

Southboro Gazette

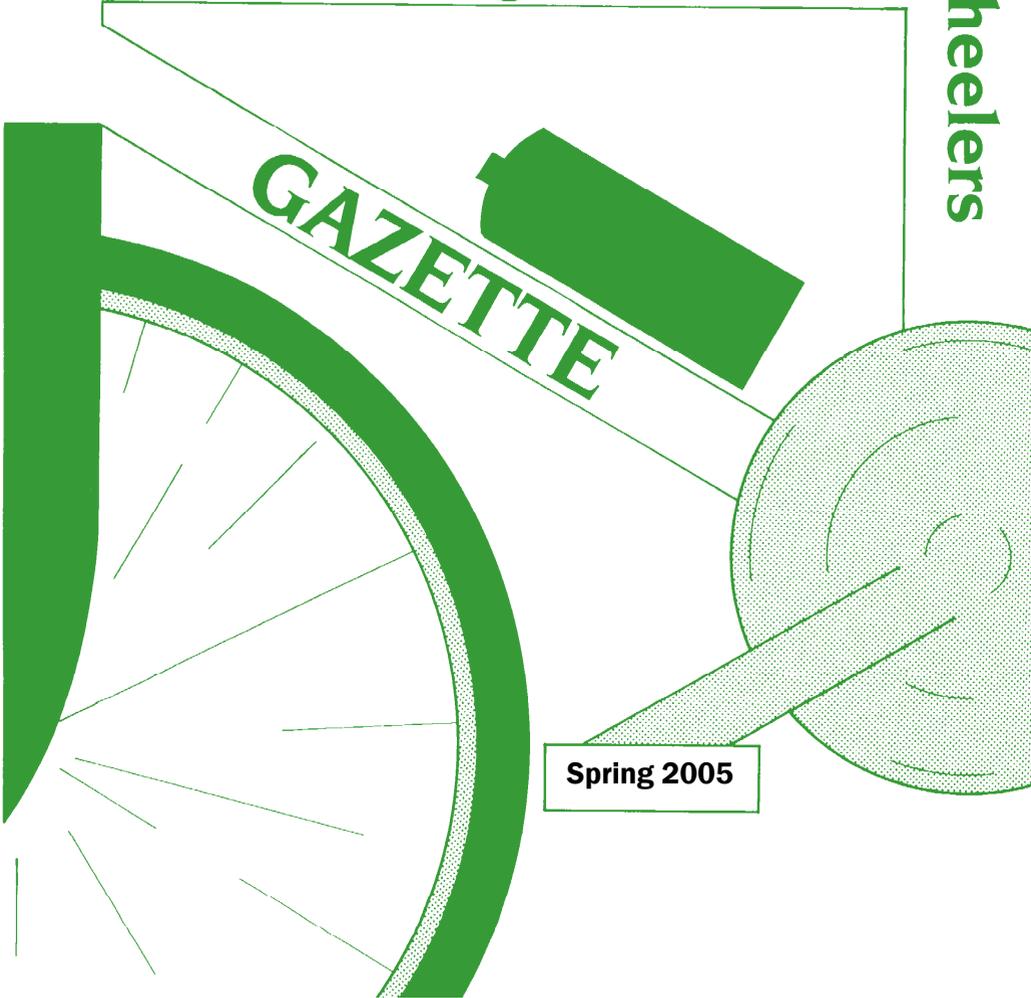


Founded 1932

Southborough & District

Wheeler's

GAZETTE



Spring 2005



CYCLING CLUB

PRESIDENT:	Veronica Hayward	01732 771091
VICE-PRESIDENTS:	A Smith, Esther Carpenter, Bill McNay	
CHAIRMAN:	Warwick Dunford	01732 851395
HON SECRETARY:	Alan Oakley	01892 537758
HON TREASURER:	Martin Yardley	01892 524701
RECORDER:	Jo Watson	01892 822049
SOCIAL SECRETARY:	David Watson	01892 541005
CLUB EVENTS SEC:	Doug Finch	01732 452788
ROAD RACE SEC:	Chris Howard	01892 832366
GAZETTE EDITOR:	Neil Quarmby	01892 820205 neil@islimited.co.uk
WEBMASTER:	Phil Riley	01892 684186 PRiley853@aol.com

Log on to us at : www.southborough-wheelers.co.uk

The club meets every Thursday from 8.30 pm at The Borderers Sports Club, St Marks Recreation Ground, Frant Road, Tunbridge Wells (Tel 07748 880251)

The club magazine is published quarterly. Articles for the next issue should be submitted to the editor (preferably by email or on disk) by Sunday 22nd May.

All set for the new season then? Or have you been shivering at home, trapped by the recent spell of icy weather, unable to summon the energy to get on the turbo trainer? Or perhaps you're looking forward to a week away at a training camp? Maybe you're a toughie and get on the bike come hell or high water. Whatever position you find yourself in you'll love this issue. There's lots of information on future events for road racers, time triallists or leisure riders – something for everyone. Plus there's information on sports nutrition, social events and even an article explaining why cyclists don't like stopping (BTW that doesn't mean its OK to go through red traffic lights!).

Enjoy.

Neil Quarmby



MAGAZINE SUBSCRIPTIONS

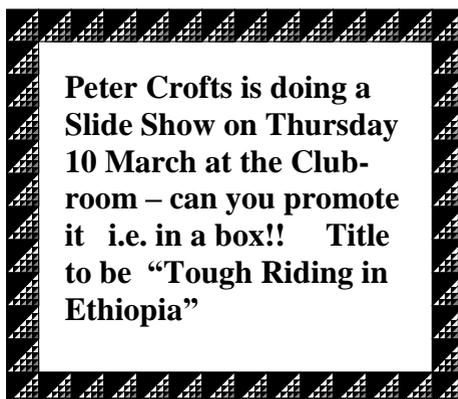
Would you like to receive your S&DW soon after issue each quarter? Then send £4.00 to Jo Watson and she will send it to you as soon as it is published.

New Southborough Wheelers Website

Mark Denton and Phil Riley have been busy revamping our website. There's lots of new information on rides, events, etc. There will be plenty of new developments over the coming months too so keep checking the site.

Membership Renewals

If you haven't already paid your subscriptions to the treasurer **PLEASE PAY THEM IMMEDIATELY.** The subscription rate has been held at a paltry £15 so there's no excuses not to renew.





Britain's Team Sprint heroes in action at the Manchester World Cup event

World Cup Heroes

Despite the fact that Alan Oakley and I hadn't actually delivered any Go-Ride training sessions for youngsters I gratefully accepted the free tickets provided by British Cycling to the Manchester round of this year's Track World Cup. The late supply of said tickets meant that the club received four tickets with only myself able to attend. Fortunately I was able to persuade my brother-in-law, dad and one his friends to join me.

The highlight for me was the Team Sprint final. The crowd noise was unbelievable with everyone giving fantastic support to our lads.

Needless to say they delivered. Young Ross Edgar also rose to the occasion in the minor final of the Japanese Keirin making up for his mistake in the earlier heat.

As luck would have it both Ross and Victoria Pendleton (silver medal in 500m time trial and women's sprint) boarded my train the following evening. They'd chilled out with a shopping trip before heading back to their digs in Failsworth. Ross said how much he'd enjoyed the weekend's racing, particularly the vocal support. Sadly I bottled going for the full blown interview – could have made a great article – sorry folks.

Neil Quarmby

Riding Three Wheels



If you are a little tired of life one weekend try riding my trike for a change to put some excitement back into your usual Sunday trip round the country lanes.

I can assure you that if you have never tried to guide a three wheeler around anywhere, let alone the lanes around this part of the globe, you could be in for a nasty shock. Some can master the machine swiftly but most get on and get off very quickly.

You must be prepared for the potholes and drain grids. If you decide to avoid the grids then you are often too far out in the road. If on the other hand you attempt to ride over the drain grids you must make sure you have a very soft saddle or your eyes could be watering and part of your anatomy could change position without surgery! Of course there's also cambers in the roads that are not signposted – if you are not fully awake the sudden dip of the wheel causes a sharp sway to one side and you could well find yourself in the hedge, or, as in my case once, down a bank and into a stream up to your eyeballs. And just for your interests sake on this occasion a passing lady motorist could not pull

me out until she enlisted three farm workers to help. I was getting a free bath.

Of course, with a trike, there is the advantage that you can stop and not fall off. This again has benefitted me because it is often a balancing act to get on and off the trike. Now, if you have waterworks trouble this can be just one of life's little problems!

So, if you feel like trying three wheels you are welcome to have a try. It would be best not to start out on a busy road or you could well find yourself in A&E. Would I like to ride a trike by choice? A definite no. Will I ever get on two wheels again? I'd love to but after about 15 years on the trike, and with my balance problems it's very doubtful. I have tried and will probably try again, but, as they say, "Tempus Fugit".

Never mind, another trips this week and another 40 miles on the clock. I must admit that the many thousands of miles on the trikes I've had are miles I could not have done on my solo, but believe me, *I do miss my bike.*

Ron Hayward

FORTHCOMING EVENTS

2005

- | | |
|-------------------|--|
| Sunday 6 March | Winchet Hill event – 10.00 |
| Thursday 10 March | Slide Show by Peter Crofts - “Tough Riding in Ethiopia” |
| Sunday 13 March | East Sussex CA Hardriders GS895 – 10.00 |
| Saturday 19 March | S&DW Open 10 mile Time Trial Q10/33 14.30
See DOUG FINCH re Marshalling |
| Friday 25 March | EASTER WEEKEND |
| Sunday 10 April | East Sussex CA – 2-up TTT. GS/893 09.00
See MARTIN YARDLEY re Marshalling |
| Sunday 17 April | South East Road Race League – Brenchley 09.30
See CHRIS HOWARD re Marshalling |
| | BRANDS HATCH |
| Sunday 17 July | S&DW Open Road Race – organised by Neil Whelan |
| Sunday 24 July | S&DW Open 25 mile TT – organised by Neil Quarmby |
| Saturday 12 Nov | S&DW Dinner and Prize Presentation
The Plough, Leigh |

CLUB NIGHTS

March	3 rd – Social talking – no event.
	10 th – Slide Show by Peter Crofts on a recent Tour of Ethiopia.
	17 th – Table Tennis competition, the finale
	24 th – Video
April	14 th – Video - Paris-Roubaix
	28 th – Video - Liège-Bastogne-Liège

The Achievements of your Social Secretary

Each of you will have your own memories of 2004 - the highlights and the low-points. One of my low-points was that I was unable to make any significant movement on the bicycle. The majority of the miles I was able to accomplish were those taking me on my “Old Stead” into and out of town at the weekends. Plus also, one mad ride from Sevenoaks station to my Company’s “Summer Day” at New Ash Green.

After riding to the event, I then proceeded to leave (again on bicycle) the event at New Ash Green with about half an hour before sunset. I had no lights with me, so I dithered whether to cycle back to Sevenoaks Station, or try my damn hardest to get back to Tunny Wells. On the prognosis that it was down-hill for the first part of the ride to Tunny Wells, I opted for this route. The weight of the old-stead going down-

hill should have put me closer to Tunny Wells sooner than the light would disappear!

I mis-judged the speed of the sun-set. When I got to the middle round-about of the Seven Mile lane, the light was rapidly fading, and lights really were desired. I scampered on till the East Peckham by-pass. There I diverted through East Peckham on the Pavements, and likewise along the second half of the by-pass outside the Hop-Farm.

By now the light was gone. There was no-hope of getting to Tunny Wells, so I diverted to Paddock Wood to continue the remainder of the journey by train! That was the longest cycle ride I achieved all year!

For 2005, things are going to be so much different as I am going “On-Tour” with Peter Crofts et al, across the French Pyrenees! Ce la vie! Apart from Brands Hatch, which I now consider an Annual Venture, the

other big assignment of the year was to organise a successful Club Dinner. With the venue set many months in advance at the Plough Inn, Leigh, there was really just the one focus for the remainder of the year. ...and that was to convince people that the Dinner was an event not to miss.

The big gamble I had was with the entertainment. I narrowed the many choices down to a musical short-list of two. A "Live Band", or continue with a trusty but impolite Disco? As many of you will know I chose the Live Band, and I believe it did the event justice. I accept it did not suit all tastes, but for one year it made a really good change. So now I am looking for something different for this year, and **any suggestions you may have will be greatly received.**

On the whole, I would summarise that the Dinner was a success. My aim was to sell 70 tickets. To satisfy the budgets accepted by the committee meant I needed to sell over 50 tickets. I just scraped over with final numbers of 55. Had this not been the case, the food may not have been so plentiful!

On the back of the success of last year, and my election for a second term in the Social Secretary's office, I have booked the Plough again for **Saturday 12th November 2005**. I would urge you all mark this date in bold letters in your Diary, to convince your Partners to do the same.

I also hope that the Social events

programme I have staged throughout the Winter has drawn many of you to the Clubroom more often than you otherwise would have.

There have been a few disappointing evenings, where so few people have come along that I have wondered what makes some of you tick!! On the whole though, I feel it has been a good thing so I shall continue for the remaining Winter months. Please do give me any suggestions you may have for later this year or next year. After the flop of the BBQ and Rounders match last year, I am proposing this year to simply stage a "One Big Rounders Thursday". Look out for further details in the May Gazette.

The Interclub Quiz on December 9th, attracted a disappointing 3 Southboro' teams. The Brain-boxes of the evening were "In the Middle" scoring 45½ points, followed by "Joe Soap" with 37½, and carrying the Lanterne Rouge were "The 12 Team" with 35 points. Well done to the winning team which consisted of Martin Y, Peter W, Jackie MacN, and a friend of Jackie's.

I leave you to dwell over the events that remain for the rest of this year. I look forward to you all supporting your Social Secretary's productions...



Southborough Wheelers Reliability Ride 13th February 2005

For the 2nd year running, the Ace Racers (51 in 3 hours), all failed the time limit. Neil Lewis, Peter Rowe, Andrew Thomas and Neil Quarmby were the 4 finishers in the 51 in three and a half hour group time, whilst Chris Cowlard was the sole finisher in the Potterers (51 in 4 hours) group. 17 riders started. If only Les Hayman and Bill McNay had started on time instead of some 4 or 5 minutes adrift!!

Having reached Edenbridge, all the riders were treated to 29 miles of chuff wind over the lumps and bumps, before the northerly headwind took its toll for the last 11 miles home.

Winter Training Rides

Winter training rides every Sunday from 21 November. There are two groups to choose from on the day; a long, fairly quick training ride over Ashdown Forest to Lewes (combined with Tunbridge Wells RC - about 60 miles) or a more relaxing, leisurely spin (about 40 miles). Both rides start 9:30am at Nat West near Kent & Sussex Hospital, Tunbridge Wells.

Nutrition in Sports

Dr Damian Coleman
– Science in Sport
Canterbury University



In December I went to a seminar on nutrition in sports. SIS sponsored the event and so any products mentioned were their own. The information given was slightly biased but interesting none the less.

The highlights (for those who don't want to read it all);

- If you want to get fast get thin
- Balanced diet eat 60% of calories from Carbohydrate, 20% quality fats, such as essential fatty acids, 20% from protein
- Make sure you are hydrated and have taken on board enough carbs prior to racing
- Use a carbohydrate plus protein drink for increased recovery.

Dr Coleman works for Science In Sport (SIS) and is based in Bradford. The talk lasted about 1.5 hours. These are my own notes taken from the seminar. Much of the information is available through books. It was good to hear that SIS are working hard to provide products that meet sporting requirements.

Weight

If you want to get fast get thin. The lowest fat percentage that is reasonable for a male athlete to stay healthy is 6%. This lowest level of fat percentage has benefits when cycling on the flat and up hills. This example of a cyclist shows how moving from 75 to 70 Kg by losing fat, can have large effects of time trial times. Reduced size gives you a reduced frontal area which when calculated for a 10 mile TT gives you a 25 second improvement for the same effort.

On hills, the difference is greater, so a 15% hill for 800 meters would show a 25 seconds difference. If any of you fall below 6% fat I have plenty spare to give out. The only reason I may keep mine is so that I can feel nice and toasty on sub zero days at Calshot, and nothing to do with a lack of will power. For those of you who don't know, Calshot has a remarkable knack of being colder in the velodrome than outside!

Diet

No great surprises here. Eat fewer calories than you need and you get thinner. An important factor to bear in mind is the balance of calories that you take on board.

60% of calories from Carbohydrate
20% of calories from quality fats, such as essential fatty acids
20% of calories from protein

The key information here is calories rather than weight of food. So for a diet of 2,500 calories you would need:

55 g of fat (20% of 2500 @ 9 calories per gram of fat)
375 g of carbohydrate (60% of 2500 @ 4 calories per gram of carb)
125 g of protein (20% of 2500 @ 4 calories per gram of protein)

68% of grams from Carbohydrate
10% of grams from quality fats, such as essential fatty acids
22% of grams from protein

He also talked about the amount of protein that should be in your diet. This was around 2-3 g per Kg per day. Which for a 75 Kg rider would be 150 to 225 g per day. This does conflict with the percentages above, I assume you eat less carbs.

He gave some general advice

Pre Exercise

Make sure that you are hydrated.
During Exercise

If you are training to loose weight, still use a carb drink it enables you to burn more fat. Even at fairly low intensities of training you still burn more carbs than you can absorb. The most that you can absorb is about 70g per hour of carbohydrate. This includes everything you eat and drink. Clearly the benefit of drinks like PSP22 is that you can be more accurate about how much carbohydrate you consume and ensure that you don't have much fat as this slows the digestion process down.

Post Exercise

Use a carbohydrate plus protein drink for increased recovery. The combination helps the carbohydrate to be assimilated quicker.

Training

Training is work followed by adaptation. The exercise gets the body thinking and during recovery the body adapts. So don't forget to rest to allow time for your body to adapt.

Alan Oakley



SOUTHBOROUGH & DISTRICT WHEELERS CLUB EVENTS 2005

Mar	Sun 6	Winchet Hill	Q10/41	10.00
	Sun 20	Groombridge/Wych X	GS899	8.00
April	Tue 19	Frant 12.5	GS881	18.45
	Tue 26	Winchet Hill	Q10/41	19.00
May	Tue 3	Frant 12.5 (2 up)	GS881	19.00
	Tue 10	W. Malling/Shipbn 18	QS/8	19.00
	Tue 17	I/c Eastbourne 10	G10/87	19.15
	Mon 23	I/c Lewes 10	G10/87	19.15
	Tue 31	Winchet Hill (2 laps)	Q10/41	19.00
June	Tue 7	E. Peckham 10	Q10/28	19.30 m
	Tue 14	Polhill 10	Q10/18	19.30 m
	Tue 21	E. Peckham (2 up)	Q10/28	19.30 m
	Tue 28	Wrotham Heath 10 (Poss i/c with Medway & Wigmore)	Q10/16	19.30 m
July	Tue 5	I/c Lewes 10	Q10/28	19.30 m
	Tue 12	Polhill 10	Q10/18	19.30 m
	Tue 19	Ashdown Forest 11 (2 up)	GS898	19.00
	Tue 26	W. Malling/Shipbn 18 (i/c with SFA)	QS/8	19.00
Aug	Tue 2	Ashdown Forest 11	GS898	19.00
	Tue 9	Frant 12.5	GS881	18.45
	Tue 16	Winchet Hill 10	Q10/41	18.45
	Tue 23	Knowle Hillclimb	QHC/4	19.00
	Tue 30	Knowle Hillclimb	QHC/4	19.00
Sept	Sat 11	Tonbridge Bypass 10	Q10/19	7.00 m
	Sat 25	Tonbridge Bypass 10	Q10/19	7.30 m

m marshalls required

**KENT, EAST SUSSEX and SOUTHERN COUNTIES
CYCLING ASSOCIATIONS TIME TRIAL PROGRAMME 2005**

Sunday 13 March	East Sussex CA Hardriders (Boreham Street circuit)	GS/895	10.00
Sunday 20 March	Kent CA (3-up) - 25	Q25/20	08.00
Sunday 3 April	Southern Counties CU (sporting)	G25/48	09.00
Sunday 10 April	East Sussex CA 2-up (Organised by S&DW)	GS/839	09.00
Sunday 17 April	Kent CA - 25	G25/8	07.00
	Southern Counties CU – 25	G25/53	07.00
Saturday 23 April	East Sussex CA – 10	G10/87	14.30
Sunday 24 April	East Sussex CA – 25	G25/89	07.30
Sunday 1 May	Kent CA – 10	Q10/22	07.00
Sunday 12 June	Kent CA – 50	Q50/12	06.00
Sunday 19 June	East Sussex CA – 50	G50/89	06.00
Sunday 26 June	Kent CA – 100	Q100/5	06.00
Sunday 3 July	Southern Counties CU – 50	G50/53	06.00
	VTTA – Kent group – 25	Q25/11	06.30
Sunday 10 July	East Sussex CA – 100	G100/86	06.00
Saturday 16 July	Kent CA – 10 inc GHS	Q10/33	14.30
Saturday 23 July	VTTA – Kent group – 10	Q10/30	07.00
Sunday 31 July	Southern Counties CU – 100	G100/59	06.00
Saturday 6 August	VTTA – Kent Group - 10	Q10/22	07.00
Sunday 14 August	Kent CA – 12 Hour	Q12/2	06.00
Sunday 21 August	Kent CA – 50	Q50/1	07.00
	Anerley BC (SCCU BAR) – 50	G50/53	06.00
Sunday 4 Sept	VTTA – Kent Group – 25	Q25/12	07.00
Saturday 10 Sept	East Sussex CA – 10	G10/87	07.30
Sunday 11 Sept	East Sussex CA – 25	G25/89	07.00
	Southern Counties CU – 25	G25/53	06.00
Sunday 18 Sept	VTTA – Kent Group – 50	Q50/12	07.00
Sunday 25 Sept	Kent CA – 25	Q25/11	07.30
Sunday 9 October	Wigmore Hill Climb (Inc KCA)	QHC/11	10.30
Sunday 23 October	Catford/Bec CC Hill Climbs	GHC	11.00

KCA Website address: www.kentcycling.org.uk

2005 CLUB/ASSOCIATION TIME TRIAL PROGRAMME (South East DC)

March	13	VC Elan Hilly	QS/7	09.00
	19	Southborough & Dist. Whlrs – 10	Q10/33	14.30
	20	Kent CA 3-up TTT	Q25/20	08.00
	20	TA – 25	Q25/8	08.00
	27	VTTA – 10	Q10/28	08.00
	28	Thanet RC 2-up	QS/3	09.00
April	03	San Fairy Ann CC – Sporting	QS/4	08.00
	09	SEDC Sporting	QS/12	14.30
	10	CLUB EVENT DAY		
	16	Medway Velo 10 (90 riders)	Q10/19	06.30 E
	17	Kent CA – 25	Q25/8	07.00
	23	West Kent RC – 10	Q10/22	07.00
	24	Sydenham Whlrs - 25	Q25/20	07.30
May	01	Kent CA – 10	Q10/22	07.00
	08	VTTA – 30	Q30/12	06.30
	14	Catford CC – 10	Q10/19	06.00
	15	Wigmore CC – 25	Q25/12	06.00 E
	21	CC Bexley & TA – 10	Q10/22	07.00
	22	Medway Velo – 25	Q25/8	07.00
	28	Woolwich CC – 10	Q10/24	14.30 E
	29	San Fairy Ann CC – 50	Q50/12	06.00 E
June	02	VC Elan (SEKTEL) – 10 (max 65)	Q10/30	19.00
	05	Thanet RC – 25	Q25/8	07.00 E
	11	Thanet RC – 10	Q10/30	07.00 E
	12	Kent CA & TA – 50	Q50/12	06.00
	18	Gravesend CC – 10	Q10/24	15.00
	19	Catford CC – 25	Q25/20	07.00
	25	GS Invicta – 10	Q10/22	07.00
	26	Kent CA & TA – 100	Q100/5	06.00
	30	VC Deal (SEKTEL) – 10 (65 riders)	Q10/4	19.00
	July	03	VTTA – 25	Q25/11
09		VC Elan – 10	Q10/30	07.00 E
16		Kent CA & GHS – 10	Q10/30	14.30
17		Medway Velo – 25	Q25/22	9.00
23		VTTA – 10	Q10/30	07.00
31		De Laune CC – 25	Q25/8	07.00 E
Aug	06	VTTA – 10	Q10/22	07.00
	07	Gravesend CC – 25	Q25/22	09.00
	13	San Fairy Ann CC – 10	Q10/22	07.00

	14	Kent CA 12 hour inc TA & VTTA	Q12/2	06.00
	21	Kent CA – 50	Q50/1	07.00
Sept	03	34th Nomads CC – 10 (105 riders)	Q10/19	06.15
	04	VTTA – 25	Q25/12	07.00
	11	VTTA GP de Gents – 36	QS/10	07.00
	18	VTTA	Q50/12	07.00
		TA – 50	Q25/8	07.00 E
	25	Kent CA – 25	Q25/11	07.30
Oct	02	VTTA – 15	Q15/4	09.00
	09	Wigmore/Kent CA Hill Climb	QHC/11	10.30
	16	VTTA 2-up - 20	QS/22	09.00
2006				
Jan	01	Southborough & Dist Whlrs – 10	Q10/10	10.00

E denotes Eastern Counties CA Bar event

EASTERN COUNTIES CA competition

Men's BAR, Ladies BAR & Veterans BAR

Eligible events shall be ECCA events and any Open Events held on a course within the jurisdiction of London East and East District, and a limited number of Open Events promoted by ECCA member clubs and the VTTA in London North, London South and South East Districts of CTT.

These events will be designated in the CTT Handbook.

It will be necessary each year for competition contenders to ride THREE ECCA events at any distance to qualify

Useful website addresses

Kent CA	www.kentcycling.org.uk
Eastern Counties CA	www.EasternCounties.org.uk
SERRL	
Surrey League	www.surreyleague.co.uk
Audax	www.audax.uk.net

Surrey League Early Season Events

12.3	Crowhurst	2/3/J	VH	London Fire Brigade	13:30
13.3	Alfold	3/J/W	Loxwood	Festival RC	09:30
13.3	Alfold	38413	Loxwood	Festival RC	13:30
19.3	MOD Chertsey	4/3W/4W	Chertsey	TM Racing	10:00
19.3	MOD Chertsey	E/1/2/3 h/cap	Chertsey	TM Racing	11:30
20.3	Dunsfold	3/J/W	Dunsfold	Kingston Wheelers	09:30
20.3	Dunsfold	2/3	Dunsfold	Kingston Wheelers	13:30
Sigma Sport Easter 3-Day					
26.3	Milland Hill	1/2/3	Liphook	CC Basingstoke	13:30
				Stage 1	
27.3	Goodwood	2/3	Goodwood	Crawley CC	13:30
				Stage 2	
28.3	TBA	1/2/3	TBA	TBA	13:30
				Stage 3	
26.3	Milland Hill	2/3	School,	CC Basingstoke	09:30
27.3	Goodwood	4/3W/4W	Goodwood	Crawley CC	09:30
27.3	Goodwood	Youth	Goodwood	Crawley CC	11:00
27.3	Goodwood	1/2/3/J/W	Goodwood	Crawley CC	11:30
2.4	Norwood Hill	3/J/W	Leigh VH	Addiscombe CC	13:30
3.4	Barcombe	3/J/W	Scout Hut	Brighton Excelsior	09:30
17.4	Goodwood	4/3W/4W	Goodwood	TBA	09:30
17.4	Goodwood	Youth	Goodwood	TBA	11:00
17.4	Goodwood	E/1/2	Goodwood	TBA	11:30
17.4	Goodwood	3/J/W	Goodwood	TBA	11:31
23.4	MOD Chertsey	4/3W/4W	Chertsey	Evans Cycles RT	10:00
23.4	MOD Chertsey	E/1/2	Chertsey	Evans Cycles RT	11:15
23.4	MOD Chertsey	3/J/W	Chertsey	Evans Cycles RT	11:16
26.4	Goodwood	All	Goodwood	VC Stella	18:30
1.5	Crowhurst	4	VH	Old Portlians	09:30
1.5	Crowhurst	3/J	VH	Old Portlians	13:30
3.5	Goodwood	All	Goodwood	Off the Record Velocity	18:30
4.5	Eelmore	All	Eelmore	agiskoviner.com	18:30
5.5	Kitsmead Lane	H/cap	Lane	CC Woking	19:15
8.5	Ladies Mile	3/J/W	Groombridge	East Grinstead CC	09:30
10.5	Goodwood	All	Goodwood	Southdown Velo	18:30
11.5	Eelmore	All	Eelmore	agiskoviner.com	18:30
12.5	South Nutfield	H/cap	Bridge	34th Nomads	19:15
15.5	Milland Hill	3/J/W	Rake VH	Liphook Cycles/A3CRG	09:30
17.5	Goodwood	All	Goodwood	Southdown Velo	18:30

19.5	Newchapel	H/cap	VH	Addiscombe CC	19:15
24.5	Goodwood	All	Goodwood	TM Racing	18:30
25.5	Eelmore	All	Eelmore	agiskoviner.com	18:30
26.5	Wivelsfield	H/cap	Parish Hall	Sussex Nomads	19:15
4-Day Stage Race					
28.5	Reigate	2/3/J	Leigh VH	Kingston Phoenix	TBA
29.5	Cowfold	2/3/J	TBA	TBA	TBA
30.5	Cowfold	2/3/J	TBA	TBA	TBA
31.5	Petworth	2/3/J	TBA	TBA	TBA
30.5	Cutmill	E1/2/3	Elstead YC	agiskoviner.com	13:30
31.5	Goodwood	All	Goodwood	TBA	18:30

SOUTHBOROUGH & DISTRICT WHEELERS 'EVENT COMMITMENTS' FOR 2005

In order to run these events for the riders, the Club will need your assistance. PLEASE see the relevant "Event Organiser" to offer your assistance

Saturday 19 March	S&DW Time Trial – 10 miles <i>Doug Finch</i>	Q10/33	14.30
Sunday 10 April	East Sussex CA 2 up – 31 miles <i>Martin Yardley</i>	GS839	09.00
Sunday 17 April	South East Road Race League – Brenchley <i>Chris Howard</i>		09.30
	BRANDS HATCH???		
	<i>David Watson</i>		
Sunday 17 July	S&DW – Road Race Elites/1/2 <i>Neil Whelan</i>	Frant circuit	09.30
Sunday 24 July	S&DW Time Trial – 25 miles <i>Neil Quarmby</i>	Q25/89	06.00

SOUTH EAST ROAD RACE LEAGUE 2005

Saturday 19 March	Wigmore Cycling Club	1/2/3/4/W/J	Various
Saturday 26 March	Eastway	JUV/1/2/3/4/J/W	Various
Sunday 3 April	Sevenoaks/Weald	3/4/J/W	80km
Sunday 17 April	Brenchley <i>Organised by Southborough & District Wheelers</i>	2/3/4	80km
Sunday 24 April	Kenardington	2/3/4/W/J	80km
Sunday 15 May	Lamberhurst/Frant	1/2/3/4	120km
Sunday 22 May	Benenden/Cranbrook	3/4/W/J	80km
Sunday 22 May	Divisional Senior	ALL	
Sunday 19 June	Brenchley	3/4/W/J	80km
Sunday 26 June	Lamberhurst/Frant	3/4/W/J	80km
Sunday 3 July	Chilham/Godmersham	1/2/3	120km
Sunday 10 July	S.C.C.U. Champs	E/1/2/3/4	
Sunday 17 July	Southborough & Dist OPEN	E/1/2/3/4	
Sunday 24 July	Kenardington	1/2/3	120km
Sunday 21 August	Benenden/Sandhurst	1/2/3	120km
Sunday 28 August	Sevenoaks/Weald	2/3/4	80km
Sunday 11 Sept	Tenterden/Appledore	1/2/3/4	120km
Sunday 18 Sept	Lamberhurst/Frant	2/3/4/W/J	80km
Sunday 25 Sept	Benenden/Cranbrook	1/2/3	120km

CONTACTS

Mrs Kim Anderson. [mailto: kim-serrl@btconnect.com](mailto:kim-serrl@btconnect.com)

OR

Preston Anderson [mailto: preston.anderson@sjpp.co.uk](mailto:preston.anderson@sjpp.co.uk)

HOT LINE 0208 467 1574

Audax early season events

Looking to get into shape for the Etape or the Marmotte? Perhaps you fancy a challenge that you can enjoy at your own pace? Maybe you just want to get to get some miles in your legs in preparation for that first 100 or 12-hour. If so, why not ride a few Audax events this year. The time limits are easily attainable for the majority of cyclists of all abilities.

To enter an event just send the fee together with a completed entry form which you can get from www.audax.uk.net/cal/entform.htm and two SAE's (one for your route sheet and one for the results sheet). You can enter on the line for some events but you'll have to pay a supplement.

		Start	Fee	Organiser
20-Mar	Invicta Grimpeur 50k and 100k	Otford	£3.50	Stephen Airey, 21 Birchington Close, Bexleyheath Kent DA7 5ED Tel 020 8298 0711
16-Apr	Invicta 300k	Meopham	£6.00	Rob Bullyment, 20 Farmland Walk, Chislehurst, BR7 6JH Tel 020 8295 3370
15-May	Hop Garden 100k, 150k and 200k	Meopham	£4.00	Tom Jackson, 19 Denesway, Meopham, Kent DA13 0EA Tel 020 8298 0711

Club TT Champs

Apr 23rd tba
 May 22nd tba
 Any 50 mile event on Q and G courses
 Any 100 mile event



A Death in the Family

by Nick Wallis



Killed a bike last week. Or noticed it was dying. Suspect it may have been ill for some time. Just ignored the symptoms. Know my way round a bike. Build wheels. Do all the stuff needed to keep it off the road. Even major component surgery. If I have to. But I'm not a slave to it. Blasé. Wait till it needs it. Then just a bit longer. Which is usually too late.

As in this instance. Not that I could have done much. Don't exactly give my bikes a close inspection after a ride. Leave them to dry. Oil any squeaks. Put them away. Clean them? Occasionally. Some of that mud has history. Lots of it. Chip off the worst bits. Just enough to keep things running smoothly. Gets wet enough without throwing buckets of water at it. Not trying to impress sponsors with my cleanliness.

So. It shouldn't surprise me that one has died. I'm not surprised by repairable damage. Why should terminal be any different? Busted wheels. Snapped cables. Worn

chainrings. Broken derailleurs. Taken in my stride. All stuff that can be fixed. At least it leaves the frame alone. Even best or broken gear hangers can be fixed. With the right blend of brute strength and ignorance.

Not this time. Downtubes tend to be critical. Noticed cracks in the paint just behind the headtube. Rummaged underneath. Should it be that rippled? Now I believe in gussets. Steepened the head angle. Shortened the wheelbase. Don't know how long it's been like this. Or how it happened. Don't remember hitting anything. Not that it would shorten a frame. Not exactly stunt boy, throwing myself off ramps. Not till the big boys have gone home. Besides, that should lengthen a frame. Great mass + drop from moderate height = force the forks forwards. Nicely.

So the cause remains a mystery. So what am I going to do with it? I can re-use some parts. Put on my surgical mask. Wobble my head a bit like that babe-magnet Dr. Ross. Treat

it like a card-carrying donor. Rip the component/organs off. Use them to rebuild some other bike. Hang them on its successor? Whatever. That still leaves the corpse to dispose of. Down to the hardware store for a gallon of acid and some bin liners? File its frame number off and bury it the woods?

That's the answer. Bury it. Next to the dead cats. Why not? Wouldn't be the first person to bury a vehicle. Just ask the US Army. There are enough jeeps in the Pacific to build a decent atoll. Closer to home I know of a few dead (motor)bikes buried under some of the local rockeries. So why not? Give the archaeologists something to

wonder about.

Carbon dating of its steel frame will confirm its creation date at the start of the full-suspension era. Lack of gussetry will further confirm its early 1990s birthdate. Will also be highlighted as possible cause of death. Leaving fat unskilled rider blameless. Perhaps there'll be a reconstruction. 'Artist's impression of late 20th century mountain biker'. Can imagine how that's going to look. Horribly wrong. About a stone underweight.



Urban Roadlife: A Spotter's Guide

No 1 Pedestrian

Homo cyclicus deficiens
Slower than Cycles and consuming far more energy to move, they often display an almost magnetic attraction to cycle paths. Some show signs of dulled senses -- expect them to step out into the road without looking. Otherwise, relatively harmless.

Rare Ultra-Lightweight Supra Cycle for Sale

seller: machine 696

Original Council issue White Bicycle, white tyres, white frame white saddle. Only ever used on cycle paths. Buyer collects.

Rare ultra-lightweight bicycle now for sale. You see them all over the place, but they very rarely come up for sale - and now is your chance to buy! Be the first to own this fine example of urban design which has throughout the years become part of our very culture.

The ultra-thin profile gives excellent manoevrability - getting you through almost any gap in traffic. The low-maintenance design means it can be used in almost any weather, will not be subject to the usual wear-and-tear inferior models suffer and will give many years of pleasure to its owner.

Be the envy of your



friends as they struggle to work in their over-rated £3,500 carbon-fibre-framed dura-ace specced sub-13lb (wow so much?) Lance Armstrong wannabe lumps of 3D waste.

This fine example has been lovingly maintained by the local council and looks as good as the day it was made apart from the rear tyre which is a little worn and will need replacing shortly.



Stolen Bromptons recovered in classic sting

(Bikebiz : 25/02/2005)

Thanks to some diligent detective work by a London cyclist, police were today led to a couple who, it's alleged, have been selling stolen Brompton's, Birdy's and Moulton's on eBay.

"I'm not usually into amateur sleuthing but I was so angry after my own Brompton was stolen that when I saw a similar bike on eBay I got in touch with the seller and tracked him down," Mr A told BikeBiz.com.

This wasn't just a case of emailing for his address. First Mr A had to monitor the eBay seller to track the amount of Bromptons he was selling.

Contact was made, a request was put in for a specific and unusual Brompton and when the seller said he had located one, the police were informed and a meeting arranged. This took place at a McDonald's earlier today.

Mr A provided a frame number to the police. This was not the frame number on the bike being touted by the eBay seller so Mr A

thought his hunch was wrong and his hours of research wasted. But, when Mr A gave the frame number to Brompton, it was quickly found this was another stolen Brompton.

This afternoon, police raided a house in East London and confiscated four Bromptons.

Mr A believes the eBay seller has sold 20+ Brompton's, at between £350 and £550 per bike. Some of these may be able to be reunited with their original owners.



Why cyclists won't stop

There's more to Kinetic Energy than meets the eye !

When one rides a bike, one soon learns that stop-go cycling is whole lot harder work than to keep on rolling at a steady speed. However it's clear that the people who design British cycling facilities do not share this tacit knowledge – unlike in other countries! So I thought it might help if I investigated the engineering principles that discourage us from using the brakes and explained the wasted energy in simple terms of extra distance ridden.

Cycling versus walking

Everyone likes to keep moving, but cyclists have more reason than most for conserving their momentum. Riding a bike at a steady speed takes only about as much energy as to walk at one quarter that speed. Twelve mph cycling equates to 3mph walking and these are typical speeds for purposeful cycling and walking. Each requires about 75W of power from the "human engine" and people are as happy to cycle four miles to work as they are to walk one mile. Each should take from 20 minutes up to half an hour, including stops, at a total energy expenditure of some 100kJ.

Every time a cyclist or pedestrian stops, they lose kinetic energy and

have to work harder upon starting off in order to accelerate and restore that kinetic energy. Kinetic energy is proportional to mass times speed squared, so to reach a steady cycling speed, four times that of walking, makes a 16-fold increase, plus a bit more (say 25%) for the extra mass of the bicycle, means that a cyclist has to expend about 20 times as much energy as a pedestrian in order to reach his normal journey speed. And because that speed is four times faster, that energy would have carried the cyclist 80 times further than the pedestrian, had neither been required to stop.

Each stop "costs" 100 metres

It is interesting to see just how far a cyclist could go, at a given speed, for the same amount of energy as may be required to reach that speed. This gives a direct measure of the energy cost of stopping. For typical cycling speeds of 10 to 12mph on a middling kind of bicycle, it can be calculated that one stop-start is equivalent to cycling an additional 100m. Compare this with the pedestrian, who can stop and start again with no more energy than it takes to make a couple of steps!

This explains why cyclists, when riding on the footway, are extremely

disinclined to give way at side roads. Compared to a pedestrian, it adds a considerable extra distance to their journey. Of course a cyclist's journey is likely to be four times as long, so any given stop doesn't add such a big percentage to it (we're back to 20 rather than 80 times the trouble caused to a pedestrian), but by the same token, this means the cyclist will cross four times as many side roads in the course of such a journey. It also explains why cyclists sometimes find it easier to take a longer route without so many junctions.

The faster they go ...



This calculation is affected by assumptions about the type of bicycle used and the effort expended by the rider. Fast cyclists have good reason to be more averse to stopping, since an energetic rider on a racing bike (200W, 22mph) would find it easier to add 200m on to his journey, rather than interrupt it. But even slow cyclists suffer significant penalties from stopping. For a leisurely rider on soggy tyres (40W, 8mph), each

give-way costs at least 60m; and since such a person would be unlikely to walk faster than 2mph, the 80 to one comparison still holds true.

Just as a cyclist's higher speed and (slightly) greater mass inflate the energy demands of stopping and starting compared to a pedestrian, it requires a *stupendous* amount of energy to accelerate a fast and heavy car. Even compared to the energy consumption of a moving car, the cost of its acceleration is huge. Whereas a cyclist feels this cost directly, even painfully, in his legs, a motorist is hardly conscious of the energy expended when he presses the accelerator. (Pain arises but later, in the wallet, and is more readily attributed to the Chancellor of the Exchequer than driving behaviour!) A cyclist caught in stop-start traffic becomes acutely aware of this difference in perception. The drivers will rush to close any gap that appears ahead of them – then brake – whereas the cyclist will try to conserve his energy and just keep rolling at a steady speed. If motorists were to follow suit, it might lend credence to their claims that fuel is expensive!

Extra work, extra time and balance

My simple equation of cycling distance to the energy cost of stopping, on the other hand, assumes that the cyclist brakes and accelerates very suddenly. If he were instead to

cease pedalling some distance before the stop and let his kinetic energy decay naturally and then accelerate very gradually, spreading the process over an appreciable distance, the cost of stopping would largely be absorbed in that distance. It would instead cost extra time. In practice there is a trade-off between extra time and extra distance or energy. The cyclist chooses his own compromise, braking and accelerating hard if he is short of time, going easy if he is short of energy. In any event, the comparison with distance holds true, since that also gives a valid and convenient estimate of the additional time a journey may take if it involves a stop.

Here's a nice riddle: what vehicle is easier to control when it's moving than when it's standing still? You know the answer. Bicycles are like the Sundance Kid – better when they move! Upon starting and stopping a bicyclist manages a complex transition between static and dynamic stability. With practice this can become automatic, but it is something which less experienced cyclists continue to find quite difficult – even risky.

The same for everyone

Some people assume that it's only those speedy enthusiasts who won't stop: that slower novices and children – the ones they really care about – simply will not mind. How

wrong they are. All cyclists suffer a penalty that is roughly proportional to their speed and hence imposes an equal delay. And whilst all will try to avoid the inconvenience of dismounting, those for whom balance is still a challenge have the *greatest* incentive to keep on rolling. Children are especially disinclined to stop and have the very *least* regard for road markings.

The results of going against human nature are all too sadly predictable. Indeed this is *not* a peculiar cussedness of that easily discountable minority group: "cyclists". Let *anyone* ride a bike; they immediately discover that compared to walking, stopping is a grievous waste of hard-earned momentum and an unpleasant disturbance of equilibrium. Regardless of sex, age, colour or creed, they'll all just want to keep those two wheels rolling!

Well I hope you find that useful and are able to persuade the planners to make the cars stop instead – they can do it so easily!

Chris Juden, CTC Technical Officer

Wednesday Wobblers!

02-Mar	Rose & Crown	Mundy Bois
09-Mar	Woolpack	Benover
16-Mar	Unicorn	Marden
23-Mar	Stilebridge Inn	Staplehurst
30-Mar	Red Lion	Charing Heath
06-Apr	Lord Raglan	Rabbit's Cross
13-Apr	Rose & Crown	Mundy Bois
20-Apr	Woolpack	Benover

...and again in rotation.



Open Time Trial Results

Southborough Whlrs Roller Racing

20th January, Club night

SATURDAY 1 JANUARY 2005

500 m time trial

Southborough & Dist. Whlrs - 10

Q10/10

Theo Stegers 25.21

Stephen P-Brown 30.06

Joe Stegers DNS

Amy Stegers DNS

Winner: S. Yates (In Gear RT) 22.18

46 solo riders on the start sheet and 3 Tandems.

C. Howard	21.57	21.43
M. Denton	22.06	22.18
B Mitchell	23.13	22.71
Martyn (SFACC)	24.12	22.82
P Riley	25.55	24.08
N. Lewis	27.65	25.77

Remember to phone your results from open time trials and road races through to the recorder, Jo Watson on 01892 822049

Festive Frolics at Leigh on Boxing day

The bright sunshine encouraged some 16 competitors out to the Powdermills for the 8.5 mile circuits, despite being slightly icy in one or two spots. The fastest lap of 21.02 at 21 mph + was recorded on Marks second circuit, whilst Bill MacNay was the only rider to ride both laps in the same time. For his third ride in this event in 2005, Chris is hoping to find an entry fee for the first time, provided somebody can lend him some Xmas wrapping !

S. Claus

Name	1 st lap	2 laps
1. Mark Denton	12.40	24.42
2. Phil Riley	12.30	24.54
3. Theo Stegers	12.34	25.06
4. Chris Howard	12.38	25.28
5. Alan Oakley	12.48	26.08
6. Nick Gritton	13.30	26.42
7. James MacNay	13.20	26.49
8. Peter Faro	13.40	26.55
9. David Parker	13.41	27.37
10. Alan Yardley	14.04	28.10
11. Martin Yardley	14.39	29.24
12. Bill MacNay	15.07	30.14
13. Brian Barrett	15.25	31.24
14. Les Hayman	16.04	31.29
15. Alan Steinle	16.08	31.59
16. Geoff Abraham	17.31	-----

Inter Club Quiz

17th February 2005 at the Borderers

The Inter Club quiz was a battle again between SFA and SDW. Two teams from each club made up of 4 people with the SDW teams getting the better of the Fairies.

RESULTS

1st SDW - Sussex Sods - Warwick, Theo, Tony O'Callaghan and Jo - 49 points

2nd SDW - The Blazing Saddles-sores - Bill and James MacNay, Michael Eden and Martin Yardley - 47 points

3rd SFA - Fairy Godmothers - Pat Hill, Helen Whibley, Val Peachey and Helen Longbottom

4th SFA - Jodrel Bankers - Ted Hill, Ray Whibley, Tony Peachey and John Longbottom

Special thanks to Jackie MacNay, who took on the Roll of Question Master at short notice, with helper Peter Watson. The Soc. Sec gave Jackie no questions and with 4 days to go, she had to put the Quiz together at very short notice.

MINUTES OF THE AGM 2nd DECEMBER 2004

The meeting opened at 8:40 with 28 members present (compared with 26 at the 2003 meeting). Apologies were received from D Watson, P Watson, J Watson, C Cowlard & K Brown.

1. The **MINUTES** of the meeting on 4th December 2003 were accepted.

2. **REPORTS**

a) The **Secretary** reported that the Committee had met 6 times during the year with a reasonable turn out each time. Membership of the Club stood at 61, comprising 42 1st claim, 6 2nd claim, 1 junior, 3 life and 9 associate members. The Secretary's report was accepted.

The **Treasurer**, in outlining this year's accounts, pointed out that the previous financial year had been a short one due to change in year end dates and so a straightforward comparison could not be made with this year's accounts. Copies of the accounts were distributed to members present. There was a £345.90 deficit over all. Racing fees were down due to belated claims on previous year's winnings. The treasurer stated that the issue of third party insurance for some members was still a grey area, and one that needs to be clarified in these litigious times. The Treasurer's report was accepted.

c) The **Club Events Secretary** waxed lyrical about this year's events and apologised that his report overlapped with the one printed in the winter edition of the Gazette. He reported that 293 individual rides were made this year, down from 244 last year – he felt that this was not a great worry and was a reflection of individual conflicts of interest. Inter-clubs went well, although it was with regret that he reported inter-club events with San fairy Ann have become a thing of the past. This is the first

year that marshalls have been required on some club events and the Club Events Secretary thanked all who had helped events run smoothly. The CE secretary noted that due to Warwick's ill health in the latter part of the season he and Les Hayman had stepped in as timekeepers. He also informed the members present to ensure that they enter open events on the most current entry form (Jan 2004). The Club Events Secretary's report was accepted.

D Finch and his wife were commended for their work this year.

d) The **Road Race Secretary** reported another good year with 17 British Cycling members, 14 holding licences and 10 or 11 of these active all year. The victory in the Surrey League Team Champs was a particular highlight. The club's summer road race was a real success with good press coverage and excellent prizes. Thanks were given to all that had helped make the event a success, and it is hoped the race will follow the same formula next year. The club's SERRL promotion had gone well despite short notice. A number of members had marshalled at Surrey league events. The Road Race Secretary's report was accepted.

M Denton reported that 2004 had seen the first good year on the track with 3 members regularly riding at Herne Hill. Trips to Calshot track will continue this winter. 3 or 4 members had ridden at Manchester velodrome. Next year looks to be an even better one on the track with several further members showing an interest.

e) The **Recorder** reported that results of 71 Open time trials (up 7 on 2003), and 2 hill climbs entered by members were recorded. 61 road races, 14 Herne Hill results and 13 crits were recorded. 4 cyclo-cross events had been recorded so far in the 2003/4 season. The recorder was pleased that most members were keeping her informed of their racing activities. The Recorder's report was accepted. A vote of thanks was made for all of Jo's

hard work.

In his absence Jo Watson gave the **Social Secretary's** report. The summer rounders match had been a disaster but since then matters have improved. The winter programme is progressing slowly with the odd hitch. The annual dinner had gone well, although at 55 there was a lower than hoped for attendance and a resulting £175 loss. The venue has been provisionally re-booked for next year. All members present enjoyed the meal, but a few members were not happy with the choice of music – alternative suggestions will be sought throughout the year. A couple of social events suggested already for next year are participation in the Tunbridge Wells sedan chair race, and a social event with the cycle club from Lambersaart, France. In his report the Social Secretary appealed for support to his programme of winter events. The Social Secretary's report was accepted, and a vote of thanks given.

g) The **Magazine Editor** thanked all contributors. He noted that sponsorship had again been provided by Cycle-Ops of Tonbridge. Distribution has remained steady at about 50 copies per month. The format and style of the magazine are still popular among members. The editor suggested that back issues of the magazine could be put on the website. The Magazine Editor's report was accepted.

h) **Borderers.** W Dunford had recently attended the AGM of the Borderers, and summed up the contents of this meeting. M Denton had little to report on **Roller Racing** activity with only 2 sessions held so far this year with a total of 7 riders participating. An inter-club event is suggested for next January. M Denton noted that there has been a slight increase in interest in the rollers perhaps due to the increased interest in track racing. The meeting was informed that the rollers are spread among the membership at present.

i) The second **clothing** order has yet to be

placed. The organisation of ordering needs to be improved. Members are generally happy with the quality of the kit. A more regular ordering system will be implemented next year. It was suggested that the club should carry a range of stock in standard sizes to ensure that (new) members do not have to wait too long for their kit. All clothing in future will be sold at a price to be set by the committee; this will remove the need to wait until sufficient orders are received to obtain the bulk purchase discounts. Any discounts attracted will be used as float for purchase of standard sized stock.

j) A Oakley reported that Go-Ride provision is still in the pipeline. 2 Southborough schools are keen to take advantage of the provision, but due to British Cycling's inefficiency paperwork is yet to be resolved. S Morris agreed to be the club's Go-Ride contact, with N Quarmbly the child welfare officer.

3. ELECTIONS

- a) **President** – N/A elected every three years V Hayward continues.
- b) **Vice-presidents** – B McNay replaces T Collins unopposed, E Carpenter, and G Abraham continue.
- b) **Chairman** - W Dunford elected unopposed.
- c) **Secretary** - S Mugridge retired; A Oakley elected unopposed.
- e) **Treasurer** - M Yardley elected unopposed.
- f) **Club events secretary** - D Finch elected unopposed.
- g) **Road race secretary** - C Howard elected unopposed.
- h) **Recorder** - Mrs J Watson elected unopposed.
- i) **Editor** - N Quarmbly elected unopposed.
- j) **Social Secretary** - D Watson elected unopposed.
- k) **Auditors** - W MacNay & C Nightingale continue.
- l) **Riding members** – M Denton, B Mitchell (junior), P Riley and N Quarmbly.

4. **SUBSCRIPTIONS**

2005 subscription levels will stay at: Senior £15, Junior £7, Juvenile £5, 2nd claim £7, associate £4.

5. **AFFILIATIONS**

These had been agreed in principle at the Racing Men's Meeting earlier in the year.

6 **PROPOSITIONS**

Proposed by: D Watson

Seconded by: C Nightingale

To amend R10.6 from... The Club Senior 50 mile and 100 mile Championships shall be awarded to the fastest SDW CC rider at a single nominated event, on a 'Q' or 'G' course, chosen annually by the Club Committee. To... The Club Senior 50 mile and 100 mile Trophy's, shall be awarded to the SDW rider with the fastest time, in a racing year, at the respective distance.

Thereby amending the Trophy descriptions to read: Bryan 50-Mile Trophy - Presented for the fastest time at 50 miles. E. Leyland 100-Mile Trophy - Presented for the fastest time at 100 miles.

An amendment was proposed by P Riley and seconded by T Stegers to apply the Q and G course clause to the 50 mile event only. The amendment was carried 16 votes for and 3 against.

The amended proposition was carried 12 votes for and 0 against.

7. **Proposed by: D Watson**

Seconded by: C Nightingale

To amend R10.10 from... The Road Race Trophy shall be awarded to the highest-ranked club rider, based on "British Cycling" rankings, at the end of the racing season. To... The Road Race Trophy shall be awarded to the club rider who has accumulated the greatest number of "British Cycling" points, at the end of the racing season. Where a rider has risen a category, and their points accumulated from their previous category are deducted by "British Cycling" to award them a higher category, these 'points deducted' shall be used / included in the count for the purpose of this

award. Carried.

8. **Proposed by: P Riley**

Seconded by: M Denton

That membership packages are made available to new members, the contents and price to be set by the Committee. This price will be set at a level that constitutes a small saving when compared to purchasing each benefit separately.

Carried unanimously (with a number of comments to be taken on board by the committee).

9a. **Appointment of a press and publicity officer.**

N Whelan volunteered to be club publicity officer. He will work with P Riley and M Denton (the new webmasters) as the club's publicity team. The website is currently being updated and new material will be posted in the New Year.

b. **Regular Sunday club runs.** The current provision was outlined, and it was made clear that the new runs are in their infancy and these need to be actively promoted and established before changes are made to the format. Currently there are two club runs leaving Tunbridge Wells each Sunday, one is joint with TWRC and is for experienced/racing riders only, the other is of a shorter slower nature and is aimed at encouraging new members as well as providing a more relaxed ride for existing members. N Lewis recommended that a 4 or 5 week rota of routes (as with Wednesday Wobblers) could eventually be used.

c. **Club kit ordering.** Discussed earlier

10. **ANY OTHER BUSINESS**

A Oakley appealed for help with the running of the New Year's Day 10 and updated the meeting on its progress.

The meeting closed at 10:45.

**Minutes of a meeting of Southborough & District Wheelers Committee on
Monday, 31st January 2005 at Borderers Sports Club, Tunbridge Wells**

Present: W Dunford (in the Chair), A Oakley, D Finch, P Riley, M Denton, D Watson, Mark Denton, Neil Quarmby and M Yardley.

Apologies received from: B Mitchell and C Howard

The meeting started at 8:10 pm.

Minutes of last meeting

The minutes of the last meeting were accepted and a copy signed by the Chairman.

Correspondence/Secretary

Correspondence was dealt with. Several associations need to be told of the change of secretary (East Sussex CA, Sussex CA, Eastern Counties CA, Southern Counties Cycle Union, British Cycling).

Action A Oakley

by 20/2/2005

Chris Howard has supplied the wording for Rule 10.10. This will be published by David Watson and reported in the next magazine by Neil Quarmby.

Action N Quarmby/D Watson

A copy of the minutes of the AGM has to be sent to Neil and David

Action A Oakley

Treasurer

The Treasurer reported the balances as follows:

Jan 2005	
Capital reserve	£1,499
Current	£468
Petty cash	£52
Halifax	£9004

These totals are before club affiliations and clubroom fees.

Membership totals

(Estimate as at Jan 05)

23	First claim paid
1	Second claim
3	Associates
11	Season tickets
25-30	Outstanding
15-20	Lapsed members

Club Events Secretary

D Finch reported preparation for the spring 10 and summer 25 were well underway. Brands Hatch has three possible dates, Fri 10th June, Thur 23rd June and Thur 30th June. BH management are deciding on the dates.

BAR Championship Averages

Minimum average speeds for the championships were set as last year at:

Seniors	20 mph
Ladies	20mph
Juniors	23mph
Juveniles	21mph

Club TT

2 2ups will be run, one on Frant and the other on Ashdown Forest. We will need to arrange marshals on the Wrotham Heath course.

Road-race Secretary

P Riley reported that the owners of Herne Hill are renegotiating the lease and this is causing some disruption to events due to take place at Herne Hill this year. We have 5 members who are likely to race there this year.

M Denton has organised 3 or 4 visits to

Calshot track for friends and a 4-5 Wheelers. SERRL starts in March.

Social Secretary

D Watson reported the Annual Dinner will be on Saturday 12 Nov 2005 at the Plough at Leigh. We need to decide on the entertainment and live music was first on the list. We have about £250 to spend, all ideas are welcome.

D Watson reported that the Thursday evening programme is going well. Plans for a French trip have been shelved. The quiz, cycle jumble and rollers evenings have been well attended. Events coming up are a Quiz, Rollers and a talk by Peter Crofts (10th March Rough roads of Ethiopia) and a rounders event on a Thursday evening with cake and tea in the summer.

Membership Drive

P Riley reported that regular club runs have been instigated with 3 weekend runs on Saturday afternoon and a fast and medium pace Sunday run. See web-site for details. He has started a regular weekly email that includes club members and people that may be interested.

A fixed price for club kit has been set and will be published in the magazine and on the web site.

We need to be accounting for club clothing on a proper accounting basis. Neil Whelan will be invited to the next meeting to discuss how we can take this forward.

Any other relevant business

**Possible Cycling facilities for use by SDW
PORC**

Mike Westphal has put together a proposal for a 1 mile closed circuit at PORC. He is trying to get Sport England funding for this. To do so he needs a club to apply for the money. If this is us it will mean that we will have to provide a 3 year club development plan to show how it will change our club.

Bedgebury

They have been allocated £700,000 to build a club centre, improve trails and create a 2-3 hectare free ride area. Development starts in 2006. They are looking at getting a local club involved to make use of these facilities. Bedgebury can be used as part of Go-Ride and CTC training so the club can make good use of this facility.

For PORC to get the money they require, we need to put together a growth plan to show how we can improve as a club if the facility is in place. We are comfortable with that and agreed to progress on that basis. Contact Roy Page to progress

Action A Oakley

Next meeting

Monday, 21st March 2005 at Borderers.



"The bus is in the shop."
© 2002 Jonny Hawkins



Wide range of cycles and accessories including:

MONOC

SCOTT

TREK

BROMPTON

MAVIC

Members discount

5% off parts and accessories*

10% off tubes*

15% off folding tyres*

OPEN 7 DAYS A WEEK

8 Bank Street, Tonbridge
Tel: 01732 500533
Email: mail@cycle-ops.co.uk

OPEN HOURS
Monday 8am - 6pm
Tuesday 8am - 6pm
Weds. 8am - 6pm
Thursday 8am - 6pm
Friday 8am - 6pm
Saturday 8am - 6pm
Sunday 10am - 5pm
*Open Bank Holidays
10am - 5/6 pm

Sunday Lunch Stops

Mar	6th	Bell & Jorrocks	Frittenden
	13th	Maypole	High Hurst Wood
	20th	White Hart	Claygate
	27th	Abergaveny Arms	Frant
Apr	3rd	Carpenters Arms	Mayfield
	10th	Pitdown Man	Pitdown
		<i>ESCA 2-up</i>	
	17th	Half Moon	Friars Gate
	24th	The Bull	Rolvenden
May	1st	Royal Oak	Crockham Hill
	8th	Bell & Jorrocks	Frittenden
	15th	Carpenters Arms	Mayfield
	22nd	Maypole	High Hurst Wood
	29th	White Hart	Claygate

Club Clothing

Stand out in the new Southborough & District Wheelers club kit! Please contact Neil Whelan (phone: 07776 203901, email: neilwhelan@hotmail.com) or Chris Howard (phone: 01892 832366, email: mail@cdhoward.co.uk) for more info (including a full price list) or to place an order.



Item	Description	Guide Price
Short-sleeve road jersey	Short sleeved road jersey in Moria Multi-Dry fabric. Designed for road racing, mountain biking and longer time trials and featuring three rear pockets for race food.	£34
Long-sleeve road jersey	As above but with long sleeves.	£36
Thermody training jacket	Moria Thermo-Dry winter training jacket, with full zip and three rear pockets, ideal for the winter club-run. Breathable, water repellent, wind-resistant fabric. Warm yet lightweight and soft garment.	£47
Thermody gilet	As above but sleeveless.	£35
Short-sleeve skinsuit	Short Sleeved lycra skinsuit. Anatomically shaped for extra comfort on the bike. Shorts as per A7.	£59
Skin shorts	Anatomically shaped lycra shorts. Printed panels in lycra, seat areas in teflon coated nylon lycra.	£41
Bib shorts	As above but with mesh bib (shoulder straps)	£47
Thermolyca bib tights	As above but with bib top (shoulder straps)	£40