



# NEWSLETTER

Hours of leisure  
Miles of pleasure

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## The 2008 winners are.....



Our 'main man' this season-Keith Ward. He won the Pym Hill trophy(centre) for his efforts with the Club Runs. Then he won the Eldridge Memorial Trophy (left) for being the first Gravesend rider home in the Eldridge 25 mile race and the he won the Tom Medley Trophy for having the nearest time to the hour without breaking it. Well done to Keith.

Paul Williams won the Senior Evening 10 trophy with his early season rides. Unfortunately a promising season was cut short with tendonitis. However he is fit and well now and raring to go in 2009. Well done Paul.

Graeme Moir won the Vets Evening 10 series. Andy Sangster is presenting, while Peter Baird is seated behind. Well done Graeme

Derek Wright won the Half Wheel for his 'activities' on the Club Runs. Although recovering from a broken wrist he is keeping his legs moving ready for 2009.



Andy Gibson (right) won the Club Hillclimb

## Congratulations also, to our very own, Ian Whitehead.



**Ian has just been awarded the British Cycling, South East Division, Badge of Honour** for nurturing, assisting, chaperoning and soigneuring schoolboy and junior cyclists for BC, when racing in Belgium. For 10 years, on most Sundays in the summer, Ian takes the boys over to Belgium to race, mostly just for the day, but at other times for longer periods. Schoolboy races are about 50km, while junior races are about

120km, and mostly on the flat West Flanders roads. However there have been riders in the schoolboy Het Volk, with Peter Dibben gaining a 2<sup>nd</sup> place, and in the Junior Het Volk, Luke Rowe came third last year. Ian has been associated with Eric Roussell who won the Junior National Championships this year (Eric features in Cycling Weekly this week 4/12/08), Andy Fenn who won the Junior Paris-Roubaix, Sandy King who won the 2007 Schoolboy Championships, all three of which are now in the BC Academy system. Ian has also been involved with Billy Wenham, the Northfleet resident, who won the Elite category Support Race at this year's Tour of Britain, of whom more later. The boys are part funded by BC SE.

Ian has run Ruxley Cycles in St Mary's Cray for 13 years, and has been a good, helpful and active supporter of local club cyclists and local cycling. Magnum is his racing brand, while Ruxley is the name he puts on winter bikes and re-sprays. He started his cycling with Gravesend in 1978 and is still a member, and has supported the Newsletter even when not active with Gravesend. From 1993-2000 he formed his own sponsored club, Renners, and he and the team used to race in Belgium as amateurs. Renners riders also rode in 1<sup>st</sup> cat and Elite races here and had wins in the former. As a result of sponsorship problems Ian did not continue to run the Renners team.

In 2000 he joined Kingsnorth International Wheelers, a club registered in the UK but racing in Belgium, based in Ghent. Pete Murphy, of Nicosport, is a sponsor. KIW started in the early 90s as a point for Commonwealth riders to experience racing in Belgium, but now there are riders from all over the world. 3 riders who have ridden for KIW have gone on to get professional contracts – Dean Downing (Rafa-Condor,UK), Gordon McAulay who became the New Zealand champion and was 3<sup>rd</sup> in the last Commonwealth Games, and Kirk Obee who road for US Postal for a year. In the 2007 Ghent 6, 2 US riders, Jackie Simes and Guy East, won the amateur race on the last day.

So in amongst us we have a quiet achiever. So, as he is supporting our cycling scene so well, let's support him when it comes to sourcing our cycling products. If you want to find out more, try these websites [www.ruxley.co.uk/kingsnorth](http://www.ruxley.co.uk/kingsnorth); [www.londoncyclesport.com](http://www.londoncyclesport.com) if you want to find out more about Billy Wenham, and for Ian's Belgium contribution on [www.crazyaboutbelgium.co.uk](http://www.crazyaboutbelgium.co.uk)

**This & That - 1****Dinner & Prize Presentation 2009****Friday 20 November 2009****Rose & Crown, Shorne**

7 for 7.30

**Guest presenter****Please make your diary note – NOW**

**A funny thing happened to me .....**while I was riding along the Wrotham Road. On passing the Vigo pub I heard some coughing and hacking from behind and on glancing round saw a rider on a mountain bike. In no particular hurry this day and feeling sorry for someone riding a mountain bike, I eased up to be sociable and to have a chat. I am not into mountain biking but his bike certainly looked a cut above normal mountain bikes. “Out for ride?” asks I. “Yes, I’m out for 3 hours, up to and around St Mary’s Cray” came the response. “You live locally then?” “Yes, Gravesend”. “Are you with a club?” “Yes, Sportsbean Wilier Cycles” I must have looked puzzled, as he then proceeded to tell me it was a sponsored club, a combination of Sportsbean and Willier road bikes. Then the punch line came, after I explained I was a time-triallist and was returning after a few years lay-off. “Did you go to the Tour of Britain in London?” he asked. “No” I replied. “Well I won the support race” he said. And he lives in Gravesend, not in the GCC and I’ve never heard of him, I’m thinking, while not only keeping up but half wheeling him! “I’m also the national mountain bike champion and I’m signing a professional contract with Marin (the make he was riding) tomorrow”. Before the long downhill to the roundabout where we parted, I discovered it was Billy Wenham, age 19. Towards the bottom I eased up to allow him to catch up(!), wished each other well and went our separate ways – me choosing the more sensible option of continuing on downhill, he choosing to go up the A20 towards Brands. Easing up for mountain bikers .. that’s just taking liberties! Not any more.

I have since spoken to our very own Ian “you can’t get cheaper – oh yes you can” *Arkwright* Whitehead, of Ruxley Cycles, who tells me Billy lives off Springhead Rd in Northfleet. He is an Elite category rider, won the bronze medal in the Under 23 Mountain Bike Cross Country Championship (at 19) and in the winner of the national Cross Country series. He road in the mountain bike Tour de France for the GB national squad, and Ian thinks they won the team award. Billy is, Ian thinks, shortlisted for the 2012 GB national mountain bike squad. Some rider, eh? And to think I slowed down to wait for him – some other rider, eh?

## Cycling history

Well done again to Club and cycling historian, Roger Stevens, who has discovered that, in the Gravesend museum – yes, there really is one – there is a bike like one of these two. The caption beside the photograph in the book this image came from reads:



*“James Moore, ( right), winner of the first road race from Paris to Rouen, with runner up Andre Castera. It is not known whether the photo was taken after or before the race, but the suits are presumably what they wore that day. Castera’s machine displays the typical profile of 1869, but Moore’s rear wheel is only half the size of his front one. By the spring of 1870 wire wheels had largely replaced the wooden variety shown here, and Moore’s profile became the standard.”*

This style of bike, a velocipede, was the first to have cranks. Moore’s bike was the forerunner of the penny-farthing. The bikes in this picture were made by Michaux, France

Roger can’t get access to the museum at the moment to verify which type of bike or its condition, but he’s on the case.

(Brownly point for anyone who knows where the museum is)

**Winter riding**– *dedicated to Peter Chubb (Spain), Mike Crockford (Australia) and to my memories of riding in a much warmer France, and Italy (courtesy of the Crayfordinis)*

- the joys of not quite having the right gear on – too much or too little.
- going for a drink, which then takes your breath away it’s so cold.
- needing to go to the loo more often, and then trying to find ‘the little widget’ through the maze of the multi layers of clothing.
- once found ‘the little widget’ seems to have a mind of its own, intent on resisting being exposed (sensibly), but still quite happy to release its load whatever.
- despite having mudguards getting covered in muck lorries and vans throw up
- despite taking precautions to prevent getting wet from the outside, getting wet from perspiration from the inside, which if you have to stop en route is very uncomfortable.
- trying to avoid diesel spills, wet manhole covers or hugely uneven road surfaces, often hidden in water, which invariably occur when least expected.
- on riding a small lane only to find the hedge cutter has only just passed by – if you make it home without noticing a puncture you’re lucky, but wait until you go to take the bike out the next time! Both tyres last week!
- being sprayed by vehicles who just can wait those few seconds until you are clear of that large puddle across the road
- trying to eat while on your ride. The gloved hand too large to go into the back pocket; then trying to find what you are looking for, then trying to get the wrapper off, .....
- as soon as you step outside you need the loo
- oh, and did I mention punctures?

**GRAVESEND C.C. AND C.T.C. CHARITY RELIABILITY TRIAL**Sunday 25<sup>th</sup> January 2009

Start between 0930 - 1000

Entrance fee £2.00; Under 14 free

All money to be donated to Kent Air Ambulance

**49 MILES**

Exit Shorne Country Park, left via Shorne Ridgeway to cross A226, Upper Higham. Proceed via Villa Road and School Lane to Lower Higham. Right over railway, right into Lower Rochester Road and Gore Green Road to Buckland Road. Left to Buttway Lane, Cliffe. Right to St. Helen's Church, left on B2000 and right on Reed Street and Common Lane to Cooling Road. Left on Cooling Road to High Halstow. Proceed through village to A228. Left on A228 and Ratcliffe Highway to Allhallows (14.5 miles) Right into Stoke Road to Lower Stoke. Left in village to join A228. Right on A228, left via Upper Stoke to Hoo St. Werburgh, proceed through village to A228 to Chattenden. Left on A228 and left on Four Elms Hill into Upchat Road. Right to roundabout. First exit, Woodfield Way. Right at T junction into Lee Green Road and Haven Street to B2000. Left on B2000 and right via Dillywood Lane to A226 (26.3). Right to Gads Hill. Left into Pear Tree Lane, The Ridgeway, past the start area, to cross the A2 and proceed to Cobham Memorial. Right, through the village, left at Owletts, through Sole Street to A227. Left on A227 to Vigo (36 miles). Right via Fairseat and Stanstead Hill to Stanstead. Right on Malt House Road, right and left at Berry's Maple. Proceed on Hartley Bottom Road to Longfield Hill. Right on B260 to Meopham. Left on A227 and right at Camer Corner. Retrace the outer route to finish at Shorne Country Park..... where certificates will be issued.

**29 MILES**

Follow the above course, but finish at Shorne Country Park on the return.

**21MILES**

Follow the above course to High Halstow. Right on Christmas Lane to A228 roundabout. Take second exit into Sharnal Street. Follow the 'cycle route' to Four Elms Hill. Proceed as the 49 mile route to finish at Shorne Country Park.

**NB. Car Parking at Shorne Country Park costs £2.00.**

Organiser:- Ian Stone, 11 Tennyson Avenue, Cliffe Woods, Rochester, ME3 8JF.  
Tel. 01634 220281. e-mail [dorianstone@btopenworld.com](mailto:dorianstone@btopenworld.com)

## This & That - 2

Peter (Baird) has told me that plans for the new A2 cycle facility are to include a Herne Hill style track. BC is putting a lot of money into the project, so if a track does materialize this will be excellent news. Probably better than having a designated time-trial circuit – is that heresy though? How long before we see it though?

Talking about the track, Tony Doyle is going to be staging a 6 day Ghent style meeting in the O2 next year. Take note.

Information has come through about sponsored cycling events organized by The Big Issue. There is the London to Paris, 23-26 July, registration fee £49, with a commitment to raise £1300 in sponsorship, or there is the London to Berlin, 8-13 September, again registration of £49 with a commitment to raise £1700.

**CTT 2009 handbooks – now is the time to order. A handbook is £7, but if you want it with a DVD of the 2008 championships it's £10. You can order direct at CTT 1 Pinfold Court, Sherburn in Elmet, LS25 6LD. Or you can do it through Neil Twyman, GCC Racing Secretary. Send him an email on [neil.twyman@btopenworld.com](mailto:neil.twyman@btopenworld.com). Preferably he would like the money up front, so write to him with money at 86 Marling Way, Gravesend, DA12 4RE.**

The first GCC committee meeting under Peter Baird was on the 10 November. We discussed Monday as the Club night, but it was felt that a mid week night would be better attended. Ian Stone looked into this availability but it was booked up for the foreseeable future. Neil Twyman raised the idea of having a display cabinet(s) for all the Gravesend trophies, in either the Cygnets or Cascades Leisure Centres. This would give the Club some more exposure and the trophies would be able to be seen, instead of being hidden away in a variety of lofts! Some of the trophies are very valuable and contain a great deal of cycling history, so it is a shame they are hidden away. Neil is continuing to look into this.

Peter passed on some KCA information about their AGM. In it were two propositions which seemed interesting and perhaps a move forward – that there be a Road Race Championship, proposed by VC Elan and second that Herne Hill track be hired for a day to hold a track championship. Guess what? Neither got passed.

## **2009 Men's\* Awards – what you are competing for!**

(\* there are also similar award structures for ladies and juniors)

### **Gravesend BBAR (Best Allrounder)**

This is the fastest combined time for a 25, 50 and 100 mile rides in Championship designated events.

### **Senior Men's Championship**

The highest number of points accumulated over any 5 Gravesend Championship events

### **Veterans' Championship**

The highest number of points accumulated over any 5 Gravesend Championship events. Points will be calculated **based on veteran age standard times.**

### **Evening 10 Championship - Seniors**

The highest number of points based on the (5)<sup>+</sup> fastest times.

### **Evening 10 Championship - Veterans**

The highest number of points based on the (5)<sup>+</sup> fastest times based on age standard

### **Handicap Championship**

The highest number of points from (5)<sup>+</sup> fastest rides based on Club allocated rider handicap

### **Hardriders' Championship – Seniors**

The highest number of points based on the (5)<sup>+</sup> fastest rides.

### **Hardriders' Championship – Veterans**

The highest number of points from (5)<sup>+</sup> fastest rides based on veteran age standard times

### **The Tom Taylor Trophy**

The best improvement in a 10 mile time in the first year of Gravesend CC membership

### **The Tom Medley Trophy**

The time nearest to the hour in any event without breaking the hour

### **Hill Climb Championship**

The rider with the fastest time in the Gravesend Hill Climb event.

### **The Eldridge Memorial Trophy**

The first Gravesend rider in the designated Eldridge 25 mile time trial

### **Attendance Trophy**

For the Gravesend member who has accumulated the most points by attending the most Club activities. Attending any one activity gains 1 point. All activities carry equal points – riding, Club night, marshalling, time keeping etc

### **Pym Hill Trophy**

For outstanding contribution(s) to the Club during the season.

**Half Wheel Trophy**

Awarded by the Runs' Captain at his/her discretion for half wheeling or other generally provocative tendencies with the bunch!

**The Sydney William Goldsmith Trophy**

Awarded at the discretion of the Club for any special achievement.

**The Road Race Award**

Awarded by the Club to recognise achievement(s) by a Gravesend rider in road racing.

**The Touring Award**

Awarded by the Club to recognise achievement(s) by a Gravesend rider in cycle touring.

**The Mountain Bike Award**

Awarded by the Club to recognise achievement(s) by a Gravesend rider in mountain biking.

**Ramsay Cup**

A team award, awarded to the fastest team of 3 riders in the Ramsay Cup 25.

**Wooden Spoon**

Awarded, at the Club's discretion, for an event or action which has caused a 'stir'!

(+ number of counting events is up for review)

## Ground Rules for Competitions

1. In riding in these competitions it is expected that, if a winner, you will receive your award at the annual Club Dinner and Presentation. This is just showing respect to those that have competed but have not been successful, and often those who attend the Presentation anyway, as well as it being an important part of the Club's social life.
2. It is ***your responsibility*** to send **any** event results, GCC, Open or otherwise, to Neil Twyman, the Racing Secretary, at [neil.twyman@btopenworld.com](mailto:neil.twyman@btopenworld.com). Neither Neil nor the Committee will trawl around to find your results. You need to provide Neil with (i) the promoting club (ii) course code (iii) date (iv) your time. If you are submitting road race, mountain bike or touring results or information then the corresponding information is required.
3. Important dates for 2009:
  - Last date for submission of results    Friday 9 October 2009
  - Finalisation of Award Winners        Friday 30 October 2009
  - Annual Dinner and Presentation        Friday 20 November 2009

*so don't say you haven't been told or warned!!*

## **This & That - 2**

**Thanks** to **Patrick McMaster** for organizing the Dinner and Awards Presentation, to Andy Sangster and Peter Baird for their speaking parts and to Neil Twyman for organization of the trophies and winners. A very enjoyable evening.

**Welcome** to **Matthew Miller** a new member, but one who has had some impressive time-trial experience from his previous club. We hope he is soon back out on a bike and his racing bikes catch up with him.

### **Len's Walks**

The November walk was led by Graeme Moir from the Green Man at Hodsoll Street. Numbers were down, just 5 and a dog, but it was an enjoyable walk, if a bit wet underfoot though. Still not actually raining during the walk. Through gates, down and up valley sides and past livestock, with Graeme adapting the route as we went. One farmyard was particularly well noted. The Green Man is always a good place for refreshment and a chat, this time was not exception. Thanks Graeme.

Our walks leader, the Natural Navigator, Len Brown led a motley assortment of 13 and a dog on the December walk, across the Marshes and along the Thames sea wall from St Mary, Hoo. A hesitant note was struck within yards of the start when someone, very close to Len, asked rather belligerently "Is this the right way Len?". Although altitudinally challenged, there was no lacking in the immediacy and firmness of his response. A lovely day with superb views over the Thames and the bird life on the mud flats was well worth the effort of scraping the ice off the car before leaving.

The January walk will start from the Bucks Head, Godden Green, 10am on January 4, 2009.

### **Club Runs**

Keith Ward has the Club Runs up and 'running' (I suppose that should be 'cycling') again now. I was going to entitle the section 'My Sunday in Hell' after having been on Keith's first run since his accident. I won't though, as it was reasonably leisurely ride until we got to the top of the Vigo and Jason wanted to 'stretch his legs' down to Meopham! Fortunately the rain stayed off for the ride from Longfield, Horton Kirby, Eynesford, Otford, Pilgrims Way, Wrotham, Vigo and Meopham. A 30m ride for me. Keith, Graeme, Luke and Mike were in attendance.

Keith wants to make the Reliability Trials in January the Club Runs. The dates are 11 Jan the West Kents, 18 Jan the Bexley and the 25 Jan the Gravesend, which starts at Shorne Country Park. Can we try for a good turn out please. Let's try for a big Gravesend group, not necessarily to represent the Club in other Club events, but so that we can get to know, or reacquaint ourselves, with one another. I am looking to see if we can ride races in the season as a 'Club', so getting to know one another now and what type of races or events we favour, would be a good start. Not fit? Now you have notice you can prepare at least for the Gravesend, and as you have read there are different distances to ride anyway. There is a social aspect to it as well.

Check Keith's reports on Club Runs on his blog at [www.btinternet.com/~keithw.ward/GCC/BLOG.htm](http://www.btinternet.com/~keithw.ward/GCC/BLOG.htm).

## ‘Koaching with Kolta’

**Good News** for caffeine addicts. Burke L et al (2001), (published in *Medicine and Science in Sports and Exercise* 33(5)) in the *Journal of Cycle Coaching* 1353-7008, came to the conclusion that ‘caffeine ingestion enhances performance at the end of very extended cycling endurance activity. The practice of replacing sports drinks with Coca Cola during the latter stages of an endurance event is also effective at enhancing performance late in exercise’. ‘Extended’ meant up to 2 hours. Relating to Coca Cola, though, it’s not new. I remember Reg (Smith) telling me this years, although drink it ‘flat’.

**Heart missed a beat** – ready to lie down; two or three beats come very rapidly – that’s strange. Well it could be strange to you that new research is showing that an irregular heart beat is evidence of **good** health and absence of fatigue. The more regular your heart beat the more likely you are to facing the onset of a virus, be overtired from too much training or just not enough rest. The latest heart rate monitors can record the time between heart beats and when displayed via a screen is a useful means of tracking your physiological state. Although these monitors are in their infancy at the moment regular manual heart rate checking is still worth while

**Competing in 2009?** Then your preparations – mental and physical - should be well under way. Are they? Have you thought about your targets for 2009? Have you thought about how you will achieve them? Have you thought about when you will attempt them? Have you started to chart lead up events and what you hope to achieve in these events? Have you ordered your 2009

CTT or BC Handbooks in preparation? You should be able to base much of the 2009 race programme on the 2008 Handbooks, as little changes year on year. Have you given any thought to your 2008 targets, whether you achieved them, whether they were realistic and if you did not achieve them the why? Do you need a change to remotivate you? Would something new give you added incentive? Do you need to change your usual training regime? Do you train, or just ride, and then ride as hard as you can in the race? Do you know your heart rate zones, and use them to train?

You need to know when to peak for your target events. Why? So that you can work back and prepare a training schedule leading up to them. You need to train differently in different periods. If you are training then every ride should have a *raison d’etre*, as it should fit into the overall training schedule. Your training should be divided into distinct phases or periods, each building on the one before, of which **REST** is a very important constitute. Everyone needs it, the older you are the more so. Each cycle or period needs rest, especially before a targeted event. Essentially there are 4 variables – intensity, frequency, duration and rest – and these change depending on the phase/period or cycle of training you are in. Now, for the most part, should be a low intensity, highish frequency and mid-high duration, although duration is to an extent dependent on the events you want to target. Some short low Level 3 work is also advisable, especially if older.

***For success in July, August or September 2009, 7-9 months away, you need to start NOW.***

## Thoughts.

Paul (Hyde) resigning as Secretary was one thing, but his decision to leave the Club altogether was a bit of a shock, certainly disappointing, for me. Paul had a lot of support within the Club, for the ideas he had, the way he did the job and just as an all round friendly, likeable chap within the Club. However it made me think why I stay with GCC. Is it just age, apathy, lethargy, default, or .....?

Being permanently young age is not an issue, so that is immediately discounted. It is certainly not any of the other three; quite the reverse. For me it is a positive decision, based on memories, friendships, history and Club strip. Perhaps it is age afterall!

I first joined GCC when I moved down from the East End to Cuxton, in 1982. Cuxton was hotbed of GCC cycling – the Wilkings family, Bob Dadds, the Abbotts family, that little whippersnapper, Mark Davis, the Lloyd family, and others whose names escape me (definitely age!). The bonds made through cycling with these people, and others within the GCC from that time, last today. Some are still part of GCC, others not. Those memories are encapsulated within, and occurred because of, the GCC.

The history of the Club is another reason. Started in 1923, it is now 85 and still continues today. Only last week, at a meeting to sort out the competitions for 2009, Andy Sangster, Neil Twyman and I were looking at the names and dates inscribed on some of the trophies; I am always amazed and awed when reading the dates, names and times. Some dates go back to the 1920s, others from the 1940s. At least one of those names from the pre-war era is still living in Gravesend and still remembers racing and GCC activities. To be lucky enough to have one's name inscribed on these trophies is to be part of this history. Not the tacky current plastic microlight trophies of today either, but proper solid silver ones. Think how many

new clubs, sponsored or not, spring up, attract riders, contribute nothing to the sport and then die away within a few short years but having caused problems for older established clubs. There is a history to GCC which we should be proud of and work to ensure this continues.

The Italian reason – style over substance?. I like the current GCC strip. There have been a variety of other strips, but none match the colour and aesthetics of the current strip. When you look at the strip of other clubs black, orange, mauve .....and their related designs, no wonder they have to train at night!

What would I gain by moving on? Maybe a sponsored club would provide kit, maybe. Time-trialling is a very individual discipline- how good you are is down to your physiology and what you make of it, so changing clubs would be of no benefit. Road racing needs team work more so this could be a legitimate reason for a roadman. It would be good to have some younger members in the Club and I could understand a younger member looking to ride with people of their own age

I think Paul lost patience with the carping that went on. Understandable, but this is no different from what goes on in any other walk of life. You have to grin and bear it though and try to keep moving forward. Generally the older one gets the more conservative the viewpoint, so that is why it is critical that we have younger members with new ideas to lead the Club. This is no different to what happens in other clubs though.

So I'll be staying, and even when I have that professional contract with the Italian team, I can still retain a social or 2<sup>nd</sup> claim affiliation, remembering the boisterous fun on Gravesend Club Runs and on Club nights – now that's got me thinking about greener grass! Paul, which club did you say you're with?

## ***CYCLING TERROISTS? by Don Bar doe***

It seems little has changed since my days of riding to London, at least 3 days a week, for my training miles. Almost every day now on the TV news and on local radio, there is someone complaining about how cyclists flout or ignore the highway code, when riding in and around our cities and towns.

Although my own experience of driving and riding to work in London is now sometime ago, even then I dreaded driving and riding among cyclists. It was not just the cycle couriers that seemed oblivious to traffic lights, one-way streets and hatched junction boxes, even vicars and old ladies with upright bikes and shopping baskets would ride straight across red lights and junctions, totally ignoring the other road users. And, I'm sorry to say, a large number of those cyclists who flouted the Highway Code were club-cyclists! I have been at traffic lights on my bike waiting for the lights to change, when I've been barged out of the way by a cyclist dashing across instead of waiting for a green light.

Surely, then as now, many if not all of those cyclists were also motorists and should have known better, or, themselves appreciated the position of motorists and the limits of what a car, van, lorry or bus can do to avoid a collision with a cyclist?

And conversely, why don't the motorists who are also cyclists, appreciate the cyclist's problems in heavy traffic. Most if not all motorists were at one time cyclists, whether it was riding to school, work or even now taking the bikes down to the coast in the car with the intention

of riding around a sea-side town and becoming cyclists once again.

It seems to me that almost each month somebody from a cycling organisation is in a TV studio complaining and putting forward the case for the cyclists against the motorist, but never once have I heard them condemning cycling terrorists who blight our towns and cities in ever increasing numbers. All that does is gives ammunition to the likes of the motoring God that is Clarkson, of Top Gear fame, and any other similar programmes dedicated to motoring (I never miss them).

However it is not only in the towns and cities that cyclists flout the Highway Code or fail to exercise common road sense. Many club riders taking part in early morning time-trial events, and who have probably driven to the race HQ, seem to think there is no or very little traffic on the roads during the weekends. I was driving up Molash, after taking 'photos during the past season, when I came across many riders who had completed their event and were riding back to the race HQ. As I was aware of them, I drove, as always, very carefully up the hill, remembering when I had raced up that hill in bunches of 40-60 riders during a road race. Those of you who know that particular hill, will know it is long and narrow in places, more like a country lane than a road.

As I came upon the returning riders, some were riding side by side, some even three abreast chatting away without a care in the world or mindfull of other road users.

When I gently sounded my car horn to let them know I was there, knowing that some of them were wearing helmets that may have restricted

their hearing, instead of singling out I got a few one fingered salutes, others motioned they wanted me to over take while others seemed to be shaking a can of cola! Either that or they were showing me they'd all come first or it was something else! These riders were not youngsters being playful but riders well into middle age and they meant it! Once they saw it was me, the one-fingered salute changed into a friendly wave, but what sort of example does this type of behaviour send out to other motorists?

On another occasion I was attempting to take photos at an open event on our club course, the start sheet plainly stating there was to be no warming up on the course once the race had started. The event, normally very well run and marshalled, had riders buzzing about warming-up in sight of the timekeeper, so much so I didn't know who was racing and who warming-up! After many attempts to take a 'photo I packed away my cameras and drove home. Therefore blighted, once again, by cycling terrorists!

*Don's article prompted this response from former member, Barri de Bechi:*

*"Have to say that I agree and have encountered the same attitude on occasions. In the late '60s, I was driving back to Wolverhampton from Bridgenorth, along minor roads. Two bikies were in front and taking up the space of a bus. After a while, I gently 'tooted' and was greeted with two fingers. One of the riders was .... Hughie (Big Gob) Porter on his way home to wife, Anita Lonsborough at Perton Ridge. As a 'Trackie' (although at the time he owned Bantel bikes) I guess he was unaccustomed to traffic. I have to say, though, that Gravesend CC had it's own champion of arrogance - Baldy Wilkins in the '80s".*

*Don - how about doing something on Road Terrorism! The state of the roads these days is awful. uneven drain or manhole covers, huge holes in the road where previous fillings have come out or where cable trenches have subsided are really very dangerous for the unwary. You really have got to keep two eyes on the road, which then means keeping your head up a little difficult. The KCC ask you to report dangerous road surfaces as they can't cover the whole road network. They really must be joking - I don't know one road that I cycle that does not need maintenance. As soon as I leave the house there are road surface issues. A digital camera would need the highest capacity memory card to be able to record them all!*

*In fact this would make an interesting research study - how road surface affects time/speed - certainly pertinent for time triallists.*

## GRAVESEND CYCLING CLUB

### CLUB EVENTS/RACING PROGRAMME 2008

<b>Date</b>	<b>Distance</b>	<b>Course</b>	<b>Start</b>
March 7	14*	QS/9**	1400
14	14	QS/9	1400
April 12	<b>25(Champ/Eldridge)</b>	Q25/8(KCA)	0700
14	14	QS/9	1830
21	14	QS/9	1845
28	14	QS/9	1845
May 5	14	QS/9	1845
12	14	QS/9	1900
19	10	Q10/11	1915
26	10	Q10/11	1915
June 2	10	Q10/11	1915
7	<b>50 (Champ)+</b>	Q50/11(KCA)	0600
9	10	Q10/11	1915
16	10	Q10/11	1915
21	<b>100(Champ)</b>	Q100/5(KCA)	0600
23	10	Q10/11	1915
30	10	Q10/11	1915
July 7	10	Q10/11	1915
14	10	Q10/11	1915
21	10	Q10/11	1915
28	10	Q10/11	1915
August 4	14	QS/9	1900
11	14	QS/9	1900
16	<b>50(Champ)</b>	Q50/1(KCA)	0700
18	14	QS/9	1845
23	<b>25(Champ)</b>	Q25/12(VTTA)	0700
25	14	QS/9	1845
Sept 5	<b>Hill Climb (Snr Champ)</b>	QHC/1	1400
20	<b>25(Champ)</b>	Q25/10(KCA)	0730
26	14	QS/9	1400

\* actual distance 13.8 miles

\*\* 2 laps of circuit

+ see separate page for **Club Championship** details

**2009 Open and Association Events – South East DC (1)**

January	1	Southboro & Dis	10	Q10/10	10.00	£6.50
March	1	V C Elan	22	QS/7	09.00	7.00
	8	VTTA	10	Q10/28	0730	7.00
	15	KCA (3TTT)	25	Q25/20	0730	21.00
	22	Kent Cycles (+tandems)	25	Q25/20	0730	7.00
	28	Southboro & Dis	10	Q10/33	1430	7.00
	29	V C Elan/Rudy Project	12/24	QS/12	1000	9.00
April	5	Sydenham Whs(+tands)	25	Q25/20	0730	7.00
	12	KCA	25	Q25/8	0700	7.00
	13	Thanet (2TT)	9.5	QS/3	0900	1400
	18	West Kent RC	10	Q10/22	0730	7.00
	25	Catford CC	10	Q10/19	0615	7.00
	26	San Fairy Ann(+tands)	25	Q25/12	0700	7.00
May	3	KCA	10	Q10/22	0730	7.00
	10	Wigmore CC	25	Q25/8	0700	7.00
	16	CC Bexley(+trikes)	10	Q10/22	0730	7.00
	17	Medway Velo	25	Q25/8	0700	7.00
	24	SFA (+tands)	50	Q50/12	0600	7.00
	30	Medway Velo	25	Q10/22	0730	7.00
	31	VTTA (+tands)	30	Q30/2	0630	7.00
June	4	VC Elan	10	Q10/30	1900	7.00
	7	KCA (+trikes)	50	Q50/11	0600	7.00
	11	VC Elan	10	Q10/30	1900	7.00
	13	Woolwich CC	10	Q10/33	1500	7.50
	14	G S Invicta(+tands)	25	Q25/8	0700	7.00
	18	VC Elan	10	Q10/30	1900	7.00
	21	KCA(+tands/trikes)	100	Q100/5	0600	7.00
	25	VC Elan	10	Q10/30	1900	7.00
	27	Thanet RC(hard shell comp/on-line entry)	10	Q10/30	1500	7.00
	28	VTTA	25	Q25/8	0700	7.00