in 2000 on the same course and around the same date.

Once again next year, Geoff Redhead is to organise the 'Follically Challenged Road Race' (the maiden event took place this year). The race will take place on Saturday, 22nd July 2000 on the Ellens Green circuit, so please make a note in your diary.

Eighteen members rode Surrey League events this year and in the final reckoning SWRC came in 11th position, with Twickenham 1st and Festival 2nd.

Your Club Road Race Secretary, Ian Maylin, is well underway with calculating this years road racing prize winners, but as is the usual format, you will have to wait until the Annual Dinner & Trophy presentation before these are formally announced.

\* \* \* \* \*

## TRAINING WEEKEND

Following this year's successful outing, Geoff Redhead is planning to organise another Training Weekend next year. Details have yet to be finalized and you are advised to keep an eye on the club room notice board for announcements in case the publication date of the next edition of Bottom Gear is too late.

# Winter '99

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## EDITORIAL

This is the last newsletter of the year and, when I was sitting down wondering what I should be writing about, I thought, "What have we been doing this year anyway?". The list I came up with surprised me (and I am sure there are many things that have been enjoyed, competed for, entered or endured in the name of pleasure, that I have no knowledge of or have just forgotten) - maybe YOU should have told me about them (?). Anyway, here is the list I came up with:-

- The annual Dinner & Trophy Presentation took place in January and I know several members went on a winter skiing trip.
- Our usual full calendar of club time trials starting with the ever popular 2UPs.
- I know that Dave & Jan Bugden and others have had successful outings in Open Time Trials this year.
- The weeks training in Majorca was well supported this year and those that didn't go made do with the Tuesday evening 'Turbo' sessions or the Training Weekend to Eastbourne organised by Geoff Redhead.
- Maybe not quite as many LVRC road races were contested as last year (Andy Swanson being the exception - see article in this mag), but that was not our fault, after all we did put on two events ourselves, at Hillingdon in May and Ellens Green in July.
- We had another successful Slide Show in March thanks to Paul Carpenter, speaking of whom, didn't he ride from Blackpool to Paris for charity?
- Many members have been active in Surrey League events and with some success.
- The club road race took place on 3rd October (see Road Race Update)
- Two randonnees in France in June (16 entrants) and September (10 entrants)
- Dudley went to watch the Giro and almost coming back with a new Pinarello.
- Seven rode the Etape du Tour in July.
- Two members entered and one completed the Paris-Brest-Paris

• We had 83 entrants for our own randonnee in May - something to build on for next year I am sure. Others have taken part in Audax events and other randonnees.

• John Haschka took part in the World Masters Track Championships and Andy Swanson competed in the ICF Veterans' World Championship.

• The mountain bikers have gone out on the Chris Horrod rides and some took a 'ride in the dark' - see separate article on this page.

• I am typing this out the day after our 'Curry Night' which 25 attended and wondering whether I was foolish to put my name down for the annual football match against the Fire Brigade team in early December.

• What about the Tuesday evening 'Chain Gang' rides?

• To complete the list, we should not forget those of us who ride to work or just like riding our bikes around the country (on and off-road) and even in town - I know Ken Gudgen took a day off work to take a ride (through the parks as much as possible) to go to see the Ferris wheel on the South Bank.

Please let me know what I have forgotten or what we have not done that we could consider for the Millennium year.

After reading this list, I challenge anyone to say we are not a successful club.

\* \* \* \* \*

### A VERY SPECIAL OCCASION

A very special evening is planned for South Western Road Club's annual dinner & trophy presentation early in February as our 70th Birthday coincides with the Millennium. With speeches kept to a minimum and a three piece group providing music and song so that we can dance the night away (all sponsored by club funds), an enjoyable evening is guaranteed. In addition, each rider will receive a surprise 'free goodie' to mark the 70th Birthday 'in style'!

We would like to mark the occasion

with a photographic display of Club Trophy Winners Past and Present (in all designs of club jersey!), in the Surrey Hills foyer - So will Messrs Hammond, Parkinson, Squirrel, Hutton, Fraser, Bugden(s), Williams, Haswell, Robinson, Foster etc etc the list goes on, bring their 'mug shots' to the AGM or pass them to a committee member. I promise to take good care of them and return all of them, by post if necessary, in protective stiffened envelopes. Please bring them even, or especially, if they are framed.

We are expecting that many members, both from the present and the past, will wish to come so please forward your cheques, made out to S.W.R.C. as soon as possible, to me at 11 Hillier Road, SW11 6AX. The price is an irresistible £23.50 each.

Geoff Redhead



### NIGHT RIDERS

The evening MTB Ride is now an annual affair organized by Ray Robinson and is by invitation only. A prerequisite of the ride, which is of about 2 hours duration, is that it should be completed only during the hours of darkness. The limited entry meant that there were only 4 starters including Ray, Dave Matthews & Brian Wareham of the Festival, and myself. All mountain bikes were fitted with a 6 volt battery powering twin halogen headlights mounted on the handlebars.

Leaving Ray's temporary abode, located at the top of the 'Col de Rudgwick' at about 7pm in October, we freewheeled downhill to the site of the former Rudgwick Station where we joined the Downs Link. Both headlights were then



switched on as Ray assumed leading position and we were off. Soon we reached the Baynards Tunnel where the path climbs steeply over the top. Both Ray and Brian took this in their stride while Matthews and I were left to wheeze our way up a little further back. Then followed a long winding descent, which in daylight I find uncomfortable but, in the dark, it is something else. You couldn't be sure that there wasn't something lurking just outside the headlight beam waiting to hit you! Past Baynards Station pressing on towards Cranleigh, Ray still leading the charge with the rest snaking and switching in his wake to avoid patches of mud and fallen branches. Ray's inspired riding meant that we overshot an exit from the Link where it is on an embankment. Retracing the steep descent off was ridden by the other three whilst I walked, claiming the wide yellow streak down my back made it obligatory!

Across the Baynards Estate, we eventually came out onto the highway before zig-zagging our way across country, touching on the way the Ellens Green and Walliswood race circuits. On approaching Walliswood, Ray went strangely quiet and dropped to the back of the string. Before any one could fathom what he was up to he was sprinting 'Cippolini style' for the sign. Reforming we made our way towards Oakwood Hill before going off road again to emerge on the road leading to Ellens Green. Ray was starting to wind himself up for another sprint but Matthews had sniffed the move out and was on to it. Ray still took the sign and in the excitement we again overshot the next off road section. Turning round in the road Ray then advised that he was now knackered, which came as music to my ears. Into the darkness, our lamps still shining bright, we skirted an eight foot high wire mesh fence which Ray advised was a Lama farm. None were seen. Following a field edge the going got tough, we scrambled over a locked field gate, and then entered the final section of the ride. Here we followed a well worn track which was fine until we hit a large patch of soft wet mud nicely prepared by the local equestrians. Being caught unaware I toppled over

and found myself laying in it, feeling the spreading dampness entering the left side of both my trousers and jacket. Wareham, who had managed to stop behind without accident, thought it all very funny as I fought to regain a vertical stance. Still, as I paddled around, it came as some satisfaction to see Matthews in front of me in a similar predicament. As we all got together Ray was now finding things difficult as the mud had clogged both his wheels which were locked solid in his close clearance frame. With some relief I then found myself back on the Link and climbing towards the old Rudgwick Station area before taking the road back up to Ray's.

A quick hose down of the bikes, a cup of tea, change of clothes and off home for a bath and something to eat. Not a bad way to spend a Saturday evening wouldn't you agree?

Andy Swanson

150km randonnee just to the north west of Paris filled the bill admirably. Held at the end of September, over the flattish roads in the Seine valley towards Rouen in the Vexin National Park, this was definitely the one to go for.

I mentioned the event to one or two people at the club room and Dudley took the ball and ran with it. Within a week, in reply to his fax, we had the entry forms and all details. I entered nine people in all, Dave Wright, Paul Cannon, Dudley Samuels, Roger Jackaman, John Harris, Nick Mills, Tony Sayers, his passenger and myself. Peter Wright entered on the day, but more of that later.

We were travelling in five cars in all and, as you might know, cyclists seem more directionally challenged than most. It was to my utmost relief that eventually they all made it to the

Campanille hotel some eight miles from the start. This was to be a quick 'in and out' job, over to France by various means on the Saturday morning, sign on, collect numbers & 'goody bag' in the afternoon, stay night in hotel, early start, ride event next day and return home Sunday evening. On paper, it worked out fine as long as everybody was in the right place at the right time.

On the run up to the big weekend it had been raining in England for about two weeks, but our journey down the newish autoroute to Pontoise, the

event headquarters, was virtually rain free. Whilst the pre-entered collected their compulsory sachet of Overstim and a Goretex headband plus very 'racer-like' frame and body numbers (it was not a race), Peter Wright entered on the line and received a number in the high 800's. Everybody finally gathered at the hotel with Dudley arriving just as we were sitting down to our evening

## WORTH EVERY PENNY

Now I have attracted your interest with the title (which is a more than fair statement), I will admit that this is just the usual reminder that annual subscriptions were due on 1st November. If you haven't already paid, please take a moment now to pop your check in the post to the Treasurer.

For those of you who, like me, can't remember, the current rates, these are as follows:-

Senior Racing	£15 per year
Junior Racing (under 18)	£5 per year
Club member	£10 per year
Family Membership (residing at the same address - includes Racing Membership)	£20 per year

## La Stephen Roche 1999

This year the whole of my competitive season seemed to be crammed into the early months culminating in the Clarencourt 4-Up at the end of June. What I needed was a nice continental event in the autumn to finish off with when I had got fit again after the summer holidays. The Stephen Roche



meal. Those who drank, drank like fish (as if Bob needed to tell you - Ed).

The hotel management relented in their refusal to give us an early breakfast next morning, mainly due to the fact that a Dutch coach party wanted to be away in good time as well. So, at 7.30 we were on our way to the start as another fine day was dawning. The large car park set aside for competitors was heaving, but we managed to find spaces reasonably close to each other. Once all the bikes were assembled we cycled up the road to the sports centre which was the event headquarters and start area. Tony's passenger was doing the shorter event which started later, but came with us to act as official photographer.

Everyone except Peter Wright had low start numbers and were in the very first pen by the start line [Moral, Enter early]. We said to Peter "Don't worry we'll line out on the right hand side of the road and go slow until you catch us". The start area was packed with wound up bike riders chomping at the bit. I estimated that upwards of 1,000 rode, or at least started, the big event. At 8.30 near enough, after a glimpse of the great man himself, we were off.



It was very difficult going slow! After about 1km of urban streets and roundabouts (go anyway round you like and red traffic lights optional), the road turned into a closed 3 lane dual carriageway slightly down hill through an area like Horsham. The pace of the mass of riders was about 35mph, we sat at the right hand gutter keeping it down to 25mph being overtaken by hoards of 'would be' racers. "See you later" we

said through gritted teeth aching to pass them. First the 200's came through, then the 300's with the odd 400 mixed in, then the 500's with 'super fit' 700's moving through. Then the majority of the 600's and then a complete jumble of numbers, but still no Peter. What on earth had happened to him? I was by now having a bit of a job controlling our 'equipe', but by appealing to their better natures(?) managed to keep us to about 25mph. Finally, after about 12km of soft tapping, Peter freewheeled out of a fast moving bunch to the head of the line. "What's happened?", said I "Had a puncture?". "I've been doing 35mph" was the reply. We were lucky to make the junction at this point for suddenly the hills started.

I had thought that this was a flat event, but afterwards found out that there were 13 featured hills amounting to 2,000m of climbing. There was nothing too difficult about the hills, but they kept coming - I used 19 or 23 and on one the 26. About this time Dudley, a confirmed 25 mile time trialist, got down on his tri-bars and drifted off the front. "See you in 25 miles", we muttered.

Our work horses were John, Tony and Roger, but by judicial use of the terms 'Steady!' and 'Easy!', I kept the group together ("I never want to hear those words again", said John to me afterwards).

The main feed was on a wide roadside verge 1/3 of the way up a longish climb after about 55 miles. I thought we were a long way down the field, but we had been pulling people back ever since Peter had joined us. Another indicator was that there was lots of food left piled high on the trestle tables. Bananas (cut in half as usual, goodness know why), cereal bars, chocolate, ham sandwiches, cheese, in fact everything needed to keep 'hunger knock' at bay, plus three sorts of drinks.

We were now all back together again, one or two having drifted off the front [I thought you were on my wheel] and we had caught Dudley after his 26 miles of freedom (he must be getting fitter),

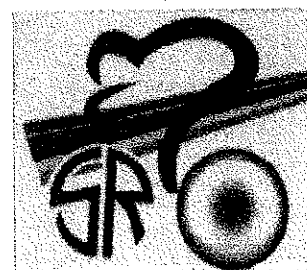
however, he was now complaining about his back!

So we set off to do the last 40+ miles, one or two suffering on the hills, but generally admiring the beautiful landscape on very quiet lanes. Dave decided to 'do his bit' on the down hill or flat bits by lining us out at 35mph, but he thought he must make a contribution. It must have been on this section that we lost Dudley! All the time we were pulling back groups, talking to the odd local to get information on the route ahead. Invariably, the official photographers were on the steepest, longest, hill. I wish one day they would get me in the big ring and on a small sprocket, going fairly fast!

We always seemed to be at the head of a group with nobody else coming through, except the usual strong young crazies I'd rather do without. In one group, I said to a lady going quite well alongside me, "Etes-vous une parisienne?", really enquiring if she was a local. She replied, "I spik no English". "That was bloody French", I said and after that, we got on quite well.

The second feed was at 12 miles to go. We stopped, mainly because we'd paid for it, and to give Dudley a chance to get back on. After ten minutes or so I could hold them no longer and so the final tear-up began.

The people we were catching now were really on their knees and we swept by feeling immeasurably superior. We now started looking for landmarks as indication of the finish. Finally one last roundabout and a 300m sprint up to an inflatable 'Tour type' finish and we were done. John almost disgraced us by nearly hitting a marshal (must be too much Surrey league!). *Cont. on p.6*



# SOUTH WESTERN ROAD CLUB - CLUB TIME TRIAL RESULTS 1999

Bill Hill  
Reid Climb

Name	Date	14/04/99	18/04/99	28/04/99	02/05/99	13/05/99	25/05/99	09/06/99	16/06/99	23/06/99	30/06/99	04/07/99	10/07/99	14/07/99	21/07/99	01/08/99	07/08/99	11/08/99	22/08/99	05/09/99	19/09/99	31/10/99	
	Course	G10/42	G10/24	GS292	G25/18	G10/58	GS292	G10/56	G10/54	GS292	G10/54	G25/18	G10/56	GS292	GS292	G10/24	G10/54	GS292	G25/18	G25/18	GS292	GH41	
Paul	ALDERSON						37:08			36:46			37:33										
Dave	BUGDEN	23:36	23:43		00:56:48	21:59		21:54	36:04	36:04		00:55:39	21:52	36:02	35:20	22:10	22:31				+02:39		
Janet	BUGDEN		30:40	44:51	01:14:14	28:42	43:39	27:37					28:55	44:28	43:38	28:58			01:16:00			-05:22	
Keith	BUGDEN			38:46	01:02:51	24:00	37:23	23:40	23:41			24:08	36:31			24:00	24:14	38:28		01:01:23		-01:57	03:07
Scott	BUGDEN						34:09				22:39		22:40										
Paul	CANNON					25:42	38:46		25:39										01:07:46	01:05:43			
Ken	DOLMAN			39:00	01:02:49		37:32	24:18														-00:03	
Tony	ELLIS				01:15:08																		
Tim	FERGUSON						38:14								37:51								
Paul	FOSTER	24:01	24:50	35:38	01:00:05	23:34	35:37	22:49	23:01	36:26	23:33	00:59:46	23:10	36:08	35:36	23:39		35:52	01:00:18		+4:59	03:18	
Anna	FRASER								29:31														
Mark	FRASER						35:56		23:33														
Bob	FREWJIN	26:08	26:34	39:08	01:06:32	25:44	38:28	24:38	25:07	38:06	24:41	01:04:48	25:07		38:15		25:21		01:07:48	01:05:27			
John	HARRIS					26:42			25:34			01:05:05	25:26							01:08:28			
John	HASCHKA															25:06					01:04:51		
Jack	HASWELL			35:48	00:59:43	23:13		22:44	22:39				22:48				22:52		01:00:20				
Denny	HUTTON							23:56															
Ruth	HUTTON							23:36															
Graham	MATHIAS		26:12	38:02			37:19								37:30	25:13							
Ian	MAYLIN							26:11		39:31		01:02:56											03:07
Kevin	MCCARTHY																25:40						
Bill	MCCOMBE							25:26	25:37				25:47			26:40	26:14						
Jeremy	NASON				28:25			27:27		40:34										01:11:52			
Alex	PARSONS									42:13													
Geoff	PARSONS													37:51									
Lindsay	ROUCCO																						
Dudley	SAMUELS	25:19	27:34	40:56												26:51	31:08			01:08:53			
Tony	SAVERS			40:12	27:03											26:08							
Wayne	SAVERS																						03:39
Derek	SLANN									23:26													
Gary	SMITH									25:32			24:46			25:00	24:50						
Gavin	SQUIRES		27:33						26:34														03:22
Dave	WRIGHT				25:39							01:02:10	24:07			25:02	24:56	38:07					
Peter	WRIGHT		26:08																				
	No entries	4	8	9	8	11	12	10	12	7	5	6	11	5	8	12	8	3	6	6	5	5	5



We collected our medals & free meals, swapped odd stories that others may have missed and packed the bikes onto the cars. We were home by 8.00pm that night.

Tony's passenger also completed her (oops!) course and was there waiting for him at the finish line complaining that he'd put her front wheel in the wrong way round so she hadn't 'clocked' her miles. How about some support for her next year? Make a note in your diary - **Last weekend in September.**

Bob Maylin

Bob did finish with a comment that he hadn't yet seen the pictures, but having just got mine through I can confirm that, true enough, Bob can be clearly seen behind me struggling in the small ring - Ed.

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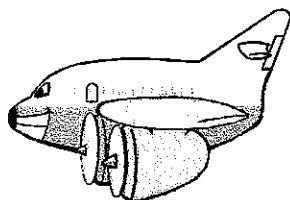
### OUT OF RETIREMENT - with a vengeance(?)

After retiring from serious racing a couple of years ago, Andy Swanson must have started suffering from withdrawal symptoms and so decided to try a 'come back'. And what a come back it has been as his results in the 17 Veterans events he entered this year give evidence of:-

25/4	Thrupton	15th
9/5	Eastway	3rd
16/5	Horsmonden	1st
31/5	Hillingdon, (SWRC event)	1st
6/6	Blackmore	DNF
12/6	Eastway	1st
16/6	Hillingdon	8th
19/6	Eastway	2nd
30/6	Hillingdon	4th
4/7	Eastway	1st
14/7	Hillingdon	7th
17/7	Ellens Green, (SWRC event)	1st
25/7	Newbury	5th
1/8	ICF World Champs, 21st (Belgium)	
8/8	West Hanningfield	4th
15/8	Great Milton	2nd
30/8	Eastway	3rd

I am sure we will be seeing Andy's name on the Trophy list for 1999.

### Overbike, Overpaid, and Over Here - An American Biker in London



Now that I am back across the pond, I have had some time to reflect these past days on some of the fond memories of riding with the SWRC. I have been able to get out on my bike a few times and I've been doing a ride similar to the Twickenham ride on the weekends. They get about 80 riders on Saturday and Sunday and don't stop for lights or cars or anything. I have been able to impress them with my stories of watching the Tour de France live and for 8 hours a day on TV (until I fall off the back that is!).

Unfortunately, the past 2 1/2 years have been consigned to nostalgia. In any case, I thought I would write a thank you for the people and events which stuck out most in my mind when I think of the club.

Bob Maylin - a special thanks to Bob for waiting at the top of most of the hills in Surrey for me while I was either trying to get in shape to keep up or recovering from some long haul flight. Also, being British Bob was very kind in not holding a long term grudge for me knocking him off and causing him to lose half his skin (or at least not in public!).

Gary Smith - I thought I would thank Gary for organizing Majorca, but since Gary's profit margin on this venture is probably higher than that on his Wandsworth shop no thanks are necessary I'm sure! Anyway, after I eventually got up the strength to keep up with the club, I found my performance wavering thereafter. Gary explained that this phenomenon was not unusual as evidenced by the "real" meaning of SWRC - Sun, Wine, Restaurants and Chips!

Geoff Redhead - I think the saying about Americans being "Over Here" is slightly misplaced in this case...despite his frenetic lifestyle I was impressed with Geoff's abilities to fit in time to organize large scale club events: Eastbourne, Boulogne, races and getting to the car park just when everyone else is leaving...

A special thanks to Sabin Gaztelua, Bill McCombe and Les Baillon for towing me home most weekends.

Of course the hardest event I ever did was a long haul flight to LA with Nick Mills to do the Death Ride (16,000 feet of climbing; 125 miles). To this day I am asked how I survived this feat of endurance. The answer is simple - earplugs!

I will always remember the lanes and hills of Surrey - White Down, Coombe Bottom, Wisborough Green, Amberley and Southwater. Thank you for the opportunity to ride with the club and I hope to see you on the bike soon!

PS. Don't tell Nick Mills, but my new address is now 57 Partridge Rd., New Canaan, Connecticut 06840. Telephone 203-801-0623.

Dana Perry

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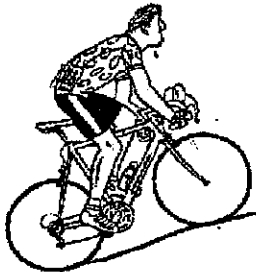
### HILL CLIMB

Traditionally the last club time trial event of the season, the annual hill climb took place on Ranmore Common Rd, Dorking, at the end of October. Thankfully, the weather this year was very warm and pleasant with sunlight filtering through the trees. A marked contrast from the cold and misty event of last year.

Although not an inter-club event, the course on that Sunday was used by three clubs - SWRC, Epsom CC and Charlotteville CC. The eighteen riders (overall) were probably outnumbered by spectators ranging from girlfriends, wives and children to many 'would be competitors' who 'just can't manage to climb very well any more'.



Fastest time of the morning was achieved by young Scott Bugden (now a non-racing member of SWRC and past winner of the event) in an astounding time of 2mins 46 secs - 12 seconds up on his time of last year. Of



the South Western riders, Ian Maylin and Keith Bugden tied for first place with a time of 3m 07s which was also equalled by non member and friend Peter Anderson (Baldrick). Third and fourth places went to Paul Foster and Gavin Squires with times of 3m 18s and 3m 22s respectively. Derek Slann came in fifth with a very respectable time of 3m 39s for his first competitive club event.

Well done one and all.

## CYCLE SPORT

Club member, Jeremy Nason has a number of years' back copies of Cycle Sport magazine to get rid of soon before he moves house. Jeremy suggests that anyone interested could acquire these subject to a contribution to club funds. Contact Jeremy on 0181-940-0121.

## TIME TRIAL UPDATE

Our time trial season for this year finished with the hill climb event on 31st October (see separate article). The sterling job done by your time trial secretary and faithful timekeeper John Fraser was rewarded by the performance of 'the regulars' but not so by the numbers of participants. At the last count, 177 entries over 22 events (8 riders per event on average and just 5 for the hill climb).

You may be interested to note that John

attended the AGM of the RTTC (London South) early in October. Apparently, this was well attended and more lively than in previous years - perhaps due to the motion to impose a levy of 20p per rider in club events. This was in fact defeated by a large margin. Concern was expressed about the fall in entries for open events which echoes our own club events.

John is currently in consultation with Epsom CC over the inter-club programme for 2000, which is likely to be similar to this year's. Additions could include a mid-summer 2-up event on a Wednesday evening. By the time you read this newsletter, John will have submitted the forms for our club events and hopefully we will be able to confirm these in our next edition.

How did we get on in the inter-club competition this year? Despite several wins by Dave Bugden and good performances by several others, I am afraid we only managed a creditable second with 234 points to Epsom CC's 391 points (provisional results).

**STOP PRESS** - Provisional dates for the Phil Parkinson 2UP Series are Sunday 12th & Sun 26th March 2000.

\* \* \* \* \*

## ICF Veterans' World

### Championship

As some of you may have read in an earlier Bottom Gear, 1999 saw me make a return to road racing. To be precise my activities were confined to LVRC events. I again became accustomed to having painful legs and heavy breathing. Unfortunately, I found that this alone was insufficient preparation when I rode this years ICF Veterans World Championship at Anzegem, Belgium. I traveled over a few days earlier, with my wife and

## WHAT A WHOPPA

The top ten cycling fibs:-

1. I'll only be out for an hour or so.
2. But, my old wheels were buckled beyond repair.
3. What new bike?
4. You must be mistaken, I've always had 9 speed.
5. I'm sure you told me your mother was coming NEXT weekend.
6. It doesn't hurt a bit.
7. Honest, it's the old one with a new paint job.
8. I'm just looking. (To the wife when you drag her into the cycle shop)
9. I'm thinking of buying a whole new setup. (To the shop assistant when you ARE just browsing)
10. It only cost £..... (Insert amount equal to about 30% of the true cost).

*In a similar vein, the following comment was heard (speaker unknown) on a recent club run, "why should I tell her? It only cost me thirty quid. - she never tells me when she fills the car up with petrol!"*

daughter as my support team, staying in a small hotel on the outskirts of Oudenarde. For those who aren't aware Oudenarde is the gateway to the numerous climbs, some cobbled, used in the Tour of Flanders. Thankfully, none of those climbs were going to be incorporated in my event !

However, I did go back to find the very steep and cobbled infamous Koppenberg which in previous years I had attempted to climb on my bike. On that occasion I got up the first 50 metres of wet cobblestones before toppling over and giving up. This time I did make it - OK, I admit, I was in my car. Even so, approaching the top I was beginning to have doubts of making it as the cobbles are badly worn and the road is severely rutted.

My preparation was completed with a couple of easy training rides in warm temperatures, one of which took me to Anzegem for an inspection of the race circuit.

The day of the race dawned and found



me feeling ready and confident. This was soon to change. My race (for 50-59 yr olds) started at 10.a.m. covering six laps and a total distance of 56 km. The older riders followed 10 mins later and the young un's raced in the afternoon.

There were about 100 riders in my event, 25 of whom were from the U.K., a smattering from around Europe with the bulk, not unexpectedly, from the home country. On the start sheet was a certain Lucien Van Impe, whether he was the genuine article or a namesake wasn't clear. The race started immediately outside of the Anzegem Sports Centre. We rolled away riding easily until the outskirts of town were reached when suddenly there was a rapid acceleration. Straight away people started to attack and for the next hour and 18 minutes this is how things stayed. Groups and individuals going off the front were all trying to amalgamate in order to consolidate a breakaway. The U.K. riders were well to the fore with the likes of George Windsor, Tony Woodcock, and Barry Mitchell all trying their hand. Ian Hallam was another spotted 'having a go'. For my part, I would claim I was bidding my time. Others might say I was simply just clinging on.

With just over a lap to go the field were still together but clearly most were finding the speed uncomfortable. It was at this point that Roger Beelaert, a Belgian that I had seen in action during previous racing trips, took off with some velocity opening up a 200 metre lead in no time. The move looked promising since Roger is no slouch when it comes to racing. It seemed many of those around thought likewise as a chase soon got underway and so, 3 kilometres later, Roger was reeled in, by which time he had completely 'blown' and was soon dropped. Into last few kilometres with the speed now hovering around 30 m.p.h. it felt as though everyone had decided it was time to be at the front. My personal space began to shrink as those around me seemed to want a share. I suppose it was inevitable in this situation that a crash would occur and it did.

Unfortunately for Eric Martin of the V.C.Londres he was to be the victim as he was forced off the road and into the adjacent field. While Eric tried to regain the road it was not to be and down he came taking others with him. Hearing the commotion, naturally those ahead kept going and the elastic in the bunch started to stretch. I just managed to avoid getting tangled up in the crash, but at the same time lost a few places.

The gradual descent to Anzegem was not for the faint hearted. My own competitive instincts began to fade as self preservation became my priority. Riders took to the pavement as we entered the main street and a sharp right followed by a left had the field strung out. There followed a steady descent of about 400 metres which all became slightly unreal in my mind. Straining to hold the wheel in front, I began to consider how I was going to negotiate the final 'T' junction. Here there was a right turn at an acute angle where on the inside the surface was badly patched. Previous laps had seen most going around the outside but, with only about 300 metres to the finish, caution was abandoned and they were coming down the inside hoping to make the corner. Round that final hazard and the finish was in sight. It was time to give whatever might be left in the legs.

Unfortunately my sprint, or what was left of it, ran out 50 metres short of the line. The victory went to Ian Hallam, a length ahead of several snarling Belgians. History will record that I was credited with 21<sup>st</sup> place, and 200 Belgian francs to the richer. I think I will use it for next years entry fee and try again. Something I would recommend you do as well.

Andy Swanson

## CYCLING SHORTS

**Undeserved break for Dave** - On his journey to work one October morning, Dave Bugden was knocked off his bike by a lad coming out of a side turning right in front of him. Dave turned out to watch his son Scott achieve a remarkable 2:46 for the annual hill climb up Ranmore, with one arm in a sling and the other in a supporting bandage, having torn the tendons in his shoulder and broken some bones in his wrist. The lad? - he jumped up dusted himself off and left like a rocket never to be seen again.

**Miles and Miles** - Just to prove last year was not an out of the ordinary occurrence, long distance man, Sabin Gaztelua, is on target to do a little more this year. By the end of October he had already clocked up 14,000miles. Runner up this year could turn out to be new member Derek Slann who has amassed over 9,000miles (including the Paris-Brest-Paris).

**Hot Gossip** - Following a similar outing last year, Roger Jackaman organised what turned out to be another enjoyable Curry Night on 19th November. Numbers started at a round dozen, but as the night approached numbers swelled until, in the end, 25 of us sat down in the 'Golden Curry' at Hampton Court for a fine social evening. - Thanks Roger.

**Golden Boy Scott** - On Sunday 21st November, Scott Bugden was one of a team of four riders who competed in the British University Sports Association (B.U.S.A.) Track Championships at the Manchester Velodrome. There were 36 universities competing in the competition and Scott and his three companions beat the home team from Manchester University in the final to take the Gold Medal. - Congratulations