



NEWSLETTER

Hours of leisure
Miles of pleasure

G
R
A
V
E
S
E
N
D

C
Y
C
L
I
N
G

C
L
U
B

A RARE SPECIES



A rare species indeed in the Gravesend Cycling Club - a female cyclist, a young female cyclist and a competitive young female cyclist! Welcome. We hope you enjoy your cycling with us and it encourages you to pursue the many aspects of the sport.

Kate (Savage) has already completed the 130km Etape Caledonia in 5hr 15mins, her first sportif, coming 22nd, mid point in her gender age category. The first part of the route was flat but then it became mountainous and undulating - well it was Scotland, around Pit Lochrie. Kate liked catching other riders on the hills - sounds ominous! She has already signed up for the 75 mile Bike Rader sportif from Brands Hatch in July and is going to ride the 20km bike section of a team relay duathlon in Richmond Park. Kate is also interested in finding out what time trialling is about and looking to compete soon. Although it is quite different to sportif events don't be put off, give it a go.

Kate is new to club and competitive cycling having previously been an active squash player but knee issues forced her to rethink. When living in London Kate used to cycle to work, but now, having moved out of London and with a better environmental surround cycling is the ideal substitute. She has already been out on Club Runs and is already looking to upgrade her bike! A true cyclist indeed!

This Pendletonesque photo was taken by husband Mike. My effort would have shown to two large flowerpots artistically perched above each wheel, which I would have tried to convince you Kate used as part of her resistance training!! Enjoy riding with the GCC Kate.

RESULTS

28/4/10 CC Bexley Q10/26
A Gibson 24.59

2/5/10 KCA 10 Q10/22
M Coulter (4th OAS) 24.46

4/5/10 GCC 10 Q10/9
J Tibbs 27.12
G Moir 28.54
K Ward 29.33
C Bromley 34.24

5/5/10 CC Bexley Q10/26
A Gibson 25.21

8/5/10 Shaftesbury 25 E2/25
M Coulter 1.00.06
A Gibson 1.02.06

11/5/10 GCC 10 Q10/9
J Tibbs 26.29
K Ward 29.07

12/5/10 CC Bexley Q10/26
M Coulter 24.26
A Gibson 24.58

18/5/10 GCC 10 Q10/9
J Tibbs 26.15
K Ward (90 fxd) 29.05
C Bramley 32.55
(G Terry 2nd cl 25.56)

19/5/10 CC Bexley Q10/26
M Coulter 24.29
A Gibson 24.42

25/5/10 GCC 10 Q10/9
J Tibbs 27.36
K Ward 29.38
(G Terry 2nd cl 26.02)

26/5/10 CC Bexley Q10/26
M Coulter 24.08

2/6/10 CC Bexley Q10/26
A Gibson 24.29

3/6/10 V C Elan Q10/3
M Coulter 23.58

6/6/10 KCA 50/CI Champ Q50/11
M Coulter (punct) 2.18.57

8/6/10 GCC Q10/9
J Tibbs 26.07
K Ward (90 fxd) 28.54
C Bramley (79 fxd) 32.03
(G Terry 2nd claim 25.29)

9/6/10 CC Bexley Q10/26
M Coulter 24.07
A Gibson 24.28

12/6/10 VTTA(E Ang) E2/25
M Coulter 58.17(PB)

15/6/10 GCC Q10/9
J Tibbs 26.44
K Ward (90 fxd) 30.11
C Bramley (79 fxd) 32.08
(G Terry 2nd claim) 26.04

16/6/10 CC Bexley Q10/26
J Tibbs 24.39
A Gibson 24.44
Keith Ward 28.20
(G Terry 2nd cl 23.35)

19/6/10 GCC Open 10 Q10/22
J Tibbs 25.57
K Ward 29.48
(G Terry 2nd cl 24.32)

19/6/10 VTTA(E Ang) E2/25
M Coulter 59.34
A Gibson 1.00.51

Sportifs

May Etape Caledonia 130km
Kate Savage 5hr 15mins

May Castle 100m
Keith Ward
Steve Harding
Dean Milton
Phil Cooper
Ray McAlpine

May Pearson 150km
Jason Tibbs just under 6hrs

This & That

~ A big *well done* to **Andy Sangster** for his organization of the GCC Open 10 and from him a big **thank you** to all those who helped: Marlene for her usual perfect refreshment provision, Ian Stone and Dave Abbotts for timekeeping, their assistants Peter Baird, Andy Weller and Andy Gibson, and marshalling Don Bardoe, Mike Coulter and David.

~ Road works on Fenn Corner have disrupted the Tuesday 10s but Ian has come up with yet another configuration – essentially the old Grain road race circuit in reverse. Fenn Corner is being replaced by a roundabout, which hopefully will give us a faster 10 course which in turn may attract more riders.

~ I'm impressed by the CO₂ cylinders for repairing punctures. I have been carrying one around for a couple of years in case of a puncture in a race – and in the 50 I needed it. Puncturing within a few miles of the start I still had enough energy to bother to try the repair. I had envisaged it as just a stop gap until you could find someone with a pump but it put in good pressure and I carried on with the race. Unfortunately the make has worn off, but I'll be getting another one similar and I won't now have that worry about not carrying a pump.

~ it's nice to have company at events – thanks Andy G.

~ I'm always impressed by the design and colour of our kit. Have you seen better?

~ Compression socks – the next 'must-have' cycling accessory – at least they're warm!

Sportifs

~ **Jason** says that the Pearson Sportif was a good ride – except for the directional signs, a comment echoed in a Cycling Weekly report. The ride was to mark the 150th anniversary of Pearson's bike shop and went from Sutton to Brighton and back. Apart from the signs the organization was good.

~ **Keith** rode the Castle ride on his fixed – 'a nice day long event' he said.

Future events – our Mr Sportif, Jason, is already planning his next events. He is planning to ride the 106m Bike Radar event from Brands Hatch on 11 July, but there are also 50 and 75 mile courses as well. Kate is going to ride either the 75 mile event. As well Jason is also planning to ride the 106 mile 1066 Sportif from Burgess Hill on July 4 and then in September the Cyclefit 150km Gran Fondo which has a Kent starting point.

Club Runs by Club Runs Captain - Keith Ward

May 2 Sunday was a little damp, but it didn't stop the keen ones or should I say the ones with no brains? Jason got to the memorial first and hung around for a while and thinking nobody else was going to show up, headed off towards Longfield. I was late starting, having pulled down my winter bike off the garage wall and needed to pump up the tyres; we met on the approach road to Cobham. We then went down towards Wrotham. In the meantime Steve had reached the memorial, but alas nobody else was brave enough to come out, so he was on his own. After an hour's riding, I had had enough and split from Jason making my way back home. But luck was not on my side and I punctured my rear tyre. It always happens when it is cold and raining!

James Goodall (1917-2010)

Unfortunately James, 93, recently passed away, probably the oldest surviving member of the Club. He was the third of five children, born at Wombwell Hall, Northfleet where his father was the undergardener. He is survived by his daughters Jamie and Jo. The Goodall brothers made a significant contribution to the Club in the pre and early post-War years.

As a way to remember him and his contribution to the Club from a different era I attach an interview Roger Stevens and I did with him in 2008. The Gravesend Reporter headlined our sports report noting James' passing.

"James raced with Gravesend Cycling Club from 1935-39 but was a member of the Club for much longer. He still rode after the War but did not race.

James raced in time trials in the standard black alpaca top and tights and in 1938 was one of three Gravesend riders (Ned Harris and Ted Ploughman) who won the KCA 50 team prize and he won the Club Championship. In discussion about training it became clear there was a big difference. In James's day the first 'training' started with the Club run to Brighton in early spring and if you could not keep up that was too bad, you had to look after yourself! From then on it was going out with other riders and/or the Club run. Gearing? James road a 3 speed derailleur Claude Butler, or fixed. Another major difference to the modern day racing approach is that there was a definite on and off season. There were two other racing clubs in Gravesend at this time as well, the Gravesend Wheelers and Henley's Cycling Club.

Winter was the social season when little riding was done – there were a host of social events at Gravesend CC and then GCC members went to other Clubs' event as well. There were inter-Club social events as well. Another difference looking at the old photographs was the large number of lady members, which would certainly have given impetus to the socialising. Those photographs also show both men and women dressed in heavy coats, trousers and skirts, with plus-fours and bikes with huge lamps/lights meeting at the Clocktower ready for the off. The Clubroom moved from the Tivoli House to the Trades Hall (Overcliffe) to Russell St and then to Sheres Green. (The latter is where I first came across GCC with Frank behind the counter doing the teas). In James' day there were 2 Club evenings a week.

James also rode grass track and for this he just stripped down the road bike. The track was at the RPM ground.

James had a tandem which he rode with his wife – cost £25 and his Claude Butler frame cost £15. Equipment was obtained from thecycle shop in Catford which riders rode to. At that time because it was not permissible to promote events the actual location of an event could not be named so the use of course codes developed and, of course, remain today. For KCA events at Headcorn James still remembers lodging at Mrs Wiggins before riding the early morning event and then riding home.

The courses that James describes are many of the courses that are still ridden today, with slight modifications. For example, many of the KCA courses seem remarkably similar to those of today and it is only recently that GCC has let the Commemoration 21 lapse and the courses which were based around the Longfield Rd."

A memorial service is to be held at St Mary's church, Wrotham Road, Gravesend at 1200 on Wednesday June 23.

Peter Chubb, former member in the 50s & 60s, writes from Spain: "Sorry to learn of the death of James Goodall - he was instrumental in advising me to use the Masonic Hall for the annual Dinner & Dance and Prize Giving".

V-CC: Herne Hill day *by Roger Stevens*

Chris Bramley and I spent a pleasant day (Sunday 6 June) at Herne Hill for the V-CC “fun day”. As always the weather was kind, although it almost (but no quite) rained around lunch time.

The morning was occupied by a cycle jumble, where Chris and I shared a table. I made a few small sales – just enough to pay for my day out. Chris sold some of his stuff from the back of his car, before it had a chance to reach the table – always a sign you’ve got something good! He was lucky to have been at Whitcomb’s old shop as it was being cleared and rescued some stuff. Sadly, he was too late to save much more from the skip.!

People don’t always realize just how old Herne Hill track is. It was upgraded and used for the 1948 Olympics (the only site remaining from that event). However there has been a cycle track there since 1891. Two interesting items were on display – a section of the 1891 track, wooden slats 50mm wide, spaced out to give 10mm gaps. Must almost have been like riding the cobbles! The second was a marble slab commemorating the 1892 24 hours path (ie track) race, which was won by F W Shorelands, with a distance of 414 miles. A superb effort on this track and on a machine with solid tyres.

The afternoon was given over to events on the track. The emphasis was on showing off a good variety of machines. However, although informal, the events were keenly contested. The opening event was a parade of all pre-1930 machines. This was followed by heats for the two “Devils” – one series for pre-1940 and one for post-1940. In the finals both events were won by the same rider on different machines.

The solid tyre pre-1900 event comprised 3 penny-farthings and 3 safetys (called safetys because they had both wheels the same size and closer to the ground). The ‘pennys’ seemed to have the advantage here. Riders age spanned from 10-70 – the 10 yr old was a brave young lad on a ‘penny’.

A novel category was “pre-war gents on pre-war machines”. Self –explanatory, although the defining date was taken as pre-1945, not 1939. The winner was a 1938 (rider as well as machine, I think) Saxon track bike. This had trademark twin seat tubes to give a short wheelbase. It had been restored to as-new condition and fairly glinted in the sunshine.

The afternoon concluded with a grand parade of all machines – a visual history of cycling from the 1890s -1970. As always, a perfect end to a perfect day. Why not join us next year?



Jason and Keith – stalwarts of the Tuesday Evening 10 series



The Tuesday gang – Ian Stone (timekeeper), Chris Bramley, Keith Ward, Don Bardoe (marshall and photographer), Jason Tibbs. Missing Roger Stevens, Mike Coulter and second claim G Terry.

Gravesend Abroad

1. Belgium ~ *Ian Whitehead*

You may remember from the last Newsletter that Ian Whitehead, now working in various capacities in cycling in Belgium, reported on his work with the women's GB team. Unfortunately his May 14th correspondence is:

"Ah, good morning from Flanders I trust you are keeping your wheels in motion over there. Some bad news you may or may not of heard about the GB women's team. Five of them, that's all the full time riders except Nicole (Cooke) who was at home in Switzerland, were involved in an accident here last week. They were out training and descending a hill at around 50kph not far from their East Flanders base, when a car pulled out from a side road and all the riders ploughed into it. The car pushed two riders 50mts along the road, the third rider t-boned the side of the car and the other two hit the back of her. The result: one girl with a broken collar bone, one with broken leg and one with a cracked vertebra. All girls were admitted to hospital, one girl with concussion was discharged the following day. She's back on her bike now but it's going to take most of the summer before all of them are fit enough to race. So at the moment there is no GB women's team".



"Some members may recognise the guy on the right in this picture. It's Mick Gray who was a top road man in the 80's with Anglia Sport. He took a few years out to get his engineering degree then made a comeback riding time trials with his wife Sue (nee Wright). His job meant him moving to West Flanders last September. He sometimes goes to watch the races. He too had a nasty accident a

couple of years ago and spent some time in a coma. So be careful out there!"

He followed this up on June 7th with *"Most of the GB women's team are back in training but it will be some time before they are all racing. One girl raced a couple of weeks ago and crashed! She was OK but the frame cracked. They are on Pinerellos this year and already some of the frames have been damaged. One broke when it slid down the side of a work stand. Nicole's (Cook) fell off the roof on a training camp in Majorca this year and broke {which is understandable!} and a couple of others have also broken. The team are racing at the moment in Spain and then straight to Italy using Nicole {who was at home in Switzerland when the accident happened} and some reserve riders. So it is mostly riders not used to racing at that level. Unfortunately I don't get to work in sunnier climes,*

they have a full time soigneur who get's those jobs. A Kingsnorth Internantional Wheeler 'Old Boy,' Jack Bauer, is now riding for your new clothing company's team, Endura".

(Ian is the guy in the middle for those not in the know. Also for those not in the know he was a former GCC member, time triallist, road racer in the UK and in Belgium, helped organize Kingsnorth International Wheelers based in Ghent, worked with BC taking youth cyclists to competitions on the Continent and is now working in various capacities from a cycle shop in Ghent – with the GB women's team, some work for the Sky team and for the Kingsnorth International Wheelers, a European club base for riders trying to get into Continental teams. Before going to Belgium he had a cycle shop in St Mary's Cray – Ruxley Cycles with his own Magnum frames. Apart from all this a thoroughly good egg.)

2. Spain ~ *Peter Chubb*

Touring in Spain

Not a joke really, but there does seem to be a dearth of actual Spanish cyclists who tour their own country, so imagine my surprise the other night, when on Spanish TV Channel 2, there was an excellent programme covering two lads, and a girl, doing just that. Unlike most British touring types, their mounts were mountain bikes, but they did carry panniers, and something that looked a lot like an old type of saddlebag. (Whatever happened to them ?)

As the programme progressed, it became obvious why they were riding mountain bikes. After a couple of days on metalled roads, they then took to the tracks up in the mountains, which are quite rideable, and invariably follow the contours without too much rise and fall, especially where they are following an old railway track. I did notice at one juncture, they had to ride through a tunnel, albeit, it wasn't very long, and had daylight to guide them through to the other end. Not like the tunnel I negotiated some years ago near Alcoy, which was long, and had a bend which made it impossible to see daylight at the other end – it's only salvation, was a hole in the roof, which had been drilled out of the rock, presumably to let smoke from the steam engines escape.

One of the problems here is the inability at times, to ride from one place to another without resort to tracks, as when making their motorways, or AutoVias, what was the old ordinary road, has become part of the highway, which we cyclists are denied. Road alterations, like taking or modifying a bend, is not planned in any economic sense, unlike the French, who invariably use this redundant part of the road to create a picnic, or some sort of rest area. What is more, the Spanish Road Authorities often block off this redundant stretch.

The programme sponsored by our Generalitat Valenciana (our Regional Government Body), would be good publicity for the region, if it could be reproduced for other television authorities with a nationally dubbed dialogue.

(Peter is our long-time GCC representative in Southern Spain)

3. **New Zealand - Derek Wright**

In the last Newsletter Brian Perry wrote about his cycling exploits in New Zealand. This prompted another perennial NZ visitor, Derek Wright, to write in about his exploits.

“My wife and I have been going to New Zealand since 1997. My young sister and her family emigrated some 30 years ago and live in Napier in the North Island. Napier is well known for the earthquake in 1931 which devastated the area. It was rebuilt in the style of the time and became the Art Deco capital of the world. Now every year for one week in February lovingly restored and cherished vintage vehicles are brought out to be admired, with their owners dressing in thirties costumes – and very dashing they look too. Anyone who wants to dress up can do so with many stores selling suitable costumes.

This last visit (earlier this year) was our sixth, but I have only been taking my bike on the last two, that is since I joined GCC in 06. I had had some health problems in the latter part of 09 and then the snow kept me indoors, so I arrived in Napier very unfit. For most of the first fortnight it rained, fortunately we would be staying there for 10 weeks so hoped we would have some good weather. Behind Napier there are a few hills, and various routes to choose from which many local cyclists use for training. I started with 2 hour rides taking it easy as I was not at first able to cope with the very long drags. The strong winds were also a factor and so a change in direction some days was called for so as to allow a tailwind at the latter part of the ride. At one time I was joined by a fellow enthusiast in his fifties who had bought his bike from a shop called HUB and wore one of their jerseys.

I carry my ID at all times when out riding which includes my racing licence, blood group, my sister's address and phone number and my wife's phone number plus \$30 emergency money. At one point I realized it was all missing but thought it had been put in a case which we had prepared after a warning about a possible tsunami - there had been an earthquake in Chile and hurricanes in the Pacific Islands north of NZ. We had been told that if a siren sounded we were to take warm clothes and rations and make for higher ground. Advised to stay away from the beaches failed to deter the (stupidly) curious. Water was sucked out of a local creek, an event which can precede a tsunami, but the wave must have worn itself down by the time it hit the shore although still strong enough to leave many coastal properties severely damaged, plus dumping plenty of driftwood all along the beach at the edge of town.

A few days later there was a letter in the post addressed to me and inside was short note – ‘Found on the road between Glengarry Road and Poriatí, just returning it’ Sandy (a fellow cyclist). The contents were a little damp but intact, including the money. We made some attempt to find who might have sent it, (I would have been happy to give them the cash) but to no avail. Towards the end of my time there I did a 4.5 hour ride, but only the once! I clocked up a total of 900 miles (A friend in France always gives his mileage in kms because it sounds better!).

Footnote for Brian Perry. *We traveled Air NZ to Auckland via LA for refueling, before getting a domestic flight to Napier. Our luggage allowance was 46kgs each plus a further 7kgs each for carry bags. For sports equipment any container had to*

be under 32kgs. My bike box weighed 14kgs empty and in that went my bike, two changes of kit, a helmet and shoes and got just inside the 32kgs, then this along with 2 suitcases and a holdall went in the hold and within the 92kgs allowance. With one person traveling a bike box could be taken at say, 32kgs and then use the 14kgs for some luggage plus the 7kgs carry-on allowance for the rest. Other weighty items could be bought at the destination. One last thing, when we put our luggage on the small plane at Napier we didn't see it again until Heathrow. If anyone wants more information you can contact me through the Club.

Derek.

So who is Derek? This is Derek taken last year in France near St Omer when he, Jason and I road a 100km randonneur. Immaculately turned out, with bike to match Club colours, and an impressive twiddler/spinner of the pedals despite the advancing years!

Derek rode as an independent for Youngs of Lewisham between 1959-64; independents were semi-professional riders. They were paid a 'pittance' to quote Derek but were provided with all the equipment, clothing and materials they needed. He rode at Crystal Palace a lot, being lapped by Tommy Simpson on one occasion. He rode on the Isle of Man for the international event there being up against Poulidor, Anquetil and Anquetil's team mate de Roo, who won the event. Derek stopped riding in the mid 60s only returning to the bike again in the mid 90s. From his performance in the 100km event he hasn't forgotten how it's done!! He was a regular Club Run participant until he fell doing some DIY and damaged his wrist – there's a moral there – but he's getting back to it again now. He's shortly off to do some riding in France.



4. France - Pas de Calais - Mike Coulter

I returned to the Pas de Calais, to Wimereux close to Boulogne, for the Randonneur de la Baie St Jean. There were 3 distances, 30, 70 or 100km - I opted for the 70km and used it as a Level 2 training ride.

It was not as heavily subscribed as previous events I had ridden but no matter, it was still enjoyable for the same reasons – complete dearth of traffic, complete absence of hassle, friendliness of other riders and organizers and the appreciation of the latter and the organization of the event. Although the weather forecast had been good, it was misty, overcast and cold at the start but I had taken a tip from Jason and used the gilet in conjunction with the armwarmers and was able to gradually disrobe as the temperature increased. A good buy that GCC gilet.

“What distance do you want to ride?” “70k please” “3E please” “Thank you, and what colour are the arrows?” “Orange with an orange W” and just under 2.5 hours later I was back, after having missed a turning, made a detour and had to stop to try to

get the computer to work, which it wouldn't. I was back in glorious sunshine with 2 hours of barely noticed Level 2 & 3 riding done. There was free food and drink.

A couple of items stand out. Shortly after the start of the ride I had crested a small rise and onto a flat before the next down and uphill section and caught up two recumbents and two other riders. I went by with a 'bonjour' freewheeling a bit down the hill then virtually at the bottom there was a 'woosh' and the recumbents came steaming by, but they did look to have rather large main chainrings and none to stable to my way of thinking. However they slowed up pretty quickly on the uphill! Then when in Wimereux after the event there must have been about 50 of the French built Velo-Solex machines, some pre-war, all lined up on the promenade. They had had a rally from Calais. These are bicycles with a small engine mounted above and around the front wheel, the engine driving cotton wheels which in turn drive the tyre. There was also an immaculate old MG; a TD I think.

Orange arrows? Each distance is routed with a different coloured arrow on the road so theoretically all one need do is follow your distance arrows. The newly painted ones are easy to spot and follow but the ones from previous years may have faded so you do need to concentrate and be vigilant – which obviously I wasn't on one occasion so then had to dig out the route itinerary and try to head for the next listed village and pick the route up again. You have to work on faith sometimes as there might not be arrows for some considerable time or they might not be where you expect them but usually it works out. I had spotted a group of riders up ahead so ploughed on to catch them – they then turned off somewhere out of my line of vision and I didn't. Then I came to a junction, spotted 2 riders going off to my right, chased them down to check they were doing the 70k route only to find they were not riding the Randonneur at all. They did not seem to recognize one of the villages but the next one on the list they did and pointed me in the right direction – (Murphy's Law) back the way I had come!

The countryside and little villages in the Pas de Calais are really very attractive. Undulating roads, the smell of agricultural work and farmyards which seems long gone in this area, fields of various colours – rape yellow, cereal, grass and tree green, linseed blue or mottled fields with different coloured cows or sheep and the general peacefulness makes you feel a little out of place trying to speed round; you feel you really ought to be CTCing it! That'll come with age!

My modus operandi is not really to plan to go to far ahead, mostly depending on the weather. I look to see where I have free Sundays, or Saturdays, in the racing calendar here, then wait to see what the weather forecast offers. If it is fine I go on via the Tunnel, 35 minutes one way, £58 day return. The only slight drawback is the hour time difference, so it does mean you have to get the 6.20 or 6.50 (UK time) train over. However this means getting up at the same time as going to some time trials. Most of the venues are within 45 minutes driving time of the Tunnel on the French side. As long as you start the event before 10am (French time) it's fine.

Here is the list of forthcoming events in the Pas de Calais. Currently I am thinking of July 11 & 25, August 29, September 5 & 18 but

Event name	Start	Distances available
June		
6	La Reinette	Boulogne/Mer 30/55/75/95
	La Ran du SCB	St Martin-Boulogne 30/60/110
	La Francois 1 st	Ardres (C) 25/65/95
13	Trophee Snvr M Poiret	Calais 30/70/100
20	Ran de la Fete des Peres	Calais 20/35/65/90
	Monts & Vallees du Boulonnais	Boulogne/Mer 60/80/100/115/130
27	Balade Etaploise	Etaples (LeT) 30/60/90
July		
4	Ran de la Mouette	Neufchatel-Hardelot (B)30/60/80
11	Ran des Estivants	Cucq (Le T) 30/60/90
18	Ran Estivale	Le Portel (B) 50/75/100
25	Ran de la Fete de la Moule	Wimereux (B) 40/70
August		
1	13 th Ran de la Ducasse	Gonnehem (StO+) 15/30/60/90
15	Ran des Monts	Cucq (LeT) 40/80/120
22	Ran de L'Oree du Bois	Berck (LeT+) 35/80
29	10e Ronde des Frauders	Steenvorde(StO) 25/50/80
	FJEP Fort Vert C/Tourisme	Marck(C) 15/45/60/90/120
September		
5	Cap Gris Nez & L'Audomarois	St Omer 50/70/100/125/150; MTB 25/35/45
18	20e Ran des As	Isbergues (StO+) 32/67/96/128
26	Ran D'Automne"La Mer"	St Martin-Boulogne 60/70

(C-nearest Calais; B-nearest Boulogne; StO-nearest St Omer; LeT-nearest Le Touquet)

NB There is a Handbook of all the events in the Nord and Pas de Calais regions but I have only included here those that are nearest on the French side to Calais and the Tunnel. If you want to look for events further afield then contact me.

The Nord is the area to the east, adjacent and running parallel to the Belgian border, starting from a point midway between Calais and Dunkerque; the Pas de Calais is the area to the west.

GRAVESEND CYCLING CLUB CLUB EVENTS 2010

[Proposed schedule/draft]

Date	Distance	Course	Start
March 6	14*	QS/9**	1400
20	14	QS/9	1400
April 11	25(Champ/Eldridge)	Q25/8(KCA)	0700
13	14	QS/9	1830
20	14	QS/9	1845
27	14	QS/9	1845
May 4	10	Q10/9	1845
11	10	Q10/9	1900
16	25(Champ)	Q25/8 (Medway Velo)	0700
18	10	Q10/9	1915
25	10	Q10/9	1915
June 1	10	Q10/9	1915
6	50(Champ)	Q50/11(KCA)	0600
8	10	Q10/9	1915
15	10	Q10/9	1915
20	100(Champ)	Q100/5(KCA)	0600
22	10	Q10/9	1915
29	10	Q10/9	1915
July 6	10	Q10/9	1915
13	10	Q10/9	1915
18	25(Champ)	Q25/20(Gravesend)	0600
20	10	Q10/9	1915
27	10	Q10/9	1915
August 3	10	Q10/9	1900
10	10	Q10/9	1900
15	50(Champ)	Q50/1(KCA)	0700
17	10	Q10/9	1845
22	25(Champ)	Q25/12(VTTA)	0700
24	10	Q10/9	1845
Sept 4	Hill Climb (Snr Champ)	QHC/1	1400
19	25(Champ)	Q25/10(KCA)	0730
25	10	Q10/9	1400

* actual distance 13.8 miles

** 2 laps of circuit

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

S E OPEN & ASSOCIATION EVENTS 2010

June	26	Thanet R.C. 10	Q10/42	1500	£7.00
	27	VTTA (Kent) 25 (B).	Q25/8	0630	£7.50
July	3	San Fairy Ann 10	Q10/22	0730	£7.00
	4	Thanet R.C. 25 (B)	Q25/8	0630	£7.00
	10	Kent C.A. 10	Q10/42	1500	£7.00
		GHS 10 (SEDC Dist Champ)	Q10/42	1430	£7.00
	11	VTTA (Kent) 10 (Champ)	Q10/30	0700	£7.50
	18	Gravesend C.C. 25 (B) (on-line entries)	Q25/20	0630	£7.00
	24	De Laune C.C. 10 (on-line entries)	Q10/22	0730	£7.50
	25	VTTA (Kent) 50 Champ	Q50/11	0630	£7.50
31	VTTA (Kent) 10	Q10/22	0730	£7.50	
August	1	De Laune 25 (B)	Q25/8	0630	£7.50
	15	Kent C.A. 50	Q50/1	0630	£7.00
Sept	4	Velocity 10	Q10/22	0730	£7.00
	5	KCA/VTTA (Kent) Champ 12 Hour	Q12/	0600	£10.00
	12	VTTA (Kent) 25 Champ	Q25/12	0730	£7.50
	19	Kent C.A. 25 (A)	Q25/10	0730	£7.00
October	3	Wigmore C.C/KCA. Hill Climb	QHC/11	1030	£7.50
	10	VTTA (Kent) 15	Q15/20	0900	£7.50
	17	Team Larkfield H/Climb (on-line entries)	QHC/1	1000	£7.00

(All open time trials qualify for the KENT CYCLING ASSOCIATION LEAGUE. Bonus points will be awarded in some races. Contact Kent C.A. officials for details. (A)...Association. (B)...BBAR)

S E Club Events

June	30	Wigmore	10	Q10/22	1900
		CC Bexley	10	Q10/26	1930
July	6	Southboro & Dist	10	Q10/18	1930
		SFA/Wigmore	15	Q15/20	1900
	7	34 Nomads	10	Q10/18	1930
		CC Bexley	10	Q10/26	1930
		SFA/Wigmore	10	Q10/22	1900
	14	CC Bexley	10	Q10/26	1930
		SFA/Wigmore	10	Q10/22	1900
	21	CC Bexley	10	Q10/26	1930
		SFA/Wigmore	10	Q10/22	1900
	24	Catford	10	Q10/24	1400
28	SFA/Wigmore	10	Q10/22	1900	
	CC Bexley	10	Q10/26	1930	
29	G S Avanti	10	Q10/18	1930	
August	4	SFA/Wigmore	10	Q10/22	1900
		CC Bexley	10	Q10/26	1930
	5	Sevenoaks Tri	10	Q10/26	1930
	8	De Laune et al	25	Q25/8	0700
	11	Catford CC	10	Q10/26	1930
		SFA	10	Q10/5	1830
		Wigmore CC	10	Q10/22	1900
		Bexley	10	Q10/26	1915
		G S Avanti	10	Q10/26	1930
	14	De Laune	10	Q10/22	0730
	18	SFA	10	Q10/5	1830
		Wigmore	10	Q10/22	1900
		Bexley	H/Climb	QHC/5	1900
19	Sevenoaks Tri	10	Q10/18	1915	
22	Catford	10	Q10/18	0800	
September	1	VTTA	10	Q10/38	1000
	18	Sevenoaks Tri	10	Q10/7	0800
October	6	VTTA	10	Q10/38	1000
	13	VTTA 2 up	10	Q10/33	1000
December	15	VTTA	10	Q10/38	1000

GCC CLOTHING (as at June 2010)

Sweatshirt/fleece	l/s	M	1	£15
Polo-neck shirt	s/s	L	1	12
Jacket Roubaix		M	1	45
Jerseys	l/s	l/z 3	1	35
	s/s	s/z 3	1	30
		4	1	30
		5	1	25
		M	1	36
Bibshorts		2	2	20
		M	1	42
		L	1	42
Skinsuit		4	1	40
		6	1	30
Shorts - (non bib)		3	1	15
		4	1	15
OLD STOCK/DESIGN				
Shorts		5	4	10
		6	1	10
Skinsuits	s/s	3	2	30
	l/s	6	1	20