

*How much
further?*

or

Are we there yet?



The North Bucks Road Club Newsletter
January 2006 #8



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Warren Stokes receiving his trophy for first Junior award in the 2005 N & DCA time trial series from Ray Grundy of the 45 Road Club.

Editorial

Well, a belated Happy New Year to you all. This newsletter is a little later than I had planned, in part due to pressure of work, but mostly due to a lack of material. I had originally written this editorial with a whinge about the lack of material. However, you've all pulled together magnificently, and we have another good sized issue.

The other casualty of the Christmas break has been the web pages. Now things are back on an even keel, I'll be updating that as well. In particular, I need (both for the Newsletter and web pages):

- Calendar of Time Trial events
- Calendar of Road Racing events
- Upcoming audaxes and reliability trials
- More pictures and articles in general - particularly pictures that can go on the newsletter cover.

I guess as a club we were horrified at the events that afflicted Rhyl CC a short while ago. I am particularly angered by the reports from the police that the driver was not driving too fast - surely the evidence was that the driver was too fast for the prevailing road conditions. Even more stupid was one of the letters published in Cycling Weekly, which seems to

thrust the blame for this event squarely on the shoulders of Rhyl CC, which seems an outrageous thing to do. In laying the blame at the club for "daring" to go out on their bikes on a cold morning, the

author of that letter effectively shifts the responsibility for this tragedy from the motorist to the cyclist. Just think how the survivors, not to mention the clubmates and families of the

victims must feel reading a letter like that. The Club sent an email to Rhyl CC - I have reprinted this elsewhere in this issue.

Ramblings from the Chairman's Desk

May I begin by wishing everyone a very Happy New Year. I hope that you each achieve your wishes in the coming 12 months, be they racing objectives or just personal ones. And I hope you are all able to fulfil those New Year resolutions!

Of course, the Hardriders events will be starting in a little over a month, then, before you know it the light nights and evening events will provide the usual midweek challenges.

But before we get too far ahead of ourselves we should perhaps finish 2005. The last two events were the Club Dinner and the following day's Freewheel Trophy. I thought the Dinner went very well and represented very good value for money and the food was excellent. Congratulations to all the prizewinners. There were a

couple of hiccoughs, but now we are aware of them we can ensure they don't happen again. The Freewheel Trophy was won by Russell Page, using what I am informed is an illegal technique. I am not sure how much of this is "sour grapes", but we may well have to introduce rules and a judge for this year's event!

Work is underway on rewriting the Club Rules, although this may prove to be a more complicated task than we originally thought. I will keep you advised on progress as we work through the exercise.

Another initiative we are keen to try is club evenings with a theme. By this I mean giving all the members, especially new and relatively inexperienced members, the opportunity to ask questions about the sport - if you like "how to" sessions. Gordon Batcock has already planned one evening, but the Committee is waiting to hear

what subjects you would like to discuss. Please let one of us know - why not come to the club one Wednesday evening?

Good luck with your early season training, but be careful on the roads. They are a dangerous place to be, as recent events have so forcefully demonstrated with the deaths of 4 cyclists on their Sunday clubrun. Our condolences and best wishes go out to the bereaved families.

Don't forget that your subscriptions for 2006 are now due and MUST be paid by the end of February if you wish to race in club colours this season!

There is a copy of the membership form on the back page of this issue. It can also be downloaded from the club web pages. (Robert)

Best wishes

Bryan January 2006

Training for a '12' the easy way

It was early in 1992 that I attended a coaching lecture for all sports at the O.U. given by a man with credentials as long as your arm, including being involved in the Olympics and advisor for the film Chariots of Fire. This man impressed me so much that I then read one of his many published books called Flanagan's Run about a fictitious marathon sponsored run across America.

During the final stages of this gruelling race for megabucks one of the books characters an older former coach told a younger competitor that there was no need to ever train for an event at the complete daily distance of a race. His theory was that you only had to train at a quarter of it providing that you kept yourself reasonably fit and ate the right food. This few words of the story really set me thinking, and for the next few months I toyed with the

idea of riding the Icknield Twelve hour in early September, but not too seriously though.

Well the months went by very quickly and soon the season was nearly over and there wasn't much left to ride and in July a few of the club said they were going to enter the twelve. So I then stepped up my mileage to over fifty about three times a week just in case one or two of them changed their minds. It crossed my mind that the team prize might be at stake and if the third rider from another team packed my mileage just might possibly help.

Having completed the entry form I delayed posting it right until two days before closing, thinking that if it didn't make it in time that I wasn't meant to ride anyway and I wouldn't be too upset. I know that this isn't very positive thinking and that this is no way to approach an event such as this, but to me this was a trip into the unknown and providing I finished that would be an achievement in itself.

Well to my surprise my entry made it in time and I then made my final preparations including setting myself very low target times to stick on the handlebar stem, to make sure of at least a half respectable ride on the day. I didn't have a computer at that time. These target times were painfully slow

on the day and riders passed me that normally wouldn't have but everything came right at the end and I finished as did the other four club members.

My theory about minimal training worked O.K. so unless you want to suffer for months on end doing excessive miles and that you really do enjoy doing them try my way. And perhaps suffer just a little for about six hours at the most and you'll be surprised how quickly the day goes by and it certainly won't be as hard as it looks believe me.

Derek Taylor

I might add a few notes about my first and only 12 hour timetrial. To start with, while I found the event quite challenging, a '12' has a real atmosphere not found in shorter events. Personally, I prepared with a lot of commuting miles - that summer I rode about 50 miles each day while commuting. There is an excellent guide to training for a '12' on the Association of British Cycle Coaches web site (<http://www.abcc.co.uk/>). It's a good idea to have done a '100' on a similar course so you can make a reasonable stab at a schedule.

Selley's Spanish Sojourn

Day 1 An early flight from Luton by EasyJet to Madrid and a clear day gave a good overview of Spain from x thousand feet. First the Northern mountains and then a sun-baked agricultural landscape. Met at the airport by Graham Baxter himself I soon discovered that the trip would be with loads of Yanks plus a few Brits and an Aussie.

They sang Happy Birthday to Me in the evening. Sad! Rooming with Phil Costic from Los Angeles.

Day 2 As we loaded the coach to travel north we were unaware that someone was unloading it on the other side. Result 4 bags missing (including mine) when we got to our hotel in Cangas de Onis in the Asturias. This meant a visit to the local bike shop to get replacements including cycling shoes! All my NBRC kit gone, but still got my bike, helmet, cash, passport and air ticket so don't panic!

Day 3 I had to go to the bike shop again so I missed the peleton, however Graham is good with his maps so I launched out into the Spanish mountains by myself. A couple of stops with waving

the map in front of local yokels resulted in a good ride eventually catching up with some of our gang at a café in Cangas. After tea and toast we rode up the Covadonga towards the finish of Stage 14. I didn't make it all the way owing to being slightly overgeared for extreme gradients (18%+) still I got a good vantage point and enjoyed the first sight of the Vuelta. Stage..Jiminez, Overall...Menchov, Selley 40kms

Day 4 We are now in Oviedo and rode out to the finish at Pajares another mountaintop

finish which I managed this time. The stage ended in bad weather with Heras doing an amazing ride!!!!?????!!!!!!to take the lead, this was Stage 15, after which we returned to the hotel which was owned by a cycling fanatic so loads of photos of Indurain on the walls etc Stage... Heras, Overall....Heras, Selley 65kms

Day 5 They plan to ride the Angrilu today as it is a rest day for the Vuelta, I declined and went for a ride with about 10 others where we found our own

mini-Angrilus, hard but good. All the aces had gone to the big hill. Selley 60kms

This day was Stage 16 after which we arrived at San Lorenzo El Escorial an amazing old city with an impressive palace. Stage...Bettini, Overall Heras Selley 60kms

Day 7 From the hotel we rode to the top of the Navacerrada climb which the race will cross twice during Stage 17, after seeing them through for the second time we had a superb fast descent back to the hotel Stage...Quesada, Overall...Heras Selley 60kms

Day 8 One of the highlights of the tour for me was the walled city of Avila (magical) start and finish in the city so plenty of time for touring about and walking along the walls before finding a bar with a TV to watch the stage (18) Result...Sorensen

Overall...Heras Selley nil (rest day)

Day 9 Today the plan is to ride out early then return to the feed station to try for plunder. Here the trick is to allow enough distance from the team cars for riders to take what they want from their musettes before chucking them away. Then you will need a section of road, say 15 metres, which is exclusively yours. Then you need LUCK. My reward for all this forward planning was a Gerolsteiner bag with quite a lot of food in it. Chuffed. After seeing the race through we drove back to Madrid and a visit to the Police station for the unlucky ones who had their bags stolen on Day 2, we were helped by Marcellino Garcia the Once and CSC ex-pro who acted as our

interpreter

Stage 19.... Haussler Gerolsteiner!!!!, Overall.... Heras, Selley 55kms

Day 10 The time trial Stage 20 when Heras flew!!!!?????!!!! Fastest TT in stage race history, same time as winner Plaza a few hundredths quicker Overall...Heras

My ride was bloody fantastic, as reported the stage was pan flat with a howling tailwind

And I was chuffed to do a lot of work in our group with riders who had distanced me on the climbs earlier in the week, in fact some of them didn't come through including our retired pro Marcellino! Selley 40kms

Day 11 Final stage on the World's circuit in Madrid next to the Bernaberau Stadium.

Winner....Petacchi,Overall...Heras Selley nil (my 2nd rest day)

Day12 Those of us staying on for the World's rode over a climb we knew from Day 7

And descended to Segovia, a good ride to see a stunning Roman aqueduct.

I am now rooming with the Aussie Kevin Webster a coach from Townsville (east coast)

Day 13 My longest day of the tour, cross country to Toledo with a flying finish fuelled by my plunder from the Gerolsteiner bag (powerbar gel).Stage...Selley,Overall ..Baxter.

Day 14 Watched the ladies TT and the U/23 TT Mileage or kilometrage nil

Day 15 Rode part of the course prior to the



men's TT saw Larry Hickmott who wrote about me on the BC website. Good lad! Winner....Rogers Australia Selley 20kms

Day 16 Practice day on the Road Circuit with the ladies, U/23's, pros and us. Told to stay near the front OK! Comes the hill, something strange happened, oh well, I will stay near the back! Not bad though, I found myself on Robbie McEwan's wheel for the rest of the ride. I know a good wheel when I see one! Selley 492nd....22kms

Day 17 Womens RR Nicole 2nd U/23 RR no ride

Day 18 Elite RR BOONEN.....a long day but met up with Phil Corley, Dick Hooper, Paul Foreman, Spencer Tresham, Chris Gunter and Trevor Hughes all trying to drink Madrid dry.

No ride Total 557kms

Day 19 Last flight of all our party 9.45pm but gained an hour on the return flight to meet my driver Chris at Luton.

Now Chris and I have decided to go on Baxter's Giro trip in May with the Yanks, a big party from San Diego. Should be good as we will do the last week in the Alps and the Dolomites which I have always wanted to visit. I will probably get more than I ordered, think I will fit a compact gear system to try to avoid my Vuelta problems.

Letters

I received this letter from a former NBRC member, which I thought would be of interest to some of the membership.

Hi,

I am an ex NBRC man (a member from '76 to '80 I think), now living in Singapore (Tony Ibell and Dick Selley should remember me). I thought I'd let you know about a couple of very good stage races that will be held next year in Thailand. They are both 4 day races with quite a few hills, but also flat stages. I do not have any firm details yet, except that one, the "Anti Drug Tour" will be held at the beginning of April and the "Tour of EGAT" (Electrical Generating Authority of Thailand) will be from the 30th April to 3rd May. Both will have Juniors (U18), Open (some of the top riders in South East Asia), Vets (40+) and Snr Vets (50+).

If anyone at North Bucks is interested in competing in either or both of these well-run events, please let me know and I will pass on any information as I receive it. The cost of these races is normally quite cheap, and if you are sending a team from the UK, they will probably treat you like kings (we get treated like princes when we only travel from Singapore!!!). The last few years the cost has been well under 100 pounds for the four days and 4 nights, including all transfers, hotel rooms, support vehicle etc etc.

All the best,
John Clark

The message below was sent to Rhyl CC on

behalf of the club:

For our friends in Rhyl Cycling Club, Words seem inadequate to describe the sorry we feel on hearing of the tragic events of yesterday that resulted in the loss of your friends and fellow club mates, Maurice Broadbent, Wayne Wilkes, Dave Horrocks and Thomas Harland.

Like you, we too left our club room on Sunday morning for our usual club ride, full of all the chat, banter and smiles so familiar and typical of club runs right across our land. I know Rhyl Cycling Club would be just the same.

As any Sunday club run, we go out together and we return safely back home together, that's what we do, our needs are simple, the pleasure of cycling and the privilege of each others company. For you, that simple pleasure and privilege shared with your four companions is now denied. We are so sorry.

Please would you kindly except and pass on our heartfelt sympathy to all the bereaved families.

We are, your friends and colleagues in the North Bucks Road Club.

First Results of 2006!

First prize winner for 2006 was Russell Page who took first place by an amazing margin in the "Freewheel" competition. Run down Ivinghoe Aston hill Russell used a bike "weaving" technique (since outlawed) to great advantage he almost made it to Slapton! Thank goodness for a head wind.

First event of this year was the "New Years Day 10" Held on Monday, 2nd of January and run on the F5/10 course in relatively warm conditions a small but quality field gave their best efforts for the assembled spectators. Congratulations to them all.

Result as follows: -

1st	Ian Marshall	TeamMK	23:33
2nd	Rob Saunders	NBRC	24:12
3rd	Heath Jackson	NBRC	26:21
4th	Chris Hartley	NBRC	28:12

Many thanks to, Gilbert Wheelwright, for "Pushing Off" and "Time Keepers Minder", Gordon Batcock, "just making sure help was to hand", Dick Selley, NBRC official cheer leader and course marshal, Chris Selley, "well someone's got to make sure that dad doesn't get lost", Len Burns, "thought I might have a go at the fixedwheel prize then Rob turned up..Bah!", Dave Garrard, "I will get out on a club run" (he'd better or we'll go up and get him!). Hot tea, coffee and Mince Pies were there to be enjoyed by all. "Luvly"



Here's a picture of one of the guys apparently modelling the latest offering from Rapha, that well-known purveyor of retro styled clothing.

Or maybe it's just another picture from the NBRC vaults!

So, think you know who this is? Turn to p13 for the answer...

Limitations on Living Abroad to Race

are discussed by 'Goz' Goodman

"GOZ" Goodman attended his first world's championship as a boy, cycling to the road races in Luxembourg with his quite famous father, notable long distance rider who is still a keen and active veteran. Dad is now one of "Goz's" greatest supporters.

The Goodman story is one of those tales of courage in the face of adversity. Just two years ago he was rushed to hospital with a serious haemorrhage and two days were needed to give him eight pints of blood. He also had a chest complaint and was told that he would not race again. Yet today he is completely cured and is declared 100 per cent fit!

This year, of course he was picked for the world's championships and was our leading rider in the amateur road race.

He was also second to Keith Butler in the national road race championship in the Peak District.

That is no mean achievement for any rider after such severe illness followed by a year such as 1961 when he was being continuously treated with drugs.



"Goz" has had quite an extensive career which showed signs of real promise back in 1958 when he improved eight minutes to show 2-2-58 in the East Midlands "50" and did 248 miles in finishing 13th in the national 12-hour championship.

When we chatted to him recently he had some decisive ideas on the world racing pattern.

What are your aims in 1963?

"To ride the Tour of Britain, to prepare for the Olympic Games in Tokio in 1964 and to ride a multi-stage Continental race to gain experience for the Olympics."

What about living abroad in order to get regular racing in Continental conditions?

"No. I do not consider the small experience gained is worthwhile if your area of activity is limited. It usually means that you can learn only the limited tactics of a few riders in a chosen district. I agree with Bill Bradley that more experience will be gained in a tough stage race.

How could Britain's road race standards be improved?

"Personally I consider the standard of road racing in this country

is very high. If 20 of our top amateurs met the top 20 of the other countries under equal conditions I believe we would come out on top. By this I mean that if the Continental amateurs worked a 40-hour week as we have to."

Did you learn any direct lesson from the world racing in Italy?

"Some of my previous comments cover this. We learned that our riding ability and control is as good as theirs, but we are completely unprepared for this type of racing. The Italians had trained on the circuit for several months.

The team time trial confirms my statement. I had never met two of the riders, McCoy and Bonner, until the team was picked on the evening before the race. It seemed too, with so much comment, we had more to lose and the nervous strain was greater than it should have been."

Richard A. Goodman, North Bucks R.C.
Age 23y. 8m.; height 5ft. 10in.; racing weight 10st. 5lb. Railway workshop fitter.

Best rides
1958

7th Mannin Veg; 13th 12hr. R.T.T.C. championship; club records 25, 50 and 100m. and 12hr.

1959

25 miles, 59-30. Won Luton and Elsynge two-day races and Ketnor one-day. Club record 25, 50 and 100m., 12hr. and club B.A.R.

1960

Won Mannin Veg, Isle of Man, with lap record 1-35-3.2. Second East Midland "12", 253.6 miles.

1961

Won six road races including divisional championship.

1962

World's championship selection; won father and son section of international race in Paris.

Here's a scan of an article from an old issue of Cycling, 21st November 1962. Somebody emailed it to me, but I cannot remember who!

As a newcomer to the NBRC, I know little of the club's history - I found this interesting, as I only know of Goz Goodman because there is a trophy named after him. At least, I assume that's who the trophy is named after!

After enquiring via email, I received this email in reply from Derek Taylor:

"Hi Rob.

If you think that you've found out something good wait till you read the cycling for the years after that. I can't reveal too much yet owing to still researching our club history for a book to be published later this year by the club. 1967 was the best year when he won 18 races as a professional including the National Championships. I would appreciate it if you could ask in the newsletter if anyone knows the whereabouts of the following ex members for me. Roger Newton Jeff Lichfield Jeff Woodhouse and Len Hook.

Regards Derek."

I look forward to hearing more!

Robert

Preparing for a good day's ride

By Steve Abraham

A recent issue of the club newsletter featured an account of Steve's ride in the National '24'. In that article, he dropped loaded comments about the mileage he'd covered in the week leading up to that event. Here are the details of that week...

I originally wanted to ride both the LEL and Mersey 24 hour. But because they were on the same weekend, it was impossible. So I toyed with the idea of riding the Mersey 24, then helping out on the LEL and then riding the LEL. But that was looking unlikely because of the usual upset of the randonneur's plans; lack of holidays from work; it was looking unlikely that I'd be able to do the double. Then came some excellent news. My voluntary redundancy was accepted.

I thought about carrying a brevet card but wasn't too fussed and because of my series of tours which ensued my most fabulous news, was low on time to get myself organised. I'd heard rumour that Mr Mawson was on a holiday too so I didn't bother trying to get my Brevet Card.

I thought that if I rode the route the week before the event, I could test out the routesheet very close to the ride. Simon Doughty whizzed a routesheet to my letterbox via Royal Mail and I was pretty much all ready to go.

Being my usual lazy and ill-prepared self, I set off on Saturday afternoon with my budget of £90 (to match the entry fee) in my pocket, the week before the LEL/Mersey in the early afternoon. The nearest control to my flat was in Gamlingay, which was the second for the London starters. It was only 40 miles away and only took a couple of hours and a bit to get there. Next I had to find the control, I did this by trying to work out where the route came into Gamlingay, then follow the routesheet to the control. Luckily, Gamlingay isn't very big and it didn't take too long.

I did the Lee Valley and back section first because I knew that once you get too near London, the traffic is bad. I didn't fancy doing it at the end, especially if I finished at rush

hour time in midweek. Saturday afternoons are generally not too bad.

I had to be careful not to go into auto pilot because I had a pretty good idea of where I was going. I could have easily let my mind go astray and forget to read the routesheet and make sure that it corresponded with the roads.

Down to Lee Valley and back was pretty accurate enough. It was obvious that it had been written by different people. I did get a bit puzzled at the exit of Lee Valley. This wasn't going to be a serious problem because riders could be sign posted and marshalled by helpers onto the correct route. I made a note on my routesheet, then continued. I came to the conclusion that the end part of the route was written by a certain Mark Brooking. Although I could be wrong, it did remind me of riding his 600k a few years ago.

The routesheet was generally good so far although there were subtle changes in style, due to the fact that it was written by different people. I had only been going for 11 hours, including stops, when I reached the 300km mark. I slowed down a lot after that as it got dark.

The control at Thurlbury was located with ease and I sat outside, leaning against a wall to have a picnic and a doze in the mild night.

Next was to get through the maze of lanes to Lincoln. Routesheet testing is more restrictive than riding the event itself. If you go off route on an event, you just get back on again. But when you are testing the actual route out, you have to go back to where you went wrong and then work out whether it was a bad routesheet that sent you the wrong way or just your own error. This is all very time consuming, so it's best to pay attention and not go off route. Luckily, I am reasonably familiar with the LEL route and have a pretty good idea of where it goes.

Lincoln was reached at daybreak. My speed had dropped a lot during the night and I'd been stopping now and then for a doze. I was glad that I reached Lincoln before the traffic had built up because it meant that I could concentrate on the routesheet without worrying about traffic.

The routesheet was accurate enough but I could tell that people were going to have trouble following it through Lincoln. I was glad that I didn't have to ride this part of the route

in traffic, and that is considering that I have an idea of where I am going. Looking at the road surfaces on the way out, I got the impression that these roads were rat runs for commuters.

I realized that I'd just ridden well over 200 miles and hardly eaten anything. No wonder I felt hungry. Not to worry though, I'd soon be passing Rosie's Café, where I had a large fried breakfast and a few mugs of tea. Before setting off again I removed a few layers because the new day was warming up.

My re-loaded belly helped me through the boring bit to Thorne. After I crossed the A18, I saw a vaguely familiar apparition come towards me. Bloody hell, it's Father Christmas on a tricycle. No, hang on, Noel Simpson lives near here, it's Noel Simpson. I stopped and waved, then Noel stopped and we had a chat. He wondered what I was doing, so I told him. He was on his way to see Pete Gifford. Unfortunately, Pete wasn't going to be riding this LEL because he was still getting over a nasty crash. Noel told me that Pete wasn't very happy about that. I wasn't surprised, I wouldn't be either. Pete had ridden all the LEL's up to now. He often cheered me up at the end of some of my first Audax rides. Noel was telling me that he was moving to France and was getting a bit overwhelmed by all the work that needed to be done.

That made a nice break for me. I hadn't really spoken to anyone, except for the odd phone call to Mum, for a few weeks because of all my touring.

It helped relieve some of the monotony of the next part of the route until I got to the more interesting Howardian Hills and the grounds of Castle Howard. I remembered that in the last LEL, my wallet and brevet card rattled out of my jersey pocket as I was spinning down one of the hills at over 40mph. Luckily, eagle eyed John Radford saw it on the roadside and picked them up and I got them back. I try and wear jerseys with zipped pockets now.

On to Thirsk where there is a Tesco's with a café. Conveniently, the route goes past and I didn't have to stray from the route to get some food. That's the other thing about testing routes out. If I go off the route for food, I have to make a note of the extra distance, or remove my computer from the bracket to stop it measuring the extra miles. I can't use the

controls because they are not open.

Then it was the usual route up to Barnard Castle, then on to Middleton in Teesdale using the easier B6277.

At Middleton, I bought some food and drink in a shop and had a very leisurely picnic as the dying embers of daylight fizzled out. I was trying to stick with my £90 budget and wasn't going to have a B&B or stay in a Hotel. There was of course the Youth Hostel at Langdon Beck. I wasn't sure if it was open, although I could have gone to Alston. Firstly, I didn't know if they had any free beds and secondly, I wanted to get on the road early and knock off the Edinburgh bit by the end of tomorrow. If you can escape a Youth Hostel before 0800 then you're doing well. I remembered that there was a church at Langdon Beck, and that would do me fine. Shortly after dark, I slowly climbed towards Langdon Beck. I didn't want to get too sweaty, because it would make me cold when I stopped.

I came to Langdon Beck and located the church. It didn't have much of a porch, but it had to do. It turned a bit chilly in the night and I think it rained a bit, so I didn't get a very good sleep. I left reluctantly and later than I wanted feeling cold and tired, but grateful for the climb of Yad Moss which would soon get me nice and snug again.

I knew that there was very little between here and Edinburgh, so I had a breakfast in the excellent café in Alston. (Going in from Yad Moss, it's on the left where the cobbles start.)

Then it was the usual route to Brampton where I had a choice. I could check the main road route, or the lanes route. If I was riding the event, I'd have probably done the main road. I knew that the main road route was very straight forward, so I decided on testing the lanes route. There is a real maze of lanes round here and I hoped that the routesheet was OK because I wanted to get to Edinburgh at least today.

It turned out that the routesheet was very good, but the roads were not suited for fast progress. Every descent was down narrow lanes with bends and T junctions at the bottom. Plus the time you lose reading the routesheet and looking for and at signposts.

I arrived at Canonbie in drizzle and only stopped to flip over the routesheet and try and get a signal on my radio. I did and it lasted for

a few minutes too. Then it was back to the usual "Waterfall FM." It didn't matter though because I was on my favourite part of the route. I could also relax on the routesheet as well because there are only a few roads on this part of the route.

Under a pale grey sky and light drizzle I made my way to Ettrick, where I sat outside in the damp and enjoyed a jar of beetroot. Then I continued to the Dalkieth control. On the descent before the A7, there was some road works. They were digging deep trenches in the road. I made a note of that to tell Simon. It was OK in daylight, but a tired, inexperienced rider could get into nasty trouble going down there in the dark.

On the last roundabout before the Dalkieth control, I went the wrong way and wondered why I hadn't reached the control. I retraced and rode off in different directions until I discovered the right road, then made a note of the correction. Sonya Watts later told me that her route was right and that my correction was wrong. She knew the roundabout very well, unlike me. I remember people getting muddled on this roundabout on the last LEL. The route instruction says "4th exit" (I think), but one of those first 4 is a very small road. Maybe I missed it. I was more concerned with not getting hit by impatient motorists at the time. Whatever, the direction wasn't very clear. If the routesheet would have just said continue on the road that you're on at the roundabout, then it would have been simpler. This didn't matter anyway, because the controllers put up some sign posts.

When I returned to the A7, I went into the Tesco's café for my tea. I planned on a B&B for tonight and hoped for one in Innerleithin. I was feeling tired. I'd been on the road and sleeping rough for over 48 hours now. Besides, I didn't want to be too tired for the Mersey 24.

After my Tesco's dinner, I continued to Innerleithin. On the descent coming in, I could see a storm cloud coming straight towards me. It was a few miles away and I had time to get myself under shelter before it got to Innerleithin.

When I arrived at Innerleithin, I started riding slowly up the High Street in search of the cheapest accommodation. I made a note of a place called the Corner Hotel and carried on. I could see the storm getting very near, so

I turned tail and dived into the Corner Hotel. As I was checking in for B&B, a storm erupted outside and people came rushing into the bar, saying that it had just started raining heavily. Meanwhile I stood there feeling smug. The lady checking me in told me that I was lucky that I'd missed the rain, which just made me feel even more smug.

I was shown to my room and I was surprised to see that it had a FOUR POSTER BED in it. "Will this be OK?" asked my host.

I didn't really need to tell her that it was, she'd guessed already. "Bloody hell," I thought, "That makes a change from cold church entrances." And it only cost £30 B&B. I went pretty much straight to bed because I was tired and wanted to try and catch up on some sleep for the Mersey 24.

When I awoke I had a good leisurely breakfast before I left. If I'd have been carrying a Brevet Card, I'd have been out of time now. I wasn't bothered, I knew that I could have done it if I'd had a bigger budget or pushed myself a bit harder. My main concern was to test the route and not sacrifice my Mersey 24 ride too much.

Then it was on through the scenic hills until Canonbie where, I went back to Brampton along the lanes route again.

I went off route because my tired brain wasn't paying enough attention. I had missed a left hand turn. I stopped and looked at my map to see what I'd done and where I was and decided that I didn't need to retrace to check the route. It was straight forward enough, but I made a note to tell Simon that there was about 2 miles of unchecked route, which were probably OK.

I arrived in Alston in the early afternoon and stopped again at that nice café, where the cobbles finish.

Feeling refreshed, I rode over Yad Moss and had a good ride to the Eppleby control, where I realized that I'd lost my pen. That was a bummer, because I needed to make some notes to the routesheet. I'd have to memorise them until I could buy a pen.

It wasn't too far to Thirsk where there is the Tesco's. There were only a few more things to remember on the way.

I bought a pack of about 10 pens in various colours because it was cheaper than buying just one pen. It would also be handy if I lost any more. The café was shut, so I bought

some scoff and ate it outside. Then I put on my night clothes ready for the next section.

I enjoyed the next bit, but I was starting to feel drowsy when I got back to the Howardian Hills. At around midnight I came to the wall of the grounds, which the road goes through under an archway. I stopped and walked along the wall until I was out of view of the road and continued to underneath a tree, where I had a few hours of sleeping and shivering.

I got going, determined that I'd finish this ride and get home today and spend all of tomorrow in bed as preparation for the Mersey 24. My dozing had been helpful but staying awake was becoming an effort. My radio wasn't getting much of a signal; as usual, but I was making progress.

I arrived at Rosie's Café early and was glad that it was open so that I could have some breakfast.

Back in Lincoln, I scraped the start of the morning rush hour traffic, but got through without any bother. I was glad of that. It was pretty much traffic free roads back to

Gamlingay and apart from watching the routesheet; I could relax a lot more.

The ride back to Gamlingay was all fine and dandy and I arrived in the early evening. I bought some drinks in a local shop and had a picnic outside, then made my way home for some sleep. It was now Wednesday evening and the Mersey 24 started on Saturday afternoon. When I got home, I had some tea, then went to bed. Thursday was spent mostly in bed too. Since Saturday I'd ridden about 950 miles.

The more astute of you will have noticed that Steve has the tendency to undertake over-the-top feats of cycling endurance. Steve took part in the 12 hour time trial that has so far been my only foray into long distance testing. Amazingly, that event followed hot on the heels of a Paris-Brest-Paris ride...on a triplet. Steve's account of that epic ride will be in the next issue of the Newsletter. Robert

Want to race in 2006?

The club is holding a special club night on Wednesday 1st March 2006 at 19.30 hrs. The idea is that we get some of the experienced members to give advice and help filling in entry forms and which organisations to join for to those wanting to ride open events.

Road racing (mass start)

On the 8th April 2006 the club is promoting a day of races at Milton Keynes Bowl this would be an ideal event for any one wanting to try bunched racing. There are races for the over 40s and 50s under the rules of the League of Veteran Racing Cyclists and a 3rd & 4th category the younger members under British Cycling rules. The bowl is a good venue to try bunched racing, it is reasonable safe, there is no traffic but it is a bit demanding bike handling-wise. Another advantage is that should you get dropped you can tag on the back when you get lapped providing you don't get in the way of the racing.

Time Trialling

Having tried some of the evening club events, the next step is to ride association events, these events are open to clubs that are members of the association. The club is a member of the Northampton and District Association, the Norlond Combine, and the North Middlesex & Herts Association. They are run as open events which means you have to pre enter, but a little low key compared to full open events.

Both Road Racing and Time Trialling have their own little foibles as regards procedure and rules. We should be able to explain these to you, and if you are lucky, explain why things are the way they are!

Gordon Batcock (with additions by Robert)

What 's On

Club Nights - every Wednesday evening 7.30pm, Harley Hall.

I am reliably informed that there will be a special meeting on 1st March, in which the intricacies of entering Road Racing and open Time Trials will be explained. See page 12 for more details.

Club Runs - Our club runs depart from Harley Hall on Sundays. Meet in time for a 9am start. We have two runs. The slower run is more of a social run than the faster run, which is aimed at the road racers and others with an interest in racing. Most of the "social runs" involve a cafe stop for refuelling. Please remember this is a Club Run and is not meant to be a showcase for aggressive riding.

If you are wanting to go hard training or to show off, go on the faster run, organised by Gary Elliott, who has supplied this schedule of runs:

- 29th January Chilterns 3hrs
- 5th February Brill 3.5hrs
- 12th February Reliability Ride. Harp CC 100K
- 19th February Harrold (the long way)3.5hrs
- 26th February Daventry 4hrs
- 5th March Reliability Ride. Luton cc 100K (I'm away)
- 12th March Chilterns (long way)3hrs
- 19th March Daventry 4hrs
- 26th March Cotswolds 5hrs
- 2nd April Chilterns 3hrs
- 9th April Harrold 3.5hrs
- 16th April Upper Stowe 3.5 hrs
- 23rd April Chilterns 3 hrs
- 30th April Claydons 2 hrs

Reliability Trials:

Bedfordshire Roads CC are running their reliability ride on Sunday 26th February. 9.00am start from Cardington Club House. there will be rides of 50 & 100km - maps will be available.

Cycle Jumble Sale

The A5 Rangers Cycle Jumble Sale will be held on 12th February from 10am to 2pm at the A5 Rangers clubroom in Towcester.

And a Happy Announcement:

Tony Farmborough forwarded this message from Rob Gregory:

"Hi Tony,

just a quick note to let you know and anybody else that I now have a baby boy! I will no doubt get him on a bike as soon as poss. He was born on Tuesday morning just gone weighing 5 lbs and 15 oz. Named Aaron Gregory, maybe a sprinter in the future! He came out with his own pedals! Just waiting for the bike to come out now. see you all soon, kicks and slaps,

Robert Gregory"

Picture Quiz:

It's Dick Selley, aged 20, competing in the Kentish Wheelers '25' in March 1960.....he did 1:11:39. (Dick says he improved to 1:07:32 by July)



The North Bucks Road Club

meets each Wednesday evening at Harley Hall near the junction of V10 (Brickhill Street) and H9 (Grovelway), close to the Open University campus in Milton Keynes.

email: nbrcwebsite-membership@yahoo.co.uk

web:

www.northbucksroadclub.org.uk

The North Bucks Road Club was founded in 1952. We aim to foster all areas of cycling. We have regular club runs, and many members participate in club time trials (we hold a regular series of Wednesday evening events through the season), open time trials, and road racing. Members take part in audax events, reliability trials, mountain biking and tour by bicycle.

The Club is affiliated to British Cycling, Cycling Time Trials, and several local associations, including the Northampton and District CA, the Norlond Combine, the North Middlesex and Herts CA, Womens Cycle Racing Association and Sport MK.

