



Newsletter

Hours of leisure
Miles of pleasure

Change as good as a rest?

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Answer - most emphatically yes. And the change involved going over to France, in the Pas-de-Calais, and riding events there. So cycling recently has been a little like A Tale of Two Cities, or a tale of two regions or a tale of two rides. And featuring GCC's very own Gravesend Grimpernel.

You may remember in the last Newsletter there was a section on riding in the Pas-de-Calais with a list of events that Len had brought back. The GG (Gravesend Grimpernel) thought this was a good idea and took up the challenge. To date two events have been ridden, a 60km at Zutkerque on April 25th and a 100km in Ardres on 24th May.

The first event was really a trial to see how the day would work out and how the events were run. Signing on is usually from 8-10am for 3E, when you are given a card with the route, the name of the villages/towns and a route profile. Zutkerque was no more than 30 minutes from the Tunnel, but the GG still had to get the 6.20 train to be there on time. Don't forget the hour time difference – it does make a difference!!

Once signed on and dealing with the language problems, there was some surprise that a foreigner was riding. Not having the foggiest which way to go, the GG latched onto a group of 4 other riders leaving at the same time. Around the country lanes their pace was easy but none spoke English. The first hurried sign of activity was when going round a corner the lady rider's chain broke and she drifted to a halt. However no sooner had she stopped and the chain collected, than the older rider with the grubbiest bike fished out of a small seat bag a rivet extractor (something you always carry!) and proceeded to remove another link, keep the pin and re-insert it to repair the chain. Meanwhile riders passed by, some individually, some in groups, the latter looking very smart all dressed in matching club clothing. Having ridden with the small group and waited and tried to be of assistance to the unfortunate French (in true Pimpernel tradition) GG felt compelled to continue the ride with them. This did not last long, however, as they upped the pace and then, when GG took a turn on the front, they either let him go or could not keep up.

By then the system has been mastered. The direction arrows for the route were painted on the road, so all you had to do was to remember to look down at the road when approaching any road junction. Shortly after, however, GG picked up a larger group and road with them; this turned out to be more like a training ride, but their pace was not consistent. Going up the steepest climb GG smoothly changed down into a mythical sprocket and the chain came off. Remounting and twiddling away to the top before arriving at the feed. Bananas, apples, cake, chocolate all cut into pieces, along with water, orange and other drinks. On again before taking a turn, then not remembering if it was the right route, retracing and meeting another local rider, which then turned into a two up time trial all the way to the finish. 60km in 2.25hrs. (contd p4)

RACING RESULTS**Time Trials****28/4/09 GCC Hardriders QS/9**

K Ward 38.59 +2.25
G Moir punct

3/5/09 KCA 10 Q10/22

M Coulter 26.14
J Tibbs 26.31
K Ward 27.22

5/5/09 GCC Hardriders QS/9

R Crayford 36.44 +5.38
G Moir 37.02 +5.01
K Ward 38.48 +2.36

6/5/09 SFA/Wigmore 2TT Q10/22

M Coulter/J Tibbs 25.16(3rd)

Bexley CC Q10/26

A Gibson 25.03

10/5/09 Wigmore CC 25 Q25/8

M Coulter 1.04.32
K Ward 1.09.09

Norwood Paragon G25/53

A Gibson 1.03.33

12/5/09 GCC Hardriders QS/9

R Crayford 38.00 +4.22
K Ward 41.29 -0.05
J Tibbs 42.20

16/5/09 Lea Valley CC E2/10

M Coulter 25.28

17/5/09 Medway Velo 25 Q25/8

M Coulter 1.06.07

Worthing Excelsior G25/53

A Gibson 1.05.16

19/5/09 GCC Hardriders QS/9

R Crayford 35.24 +6.40
J Tibbs 37.49
K Ward 38.46 +2.38

20/5/09 Bexley CC Q10/26

A Gibson 24.50

26/5/09 GCC 10 Q10/9

R Crayford 26.06 +4.10
G Moir 26.14 +3.38
J Tibbs 26.24

27/5/09 Bexley CC Q10/26

A Gibson 25.07

30/5/09 Medway Velo 10 Q10/22

M Coulter 25.29

31/5/09 South Eastern RC G25/53

A Gibson 1.05.07

2/6/06 GCC 10 Q10/9

R Crayford 24.11 +6.05
J Tibbs 26.10
K Ward 26.27 +3.07

3/6/09 Bexley CC Q10/26

A Gibson 24.45

4/6/09 VC Elan Q10/30

M Coulter 25.38

7/6/09 KCA 50 (Club Ch) Q50/11

M Coulter 2.11.58 +28.16
K Ward (fxd) 2.26.52 +11.01

9/6/09 GCC 10 Q10/9

R Crayford 25.33 +4.43
J Tibbs 25.55
K Ward (fxd) 27.03 +2.31

10/6/09 Bexley 10 Q10/26

A Gibson 24.13

11/6/09 VC Elan 10 Q10/30

M Coulter 24.17

14/6/09 GS Invicta 25 Q25/8

K Ward 1.09.33(fxd)

16/6/09 GCC 10 Q10/9

M Coulter 25.08 +4.54
R Crayford 25.10 +5.06
K Ward (fxd) 27.21 +2.13

RACING RESULTS II

Sportifs

Road Racing - LVRC

26/4/09 Chelmsford 40m
R Crayford 11th

3/5/09 Syd Wightman Mem Race 45m
R Crayford 2nd & prime winner

10/5/09 Hog Hill 30m
R Crayford 3rd

31/5/09 National Crit Champs 28m
R Crayford 15th

17/5/09 Castle Ride 100m
K Ward, J Tibbs, K Perry

7/6/00 Tour of Pembrokeshire
J Tibbs

COMMITTEE MEETING

June 29th 8pm

4 Fortuna Close, Hartley

Andy Sangster 01474 707747

Rex Wilkins

Reminiscences from Don Bardoe, omitted from the last Newsletter.

We had a hardriders course around Nettlestead(?), two laps, and I was going very well that season and had started off several minutes before Rex. However I soon punctured and went into a field to repair the flat tyre. Rex passed by without seeing me, but tyre repaired I jumped on my bike and soon passed Rex. He swore out loud thinking I'd lapped him, so he packed and rode, not raced, to the finish.

Another time we were riding a road race which meant climbing Molash 4 times, each time we hit the hill he'd moan 'bloody Molash'. He lost contact with the main bunch, as I did a lap later, but I waited for him and towed him up Molash for the last lap, so he sat on my wheel all the way from there to the start of the lane near the finish. However we'd picked up 5-6 other riders on the way, but when they spotted the finish they decided to make a 'sprint' of it. Suddenly 'knackered' Rex, having been towed for about 4 miles, shot off my back wheel leaving me standing and won the sprint! Nice!

Change as good as a rest? Contd

Certainly the group riding and riding with this chap was much better than the training 'slogs' on the traffic crowded, polluted, hazardous and repetitious roads back home. The beauty of ride was that it was virtually traffic free, hassle free and to see the village/small town club all turned out in matching club kit and riding together. Back at the finish tea/coffee and nice fresh French bread sandwiches/baguettes along with a selection of 'gifts' that one could choose from – hats, tea shirts key rings etc. The Mayor turned up to present the awards, the local newspaper reporter/photographer was there and GG came away with one of those very light bakerlite trophies for probably being the only foreigner – or, in Pimpernel tradition, as thanks for rendering assistance to French in trouble. Then lunch in Len's friends' restaurant in Audriucq nearby.

The 100km Ardres ride was somewhat different in that Ardres is a much larger town and there were more riders; it seemed a level of organization up from Zutkerque. Sign on and no interest in you being a foreigner. Given a route card and profile, although not knowing the area they have little meaning. Just remember to look down on the road for the red arrows!! Within a mile there was some pave in the town square, which thankfully was only brief. This time no need to wait for a group and those riders I did catch up with were not out training! Soon the 60km route diverged, and from then until the second and last feed, at the point where the 100 and 150km route merged, it was a lonely ride, but very quiet, picturesque and devoid of traffic. However the action after the feed more than made up for that. The mind began to wander a bit in this middle section and there were some One Flew Over the Cuckoos Nest thoughts. Again the absolute absence of traffic was amazing, virtually 100km without sight of a car! The route was well signed, even to the point where, if the road in front or round the bend was hazardous, then there would be a red triangle with an explanation mark painted on the road

The last feed was about 25km from the finish. I was wondering how much further it was and deciding whether to fill the second bottle, when suddenly a host of identically clad riders swept in, grabbed what they could while still astride their bikes and then started to move off. Identically clad in royal blue jerseys and shorts with the red and white shadow lettering of their club name and sponsors, together with quite plush bikes. Looked very smart. Having left and taken a few hundred metres to get themselves together again, they now had an extra rider – an English limpet, firmly attached to the back of the group, none other than the GCC clad Grimpernel. The pace was definitely a lot hotter, but at least you did not have to think about route direction or something to fill your mind. A large hill loomed, but just as the route seemed to heading towards it, it would veer off and run parallel, to such an extent that you thought you might be spared it. No such luck as suddenly there was sharp turn to the right, coupled with a rapid changing down of sprockets. Thankfully I had a triple. Unto the fittest the hill is given, unto the rest degrees of slowness. Needless to say the group split irrevocably, but I managed to pass quite a few twiddling furiously in the 30 chainring, although near the top 2 did pass me. I caught them on the descent and then went into time trial mode as I could see some other riders in the distance. The two I had caught did not seem interested in bit and bit so they were soon blown away! Back at the finish there was the usual free drinks and food, together with a souvenir t-shirt – but only in XL!

Again a super ride and super day, and apart from the middle section a good training ride - 64 mile in 3h36, nearly 18mph.

Now compare those French rides to the KCA 50. Get up at the same time, 4am, drive down to Romney Marsh, near Ivychurch for a 6.27 start having paid £7 to enter, have to ride some 3-4 miles to the start, get drenched in the first 15 minutes, hammer yourself silly going twice round a 25m loop, no-one to speak to or ride with, come back for a free drink, provided you hand your

number in, wonder over your time, pass a few pleasantries with other riders and then suffer the impatience on the road on the drive home. Now which would you rather do? Change certainly does wonders for the Grimpernel, who will be returning to France, sooner rather than later.

The list of forthcoming events in the Pas-de-Calais is on p11. Why not try one? Len and I are going over for 1 or more events of the St Omer week.

This & That

* As we go to print Graeme's wife, Fiona, is recovery from illness picked up on holiday. We wish her a speedy recovery

* Thanks to **Ian Stone** for timekeeping, **Roger Stevens** for marshalling and **Don** for photographic duties at out Club events. Thanks to **Graeme Moir** for ensuring there is good press coverage of Club results

* Information has come through about a sports cardiovascular screening service. The test is non-invasive and can be conducted at the clinic or through a mobile service. The website is www.cardiodirect.co.uk, but a word of 'warning' - it is run out of Harley St, so the cost could be highly invasive!!

* Also there has been information about cheap accommodation for cyclists in Northern France, 60 miles from Calais. It is sold as 'indoor camping - you bring your own sleeping bags, towels etc, they provide camp beds, hot shower, toilets. Price 18E, including unlimited tea/coffee with a pain au chocolat for breakfast. It is near St Pol-sur-Ternoise. Website www.lesballastieres.com

* Well done to **Jason Tibbs** who completed the Tour of Pembrokeshire sportif in 8.5 hrs (7.5 hrs riding time). However his account of the conditions made me a little embarrassed to think I had a whinge about getting soaked in the first 15 mins of the KCA 50. Jason produced the route profile which showed a severe 8 mile climb virtually from the start, to which he added that there was driving rain and a strong headwind for the first 20 miles of the 115 mile course. The main roads going up were good quality but coming down backroads were used with dubious road surface and many bends, so you didn't make up what was lost on the way up. I admire his perseverance; I think I would have packed shortly after the start, if I had started! He went well on Tuesday though. He said he would like have another go, but assured of good weather. Jason has clocked up 3 sportifs now, South Downs/The Puncheur, the Castle Ride and the Tour of Pembrokeshire.

* A One Flew Over the Cuckoo's Nest thought - why not dam the English Channel from Deal to Dunkerque and Dungeness to Boulogne, drain out the water and then have a nice smooth tarmac strip laid down with roundabouts at each end and one in the middle. When the value of the £ is high this would encourage English cyclists across the Channel, when the £ is low the flow of cyclists the other way. Not only would the idea be a boon

to both economies think what cycling bliss could ensue. If the roundabouts were banked it could become a track, Why has no-one thought/proposed this before?

* Another OFOTCN thought. Seeing riders coming in the other direction got me thinking. Are they on the return and I am on the way out, or vice-versa? Anyway, would I know? How would I know? If you transfer this thought into the life scenario – how do we know we are on a one way journey (I was going to use the cycling parlance of ‘on the way out’ but), perhaps others we see are on a return leg, like going through a supermarket check out, where instead of paying, your mind is wiped and you are reset at 0. (You can see why I was glad when that other group of cyclists arrived!!)

The Castle Ride sportif (100 miles) by *Keith Ward*

It was an early start – Jason pulled up outside our house in his van – Luke had been picked up already and my bike was taken apart and loaded onto the van. We headed off to Tonbridge and as we approached we could see hundreds of cyclists already making their way from the Castle. After parking and checking our bikes we got ourselves registered and by 8:30 we were off heading north to Ightham Mote, the first of the many climbs. This was an early taster of things worse to come. The weather was not being very kind, with scattered rain and what seemed like a constant headwind.

Before we set off we joined up with Brian Perry. Brian and Jason soon opened up the gap on myself and Luke and I didn't see Jason again until we got to the finish.

I stuck with Luke as we ground our way up Exedown, shortly followed by the first of the refreshment stops. Unfortunately a few miles further on, Luke came to grief going round a nasty bend covered in mud and grease and took a heavy fall. Luke was not alone – some other riders told us that they had seen 4 riders come off at this point and one was waiting for an ambulance to take her back. Luke being of tough Gravesend stock, brushed himself off and quickly got back on his bike, but his injuries to his arms and legs were proving uncomfortable and on reaching Higham, took a short cut back home.

I pressed on and sped to Rochester Castle and the next food stop, but by this time the rain was becoming more persistent. This added to some of the muddiest roads in Kent, and took a lot of riders by surprise, and there seemed to be puncture victims on every corner. I was riding heavy touring tyres (Swalbe Marathon) and didn't get one puncture.

So along the Pilgrim's Way, along the route that the Tour De France had taken and eventually reached the lunch stop at Headcorn. This was a welcome rest and the food they provide is well worth suffering for! With over half the distance covered and with a full stomach, I set off again, trying to slipstream some younger riders. I matched them for quite a while before age told and for the last 10 miles, I crept along and eventually the sight of Tonbridge Castle was in front of me. Through the archway to the sound of tremendous applause (my wife and daughters had taken the trouble to come out to collect me). Anyway I received my T-Shirt and medal and crawled in to the back of the car.

This was the third time I've ridden the Castle ride and each time it seems a bit harder – no doubt I will have another go next year.

Club Runs *by Peter Chubb*

Or, as our cousins across the pond would call them “The Group Ride”, which can be anything from a social event to an out and out training run. Some of ours were a bit like the latter from time to time, especially with Brian Watson in the group – a half wheeler if ever I saw one.

Never mind, entertainment was inevitably available from one source or another, like, dog on one side of the road, and a bitch on heat on the other. Needless to say, the inexorable path of dog to bitch came straight through the club run. Much to my amazement, everyone stayed on their bikes except poor Bill Graham – he came off! Perhaps it was here where the “Drop Off Here” trophy came into being – I wonder what happened to that? Maybe Bill has it as a permanent record, as he seemed to be the only one in the Club as its winner year upon year.

The extended run to the Isle of Wight over the Easter period was very popular until the Sandown Council decided they’d had enough. Was it the policeman’s bicycle coming in on the morning tide that put them off, or was it the cyclist who was drilling the Island’s Constabulary, greeting the dancers and revellers departing the dance hall at Lake ?

A similar ride to Broadstairs, over the then Whitsun Bank Holiday, became divided on the return journey by riding on to the runway at Manston US Air force Base – was it the 1895 Bart’s map which got us into trouble with the authorities? The front half of the run saw the road, which we were supposed to be on, so hoofed it over the fence. The other half were stopped and ordered back from whence they came. No one was arrested.

Talking of being arrested, it was Bill again who gave us all that pleasure after he knocked down a lady/woman (not sure where the dividing line is) when the run went off course on arriving in Austria. Another one of those in the extended season. The aftermath of this jolly jaunt escapes my memory – one would need to recourse to Bill.

A quoted remark when a cyclist was asked why he cycled? “I ride because my girlfriend likes the way I look in tight clothing and also knowing that my performance on my bike is a direct result of the effort I put into it.”

(Peter is a former Club member, 1955-59, who now resides in Spain - in terms of the weather here, a wise move!!)

Roy Enfield *by Roger Stevens*

ROY ENFIELD started his cycling career with Gravesend Cycling Club. Subsequently, he moved on to join the all-conquering Medway Wheelers cycling team. Together with Ken Joy and Peter Beardsmore he won the team award in the British Best Allrounder (B.B.A.R) competition in 1948 and 1949.

In 1947 Roy had won the Kent Cycling Association (K.C.A) 12 hour time trial, covering almost 240 miles. With several team and individual victories between them through 1948 and 1949, the Medway riders were amongst the nation's best. In June 1950 Roy was riding across London to take part in the Bath Road 50 when he took a seemingly insignificant tumble on the tram-lines in Woolwich. He continued, rode the event, and rode home again afterwards. However, several days after the event, on June 14th, 1950 he collapsed and subsequently died from a ruptured spleen.

He was just 30 years of age, and had been married for only 6 weeks. Former club mate and tandem partner Ron Ash says of him: "He was such a popular character and had a wicked sense of humour. People knew him from all over the country. It was a tragedy that he lost his life at such a young age."

The K.C.A holds a Roy Enfield Memorial 50 mile time trial every year, which has been run since 1950. The current record holder for this event is Sean Yates, who won in 1-47-53 on the Bethersden course in 1996. (At the time Sean was a professional with Motorola).

Roy's grave is in Area B4 in Gravesend Cemetery. (In Old Road East).

(Acknowledgements to the K.C.A & R.T.T.C for the majority of this article)

(In the last Newsletter I wondered about former Club colours, without realizing as Roger pointed out, that I had answered the question with the photos of Tom Medley!! Thank you to an observant Roger, who proves that at least one person interacts and responds to the Newsletter! Roger carries on "Racing kit was black tights & black alpaca jacket; deliberately anonymous. [The RTTC were determined to keep us firmly in the past!]. Racing gear was never ridden on club-runs. Clothing was quite close to 'every-day' wear. Enamel club lapel badges were popular. Even in the late 1950's jeans & sweaters were usual club-run gear")

DRUGS SEX AND ROCK AND ROLL! *by DonBardoe*

Forget the sex and rock and roll if you can, but once again, despite all the warnings, guidance and advice, it seems the cycling world simply cannot get away from doping scandals. The 2008 Tour de France was no different to any another Tour, and almost

each month since it finished we hear of yet another rider who thought he'd beaten or fooled the drugs control.

Surely much of it was predictable, as some riders were already under suspicion or at least pre-Tour test showed that they were borderline, and with many of the officials being past riders, is it a case of poachers turned gamekeepers? Year after year riders think they can get away with doping, some are caught out during the Tour, others are caught out later, and some may have even now got away with it.

In my opinion some riders may take something during qualifying events and think they are clean when they get to the Tour, hence the high blood count of a few riders that in fact were later caught doping.

At this very moment somewhere in the world, perhaps backed and funded by governments seeking a method for keeping their military alert and full of energy, laboratories are working away trying to find the ultimate undetectable performance enhancing drug that subsequently somehow finds its way into the sporting world.

Perhaps I've become a grumpy old cyclist, but isn't there something unseemly about a rider no matter whether he be from Briton or anywhere else, signing on to ride the Tour, then selecting the stages he is best at, usually sprinting, then leaving the race because he is tired or for other commitments.

If Briton were to field a team they would need all the riders to at least try to start and finish, the idea of a stage race is that the rider equals out his particular talents over the whole course including the stages that he is not so proficient at.

I'm sure we applauded our Olympic cycling team's successes on the track and road, so Britain is now a force to be feared in the cycling world. How different to days past when we had teams taking part just for the experience, as various coaches from the past would often quote.

There are several factors at play here, one the funding and all that implies, two the advanced training methods and three? Could it be that now that the drug controls are more stringent and in the main more successful? Riders who might be willing to take drugs whilst riding for a trade team are unwilling to take drugs, get found out and therefore bring shame down on their country of origin.

Is that one of, if not the main, factor of our recent advancement up the cycling ladder?

It is notable that during the past few years former cycling nations taking part in the Olympics and other world level cycling events are no longer as dominant. Now that there is a more stringent drug-testing programme, Britain is at last gaining its rightful place.

However there may be just one more factor to be taken into consideration. The inclusion of the sports psychologist to the British team has probably given the riders more of a boost than drugs ever could. For generations Britons have been brought up believing there was something no quite right about winning, it was far better to come second or third and just taking part was more important.

At last British sportsmen and women are being taught that winning is everything, no longer is it wrong to show dissent and disappointment if at least a top three place is not achieved, and preferably first, if only our other sports stars in cricket, rugby and football could perform at the same high level as our cyclists...

And am I the only reader of the 'comic' to find it odd that on the same page they are advertising videos and dvds of past cycling stars, some of whom were suspected or known drugs-cheats, as they also advertise anti-drug bracelets?

Coaching Corner

In the last Coaching Corner I ended on topic of hydration. We may all know we should drink more than we do, so why don't we? We may be aware that the more fluid we lose the more our performance is impaired, so why don't we drink more? Elderly riders tend to drink less than younger riders, even given they are more likely to be aware of the previous two points.

'Voluntary dehydration' is the loss of liquid through perspiration. Even when ample and suitable liquid is available during and after exercise riders so not consume enough? Why? It seems the early stages of drinking moisten the mouth and that relays a message to the brain to stop drinking before the loss has been fully restored. Also the movement of liquid to the stomach is monitored by the nervous system which causes drinking to stop before any loss has been made good.

Other factors which lead to the insufficient consumption of liquid is the taste. Each person's palate is different so to find a taste that you like might take some while, and in the end might not be successful. Then there is whether it is the state of temperature. People are more doubly likely to drink chilled and flavoured drinks than in any other state. Education about whether and why to drink is another factor. As is convenience – is it in a container which allows easy accessibility. (In a 100 I was passed a bottle by a well meaning supporter (the mainstay of our walks(!)) which, after having grabbed it and found half the liquid over me and the bike, found it did not have a top!!!)

Once your body is telling you to drink then it is too late. What should be happening is that small amounts should be regularly consumed – 500-750ml per hour. However I suspect many riders may feel embarrassed taking a bottle when the 'top' riders don't, lining up with a bottle on your bike may make you look more like a 'amateur' than a speedy experienced rider. But it will be helping your performance, especially any distance over 25 miles. I have to omit that often I take 2 full 750ml bottles on a 3+ hour training ride and come back with liquid still in one bottle; It seems it is something you have to work at for it to become natural. Minimising dehydration by drinking during exercise has the largest beneficial effect on performance of any single nutritional input.

It is suggested that by weighing yourself before and after exercise is a good way to see how much weight is lost through dehydration. Once understood and appreciated then a rider is more prepared to take on more fluid.

Females drink more and lose less through perspiration, having smaller bodies than men. Older riders may drink less because their kidneys cannot handle larger volumes of liquid as well as younger riders and therefore the body's system is to stop large volumes of liquid, especially water, being consumed thus lowering the sodium/salt concentration in the body leading to a potentially fatal condition hyponatremia (swelling of the brain) – the initial stages are dizziness and feelings of nausea. Older individuals lose the ability to appropriately sense the loss of blood volume that comes from dehydration and so drink less.

If you buy High 5 drinks, for instance, there is a raft of 'supporting' printed material on how and why to best use their products, which as a rider you have no way of disproving, only in the sense that does it or does it not work for you. But then again are you going to take the time to train and race with a particular company's product and then without it? Once you have gone through the full range new products will be on the market and the process will have to be repeated again. What seems accepted is, though, that despite the product make/type consumption of liquid is necessary and a rate in excess of what most of us drink at the moment. Once this is accepted and in train then a sports drink is better than plain water. Then I suspect it is a question of trial and error and individual preferences.

(Reference: ABCC Cycle Coaching 1/2008)

Cycling in France? Oui, avec le cyclo club de Gravesend.

Our man Len (Brown) has been on his travels again (with Pat) to see their friends in Audruicq, some 17 miles south east of Calais. There he collected a list of cyclo-sportif/tourisme events in or very close to Calais, which are listed below. Len and Pat are certainly going to be doing some, as am I. Could there be enough for any one event to make a Club event of it? Each 'event' has a range of distances -30, 60 or 90km, so the Club could target one event, but members could ride whichever distance suited them.

Date	Location
June 21 Sunday	Calais
June 21 Sunday	Cappellebrouck
July 5 Sunday	Dunkerque
July 26 Sunday	Cassel-Zuytpeene
July 26 Sunday	Coquelles
August 2 Sunday	St Omer – 52/101/123/149km options –SE from St Omer
August 3 Monday	St Omer – 57/80/130/157km – SW from St Omer
August 4 Tuesday	St Omer – 58/87/132/150km – N from St Omer
August 5 Wednesday	St Omer – 52/83/130/151km – E from St Omer
August 7 Friday	St Omer – 58/97/1456/174km – S from St Omer
August 8 Saturday	St Omer – 50/85/159/185km – W from St Omer
August 23 Sunday	Calais
August 30 Sunday	Dunkerque-Fort Mardyck
September 6 Sunday	Offekerque
September 13 Sunday	Calais
September 20 Sunday	Calais
September 20 Sunday	Brouckerque
September 27 Sunday	Maick-Fort Vert
September 27 Sunday	Coudekerque-Branche

GRAVESEND CYCLING CLUB

CLUB EVENTS/RACING PROGRAMME 2009

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

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
July	4	San Fairy Ann	10	Q10/22	0730	7.00
	5	Thanet R C	25	Q25/8	0700	7.00
	11	Kent C A	10	Q10/42	1500	7.00
	12	VTTA Kent	10	Q10/30	0700	7.00
	18	Gravesend CC	10	Q10/22	0730	7.00
	19	Gravesend CC	25	Q25/20	0730	7.00
	25	De Laune CC	10	Q10/22	0730	7.00
August	1	VTTA Kent	10	Q10/22	0730	7.00
	2	De Lauane CC	25	Q25/8	0700	7.00
	8	V C Elan	10	Q10/30	0700	7.00
	9	Kent CA	12hr	Q12/3	0600	10.00
	16	Kent CA 50	50	Q50/1	0700	7.00
	23	VTTA Kent	25	Q25/12	0700	7.00
Sept	13	VTTA Kent	50	Q50/11	0730	7.00
	20	Kent CA	25	Q25/8	0830	7.00

2009 South East Club Events

June	2	Gravesend	10	Q10/9	1915
	3	SFA	10	Q10/33	1915
		CC Bexley	10	Q10/26	1930
		Wigmore	10	Q10/22	1900
	9	Gravesend	10	Q10/9	1915
	10	SFA/Wigmore	10	Q10/22	1900
		CC Bexley	10	Q10/26	1930
	16	Gravesend	10	Q10/9	1915
	17	SFA/Wigmore	10	Q10/22	1900
		CC Bexley	10	Q10/26	1930
	23	Gravesend	10	Q10/9	1915
	24	SFA	10	Q10/29	1930
		CC Bexley	10	Q10/26	1930
		Wigmore	10	Q10/22	1900
	30	Gravesend	10	Q10/9	1915
	July	1	SFA	10	Q10/5
		Wigmore	10	Q10/22	1900
7		Gravesend	10	Q10/9	1915
		Southboro & Dist	10	Q10/18	1930
8		SFA/Wigmore	10	Q15/20	1900
		CC Bexley	10	Q10/26	1930
14		Gravesend	10	Q10/9	1915
15		SFA/Wigmore	10	Q10/22	1900
		CC Bexley	10	Q10/26	1930
21		Gravesend	10	Q10/9	1915
22		SFA/Wigmore	10	Q10/22	1900
		CC Bexley	10	Q10/26	1930
28	Gravesend	10	Q10/9	1915	
29	SFA/Wigmore	10	Q10/22	1900	
	CC Bexley	10	Q10/26	1930	
August	4	Gravesend	13.6	QS9	1900
	5	SFA/Wigmore	10	Q10/22	1900
		CC Bexley	10	Q10/26	1930
	11	Gravesend	13.6	QS9	1900
	12	SFA	10	Q10/5	1900
		CC Bexley	10	Q10/26	1915
		Wigmore	10	Q10/22	1900
	13	G S Avanti	10	Q10/26	1930
	15	De Laune	10	Q10/22	0730
	18	Gravesend	13.6	QS9	1845
	19	SFA	10	Q10/5	1845
		CC Bexley	10	Q10/26	1900
		Wigmore	10	Q10/22	1900
	20	G S Avanti	10	Q10/18	1915
25	Gravesend	13.6	QS9	1845	
26	CC Bexley	H/C	QHC/5	1900	