

# NEWSLETTER

Hours of leisure  
Miles of pleasure

GRAVESEND CYCLING CLUB

## AGM: Subs reduced!\*



The four GCC stalwarts from the Bike around Brands charity ride – from the left Paul Hyde, Mark Williams, Andy Sangster and Mike Coulter. The Club kit and colours look smart. More group Club events please?

Do you remember in the last Newsletter I raised the spectre of a 70 yr old winning the Tour using the new performance enhancing drug Viagra. It would be nice to say *I told you so*, but I can't I'm afraid. But with Armstrong making comeback it is now possible. Remember you read it first in the GCC Newsletter!

Participants in the 2008 **Motorhouse** sponsored GCC Hillclimb.



From the left Mark Williams, Andy Gibson, Peter Elms (VC Elan), Mike Coulter(asst timekeeping), Mark Simmonds, Bob Crayford and new member Duncan Telford.

**A big thank you to Motorhouse** (car and bicycle parts and accessories) of 48 Holborough Rd, Snodland, 01634 246153, for sponsoring the Hillclimb with High 5 Energy drinks. **Motorhouse** do bike repairs and stock a range of High 5 products as well as bike accessories, across road and mountain bike use, although primarily a mountain bike shop. There is a range of clothing. Parking is easy and Geoff and Steve are very friendly. Worth a visit next time you are passing, especially if you take a copy of the Newsletter up to 20% discount could be yours-it was for me!

## AGM Report

~ The most members that have attended for a while – 13.

~ Yes, the front page headline is correct. **Annual subs for one year, 2008-9, have been reduced to £15 full membership, £10 associate membership.** These amounts will be reviewed at the next AGM. This decision was taken as Club funds are increasing and as a way to encourage new members. (Coincidence!!!! See the December 13<sup>th</sup> entry in Roger Stevens article 50 Years Ago about subs. I've only just realized myself)

~ We have a **new Secretary in Peter Baird**. Peter has kindly agreed to take over as Secretary, putting his experience (45 years in the Club) to good effect. **Many thanks to Paul** who has done a tremendous job and it is sad to see him vacate the position. He has been highly active not only within the Club but with links to others outside the Club. He has set a momentum going which hopefully we can continue.

~ We are **to continue to support Beastway, in principle**, pending the demands for marshals when the new Hogg Hill venue is running.

~ The **Clubroom is to continue at the Harden Hall** for the winter period, October-March, but **with a new midweek day**, Wednesday or Thursday. It was felt that a midweek day would bring more Club members out and was more evenly balanced between weekend cycling activities. There is to be a renewed effort to structure a programme of events for the Clubroom session.

~ There was much discussion about the Evening 10 course. The **Q10/7 is to be the new 10 course** (Xmastree Lane rdbt-Ropers Lane rdbt-Bells Lane/Deangate rdbt and return x 2.5). There were many concerns about the old Q10/24 Grain course, irrespective of it being run in reverse as at the end of last season. The new course may have more and steeper 'ups' but the road is wider and and felt safer. We can review the course as the season progresses. Other course venues were discussed – Harrietsham and the Bexley CC's A20 Brands Hatch course - as alternatives, but timekeeping and other logistics kept as at Grain.

The other addition to the Club racing calendar is a **QS/9 series competition**. The QS/9 is the old Hardriders circuit on Grain. There are going to be a series of races (5/6) of 2 laps at the beginning of the season, March/April, prior to the Evening 10 races, and then 2-4 QS/9 races to finish the season. A definitive racing programme will appear in the next Newsletter.

~ **25 January 2009** Inter-Club Reliability trial will start at Shorne Country Park. Entry £2 with all receipts going to Kent Air Ambulance. Organiser Ian Stone.

~ Tony Mack gave an update on the progress of the 'Leisure Park' that is to replace the old coast bound section of the A2. He brought a large plan which showed the proposed Mountain Bike, BMX and road race circuits but what appeared to be little for the time-trialist. He related that now BC (British Cycling) has such a large and decisive input in the scheme, despite his current and previous efforts, there are slim hopes for a time-trial circuit. In actual fact the constructors are already covering the old A2 coast bound road with the dirt and rubble waste from the recent construction.

**RESULTS**

<b>23/8/08 GCC 10</b>	<b>Q10/24</b>	<b>6/9/08 Motorhouse sponsored GCC</b>	
M Williams	24.41	<b>Hillclimb</b>	<b>QHC/1</b>
A Gibson (v)	24.50	A Gibson (v)	3.40
P Hyde (v)	26.30	M Williams	3.42
		B Crayford (v)	4.13
<b>25/8/08 Ramsay Cup 25 Q25/20</b>		D Telford	6.05
M Craig	1.06.41	<b>Motorhouse donate High 5 Energy drinks</b>	
		<b>for winners and participants.</b>	
<b>26/8/08 GCC 10</b>	<b>Q10/24R</b>	Thanks to Paul Hyde for arranging this.	
G Moir (v)	27.45		
		<b>5/10/08 Wigmore H/C QHC/11</b>	
		A Gibson(v)	4.22 (2 <sup>nd</sup> in Vets)

***It's All About The Bike by Paul Hyde***

Anyone that knows me, knows I do a bit of buying and selling on Ebay, namely bike frames. Recently I had the opportunity to buy a frame that I'd wanted for some time, since reading Robert Millar's review in the first copy of Pro Cycling.

The bike in question? A Pinarello Paris in the Banesto colour scheme. Robert Millar gave it a big thumbs up after testing it in Majorca. Well, needless to say, one came up on Ebay a few months ago. After trying to get the seller to do a Buy It Now, which he refused, I won the auction at a ridiculous £157 for frame, carbon Pinarello forks, Chorus aheadset, FSA bottom bracket and carbon seatpin. It had been "touched up" in a couple of places, but nothing drastic. After building it up and using it around Brands Hatch on the Charity event, it seemed all I'd hoped for.....

Unfortunately, once I got back onto the rough strips of tarmac that they laughingly call roads around here, it became evident that the ride wasn't all that Mr Millar had claimed it to be. One Pinarello, exit stage left.....

Once again to Ebay, and with 7 minutes to go, there was a one (old) owner USPS Trek OCLV 110 for sale, immaculate, and only going at £130! Obviously there was a higher bid in there, but what was it? 20 seconds to go and I bid £197. Long story short, I won the frame and forks for £191. We are talking about an immaculate carbon fibre frame and forks that when new, would have set you back around £1700.

Now, I can't say I've ever been moved by Trek bikes, despite a certain Mr Armstrong winning 7 tours on them. (But let's be honest, he could probably have won 7 tours on a bike built from Col Mustards Lead Piping, in the kitchen) I'm more of an Italian Stallion man. Well, I can now report that I've built it up, and I'm amazed at the quality of ride. How blinkered can you be? It absorbs bumps with ease, and the forward motion with the stiff bottom bracket, has to be tried to be believed. It's uncanny.

I run the club hillclimb each year, timing the event, so that I don't have to ride it. My best time from what I can remember, is something like 7mins 5secs. Riding home from work tonight, something compelled me to go up Exedown. Starting and finishing as per the course; my time 5min 46 secs! Now considering I haven't done too much on the bike lately.....

I'm a changed man. The Trek is here to stay!

Ed. It certainly looks a nice bike. Perhaps you are underestimating your fitness and ability. Or perhaps you are overestimating your eyesight – with age, the gloom of the trees and the glistening sweat pouring off and coloured-lensed glasses, it is easy to mistake digital numbers, eg 3 or 5 for 8!! Paul, in Issue 29 (November 2005) of the Newsletter there is a time for you in the H/C – best check it out!!).

**This & That page.....****Have you booked your Annual Dinner and Prize Presentation  
2008 with Patrick yet??**

It is at the Rose and Crown, Shorne, Friday 14th November, 7.30pm

**MENU:**

Starter:	Broccoli and stilton soup.
Main Course:	Chicken Somerset (chicken breast with sauce) or Seafood Platter or Vegetarian option.
Dessert:	choice from the dessert trolley on the night.
Coffee.	
Cost	£15.95 per person

Cheques payable to: Patrick McMaster at 207 Colyer Road, Northfleet, DA11 8AT.  
or telephone 01474 356181 or 07833 636550 after 24/10/08

**Welcome to new members Duncan Telford, Luke Slight, Raymond Mc Alpine, Peter Fry.** We hope you find the Club friendly and helpful and with plenty of opportunities to challenge your cycling aspirations.

**Thanks to**

- i) **Bill Graham** for his donation to the Newsletter.
- ii) **Andy Sangster** for organising the Open 10 and the Ramsay Cup 25.  
He and the Club would like to thank
- iii) **Dave Abbotts, Peter Baird, Gordon Haymes, Ian Stone, Andy Gibson, Mike Coulter, Colin Pearson, Mark Williams, Graeme Moir, Roger Stevens, and Marlene and Jack Sangster** for all the work involved in timekeeping, pushing-off, marshalling and providing the refreshments. Well done and thank you to everyone, and especially to **Andy Sangster**.
- iv) **Paul Hyde** for organizing the sponsorship of the Hillclimb
- v) To **Motorhouse** of Snodland for kindly sponsoring the Hillclimb

**How many** of you caught the Radio Kent plug for GCC and Len's Walks on the Pat Marsh show on Radio Kent on August 30?

## **50 YEARS AGO** *by Roger Stevens*

All the information in this article is taken from reports in the Gravesend Reporter and all riders are Club riders unless stated otherwise. Some aspects very much reflect their time while others seem quite contemporary. Some names crop up week after week – the principal ‘suspects’ are Roger Wilkings, Ian Stone and John Preston. Ken O’Connor and Dennis Freeman also come up as consistent performers. Both Roger Wilkings and Norma Jarvis were representing the Club at the very top of national level competition.

### **April 26<sup>th</sup>**

In the fourth consecutive club time trial one rider stood out head and shoulders above the rest of the field. Roger Wilkings won Sunday’s 25 in 1.04.07, 3 minutes clear of second placed rider John Preson in 1.07.17. Dennis Freeman riding as a ‘private’ stormed in at 1.05.17.

### **May 3<sup>rd</sup>**

Wilkings was a creditable 4<sup>th</sup> in the West Kent road race. The race started and finished at Green Street Green(Longfield). Each circuit took in 3 testing climbs at Gorse Hill, Vigo and Swanscombe Cutting. The following week the 93 mile Tour of the North Downs took place on the same circuit, (3 laps) – a major annual even that attracted a top class field of amateurs and independents (semi-pros).

### **May 31<sup>st</sup>**

The North Downs circuit was again in use for the Dartford Wheelers 62 mile (2 laps) road race. It was won in a sprint finish by John Clarey, Cambrian Wheelers – a name to watch! (In 1968 John rode and finished Lanterne Rouge in the Tour de France. He is still a regular rider and can often be found at the Oasis Café on a Wednesday morning with lots of other old, and not so old, riders.)

### **June 21<sup>st</sup>**

Following a win in a Suffolk grass track meeting the previous week, Norma Jarvis competed in one at Dagenham. For the second year running she came away with 100% success. Riding in a ladies omnium she was placed first in the 3 races she contested.

### **August 30<sup>th</sup>**

A time of 2.04.01 in the Southend Wheelers 50 was enough to give Roger Wilkings the GCC club record – a 40second improvement on Dennis Freeman’s 1957 time. Norma Jarvis again excelled with two fine second places on the Coventry track, competing against the nation’s best. Ian Stone won the Club 50 in a time of 2.15.06. However, a missing turn marshall meant that Ian covered almost 52 miles to record this time.

**September 6<sup>th</sup>**

(For our Tuesday evening riders I've put in the results of a typical Club evening 10)

Roger Wilkngs           23.24 – Club record on 86" fixed

Ian Stone                25.07

John Preston            25.27

(Beat this?? A challenge to be issued for next year's Evening 10 series. Details later)

**September 13<sup>th</sup>**

(The press write-ups were not just race reports though. This issue carried a very nice piece on the background of the club and a review of Roger Wilking's career to date. Also an honourable mention of Bill Cox, Club President.) The following Sunday's club run was to Herne Hill for the Meeting of Champions. Riders to include Fausto Coppi and Britain's Tour de France stage winner, Brian Robinson.

**December 13<sup>th</sup>**

The last report of the year covered the Club's AGM. Some issues it seems are ever with us. A main topic of discussion was the need to attract new, and especially young, riders. It was proposed that for those still at school the subs be reduced from 10/- (shillings)/50p to 5/-/25p a year. It was hoped that the additional members attracted would offset the loss of revenue.

Balancing the books was an ever present problem. Treasurer Frank Goodall reported that the year's expenditure had been £101.12.7d, whilst income had been £88.14.8d. "Whilst the Club was not out to make a profit, it should, however pay its way. For the first time since 1940 the Club had to draw on its reserve fund. If this continued, within a short while the reserve fund would be exhausted, and the Club would be in the red".

Club General Secretary for 1959 was Ian Stone!

Apart from Club reports the other pages of the Reporter often touched on more general cycling issues. The police seem zealous in pursuing miscreant cyclists. The local magistrate frequently handed down fines for cyclists without lights, and /or inefficient brakes. (There were no reports of offenders receiving the death penalty or being sent to Australia). Cycle thefts were also regularly reported. One thief (a foreign sailor) was apprehended riding a stolen ladies' bicycle – one with no lights and inefficient brakes!

**Another Way** (and continued on page 10)

Past member (I hesitate to write 'old') Pete Lloyd organizes the Easy Group for the Fairies (Maidstone's San Fairy Ann cycling club) and was leading a group from Snodland to Shorne Country Park, for the mid ride break, and then returning. From Snodland up to the Pilgrims' Way, Cuxton, Cobhambury Hill, and back via Dean Lane and then down Birling. Living close by I said I would join him for part of the ride, and eventually made contact with Pete, his wife and a disparate assortment of Easy Riders (no, nothing like the Peter Fonda, Dennis Hopper and Jack Nicholson brigade and certainly no dope in sight) at Cobham War Memorial while resting after the exertions of the hill. It was a short, slow ride to SCPark and refreshments and then the return. Peter is a good

## Gravesend CC in France

As far as I know Len Brown, Bob Crayford and Mike Coulter have been cycling in France this year, tackling the famous climbs.

Firstly **Len** went with three friends, mainly from the De Laune, to tackle the Puy de Dome, Ventoux and Alpe D'Huez. This resulted from the previous trip when these climbs were to be attempted, but for one reason and another, including Len's tonsillitis, it did not happen. This time, in March, however they succeeded. The Puy De Dome is only open to cyclists on Tuesday and Sunday, 7-9am, when it is closed to commercial traffic. However after cycling to the top in fog, when it came time to descend no-one had said there could be service vehicles on the road. The journey down became a little scary with cyclists speeding down through the fog to meet refuse lorries grinding their way up the narrow road.

The weather for the Ventoux was fine, sunny, up to Chalet Reynard but after that fog and freezing cold. So foggy that Len did not see the Simpson Memorial as he went past. After waiting 30 minutes for his friends at the top Len was very cold for the descent which was in fog for part of the way, and then when leaving the tree cover at the foot of the mountain the wind was so strong that he found it difficult to control the front of the bike.

Unfortunately he fared little better at Alpe D'Huez with thick fog and rain.

Len's second foray into France could be more productive for the Club. Len went with the CTC to France to Audruicq, and there by chance went into a restaurant which was run by a cyclist from the Audruicq cycling club. He and Pat have returned since, stayed and cycled in the area and become friends with Marcel and his wife. The Audruicq club hold Audax events in June and July so Len is going to look into what events are on for 2009, and the possibility of getting the GCC over there. Audruicq is 'cyclable' from Calais, probably little more than 12-13 miles. Looks promising – sign me up Len.

**Bob** and **Mike**, with their respective other halves, went to take on the Ventoux as well. However they went in September and had decidedly better weather, as the pictures show. At first though it did not appear this would be the case, as the cold Mistral was blowing, and it was cold, very cold. You can imagine their initial disappointment when having left the rain in the UK expecting the sun of southern France, only to find the cold Mistral blowing. It was all clothes on to go out to eat that first evening.

Riding around the virtually car-less roads, on good quality roads as well, was a very welcome feeling. You did not have to worry about safety, but had time to look around and admire the view. Peaceful, spacious, clean, non-threatening, and unless you went anywhere near the Ventoux, not too hilly.

Cometh the weather cometh the men. Once we could see the top of the Ventoux then that was the day. I suppose one thing in my favour is that I did not know what to expect, although Bob had ridden it several times before. A steel framed bike but with a triple, 2x750cc bottles and stacks of additional clothing for weather protection, Bob with 1 x500cc bottle and skimpy anorak and we were off. I had asked around before going to try to get some idea of what to expect in order to practise for the event, but no-one seemed able to convey the steepness. In retrospect Graeme Moir came closest with 'relentless'.

From Malaucene it is 9 miles to Bedoin before the 'official' climb starts (pic 1). This



1. Black plaque to Simpson at start in Bedoin



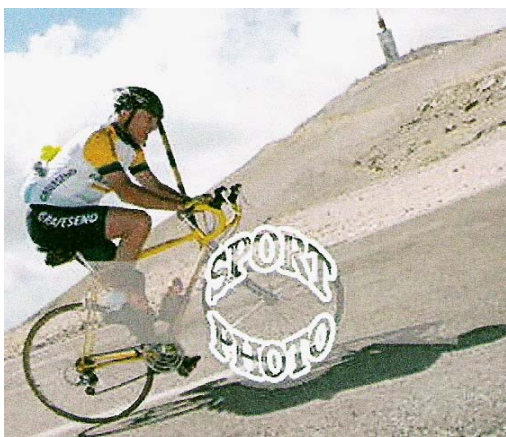
2. Mike & Bob at the Simpson Memorial 2km from summit



3. Ventoux in the distance



4. Looking back down from the summit



5. The boys at play – or work (pro contracts pending). Icons of style.....???

was as near perfect a start to a cycling day as is possible – sunshine, barely any wind, no traffic, on roads the Tour and the greats have ridden, peaceful, lovely countryside, freshly polished alu rims and the spokes glinting in the sun, with the Ventoux always there reaching 1909m upwards over the left shoulder with little warning of what was to come for the first-timer. One could quibble over the company one was keeping, but no matter – onward and upward to recreate those Pantani epics. An Angel, an Eagle – what new winged phenomenon was about to be released?

The 9 mile rolling ride from Bedoin on smooth tarmac was the hors d'oeuvre for the main task. After Bedoin the road gently rises and but making out fine in a 42 and thinking, I might be slowing but I might not need that 30 chainring after all! Bob had said that his time for his first attempt was over 2 hours but had since reduced it to 1.36.00, so knowing how strong Bob was I was wondering about my own time, yet finding it hard to compute that and how I was going in those first few kilometers. A Hastings CC rider twiddled his way by and disappeared, only to be briefly seen again emerging from a hedge a little further on.

It is 22kms to the top, but the first village is St Esteve, 4 kms from the start, but the height has only risen 300m. (Bedoin itself is 300m I think) It is then that the true scale of the undertaking becomes clear – it becomes clear very very quickly, and is suffered for the next 1.75hrs. Quickly the 30 is now the ring of choice coupled with the 21 or 24 rear sprocket, mainly the latter which gave me a 33". Then it was just a case of playing out Graeme's adjective – relentless. Bob was riding a 39x26, his lowest also, which gave him a 40". He gradually began to pull away but we regrouped at Chalet Reynard – he waited some 5-6 minutes for me in other words!

It was literally just a grind. There were other riders on the hill, a group of Bishops Stortford Wheelers spread out and I managed to pass 11 other riders. The lower slopes are wooded and on a subsequent occasion I might be able to appreciate the finer points, but this time it was trying to drink, keep momentum, focus on someone to pass or try to decide what to do with my helmet which was becoming a nuisance. In the woods you can see nothing of the summit but then suddenly rounding a bend the bare summit landscape is exposed, Chalet Reynard and Bob. I was only going to stop at the Simpson Memorial, but hadn't realized it was so far up. I kept going and let Bob catch me up. From here there was little wind, Bob saying it was the best weather he had ever experienced, and plenty of sun. There were sheep roaming around on the road despite riders hurtling down on the other side. There was also a photographer working overtime snapping riders and then writing and handing them an identifying web address and number.

We stopped at the Simpson Memorial which I had not realized is only about 1.5-2km from the summit. Simpson was so so close—it seems a travesty. I made it here in 1.52.34. We spent time sitting, taking photos or chatting before continuing on, but even in that short distance to the summit Bob still took time out of me. I made it in 2.01.07—if only I'd gone that little bit harder at the start instead of being sociable and engaging in social chit chat with the old fellow! Still next time—and there will be. Bob probably 7+ minutes faster.

I reckon from St Esteve it is about 11 miles to the summit and riding a 33" gear means I made 21,273.6 pedal revolutions! Once we reached the top there was a fantastic view and it was shame to have to leave, but there were crowds of people, so it was tog up for the descent, which I have to admit I was not particularly looking forward to. We went the route which led directly back to Malaucene but there was little traffic, although there was

rock fall on the road, and after the first few bends it soon became easier and quickly warmer. I clocked 45.5mph sitting up on the descent, but had to ease off as the front started to wobble!!

We were due to ride up on another route, but after a gentle ride the day after I pulled my back muscles and was incapacitated thereafter. Bob did go up again, this time from Malaucene. Someone must have been smiling on me, as on the Monday of the week before we were to go I stood on 6" nail and had been hobbling around for that week not knowing whether I would be able to ride or not. And then with the weather and doing my back *after* the mountain..

Now I have *ridden* the mountain I want to return to savour the experience – to pre-read all the epic Tour stories, know where they happened and just take the time to soak up the history. (Can you imagine, J-F Bernard rode the last 3km in 51x19 = 71"!!) Once for this, once for a sub-2hr time (with a non-steel framed bike and less body weight!) – who knows what scouts could be hiding in those pine trees – and then just normally as part of a pro team!! The Kite of Kent has a certain ring to it? Or the Bustard of Bedoin??

Thanks to Bob and Mu for their company. Anyone thinking of going – go.

## Len's Walks

Since the last Newsletter there have been two walks. The first led by Len started at the Arethusa Centre on the Medway at Upnor and went inland to Kingsnorth power station, scene of the recent Clean Energy demonstration with the evidence still apparent, and then back along the banks of the Medway. Although there was a heavy shower at the start the rest of the walk was in fine weather, giving good views of the Medway and surrounding area. Complement 9 and a dog.

The last walk was led by Mike Coulter but in rain all the way, which obscured the good views from the top of the Downs, along the North Downs Way. The walk started in Detling, went via Thurnham along the base of the Downs to Whitehill before then heading up to the top of the Downs, returning along a very up and down path via the Saxon/Norman castle at Thurnham to Detling. Complement 8 and a dog.

The next walk is on November 2, 10am, from Hodsoll St (village hall car park) and led by Graeme Moir.

Walks are always the first Sunday of each month and start at 10am. All are welcome. There is always a very convivial post-walk social gathering in a local hostelry – come for that, even if you don't walk.

## Another Way (contd)

leader/shepherd/marshall as there was an assortment of riders, in age and in bikes. Past Luddesdowne Church and we bump into another past member (I'm very careful with this adjective *old* you'll note!!) Chris Marshall who proceeded to ride and chat with Pete and reminisce about former times. The group split on the ride up and there was a rest/re-grouping at the top. Onward to Birling and the descent, with more 'shepherding', and then Snodland. What should, on a training ride, have taken half to a third of the time, didn't seem to matter in this case. The slow pace and 'shepherding' didn't seem to notice. Well done Pete. Enjoyable – perhaps it is a way I can expect to grow into!

**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