

BOTTOM GEAR

The voice of the South Western Road Club



Greetings from the new Editor

Welcome to the first edition of **Bottom Gear** 2009.

At the AGM on 2nd December last year, the Secretary announced that Tony Sayers was hanging up his red pen after editing **Bottom Gear** for well over a decade; truly the end of an era. Tony's editorial role was only one of many that he undertakes for the club and, at the risk of embarrassing him, I have to say that I think Tony is the epitome of a good club member. Indeed, at the Christmas lunch, the President emphasised that Tony "encompasses the spirit of the SWRC". So let my first job, as the new editor, be to pass on all of our thanks to Tony and to pay tribute to all of the hard work he has, and still does, put into the club.

In this edition, you are faced with some challenges. While the heart of the club remains the Saturday club run, there was some concern at December's AGM about a general lack of involvement in other club activities by most of the membership; will this still be an issue at the end of 2009? Should we keep, or cancel, the Annual Party?

The SWRC Blog is coming up for its second birthday. Alan Parkinson has thanked all contributors to date and would like to encourage the rest of us to start 'blogging' as well. Why not have a go? Last year, Colin Parkinson won a special 'Blog Laureate' award for the poetic nature of some of his prose. This year it could be you! Heaven knows it will be the only way for me ever to challenge CDP!

Steve McCormack

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SWRC Early Spring Sportive

The sunny Spring weather appeared on cue to make the Club's first sportive of the year another great success. Entrants were allowed to set off earlier than scheduled as rain was predicted for later in the day and, unfortunately, for once the forecasters were right. But this didn't dampen enthusiasm for the event as the following comment shows:

"I enjoyed the event and thought that the marshals did an excellent job and the signage good and feedstation was ok... The course was harder than I remember, the great company on the course made it a really enjoyable day. Hope to do it again".

The sportive continues to attract riders with a range of abilities testing their fitness as the winter subsides, demonstrated in the finishing times, which ranged between 3 hours 20 and 6 hours 17.

My first sportive: Peter Dewis

Not only am I new to sportive riding, I am also really new to cycling. I was given a bike with dropped handlebars and derailleur gears for my 17th birthday. However, it was stolen in my second term at university in 1972 and I had not really been on a bike since then until about two years ago – I'm now in my mid fifties. I bought a mountain bike when we moved house further into the countryside and could get access directly on to bridle paths. I found that I enjoyed it much more than I expected. However, whilst out riding I used to see groups of road cyclists and felt I would like to try that too and so, just about a year ago, bought my road bike. After riding out by myself for some time, I felt that I might be missing something in not riding in a group.

My daughter and I rode the London to Brighton event and whilst this gave me the confidence that I could cover that sort of distance in relative comfort, I found the sheer numbers of cyclists involved frustrating and at times a bit frightening and I am not really keen to enter this again.

A big step forward for me happened in October when I came across the SWRC website and turned up for a Saturday Club ride. I have since joined the club and the Saturday run has become something I really look forward to. I have ridden regularly with the C Group and feel comfortable with the pace and distance, not to mention the really friendly group of regulars. At the same time, I feel that I might well be able to push myself a little further and manage to keep up with the B Minus Group.

It was against this background that I decided to enter the Early Spring Sportive and duly turned up at Fetcham at about 8.30 on the morning of the event. I have to say that I did feel a little bit apprehensive. Although I had cycled the 100km distance on many occasions and had tackled the Leith Hill and Combe Bottom climbs on a number of times, I was a bit concerned about having to put them all together, especially with Combe Bottom coming at the end. I think this apprehension was magnified by making comparisons in my mind with the other riders in the event. Although it is emphasised that this is not a race, I guess I had visions of being completely outclassed and left behind.

I was reassured by the fact that John McGee and Ben Thomas were also riding, having ridden with them both on a number of occasions. Indeed John and I kept together (and each other going) throughout. In the end, my apprehensions were unfounded, I found the event a very fulfilling experience and with my time of 4hrs 52 minutes I found I had kept pace with quite a large group of entrants. The event certainly had its painful bits. Fairly early on when we took the road around the back of St Teresa's School with its 1 in 7 ascent, rather than the gentler way up the northern slopes of White Down, I realised that the name of the game was that if there was a really steep hill along the way, then we were going up it rather than round it!

I found the ascent just after the mid route check point at Wisborough Green unexpected (I don't even know its name) and punishing. I felt a real sense of achievement at having got up this particular obstacle, but it did mean that I found, in the following stretch between about 30 and 40 miles, it was quite difficult to keep motivated. I was revived by a wonderful down wind and largely down hill stretch from Winkworth to Womersley. Then, after battling up Combe Bottom, I arrived back in Fetcham tired but really fulfilled, just as the weather was breaking. The event has turned out to be another step forward in my cycling education. I intend to help out with the organisation of the May Flyer event, but have entered the Reigate Southern Sportive Event on 7 June, this time taking on 143km. It looks as though I have been bitten by the bug and the Early Spring event is going to be the first of many to come.

What's in a name?

It is becoming increasingly important to give a sportive its own identity. You know the sort of thing: the Surrey Rumble, the Ride of the Falling Leaves, the Autumn Epic, the Tour of the Peak and (my own personal favourite) Ibbo's Cake Quest. The SWRC has seen success in re-branding its May event: the 'May Randonee' became the 'May Cyclosportive' which became the '**SWRC May Flyer**'. Since then it has been featured in Cycling Weekly twice.

Next year's AGM is going to consider whether and how to re-brand the SWRC 'Early Spring' sportive. So there's quite some time to give thought to a suitable name ... if you agree that we should. Do you have any ideas? If so, send them to me and I'll publish them in the next issue of Bottom Gear and we can gauge peoples' reactions.

The re-branded 'May Flyer' 2008 Photograph: Phil O'Connor



Talks at the clubroom ...

We are running a series of talks at the clubroom, every month or so, by personalities connected with cycling. These will be in aid of the **Dave Rayner Fund** which helps fund young cyclists racing abroad.

First up is **Keith Butler on 21st April**. Chas Roberts, the south of England's renowned frame builder, has kindly agreed to come during May/June.

If you have any personal contact with anybody connected with cycling/racing who you think would be interesting, or ideas for future talks, please let Geoff Redhead know.

SWRC Ladies Team

Geoff Redhead writes that the Club has an ambition to set up a Ladies Race Team and that it intends to support this endeavour by subsidising the Team's members.

At the recent SWRC committee meeting it was agreed that the Club put a percentage of our cash back into cycling. The club lacks a presence in road racing which is necessary if we are to be perceived as an 'all round' club. We would like to see the SWRC jersey in races attracting publicity and hopefully new young members keen to race. Dudley Samuels has joined the committee this year and has a wealth of experience with running a ladies team for his business **Luciano Cycles**. The team were often featured in Cycling Weekly and won the **Ladies Team Series** 5 times.

We are proposing to put together a ladies team and provide them with jerseys/shorts and help with expenses. Obviously we would like current members to be a part of the team before recruiting elsewhere. The Team objectives would be the **Ladies Team Series** and the **Bruton Series**.

Apart from kit, financial help and possibly transport to races, we will organise training rides with other club members. We are ordering new kit from Italy which will take a couple of months to arrive so my suggestion for a plan of action would be for ladies interested in our project to ride with the B group for a month, with 'through and off' 40-45

The SWRC welcomes:

David Stanton
Matt Mustoe
John Morris
Jake Brown
Stephen Saville
Ian Coleman
Phillip Palmer-Malins
Richard Gordon

who have joined the Club since the New Year

mile rides with or without a tea stop afterwards for the following month. Roger Jackaman is starting the chain gang now on club nights, 6.45 pm at the clubroom for approximately 30 miles built around the team's requirements. Most of our rides can be adapted to suit the team. The Surrey League Handicaps on Thursday evenings start in May; they provide excellent training and are enormous fun. Keith Butler is coming down to the clubroom for a talk on April 21st and could answer your questions, he is fully supportive of our venture.

We don't expect this to happen overnight, organic growth has always been the SWRC way and as I'm sure you'll agree the club is growing rapidly, having fun, with a vast programme of events to please everyone. This season will see us getting the kit sorted out and Dudley and I both feel it's not too late to get the team "on the road" and racing later this year with a view to trying for a win in next year's team series.

So ladies if you would like to "give it a go" please contact Dudley or Geoff with thoughts, questions and ideas as soon as possible.

Fingers crossed!

The start of 'Le Tour' - with something more!

You are all invited to celebrate the start of Le Tour on July 4th by wearing your FAVOURITE OLD JERSEY on the Club Run.

KAS? Peugeot? Perhaps a 1950s SWRC jersey? Alan Brunnsden has about 70, all neatly folded away. Bill 'Rambo' McCombe has a Brooklyn one made famous by Roger de Vlaeminck. My favourite is Roger Hammond's National Championship Jersey.

So everyone, July 4th, 'Old Frocks Day'. Bring a camera, sounds like fun!

Geoff Redhead

Gran Fondo Luciano

Club Committee Member, Dudley Samuels, is organising a Gran Fondo for Luciano Cycles which will take place on Sunday, 28 June. Photos on the day by Phil Connor. Dudley writes:

Join us on our first of many Gran Fondos. We have organised many road races and time trials in the past but this is our first ever Fondo/Sportive, which takes place in Surrey. The start/finish is at Leatherhead Leisure Centre. As it's our first event of this type it will be circa 105k and, depending upon its success, we will extend the distance for future events.

The route covers some familiar climbs in Surrey such as Box Hill "Zig Zag", Turners Hill, Leith Hill, White Down to name a few. We feel that with an undulating course it will be challenging for the riders. It's at just the right time of the season to get those extra hard miles for the racing season or more miles before you take on L'Etape du Tour.

Full details at www.granfondoluciano.co.uk

If you would like to know about future events send an email to info@granfondoluciano.co.uk and title it 'future events'. This way you will be notified of an early sign-on date for future events.

Racing in the Desert

Graham Collins writes of his experience of taking part in the annual '2 day' event in Saudi Arabia. It consisted of a One Hour Criterium, a Sprint TT and a 43kms Road Race. Graham won the 'over 60's' seniors division

For my sins, I travel to the Desert Kingdom, Saudi Arabia, a few times each year. It's mostly a bit of a drag, but the saving grace is that there is an active cycling community in the capital, Riyadh.

The Riyadh Wheelers, a club with multiple sponsors, organizes a highly competitive racing programme; one race each fortnight; from September until April, a period when it is *not* possible to roast a leg of lamb on the pavement, or fry an egg on the roof of the car. The races usually take place on Fridays at a variety of locations near the city, on well surfaced good roads but always surrounded by sand, sand and more sand.

I happened to be around for the annual "two-day classic" event held on the 13th and 14th of November. This was a novelty for me. Thursday afternoon was to be a "criterium" to be held on a circuit of 2.3 kms. for one hour, plus one lap. Early Friday morning was to be a "sprint" time trial of 1.75 kms., followed, after a short interval a 43 kms. road race, 9 laps of a 4.8 kms. circuit.

On the first day, there was a field of about 50 riders, hailing from the four corners of the earth: USA, Canada, Australia, New Zealand, South Africa, UK, France, Germany, Italy, Sweden, Finland, Switzerland, Syria; a contingent of more than twenty riders from the Philippines, two Saudis, (the Saudi National team, the

daily 'Arab News' reported, were on 'international duty'), a British Géant ex-pro and also including three ladies, of Germany, Canada and Russia.

As the riders were preparing their machines and themselves for the start of the first race, I was approached by Scott, a Kiwi with a clipboard. He asked me for 100 riyals entry fee or 200 for the three events. Alternatively, he suggested if you sign-up as a member, right now, all races for the remainder of the season will be free entry including today. I mentioned that I wasn't around much and would probably only be competing in two more races next February, but I asked him how much was the cost.

"400 Saudi Riyals," he said. Some quick mental arithmetic taking into account the pound dropping like a stone by the minute, warned me that he was asking me for 75 quid! "75 quid?!" I said. "It's a bargain," retorted Scott: "19 free races; Complete set of club kit including jersey with 75 sponsors names on it; shorts, gloves, socks, arm and leg warmers, shoe covers and a neat cap; plus a celebration dinner at the start of the season and a commemorative dinner and prize giving at the end of the season." "Sold," I said. I gave him the money and was rewarded with

frame number 59 with cable ties and a jersey number with pins. "Yours for the season," he said. "Where's the kit?" Scott was quick with his response: "It's made in the Philippines to Italian size standards. The largest we have is XL which Paulo Bettini would find a squeeze. You would appear to need at least triple XL, by the look of you. We'll have to make a special order: Have a good race!"

The Criterium

We were reminded, at the briefing, that the "criterium" would last for an hour after which the leaders would complete one final lap, but the first lap, included in the hour would be a neutral lap with no racing. All riders would finish on their next lap after the leaders regardless of the number of laps completed. Far too much information for me! The start was halfway up a hill, so it followed that the finish would be halfway up the same hill. The peloton moved away and within seconds I found myself at the front, the pace was so slow. I pedalled on and after a short while realized I could no longer hear the jovial banter that accompanied the starting ceremony. I risked a glance over my shoulder: There was no-one to be seen! Surely I hadn't missed a turn already! I slowed to walking pace and soon I was on the slope.

approaching the start-finish line. At last I could hear voices and tyres on tar. I relaxed as I reached the line then suddenly was swamped by the entire peloton, mostly out of the saddle with Cusden the ex-pro leading; bombing up the hill at a pace I couldn't aspire to on the flat. They disappeared around the right hander at the top and I was stuck with a few other stragglers who were also taken by surprise or weren't up to it.

Didn't take more than a few seconds to get organized and soon I was at the front leading what might be termed "a chase group" of seven. However, although we were going eyeballs out and working well we were not so much chasing as being chased by the disappearing main group. One by one riders dropped off our little group until only me and the slightest, slimmest Filipino chappie, with the romantic name of Dong Del Rosario, remained. He was about as much use to me as a chocolate teapot. Each time we arrived at the hill; sixteen times in our case; he slipped away and then, after the crest, I bore down on him and he slotted on to my wheel. In the meantime we caught and passed one at a time about half a dozen riders that had given their all in the peloton and received a severe hammering. We even lapped a couple that had dropped from our group.

After about 40 minutes Cusden, in a class of his own (as quoted from the 'Arab News' daily) went by, with steam coming out of his ears, lapping us. Another ten minutes passed before the remnants of the peloton lapped my new pal and me. We hung on until the hill when we couldn't match their pace any longer, so that was that. At the end of our final lap, Dong, in a gentlemanly gesture, didn't tear away on the hill, allowed me over the line before him, for 17th place.

The Sprint TT

Early next morning, fifty riders turned up and we were briefed on the conditions for the Sprint TT. Starting in reverse order of the finishing result

of the Criterium; starting halfway up that same confounded hill, at thirty seconds intervals. Straight up to the top, round the roundabout, down to the bottom, sweeping U-turn back to the start and timing was to be at 1/1000 of a second. This was serious stuff indeed. The start was the old fashioned BLRC style, i.e., one foot on the ground. It took me at least three seconds to engage my left cleat and then I was shocked to see that my handlebar computer was showing 37kph as I was topping the hill. I swept round the roundabout believing I was on a fantastic ride but on the descent pedaling as hard as humanly possible I only reached 42kph against a gale carrying several tons of sand, that sprang up from nowhere. The u-turn at the bottom was negotiated with seeming skill and speedy aplomb but crossing the line I noted I was travelling at a mere 22kph. I was snorting like a horse having completed the Grand National and didn't recover for 15 minutes. My time: 2mins 53.997secs. (36.1kph), twenty-six places behind Cusden who recorded 2mins 21.383secs. (45.6kph)

The Road Race

After a while, when all the serious competitors had removed their space helmets, exchanged their TT bikes for their road bikes, we all lined up for the road race. Once again we were starting on the horrible little hill. We were to use an extended circuit, rather in the shape of a letter B, but this awful little bump had to be climbed nine times, and I was soon to discover that on the other side of the circuit was another similar hill which clearly would also require nine visits. The neutral lap rule applied in this event as well. This time I stayed at the back. I wasn't planning on being caught napping a second time. I wanted to see what was going on. We ambled around the lower circle of the B; we coasted along the long straight backbone of the B; we climbed slowly around the upper circle of the B; we reached, from the other side, the top of the TT course; we freewheeled to the u-turn; we meandered up the slope, at the end of the first lap towards the start-finish line. Everything under control: I was in

perfect position to cope with the forthcoming increase in pace. I was ready! Then, suddenly; all hell broke loose; most of the peloton exploded up the hill as though it was the last sprint on earth. Once again I was in no mans land. At least I wasn't the only one and soon I was in an organized group of about twelve including a German lady displaying real determination, pedaling very smoothly, her straight back parallel to the road and one of only four of us prepared to work at the front. Each lap, on one of the loops, we caught sight of the main peloton not having gained very much on us at all. There was no possibility of bridging the gap but it was good to see that they were not superhuman as I first thought. If only I could solve the riddle of that early explosion....! Every now and then, one of our number dropped off the back and from time to time we caught and passed a rider unable to stay with the peloton. Cusden had once again made a lone break, but due to the hard work we were putting in, we were not to suffer the indignity of being lapped. On the penultimate lap, I decided to make a move on one of the climbs and took the German lady, Freda, and her husband, Reiner, with me. Everyone else had gone off the back. We continued to pass peloton stragglers and on the last climb of the last lap I made another big effort, dropped Freda, but hubby was glued to my wheel. We took the u-turn together and I went; far too soon; for the line. By now my vision was blurred and everything around appeared as a mist, but I did see German hubby pinch the line by a couple of lengths (for 21st place!). The 43kms, including the ultra slow neutral lap in 1h20m48s (32kph) against the winners time of 1h12m27s (36kph). The overall result for the two days: Open and the Trophy: the ex-pro, Veteran: Sunga of the Philippines. Master: Ryan of South Africa. Ladies: Freda of Germany; and Seniors (60 – 100yrs) me. Very nice.

Change to Club ride start points: ALL rides start at 0930 from Cobham central car park except for the first Saturday in each month when ALL GROUPS now start from Station Road, Betchworth, near to the Knights garden centre. See website for location maps.

Put this in your diaries!

'Tuesday Clubroom Talk' on 21st April

KEITH BUTLER

- Ex-professional rider, Milk Race stage winner, former National Road Champion
- Rode with Tom Simpson in the British Team in 1965 (when Tom won World Road Title)
- Founder of the UK's largest cycle racing league (Surrey)
- British Cycling Award Winner 2007 for 'Services to Cycling'

8.45pm at the Clubroom, Hook & Southborough Parish Hall, Hook Road, Chessington
£5.00 on the night - all proceeds to the Dave Rayner Fund

Are you doing your bit?

At the 2008 AGM, there was a discussion about the fact that the same people always volunteer to help out at club events. There was support for a condition of membership being that each member should commit to help out at one club event per year.

There was a great turn out for the Early Spring Sportive and the Club is grateful to everyone who took part and made it happen. We are now looking for your help on forthcoming events and the organisers would be grateful if you could contact them with offers of assistance.

The May Flyer

Sunday, 31 May. Steve McCormack 020 8643 2147

Follicly Challenged LVRC

2 August. Richard Williamson
richard_print@yahoo.co.uk

SWRC Surrey League Road Race

27 September. Alan Parkinson 020 8788 7442

Medical Assessment Service

In April 2008, due to event insurance requirements, rules concerning medical certificates changed for European events.

Cycloport has now arranged a web based assessment for the purposes of obtaining a signed cyclosportive medical form. The medical form is valid to enter any European cyclosportive including the Etape du Tour, the Marmotte or Gran Fondo and is valid for 12 months. Multiple copies can be obtained and specific obligatory entry forms will be signed, stamped and dated. There is a cost for the service and for the healthy person with no medical issues, the fee will be £40. For more details, go to the Cycloport website:

www.cycloport.org/medical.

Sou'wester!



Sou'wester's clubmates always waited when he punctured - the least he could do was give them a laugh!

To ensure a safe and enjoyable ride for all please make sure that you are familiar with the details of club run etiquette prepared by our President, Geoff Redhead:

1. Always look out for the rider behind you, shout out to the others if someone is dropped or has a puncture or mechanical problem;
2. Wait or slow at the tops of hills for riders to catch up;
3. Don't accelerate away from roundabouts and lights without checking that the bunch is complete;
4. Check all are with you when turning at junctions; and
5. Join the group suitable for your level of fitness. If you are continually making the group wait join a slower group on the following Saturday.

At the committee meeting on 19th March it was decided to revert to the original group naming system, with the B group split into B+ and B-. To accommodate the size of the B group, pairs of destinations are shown in the new runs list; if numbers are large both destinations can be used.

'Tapas Tour' 2009

Gary Smith will be organising the Tapas Tour this year as Ant is unable to do so due to work commitments.

Gary plans to shift location from the south to the north of Mallorca. It will be in the first week of October, staying at the Hotel Uyal in Puerto Pollensa. Tapas Tour costs, on a sharing basis and including bed, breakfast and dinner (and not including transport), will be:

£169 for four nights; £295 for seven nights

A very limited number of single rooms will be available at extra cost. It will be possible to stay on for a week so long as there are two people sharing a room. Bike hire will be available from the same outlet used in the April Tours (probikehire.com).

If you are interested in going on the Tapas Tour, please let Gary know by 15 May.
Phone: 01306 889747; Mobile: 07881 600561
Email: cergsmith@yahoo.com

Favourite Tea Stop?

We all know how important these are!

Throughout the year, keep a mental note of which you like best and why. Later in the year you will be asked to vote on your favourite. Who knows? Perhaps a club plaque or framed certificate could be devised to hang in your favourite tea room?

(At the moment, my vote would be for Seale - but there are so many I haven't been to yet!)

SWRC Party: Saturday 14 November

It may seem strange mentioning the Club end of season party when we're just at the start of the season.

The reason for this is that we have to make early bookings for the venue and the entertainment, that is:

THE EXPANDING WAISTBAND

THE SOUTH WESTERN HORNS

THE FLYING PHONOGRAPH (bringing you hot vinyl!).



The annual party is a chance for all of us to get together in a social atmosphere at the end of the season, enjoy good music from live bands, disco, excellent food and cheap drinks with tickets being heavily subsidised by the Club. We had over 100 people attend last year's event, the general consensus being that it was a fantastic night out and great fun.

The only matter of concern however was the relatively small number of club members who attended, which was about 30, the others being friends and family. You will appreciate that putting on a party of this kind takes a great deal of organisation, and although, as with other Club events, it is a labour of love it would be disappointing if a majority of members lack the interest to attend, since it is organised for your benefit.

So, the question is this - do you in fact want a party?

If you do, please let the Club Secretary, Dave Jordan, know - otherwise we will cancel the bookings.

It is hoped that the overall view will be yes, as it would be sad if we were to lose this rather special event. It is important that we get your views on the matter before making any decision, so your early response would be much appreciated.

Spinscan Dynamic Bike Fitting

About twenty members were present in the Clubroom on 7 April to hear Nick de Meyer introduce his mobile bike fitting company.

As the name suggests, the business is about conducting bike fitting assessments to optimise your position and maximise your power output. The end result should be that you cycle more efficiently. The company uses a 'Computrainer Turbo' which utilises the 'Spinscan Pedal Stroke Analyzer'. Basically, each pedal stroke is analysed and can show flat or dead spots in the pedal stroke where optimal power is not transferred to the drive train. They also look at cleat positioning, forefoot tilt, lateral and medial knee tracking, and use wedges to correct leg length discrepancies which balance out the pedal stroke and enable more power to be transferred from rider to the pedals. The wedges, which fit between the shoe sole and the cleat, sparked particular interest. Nick also explained a range of technical gizmos used to check saddle position, bar height and the like.

Favourite quotation of the evening? A proper bike fit is "a marriage between the human body, which is somewhat adaptable, and a machine that is somewhat adjustable".

Favourite comment from the floor? After Nick said that the wedges had improved his climbing ability by some 20% he was asked if this might have, in fact, been due to a strong following wind!

Nick comes to your home to carry out the bike fit. It takes about 2 hours and the current rate is £80. However, as an introductory offer, he said that for the next month SWRC members could claim a **one-off price of only £40.**

More information at www.tricoachonline.co.uk

Uphill struggle for a New Bike?

Evans are organising a 'King of the Downs' 110 mile 'super sportive' on May 17 which will include 9000 feet of climbing! Riders taking on the full sportive will have the 'pleasure' of experiencing Yorks Hill, home of the annual Catford CC Hill Climb. Riders will be timed up the hill to see if they can beat the course record, set by Phil Mason in 1983.

Anyone that can beat the record will be given an Aeos Carbon Team bike worth £1,899. The editor thought he might have a try for this until it dawned on him that 19.83 wasn't in fact the record time but the year in which it was achieved - the course record stands at 1 min 47.6 seconds (I can't get out of a chair that fast).

Tempted? Not only do you get a free KOTD cap but a chance to crack what is described as a 'leg-popping 1 in 4 gradient'!

An added incentive is that any riders who can get within 1 minute of the record will go into a draw to win £500 of Evans gift vouchers.

Details on the Evans website, under 'Ride It'.

Don't Forget!



July 4 is 'OLD FROCKS DAY'

Psssst! Want a bargain?

I know some of you are members of British Cycling and I suspect some of you are also already customers of Wiggle, but I wonder if you spotted the following note in the latest BC Racing Calendar (a copy of which arrived through my letterbox recently):

'British Cycling has linked up with online bike shop Wiggle to create a special online shop for members. To start saving today, all you need to do is visit the British Cycling website at www.britishcycling.org.uk and click on the advert on the right hand side of the page. All British Cycling members save at least 10% off the list price of all items at the store and receive free delivery on all UK orders. You will be asked for your membership number and password at the shop's checkout'.

Tony Sayers



Bottom Gear, April 2009, Issue 46

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Club Website: www.swrc.org.uk

SWRC Sponsor: Evans Cycles

Thanks to all contributors
