

SECRETS OF THE PELETON

The North Bucks Road Club Newsletter

April-May 2005



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Gorey 3 day stage race report
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"The Dancing Chain"
What's On, including Audax and Charity Rides

Editorial

Welcome to the April/May issue of the NBRC newsletter. With the racing season now underway, we have several race reports this issue.



Probably most significant is the Gorey 3 day event in ireland where for the second year running an NBRC rider took second place overall. We have an excellent article this issue from Wayne, describing the trials and tribulations of our team as they attempted to wrest the yellow jersey.

On the time trialling front, the club league events have begun. We have had some excellent turnouts lately. I have to confess to being somewhat disappointed by my performance thus far this season. After an excellent start in which Gerry and I came second in the Port Talbot Wheelers 2-up at the beginning of March, we both came down with what is apparently viral bronchitis, and which is expected to take 8 weeks (!) to clear up according to Gerry's GP.

I have been keeping the club website up to date as best I can - I would be most grateful if members could send me contributions (also for the newsletter) and also keep an eye on it for broken links, etc.

On a related note, I have decided to release issues of the newsletter every second month - keeping to a monthly schedule has been too difficult to do. The next issue will be out (hopefully) towards the end of June. I'm off touring the Western Isles on the tandem, so with any luck I may include a touring article for that issue. This also means that for most of June there won't be updates to the club webpage. However please keep submitting material for both the Newsletter and web page while I'm away!

Robert

RAMBLINGS FROM THE CHAIRMAN'S DESK

Before we all realise it, the season is upon us. OK – so the fact that Easter is the earliest we have had for 18 years does not help, but all aspects of our sport (except cyclo cross and hill climbs) appear to be going full swing.

NBRC has already shown signs of its intent with good results from our testers and from our road team. Our Webmeister and "Peter Pan" Parks (Is he really a vet?) are both going well so far, Rob trying out his new speed weapon along with the various contortions needed to ride it.

And what about the road team? Points had already been added to licences before the G(l)orey Three Day in Ireland where Simon gained a great 2nd place overall (losing by 77 thousandths of a second) and first Third Category. You'll need to be careful for the rest of the season to hold on to that 3rd Cat Simon!

What a great shame that Leigh had to drop out through illness. Congratulations to Wayne and Gary for the great team work required to protect Simon. A good job well done! The club time trial programme is now well under way and the Bowl events start in early April with Gordon's Big Day Out on the 16th. Phil Sinnett also has his big event on Saturday 28 May on the F5/10. Help needed (as always), so please don't be backward at coming forward to volunteer!

A few of us had a great day out at Herne Hill on Good Friday. It now seems almost inevitable that the track will soon close after some 109 years and that this will have been the last Good Friday meet. It will be a sad loss, and the promise of a new indoor velodrome at the Olympic Village in the Lea Valley will not fully compensate cycling for the loss of 'the Hill'.

Ian Stokes has informed us that he will not be able to organise the Club dinner again this year – some muttering that, like the new Dr Who, he does not wish to become typecast! We are sorry that he cannot be persuaded the star again in the role.

But this leaves the door open for someone else to make a name for her – or himself. I would prefer to see a volunteer step forward to fill the breach. The Committee is not above other methods if no volunteer steps forward – coercion, bullying or even bribery are methods among our vast armoury!!

Good luck to all our racers for the 2005 season – lets see lots of PBs and points and give ourselves the opportunity to congratulate ourselves throughout the year.

And please don't forget to support your club events. People work very hard to organise them, time them, marshal them. Without your support those people will get fed up with turning out week after week and then there will be no more club events to ride!!

Bryan

IMPORTANT!

Calling all marshalls and helpers, your services are required for the first of only 2 open time trial events the club is promoting this year.

Saturday 28th May North Bucks Road Club Open 10 mile Time Trial on F5A/10 - the A5d course. First rider starts 2:01pm

If you are able to help in any capacity please reply, first come first served for job allocations. Please contact Phil Sinnett if you can help.

Club Time Trial League

The Club Time Trial League has had two events so far - one was cancelled. I will sort out the league placings and post them on the web pages. I'll update them as and when the Club event results come in.

Robert

Road Racing Squad - Gorey 3 Day Race

After last year's success for the MKCA team at the Gorey 3 day stage race in Ireland, a team composed of four NBRC riders set off with high hopes for a good result in the 2005 edition of the race.

The 2005 race turned out to be as interesting and exciting as ever.

Read on, as Wayne Maguire reports...

Race Reports

Road Racing

The main event for the road squad was the Gorey three day event in Ireland. This report comes from Wayne

Prologue

We travelled over a day earlier this year learning from previous years to settle before the big event. Everyone was keen to get started after training since November for this plus a couple of oversea visits to train in the sun. While Gary travelled over with the 6 bikes, spare wheels and high quantity of bike with Leigh's Van stacked to bursting, going over on the ferry from Holyhead, while Simon, Leigh and I followed later with a short flight from Nottingham.

All was well until we reached the airport, when Leigh started to complain of headaches and feeling sick. We gave him plenty of sympathy (NOT!) but as time went, on we realised it was serious. Leigh now renamed Leigh "Hughie" Smith saw the inside of a toilet bowl six times before we even boarded the plane, then he kindly produced a couple of gifts for the trolley dollies before we landed in Dublin.

Picked up by our chauffeur/mechanic/manager/support for the weekend, Alan,

bought him in 2003 as a thank you for his support. So we re-built the bikes, set up Alan's bike and headed off for a little spin minus Leigh (still in bed). Three hours later, we arrived back a little cold by now, with Simon having assisted Alan up the hills, his heart monitor beeping over time (Simon's that is).

So there was another one in bed - Alan knackered after doing 40 miles for the first time in 5-6 years.

We relaxed, refueled, and tried to encourage Leigh ready for the morning hoping the worse was over for him.

Stage One

Saturday morning - we arrived ready for the first stage. A little chill, with what looked like heavy rain in the distance. We stacked Alan's car with the spare wheels and bikes, while Liz returned home with the van, and off we went to the start, about eight miles away.

We arrived at the line (or as near to it as we could with 190 riders all trying to get to the front) and settled for a minute's silence for Betty D'Arcy, the organiser, who had passed away a week earlier from cancer. Helmets replaced, and the Commissaire went into his usual speech of no going over the white line, as police stood next to him. This was immediately ignored as the riders set off all trying to



www.IrishCycling.com

The race leader Derek Cunningham being closely marked by Simon Moss and Wayne Maguire during Stage 3 of the Gorey 3 day race.

we headed off to his house for some grub and the usual Irish welcome. Leigh headed straight for the bed and remained there until morning, with Alan's wife Liz acting as nurse.

Friday morning, and Alan was raring to make use of the new pedals we had

get to the front of the bunch by what ever means possible! The speed was high for the first 10 miles as usual, topping 40 mph at times as we screamed down a wide main road into the first town, the motorbike marshals doing their best to slow and warn of oncoming traffic. It



The peloton shortly after starting stage 2. The eagle eyed among you might spot Simon.

soon became clear that we had been ear- main bunch. Drained by two days of marked as the top men to watch, as every sickness, Leigh couldn't hold the wheels and time we tried amove, we immediately had 10 got spat out again.

riders with us and half the bunch screaming Menawhile up ahead, Simon finished the ON THEM!!!

sprint 11th, 6 seconds down after just losing

We persisted with the attacks at appropriate the wheels in the uphill sprint. places, and a small bunch of five had gained Wayne finished in the main pack @1m32. around 20 seconds at Blessington. This Gary came in 9m18s with the remenants of continued until we reached Baltinglass the buenf from the crash (midway 30 miles) - when we were coming Leigh came in 13m55s at 118th still ahead of into the village, Wayne and Simon launched many in the days events.

an attack only to be brought back. Then

Simon launched an attack with Wayne on his Stage 2 - Time Trial

wheel. Wayne eased back and blocked, Sunday dawned with legs aching, bruises whilst Simon made space on the bunch.

from the crash sore to the touch, and Leigh

Through the village odd single attacks were lifeless with no energy.

launched until the bunch seemed to regroup. We decided that Simon should use Leigh's Eventually the report from Alan to Gary (via Time Trial bike with his current position and earpiece) advised that Simon had made the so made the final arrangements before setting group and it had increased to 15, slowly they of for the morning's short 4 mile time trial. If made ground on the bunch as we went only it was as easy as it sounds - 4 miles of through Hacketstown and up the steep hill . undulating road into a stiff head wind!!

By the time we had reached the long hill at Simon was fired up riding Leigh's bike and

Carnew, the reports were telling us that the

gap was 1m 46s, and Wayne attacked on the

long hill in an attempt to get away,

remembering it from 2003, but nearing the

top cramp set in and that put an end to the

move. The bunch continued at a steady place,

but meanwhile up at the front, attacks were

starting as they neared Gorey with the front

group now down to 11 with a lead of 1m40

secs. Simon was beginning to feel the cramp

and had to grit he teeth to stay with the group

in the last 6 miles.

Back in the bunch chaos reigned. Gary had

been flicked into a stationary van (later to be

the butt of jokes), hitting the wing mirror and

side of the van but managing to stay upright.

Looking behind him they weren't too lucky,

with bikes sprawled across the road. He

stopped to free his brakes (because someone

had smashed into his rear wheel) allowing

him to ride the buckled wheel. Leigh who

had been snat out the back earlier. caught

with the knowledge of a good time trial that he could be in the top three for the afternoon. The rest of us were looking to minimise time lost but save energy for the afternoon race to help Simon's overall position.

Simon led with the fastest time, until the second to last riders finished two hours later taking 20 seconds out of Simon's time. At first Alan reported that Simon had got the yellow jersey as the winner of the TT had finish in the bunch on stage one. Dancing around the room in jubilation, our thoughts of defending the yellow against 187 other riders began to sink in.

Alan went to get the final results, and check the afternoon race start, and returned with bad news. Apparently the chap who had finished 6th six seconds behind Simon had actually finished in the front group on Saturday. Taking the timings down to the 100th of a second they concluded that he had the yellow jersey by a fraction of a second as Simon's time trial time had been rounded up to 9m 34s.

GC placings:

1. D. Cunningham Bray Wh 2h48'48"
2. S. Moss NBRC 2h48'48"
52. W. Maguire NBRC 2h51'13"
104. G. Elliott-Cirigottis NBRC 3h00'36"
111. L. Smith NBRC 3h03'58"

Stage 3 - 65 mile circuit road race.

So after Simon's excitement the atmosphere turned to attack and reclaimed the yellow jersey that never was.

The plan was to get into a break or make the break so Simon could bridge the gap enough to claim that 1 second gap back. After starting it immediately appeared the task would be a little more difficult with the speed high and the stiff 6mile head wind up to the finish. Simon had the ear piece so had up to



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the minute race updates from Alan in the second gap.

team car. After initial attacks on the first Wayne followed 20 seconds behind the lap which were halted by the wind and a bunch with Gary a little later.

crash in the bunch it was apparent today Leigh had withdrawn after completing two was going to be harder to achieve. On the laps but feeling drained.

second lap Gary and myself were trying to GC Placings:

cover most of the attacks but a few small 1. D. Cunningham Bray Wh 5h29'03"

breaks escaped and before we had realised 2. S. Moss NBRC 5h29'03"

it contain some of the top ten contenders. 69. W. Maguire NBRC 5h31'59"

By Lap three Simon had had begun to jump 105. G. Elliott-Cirigottis NBRC on various attacks concerned now that the 5h50'02"

escapees were beginning to grow their lead. 111. L. Smith NBRC retired sick

As most of the teams had people in the

break the bunch began to fade, Simon **Stage 4 - Monday -**

approached the Yellow jersey just as the Gap still less than one second so the order information came over that the yellow of the day was to get Simon away.

jerseys team mate was now yellow on the The day started fast with attacks going rode as the gap was 1m 40s. immediately. Wayne and Simon were

With that we had to chase the break down. active at the front with Leigh on the ear Wayne got on the front of the bunch trying piece feeding Simon updates.

to stir up some action but no interest Eventually Simon got in a group gaining appeared. We kept up the tempo leading the 15-20 seconds and it appeared the right set bunch through the finish and onto the last of people were in it. Wayne blocked on the

By midway another attack had formed and Wayne managed to get in with the break. Sitting as policeman he waited for Simon to bridge the gap whilst receiving various verbal shouts from the other riders. The break were working really well and the gap increased to 40 Seconds, Wayne realised that the break contained an Isle of Man rider approximately 50 seconds down but was also concerned of the Bray Wheelers rider suspecting he was now yellow on the road. Asking the rider if he was Adrian Duff as he was unsure of the riders number, he responded with some bogus name.

Wayne continued to sit in deliberating if he should drop back to the bunch as the gap continued to grow. Hoping the break would begin to fall apart as more riders sat on he continued to check for anyone bridging the gap. Meanwhile in the bunch the pace had begun to speed up as Sprint contenders wanted to pull the group in.

At 50 miles the break gap crumbled as the commissaire provided constant updates 54s, then 45s, then 30s with the bunch now in sight the cars were withdrawn and the hunt was on. Once again the whole race was together, Simon shouted over to launch another attack and we formed a small group going through and off at speed, this last a few miles until other attacks brought the bunch together. And now the drive was on for the final sprint. Simon tried launching a few more attacks but it was not to be as the speed rose to 40 MPH and the bunch finished together.

We had tried all tactics and continuously but to no avail, 2nd place overall it was after an extremely hard weekend.

GC Placings:

1. D. Cunningham Bray Wh 7h39'40"
2. S. Moss NBRC 7h39'40"
67. W. Maguire NBRC 7h42'36"
101. G. Elliott-Cirigottis NBRC 8h00'39"

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The Gorey Podium Three

lap. Again the Bunch began to sit up so front of the bunch with help from one of Wayne drove the front down the back of the Isle of Man guys and the yellow jersey the circuit down the descent. Up the hill we appeared to be struggling looking for team could now see the lead group in the mates to assist but gaining little on the distance and reports on the earpiece front group. Every so often single riders confirmed our perceptions.

launched attacks and the group up front

Down the back rolling section attacks grew to around 20 killing the impetus.

began to form and Wayne got the signal to Eventually at around 20 miles the race had mark again. Down the hill to the head wind re-formed. Wayne told Simon to attack stretch home Wayne came down after the immediately as the Yellow jersey seemed to Team isle of Man rider lost his wheel on be struggling but he was marked by all and the corner. Wayne had nowhere to go and sundry. With continued attempts at various went straight over the top landing on his points the speed was high and we back side.

continued to try different tactics.

The bunch continued to the finish whilst Simon then attacked managing to get away Wayne managed to remount and chase in with two riders, one being a big rider from the service cars.

Hamburg looking like a good move. Simon

Meanwhile in the Bunch they had managed later said that the Hamburg rider said he to capture all groups and Simon launched a didn't like attacking with Simon as he was

Race Reports

Open Time Trials

20/3/05 Icknield 28k Hilly

Quite a pleasant morning greeted the riders at the Icknield 28k hilly event, a course which runs through Ivinghoe, over the side of the Beacon, over Billington hill, round the Leighton Buzzard by-pass, through Wing, Wingrave and Mentmore. Rather cold, but very little wind. Three riders from the NBRC took part, Leigh Smith (just back from Majorca and a week before the Gorey three day race in Ireland), Ian Stokes (look very fit and lean after a winter's training) and Robert Saunders (feeling rather haggard after a cold picked up while racing in Wales). Leigh was obviously on form after his training week in Majorca, finishing in second place with 45:01, while Ian Stokes pulled out the stops to record 51:00. Robert lumbered round in a performance that didn't justify his seeding.

2/04/05 N&DCA Series 12.8 mile Hilly TT

Ian and Warren Stokes started off their campaign in the 10-event N & DCA series on 2 April , a bright, sunny but windy afternoon. Although the event was advertised as a hilly 12.8 mile time trial, last minute course alterations caused a different course to be used, a very sporting 10 mile course with several tough rises and some uneven road surfaces - in fact one lap of the same course used for last year's circuit championships.

Warren won the first juvenile prize with 26.38, finishing on a flat rear tyre, and still without the benefit of tri-bars. Ian finished in 25.45, moaning that he hadn't really got going.

Ian and Warren plan to ride most of the series. Due to the rules of the N & DCA, Warren stands a good chance of winning both the Juvenile and Junior competitions as his 16th birthday is in the middle of the season!

3/04/05 North Middlesex & Herts CA 25

To enter this event, Ian Stokes and Robert Saunders rode as Verulam and Hemel Hempstead CC riders, the NBRC having decided to leave the NM&H CA this season. In the event, Ian, tired by the exertions of being on holiday (and the previous day's race) decided not to start. Robert had arranged a lift over with Chris and Mary Hartley, and despite claiming to Mary (the timekeeper that he was in fact an imposter, and should not therefore be allowed to start, was forced to race. Not at his best with illness and after Saturday's club event, Robert lumbered in with a 59:19. The event

was won by Steve Hunt (Icknield RC) with a 53:19.

On the morning of 1st April Ian Stokes worked together throughout to lap all other decided to take a brief diversion on his way back from Devon and found himself lined up in a category 2.3 event in Belgium riding free of the lapped bunch.

against several well-known riders including none other than Lance Armstrong himself. Although it was only a 120K event, Lance was the youthful Stannard who held the didn't appear to be going too well, and in the upper hand to take the chequered flag.

In the final few laps they started jockeying for position but in the sprint to the line it Although it was only a 120K event, Lance was the youthful Stannard who held the him a trial with the Discovery team and a Sheryl Crow CD. Ian declined the CD. or two attempts by riders to break away and

Ian is currently considering the offer, although he's not keen on the blue and grey team strip or the Shimano groupsets. or two attempts by riders to break away and

Afterwards, Lance Bucks RC) flew the flag for the North Bucks. After 60 minutes and 5 laps the

In the supporting race, Simon Moss (North the line for 3rd place. Afterwards, Lance Bucks RC) flew the flag for the North Bucks. After 60 minutes and 5 laps the him a trial with the Discovery team and a Sheryl Crow CD. Ian declined the CD. or two attempts by riders to break away and

it was Adam Norris (Crest CC) who won the fourth place.

Gordon Wiseman

Other Recent Events

Monday 25 April

Leigh, Tony, Ian and Warren have been keeping the club flag flying in open time trials recently. Leigh took second place in the **Norlond '10'** (16/405) on the Leighton Buzzard bypass, with 21:53 giving him

second place behinds Simon Howes (21:30). Tony Parks has updated the club record books with the Vets record for 25 mile medium gear (twice) - 1:00:45, and at the **Norlond '30'** (1/5/05) took 3rd place with 1:06:55, another new club record. Michael Hutchinson took the honours at the **Team MK '20'** held on the Astwood course (20/4/05). Club times were Leigh 47:06; Tony 48:24; Robert 49:33; Ian 53:39 and Warren 56:39, and the club took second prize for a team of three.

Road Racing

Sunday 17 April

The North Bucks Road club organised their first main racing promotion of the year at the Milton Keynes Bowl on Saturday afternoon, the Andy Hardy Memorial Trophy being held in honour of one of the top racing talents to come out of the city but who tragically died in 1998. As though in recognition of Andy's talent, it was Milton Keynes based riders who filled the top three placings after 75 minutes and five laps of fast, frantic racing.

"That played into the hands of the rest of us" said Maguire "so once the final sprint started everyone had a chance and considering how I felt earlier on in the race I have to be pleased with my 7th place finish".

Gordon Wiseman

4/4/05 Archer International Cat3/4/W/J

Held in cool but breezy conditions, the field of nearly 40 riders stayed together for the *Report by Simon Moss* first 25 minutes before the city's top two I made an early start at 6.15 am to travel current riders, 17 year old Ian Stannard with Aaron McCaffrey (who was riding, and (Planet X) and Roy Chamberlain (Team came second in the Archer Spring Road MK) pulled away. Shortly after that break, Race) to the race HQ, arriving with about 30 Chamberlain's team mate Martin Quill minutes to spare on a cold morning, though attacked to try and bridge the gap to the temperatures rose. leading pair but despite his and the efforts of The event was 5 laps of a hilly course, Nigel Williams (Python RT) and Alex totalling around 50 miles. Right at the start, Higham (Stilton RT) they were never able to a High Wycombe rider made a breakaway –

Race Reports

Club TT League

26/3/05 Astwood

Held in warm (15C) spring like conditions and with only a very light breeze to bother the riders, full advantage was taken by the those taking part to test their fitness. Rob, just getting over a cold, and finally accepting Bryan's offer of a push off, bullied his 110 inch fixed wheel machine around the 10 mile circuit to claim 5th fastest. New man Pete Forster gave it a go, his first. Well done mate, it can only get easier! Gilbert said he enjoyed it with the added bonus of a 4 minute improvement on his previous best time on this course. Andy should be pleased, he's still recovering from a broken wrist and, as for Alan, well he was determined to get his quid's worth by staying out there as long as he could!

In the 2up TT Chris Hartley and Julian Hall started and finished together with Julian still smiling as he went across the finish line!

Once again a word of thanks to the Team MK boys for supporting our event. Top man today was Ian, taking just 8 secs. out of Simon on this occasion. I'm afraid I didn't know 2nd placed man Richard Wood but, we would certainly look forward to seeing him taking part in any of our future club time trials.

Congratulations to Tony Parks for today's win, first of many we hope. Tony's now getting ready to start contesting the medium gear events. Hope he is able to regain his form that we got so use to seeing.

1 Tony Parks (NBRC)	23:56
2 Richard Wood (Extreme Endurance)	24:05
3 Ian Marshall (Team MK)	24.20
4 Simon Cannings (Team MK)	24:20
5 Robert Saunders (NBRC)	25:12
6 Gilbert Wheelwright (NBRC)	26:36
7 Andy Lambeth (NBRC)	27:21
8 Simon Elms-Garner (Cyclone)	31:48
9 Alan Lawson (NBRC)	32:31
10 Pete Foster (NBRC)	33:57
2-up: Chris Hartley & Julian Hall (NBRC)	27:09

Report by Tony Farmborough

2/4/05 A5(D)

First of our club visits to the local super quick F5a/10 course, based on the A5D, produced a number of stunning early season rides. The weather, as last week, was warm with a light niggling breeze from the south east that had to be worked at on the return leg. I didn't hear any comments about the

city centre turn so I assume all the lads had 28.33 an unimpeded ride. (*nope – I got stalled at 3rd the Peanut RAB and at the turn! The editor.*) 28.50 Congratulations to James on a fine ride and 4th win. Wonder if he has dared tell his dad, 29.01 (Jerry Fox, ex. Cyclo Cross and Road Man) 5th that he has gone and won a time trial! Well 6th done all of you.

Full results:-

1st James Fox (TeamMK)	21.49
2nd Tony Parks (NBRC)	22.04
3rd Jason Gurney (TeamMK)	22.32
4th Ian Marshall (TeamMK)	22.36
5th Steve Holfeld (TeamMK)	22.38
6th Richard Wood (Extreme Endurance)	22.41
7th Rob Saunders (NBRC)	23.01
8th Simon Cannings (TeamMK)	23.02
9th Andy Lambeth (NBRC)	25.14
10th Gilbert Wheelwright (NBRC)	25.18
11th Chris Hartley (NBRC)	26.45
12th Alan Lawson (NBRC)	30.33

6/04/05 Stony 10 (actually 11.4 miles)

Report, as ever, by the inimitable Tony Farmborough

There's just know way of knowing is there. Cold driving rain early on in the day, finally giving way to a bright evening for our visit to the F5U/10, (Stony Stratford - Beachampton - Nash - A421RAB) course.

League round one attracted fifteen competitors to the start line for another time trial of two halves, the outward leg into the 1st teeth of a strong, cold wind, which must have left most willing the A421 RAB to be 2nd nearer as they clawed their way towards the 24.16 turn.

Then, once turned, the agony of the outward struggle would soon be forgotten (.." what's he on I hear you shout" ..) a flying return leg with no time to spare, riders barely noticing the villages of Nash and Beachampton, spinning ever faster, only one thing on the 7th lads minds now that chequered flag and the Club finish(.. phew, I'm quite out of breath after that..)

Well done all. Congratulations to Leigh on his win. Commiserations to Alan, went off course, and Rob, still trying to get over a recent chest infection. Tony done a ride, 11th using his medium gear (72") fixed wheel bike, managed to reach 35mph (cadence of 163 rpm ?), off Nash and Simon who managed to take some time of out of his fellow TeamMK lads.

Results as follows:-

1st Leigh Smith	NBRC	28.25
2nd Simon Cannings	TeamMK	

Jason Gurney	TeamMK
Steve Holfeld	TeamMK
Tony Parks	NBRC
Ian Marshall	TeamMK
Rob Chaundy	TeamMK
Chris Hartley	NBRC
Daren Haseldine	TRI-UK
Gilbert Wheelwright	NBRC
Dick Selley	NBRC
Dave Garrard	NBRC
Simon Elms-Garner	Cyclone

13/04/05 Astwood 10

Report by our intrepid timekeeper, Tony Farmborough

Second visit to the popular Astwood circuit this season attracted sixteen competitors. Six from TeamMK, nine from the NBRC and Simon from Cyclone. Very rewarding to see so many of you keen to take part in these early season club events.

I was asked about course records for the ten mile single lap event. They can be found elsewhere on our website. There currently appears to be no Juvenile record, so that could mean that last night's ride by Warren Stokes, with a time of 27.49 would make claim to that absent record. Hope so. (Robert

Ian Marshall	TeamMK
Simon Cannings	TeamMK
Rob Saunders	NBRC
Ian Stokes	NBRC
Robert Chaundy	TeamMK
Gilbert Wheelwright	NBRC
Warren Stokes	NBRC
Juv. Record)	27.49
Tracy Haseldine	TeamMK
Chris Pierce	TeamMK
Chris Hartley	NBRC
Steve Rice	TeamMK
Brian Primett	NBRC
Simon Elms-Garner	Cyclone
Gordon Batcock	NBRC
Dick Selley	NBRC
Peter Forster	NBRC

Congratulations to Ian Marshall for another

NBRC. Forthcoming events.

Club time trials continue on Wednesday evenings through the summer - check the website for details.

Sunday 8th of May, Another Audax "Billy Waggledaggers Long One" 201km starting from Charlbury, Oxfordshire. Entry forms and information available at Harley Hall.

Sunday 21st of May, For those interested. CTC "Heart of England 150km Challenge Ride" Warwickshire. Information available at Harley Hall.

We plan, right through the summer months, to have club runs every Sunday. These will start from Harley Hall, 09.00hrs. but, due to the various Audax rides etc that we hope to take part in, the number of people taking part in the club runs will vary greatly.

Race Reports, continued

I followed about a mile further on, taking another rider. After a bit, we got to the long hill, where the High Wycombe rider lost ground. I (and the other rider) was away! This situation lasted for about two laps, we were working well at around 25mph. On the second lap I tried an attack on the hill, but couldn't shake off my companion, and about half a lap further on, we could see the bunch gaining, and we eased back (well he did, and I made it look like I did!). As the bunch got within a hundred yards or so, I attacked again, this time getting away on my own. For about one and half laps, I was away in the lead, up hill and down dale, then with about one and a half laps to go, a bunch of 10 or so riders came across. So joined this group, sat on the back for a few miles to recover, then joined the attack, led the group up the long hill (with Dick telling em not to do all the work!) and through the finish line to start the final lap. I was feeling a little tired, but happy with the way things were going. On the hill, a rider attacked but failed to get away, and coming into the final mile we reached the point I'd identified as a good place to attack. A car came past, and I launched my attack (with Wayne's tactics in mind) with less than a mile to go. With only a hundred yards or so to the line, I looked behind and saw a rider counter-attacking! I dug in enough to sprint past the line in 1st place, and even had enough time to raise both arms!

Pro-Bikegear.com/Archer Junior RR:

1. Simon Moss (North Bucks RC) 50 miles in 2h 18m 10s;
2. J. Torres (BC PM);
3. G. Simcock (XRT-Elmy Cycles);
4. J. Edgell (Ride Beyond);
5. P. Williams (Bath Road Club);
6. J. Beaumont (Kingston Wh/ Cluttons/Evans);
7. G. Lulham (Evans Cycles RT);
8. J. Ibbett (Team Synergy);
9. Leda Cox (Vitron/Whilstra/Lorini) all st;
10. S. Merrilees (Twickenham CC/ Evans/Natures Kiss) at 1m 10s;

Evening League, continued

fine win and the rest of you for all your efforts. Thanks to Bryan Scarborough for pushing off, Alan Lawson, Daren Haseldine, Ron Day and Bernard for marshalling etc.

20/4/05 A5(D)

Event cancelled on safety grounds, due to poor visibility and rain.

27/4/05 Stony '10'

Report by star timekeeper, Tony Farmborough

A surprisingly pleasant sunny evening awaited the fourteen riders for last night's raid on the Stony Stratford based F5U/10 course. The actual distance, I'm reliably informed, is 11.3 miles.

All of the riders, especially Stuart Jardine (his first time trial) were looking forward to getting on with the "business" after the disappointment of last week's cancellation. The number of our TeamMK competitors was down on usual numbers but I guess that's to do with their own club time trial series kicking off on Monday evening, around the Hanslope circuit. They are probably still lying down in a darkened room after all that effort!

Congratulations to fast man Ian Marshall, TeamMK for his fine win. A special "cheer up mate" to our own Phil, who worked hard for his second place. Hope I've got it right, but I believe Dave Garrard made the best time improvement on our previous visit to this course (06.04.05) with an improvement of 3min 50sec, getting the better of Gilbert in those stakes by 9 secs. Looks like we will see more of new man Stuart Jardine who managed to claim 6th place on this tough course. Well done all of you.

Many thanks to Bryan Scarborough for pushing off, finish line Rent-a-Mob were Ron Day, Pete Forster and Tracey & Daren Haseldine.

Result as follows:-

1st	Ian Marshall	TeamMK	27.42
2nd	Phil Sinnott	NBRC	27.51
3rd	Steve Holfield	TeamMK	28.12
4th	Lindsay Edwards	NBRC	30.10
5th	Chris Wood	?	31.01
6th	Stuart Jardine	Unattached	32.13
7th	Chris Pierce	TeamMK	32.25
8th	Brian Primett	Unattached	32.51
9th	Gilbert Wheelwright	NBRC	33.03
10th	Chris Hartley	NBRC	33.30
11th	Dave Garrard	NBRC	34.18
12th	Gordon Batcock	NBRC	35.00
13th	Dick Selley	NBRC	36.40
14th	Alan Lawson	NBRC	37.50

League Standings

There have only been two league rounds (and one of those was abandoned!), so the Club League is not very exciting. However, using the same points formula as in previous years, I come up with the following:

Leigh Smith	10
Tony Parks	8
Ian Marshall	7
Chris Hartley	6
Gilbert Wheelwright	5
Dick Selley	4
Dave Garrard	3

The competition is only open to 1st and 2nd claim members. Please let me know of any mistakes (r.d.saunders@open.ac.uk)

Book Review

The Dancing Chain - A History of the Derailleur Bicycle

Frank Berto, Van der Plas Publications

This is the second edition of this book, and takes us up to the advent of Shimano STIs. For me the real meat of the book is in the description of all the many variants and devices used to change gear while you ride dating from before WWII.

The book is lavishly illustrated throughout, with some really very nice line drawings of weird and arcane devices. The text neatly describes the different trajectories taken by different nations, with the French developing derailleur gears, the British following the hub-gear route, while the Americans ended up ploughing a lone 60 year furrow of single-speed coaster braked bicycles.

Berto describes most of the major innovations which have led to present day bike transmissions, and gives considerable insight into exactly how Shimano came to dominate the derailleur market, despite the fact that the most significant development was Suntour's 1964 patent of the slant parallelogram derailleur.

One of the things I found most interesting was that the drive to perfect really usable gears came principally from touring cyclists in the early years of cycling. The racing cyclists believed that a straight chainline was of supreme importance - any bending of the chain was supposed to reduce the transmission efficiency so much that you wouldn't be able to win!

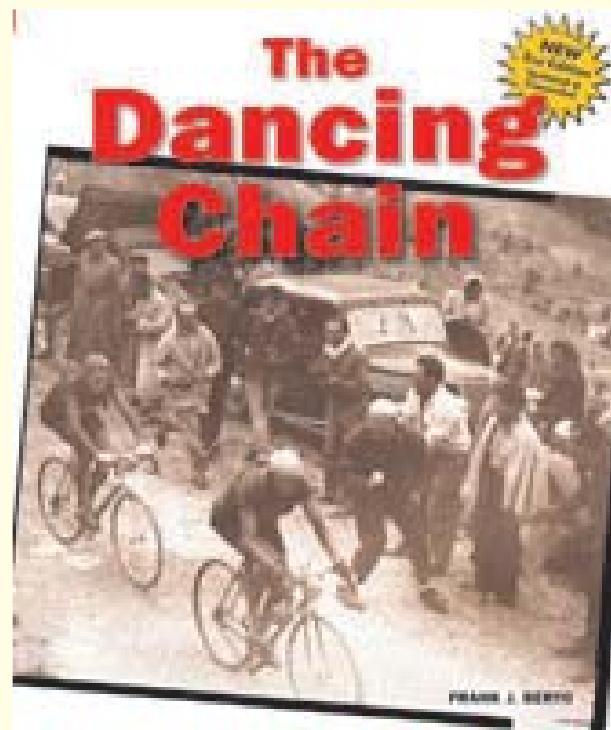
Well, how things have changed.

The book does not just cover derailleur gearing systems: there were an astonishing variety of hub gears between the wars. Not that I am any the wiser as to how they work - they just look like cylinders full of cogs and ball bearings to me.

Ultimately, in the later chapters there is a distinct Shimano bias - not much discussion of Campagnolo's response to Shimano's STI shifters, which is a shame since some of us think Ergo levers are superior. However, Berto provides a few pointers to how Shimano gained their domination of the cycle parts industry, and it seems clear that Campagnolo reacted to the Shimano threat only just in the nick of time!

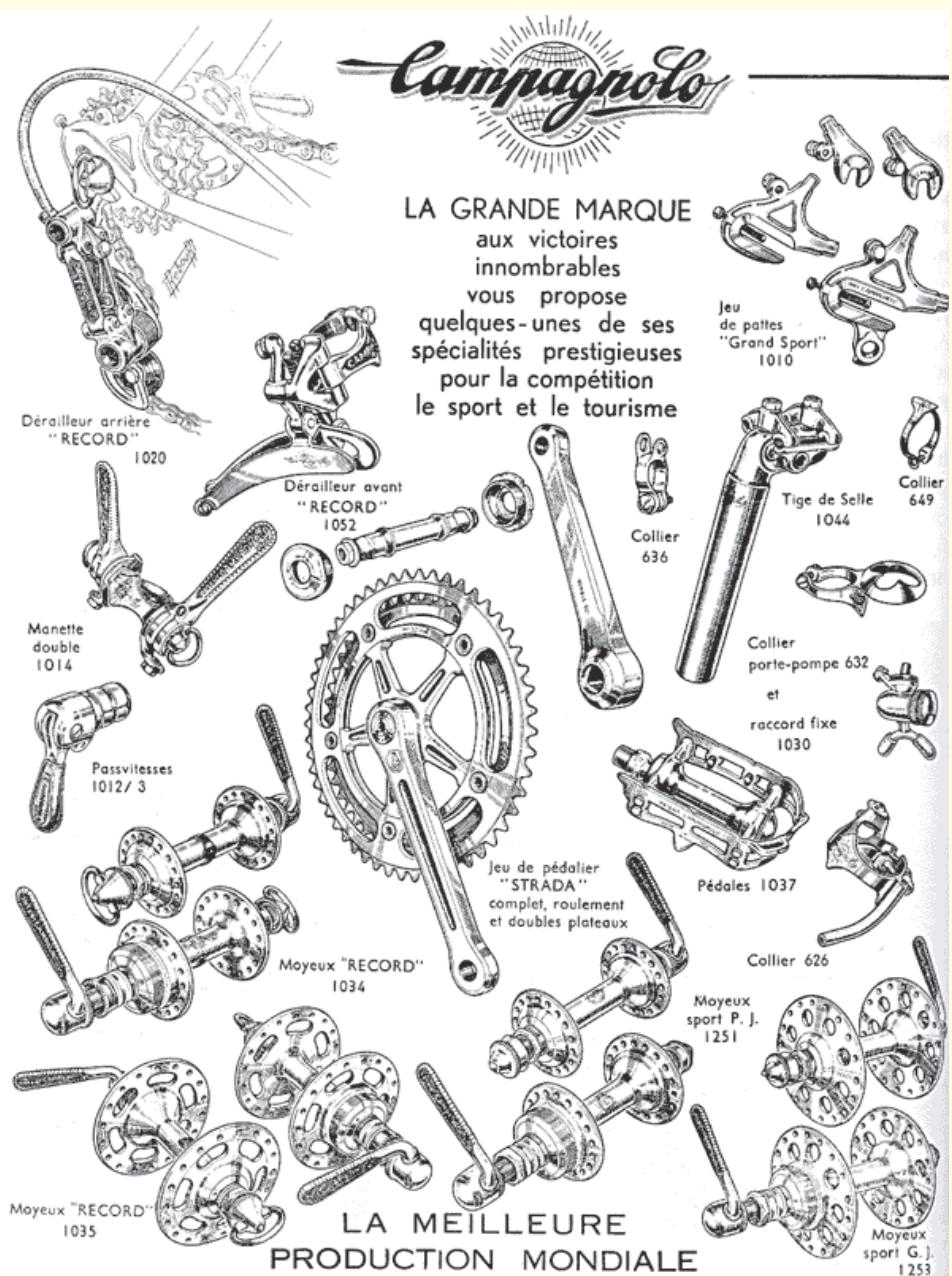
If you're interested in the history of bicycle parts, this book's a good read, even though it tends to be a little USA-centred, particularly towards the end.

Review by Robert Saunders



PIERRE J. BERTO

History and Development of the Derailleur Bicycle



CTC Challenge Rides 2005



Now in their fourth year CTC's 2005 fundraising Challenges series have definitely got something for everyone. In addition to the established format of 100 or 150km distance challenges routes, this year's rides also include a shorter family route and an off road option. The rides follow a simple formula: a self led challenge route, testing yet rewarding routes, stunning scenery and great camaraderie. This is then coupled to a sense of great satisfaction in both completing the route and in the knowledge that you are raising vital funds for the Cyclists' Defence Fund and CTC's campaigning work. The 2004 rides raised over £10,000 and attracted over 2000 riders. We hope to see you take up the challenge in 2005 to help us continue making cycling safer for all.

Full information about these rides, including entry forms, together with route details of the Heart of England rides are available from the website. Phone if you need hard copy.

Heart of England Challenge 21 May Dovetailing into the Heart of England Rally 21-22 May, a weekend of rides and social events including the Cyclists Memorial Service on Sunday morning, these routes embrace historic Shakespeare country, the Northern Cotswolds and Historic Civil War battlefields.

Ron Kitching Memorial Challenge

25 June Taking their name from one of the UK's most prominent and colourful cyclists these rides include some of Ron's favourite routes over the North Yorkshire Moors including the spectacular scenery of the Vale of York before the challenging yet rewarding climb of White Horse bank.

Phil & Friends Challenge - 14 Aug

Now firmly established as the UK's match for the Etape du Tour, CTC's President and Tour de France commentator Phil Liggett has joined up the most challenging routes in the Peak District. The route doesn't disappoint with beautiful scenery and challenging terrain including Winnats Pass and Holme Moss.

Southern Challenge Ride -11 Sept

The wealds of Kent and East Sussex make this Challenge a surprising end of season treat. The undulating Ashdown Forest and rolling Sussex Downs provide wonderful vistas and rewarding riding terrain.

Entry costs: All Challenges are self led with route sheets and refreshment stops. All rides are DATC counting and cost: £5.00 for CTC members and £7.50 for non members. Raise funds for Cycling The Challenge Rides celebrate cycling whilst raising funds for safer cycling through the Cyclists' Defence Fund and CTC campaigning work.

How? The entry fee for the ride covers costs only - individual rider sponsorship is vitally needed to raise funds for cycling. Last year the challenge rides were a great success and riders raised in excess of £10,000 for CTC's road safety campaign work and the Cyclists' Defence Fund - this year we're aiming even higher.

Why? The names Darren Coombs, Alan Millett and Richard Harrison might not send bells ringing. But they may become more than familiar if you, or someone close to you, is hit by a vehicle

while out cycling and badly hurt. Darren, Alan and Richard were all struck and seriously injured by motorists while cycling responsibly on roads near their homes. The insurance companies of all three drivers tried to reduce compensation payments by blaming the fact that Darren, Alan and Richard were not wearing cycle helmets. In the end, the three multi-national insurers had to admit they could not sustain their claims. The pressure of cyclists' fury forced them to back down. The Cyclists' Defence Fund was set up by CTC in 2001 in response to the outrage of cyclists, parents, lawyers and journalists when Provident Insurance threatened its contributory negligence claim against Darren's parents and childminder, partly because he had cycled without a helmet. With fighting funds of £40k raised so far, the Cyclists' Defence Fund is now established as an independent organisation and is seeking charitable status. It is working with interested legal parties considering possible cases. More funds are needed to continue this important work. CTC Director Kevin Mayne says We've already seen that the fund is working with insurance companies withdrawing and re-considering cases because they see that cyclists have the resources to fight test cases. Challenge Ride sponsorship has also helped CTC's Campaigning team continue making cycling safer through establishing cycle training and research.

Money raised through the Challenge Rides enables CTC to continue to make the case for all cyclists. To make a donation and make the Challenge Rides an event both in defence of and a celebration of cycling, send a cheque made payable to CTC Cyclists' Defence Fund to CTC, 69 Meadow, Godalming, Surrey GU7 3HS with your application form. Please collect some sponsorship money for your Challenge ride. Even if it is only a cheque for a fiver from a mate, it could make all the difference when we next have to fight for cyclists' rights. Further details: For further details please contact CTC HQ on 01483 520746, visit the www.ctc.org.uk or e-mail challengerides@ctc.org.uk or write to CTC Challenge Rides, 69 Meadow, Godalming, Surrey, GU7 3HS.