



Eyeballs Out!

The North Bucks Road Club Newsletter

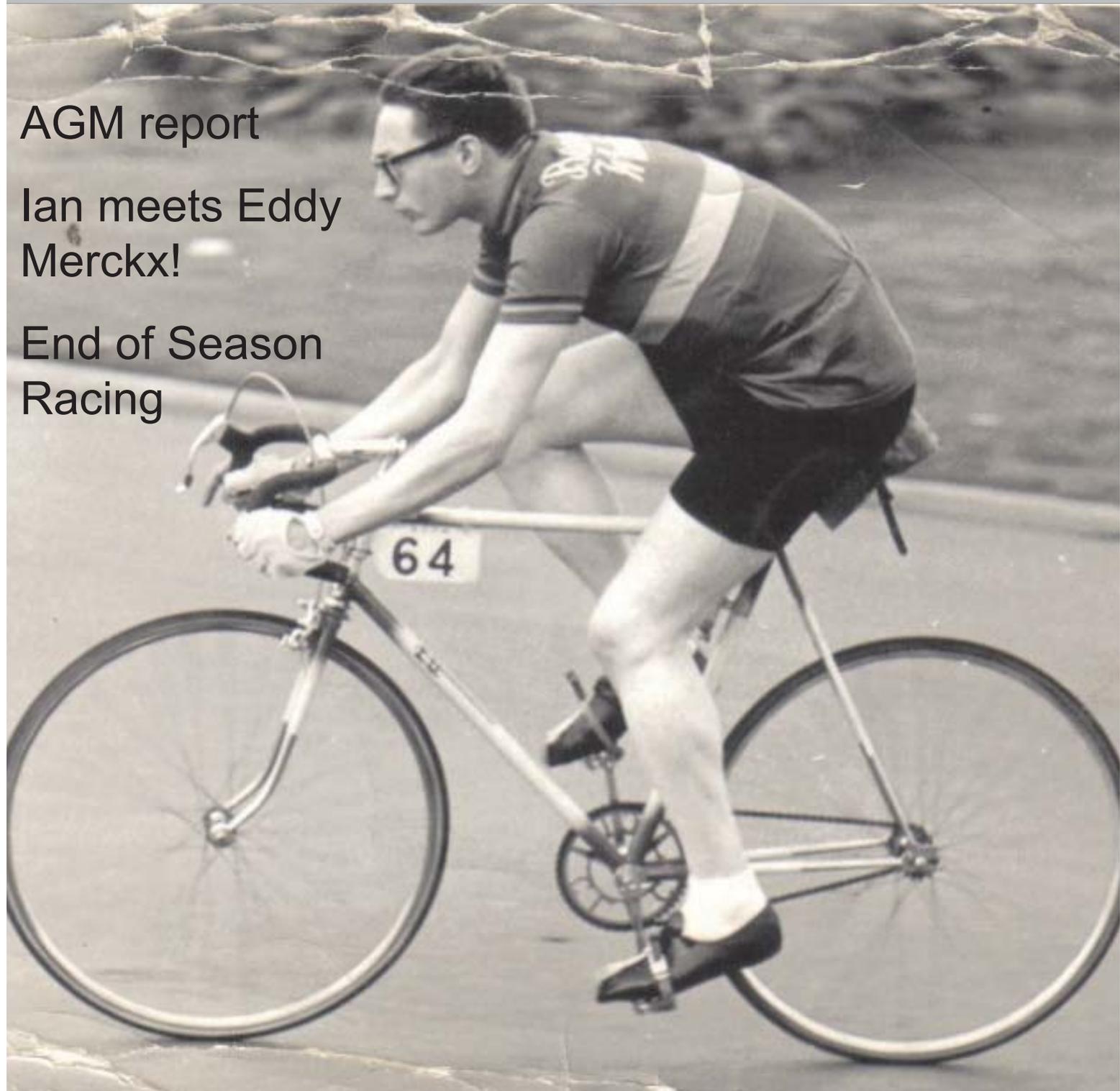
www.northbucksroadclub.org.uk

October-November 2005

AGM report

Ian meets Eddy
Merckx!

End of Season
Racing





The North Bucks Road Club

www.northbucksroadclub.org.uk

Contents

AGM Report

All that was decided at the AGM

p3

Racing Reports

Track racing
Duo Normand 2005
Icknield '12' in 2006

p5

A Week in the Life...

...of a junior professional rider in Europe.

p6

Ian meets Eddy and Jan

At the Tour of Britain dinner

p12

Cover: A senior figure in the North Bucks Road Club has sent in this rather nice picture of a club rider in action. The editorial staff think he looks particularly suave with that swept back hair, and invites suggestions as to his identity...

Editorial

The season's over! Glad that's done, now I can get back to real riding - on the turbo! Seriously, that has been an appalling season for me, with the Duo Normand (see Racing Reports) one of the few decent events I have ridden this year.

Once again, apologies for the slight lateness of this issue. I can plead special circumstances: too much work, coupled with a trip to the hinterland of Provence to act as Godfather to my french niece. (And those of you who know my attitudes to religion, can understand my lack of enthusiasm for this!). A late call for contributions brought a flurry of articles for the newsletter. I have also paraphrased the minutes of the AGM from the text that Steph sent out. Any cockups and errors are almost certainly my fault...

We also have an article by Lindsay on the trials and

tribulations of the continental pro scene. Good to receive this from Lindsay, who seems to regularly frequent the pages of Cycling Weekly with many cycling tips.

I am as ever grateful to the membership for continuing to contribute to the newsletter. I do however think that the newsletter is perhaps a little serious in tone, and I'd welcome some more "amusing" articles.

Finally, as the current club website approaches its first birthday, can I ask the membership to make any suggestions as to how it could be improved? Are there any features you would like added or removed? I'll take all suggestions seriously, but bear in mind my lack of tech savvy at designing websites!

Robert

Club Dinner

Don't forget the club dinner is coming up soon. There may be a few tickets left, so first come first served.

The Annual Dinner and Prize Presentation
Saturday 12th November
Splinters Carvery
Wavendon Golf Centre
Lower End Road
Wavendon
7.00pm for 8.00pm

You can book by calling Bryan Scarborough at 01908 379285. Tickets are £15.

Bryan

NORTH BUCKS ROAD CLUB ANNUAL GENERAL MEETING 2005

The Annual General Meeting of the North Bucks Road Club was held on Wednesday 28 September 2005 at 7.30 pm at Harley Hall. This is a brief summary of what was decided, for those members who were unable to attend. (Any errors introduced will almost certainly be my fault!)

The Minutes of the 2004 AGM were proposed by Dick Selley, and according to Steph's notes, seconded by Dick as well! Academic really, as I think few of us could remember the details of last year's AGM!

Excitingly, there were no matters arising.

There was a general query regarding Frank's Fund, in particular what it was, what it was intended for, and how much money was in it. Dick Selley explained that it was to be used to support young riders.

The Time Trial Secretary congratulated Steve Abraham on his 24hr National result. (Cue big round of applause)

The Club Room Secretaries led a detailed discussion regarding the clubroom. Need to establish the current terms of the lease, not least because the original lease has now expired and we need to know who is responsible for the building structure, as several alarming cracks have appeared in the walls, and continue to expand.

The club thanked Bill Jenkins for all of his hard work in keeping the club estate in such good condition, and who is standing down from his gardening position.

The Press Secretary asked that all members present pass on race results so that they can be published in the local press and increase exposure of the club.

Wayne stood down as Clothing Secretary. The club thanked Wayne, who is now standing down as he feels that it would be better if someone who is active on the racing side was to do the job.

5. Election of Officers for 2005/06

The following were elected as club officers:

President: Goz Goodman.

Chairman: Bryan Scarborough.

Vice Chairman: Tony Farnborough.

Secretary: Steph Cousins.

Treasurer: Phil Sinnett.

Membership Secretary: Phil Sinnett.

Road Race Secretary: Gordon Batcock.

Time Trial Secretary: Leigh Smith.

Press Secretary: Gordon Wiseman.

Clubroom Secretaries: Derek Taylor & Rina Brown.

Clothing Secretary: Ian Stokes.

Club Captain: Tony Farnborough.

A number of proposals were discussed:

1. To reinstate our affiliations to the following associations to pre-2004 AGM levels. (CTT, BC, N&DCA, MKCA, Sport MK, North Mids & Herts CA, Norlond TT Combine and WCRA).

This was carried, and meant that we have rejoined the NM&H CA.

2. To continue club membership subscriptions at current levels. Carried. We then had a general discussion regarding ½ price for anyone joining after 1st July. As far as I recall it was decided that membership fees would remain at full price, but that memberships taken out after 1st October would cover the following year. Further to this, it was proposed that anyone attending club runs should also be a club member. This was also discussed and the committee will need to check details re insurance as this could be seen to be an organised club activity.

3. To form a working group to update and rewrite the Rules (or Constitution) of the NBRC, and to issue copies of the new rules to all club members. Carried - it is in the hands of the committee.

4. To maintain club time trial entry fees at £1 per event for the 2006 season. Carried.

Election of Representatives

CTT: Leigh Smith

BC: Gordon Batcock

N&DCA & Norlond Combine: Ian Stokes

MKCA: Dick Selley & Phil Sinnett

Sport MK: No one elected as not enough information available.

MK Cycling Forum: Dick Selley & Bryan Scarborough

Programme of Events for 2006

There was a general discussion about the upcoming season's events. - Leigh was asked to look into including a 25 on a Sunday morning during the season or a Saturday at the end of the season or possibly having an extra two lap race on the Astwood circuit.

The Andy Hardy race is due to take place on 08/04/06 and the LVRC race on 27/08/06.

Robert organising the Norlond Combine '25' in September. An organiser is needed for Phil's '10' due to Phil's happy event. Derek volunteered, and

his name has I think been sent off to the CTT for inclusion in the handbook. However, at the time of writing, I understand he is unable to organise the event, so a replacement volunteer is sought!

Ian is again organising an event on the Claydon circuit (I think), which may be part of the Rudy Project series. More details in a later issue of the newsletter.

Election of Auditors: Steph Cousins & Gordon Wiseman were both re-elected as auditors

The club decided to sponsor Gordon Wiseman on his Nile Ride.

Our outgoing President, Tony Ibell, has sent in these words about his successor:

YOUR NEW PRESIDENT

For the benefit of those members who may be too young to know of our new presidents record – ‘Goz’ Goodman was a real all-rounder with good time trial performances and an even better road race record; which climaxed with his win in the British Professional Road Race Championship of 1966. In the same year he also won the Golden Wheel Series with 155 points gained during seventeen victories.

Before turning pro ‘Goz’ had a very successful international career riding for GB in many prestigious events overseas including several World Championships; the 1963 Peace Race, behind the iron curtain, and many other top events. As an amateur he had won many top British events including the 1963 Bath to London and the Criterium des Vainqueurs in 1965.

All of these events were performed on a diet of heavy mileage training sessions which invariably began with the beginning of January. Believe me these were very painful sessions for an old ‘scrubber’ like me, but nevertheless somewhat enjoyable in a masochistic sort of way.

‘Goz’ and I joined the North Bucks RC in November 1952, about six months after it was formed, so it is good to welcome him back onto the committee as our President.

Tony Ibell

Ramblings from the Chairman's Desk

So, its all over for 2005, bar the shouting and Freewheel trophy. The racing season has finished and we move seamlessly into the Social Season. And that, of course, means the Club Dinner.

The big news is, I suppose, that we have a new President! Goz Goodman has agreed to be the club figurehead for the next 2 years. I look forward to working with him for at least one year, dependant on the outcome of next year’s AGM.

This year’s AGM went well with many subjects being tackled. The result of this is that the Committee has its work cut out for the whole of 2006.

There have been some other changes in the administration and full details of the current Committee should appear elsewhere in this issue, as will hopefully the Minutes of the AGM.

One of the tasks the Committee has given itself is a rewrite of the Club Rules. We hope to complete this job quickly and present the new rules to the club at an Extraordinary General Meeting (EGM), news and details of which will be published in the newsletter. Copies of the amended rules will then be given to all Club Members.

It may seem a little early to offer season’s greetings, but it will all be upon us before we know it, so Merry Christmas and a Happy and Prosperous New Year to all NBRC members and their families, and to all our other readers.

Next on the agenda will be subscriptions for 2006!

Best wishes

Bryan

October 2005

Racing

Results from Manchester Velodrome

North Bucks Road Club
Sunday 16 October 2005

Ian Stokes recently organised a trip to the Manchester velodrome, to see one of the Revolution track meets, and then on the following day to ride on the track...

Flying 200 metres

Kevin Stokes	15.12 seconds
Warren Stokes	15.19 seconds
Ian Stokes	15.24 seconds
Mark Stokes	15.58 seconds
Dick Selley	16.35 seconds
Chris Selley	17.07 seconds
Toni Heap	17.69 seconds

Team kilo

Ian, Kevin, Warren:	1 min 26 seconds
Mark, Chris, Dick, Toni:	1 minute 27 seconds

500 metre 2-up

Kevin, Warren	40.25 seconds
Toni, Chris	42.93 seconds
Ian, Mark	44.16 seconds

Flying 100 metres

Chris Selley	7.07 seconds
Kevin Stokes	7.26 seconds
Ian Stokes	7.37 seconds

Mark Stokes	7.96 seconds
Dick Selley	7.96 seconds
Warren Stokes	8.12 seconds
Toni Heap	8.76 seconds

Although in the end there were only seven of us out of a maximum of fifteen available places, a great time was had by all.

Ian Stokes

Club Hill Climb Championship Bow Brickhill (2/10/05)

The traditional end of season event was held on the usual course. A good turnout of riders battled the usual crop of Mercedes drivers taking a shortcut to the posh golf club. Tony F, our ever-reliable timekeeper reports:

Congratulations to James Fox (TeamMK) for taking number one spot in the Bow Brickhill hill climb. Pre race favourite James had to work hard to force a 4/10 of a sec. margin over second placed, 15 year old, Matt Jones (Team Keyne) Regular supporter of our club events, Simon Cannings gave best to comfortably take third place from Richard Wood.

This years fastest NBRC man and the 2005 hill climb champion is Simon Moss - well done champ! Robert tried bending his cranks on his over geared hill climb purist (*hardly - I had mudguards and a toolkit attached to the bike!* - Robert) fixed wheel machine to take second place, with a half second margin, over Kevin who, in a re-run of the previous Saturday's hill-climb outing on the Three Locks course must have felt nephew Warren breathing hard down his neck again! Further down the field Mark Stokes again performed well to just get in front of "smiling" Martin Erasmus who was well pleased with his performance, taking a second out of Andy was no mean feat. Tony Brunton set a bench mark for next year and as for Alan, well he had other things on his mind!

On behalf of myself and the support crew, Bryan, Gilbert, Ian, Alan and Dick we would only applaud your efforts.

1st James Fox (TeamMK)	1 min 58.3 sec
2nd Matt Jones (Team Keyne)	1 min 58.7 sec
3rd Simon Cannings (TeamMK)	2 min 09.1 sec
4th Richard Wood (Unatt.)	2 min 21.2 sec
5th Simon Moss (NBRC)	2 min 26.8 sec
6th Robert Saunders (NBRC)	2 min 32.2 sec
7th Kevin Stokes (NBRC)	2 min 32.7 sec
8th Warren Stokes (NBRC)	2 min 38.1 sec

cont p10

A Week in the Life...

by Lindsay Edwards

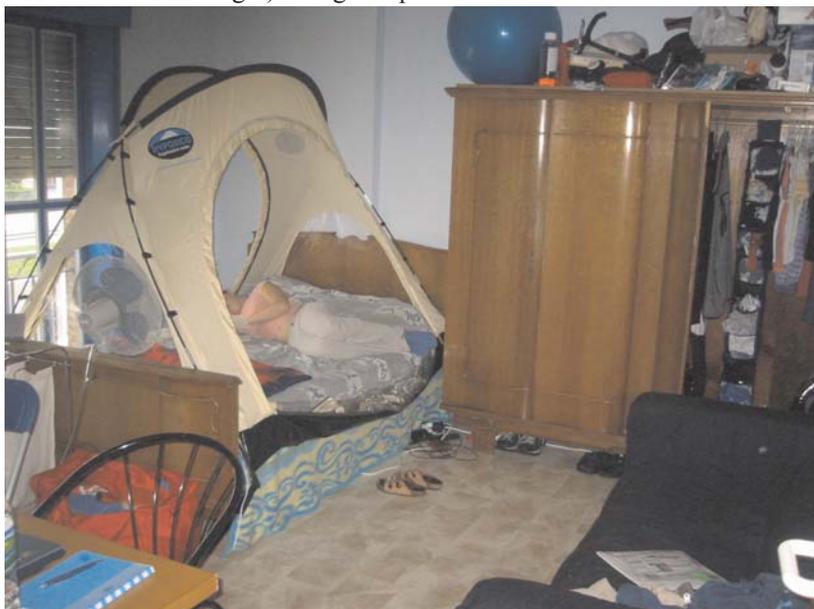
Every keen cyclist spends at least some of their time dreaming of being a professional. Most of us have struggled up a hill, all the time picturing it as an Alpe, lined with screaming fans. But what does it really take to be a professional cyclist? And what is it really like?

Well, first of all you have to have the right genes. As endurance athletes more than half of our potential is defined by our genes, leading to that famous axiom "if you want to be a champion, pick your parents carefully". This is only part of the story though. To make it as a professional bike racer takes hard work, a bit of luck and endurance of another kind altogether. Only a few ever realise dreams of fame, fortune and greatness. For the rest of the professional ranks being a bike racer is a job. And it can be a pretty gruelling one at times.

I thought it might be interesting to spend a week with a 'typical' Continental Tour cyclist, and with that in mind I got in touch with a friend of mine- American cyclist Gregg Germer. Gregg was born in Texas, and although he spent a few years growing up in New Orleans it was back in Texas that he discovered cycling. He started life as a track rider, winning gold in the collegiate men's team pursuit at the US National Championships in 2000. He has been Texas state champion a staggering 11 times and has been a professional with the Flanders pro cycling team (www.flandersprocycling.com) for two years. Here is a typical week in his life...

Monday 20th June.

Day one, and Gregg was up at 3am this morning. He's hoping to move to a bigger team next year, and that means getting rider representation. He's been on the phone to Doug Katona at Leigh Steinberg Enterprises. They represent Fred Rodriguez amongst others (including Lennox Lewis, funnily enough!). LSE are based in California, so Gregg needs to be up at this ungodly hour to be sure he gets his guy. The call goes well and Gregg goes back to bed, but sleeps poorly (it's hot and humid tonight) and gets up at 9am to train. His



Left: *Gregg's room, complete with altitude tent*

normal 3-hour ride needs to be cut short as there are lots of errands to run. When he gets back to the house he sees two of his team mates (Stephen Gallagher and Daniel Lloyd) who tell him that he is riding a pro kermesse in Gullegem tomorrow. He now has to race every day this week, from Tuesday to Friday. He also learns that there will be no soigneur at Tuesday's race and asks his girlfriend Holly to come along and help out.

Tuesday 21st June.

Gregg wakes up at 8am but still feels tired and groggy after missing so much sleep the day before. He has some breakfast (yoghurt and muesli) but decides to get his head down again. By 10.30, he has cleaned his own bike (!), packed his bag and wolfed down some pasta. Then it's into a car with Stephen Gallagher, Alex Kareev (an amateur rider from Russia) and girlfriend Holly and off to the race. They get lost on the way, but still manage to make it to the start in time. The kermesse in Gullegem has been entered by quite a few strong teams who are using it as practice for a UCI 1.1 event (Brussels-Ingooigem) the following day. A group gets away early and the race is controlled from the front by teams who want to try and stay fresh for tomorrow. Gregg pulls out with a lap to go having done his job for the day.

There is still one thing left to do. One of the mechanics had mistakenly taken one of Gregg's own wheels a couple of weeks ago and Gregg wants it back. Unfortunately the mechanic in question only speaks French, so it takes five minutes of arguing and Steve Gallagher's timely intervention to get the wheel back. The good news is that team boss Frans Assez is coming to Germany for the next few races, so all the riders' logistics will be taken care of. Another bit of good news is that Gregg has finally found himself a car: a 1984 BMW 318 with 106,000 km on the clock, all for only 500 euros. Bargain!

Wednesday 22nd June.

8.30am, and Gregg wakes up just as Steve and Dan are leaving for Brussels-Ingooigem. First it's the usual: breakfast, followed by bag-packing (direct from the drying-rack in the laundry), and finally the race bike needs to be washed again.

Gregg might have a car but he doesn't have a Belgian driver's license, so he heads down to the town hall to try and get one. Problem is they won't give him one unless he's a permanent resident, so the cannot be insured in his name.

When Gregg gets back to the house he bumps into Alex Kareev again, and the news is bad. Alex has just been at Frans Assez's bike shop and it turns out that Frans has changed his mind and will now not be traveling to Germany. This means that Gregg has to hurriedly print out maps and directions put together using the little information he can glean from Alex (courtesy of a single piece of

faxed paper with town names, dates, and times but no street addresses)! There is a silver lining though: the van has a full tank of petrol, so at least getting to Germany will be free!

The journey to Germany is pretty painless. When they get there, Gregg remembers the area from the year before. Once Alex and Gregg have signed on, team mate Bjorn (Cornelissen, a Dutch sprinter) comes over and explains how the race is going to 'work'. The competition itself is real enough, but a small, pre-designated group will work together to control the race. Unfortunately this group will also take the top spots. As the Flanders boys aren't going to be in this group they will have to race doubly hard to get pick up any remaining prize money.

The first section of the race is particularly tough as Gregg has to sprint for every 'prime' going. However, about a quarter of the way in our man finds himself allowed into the 'in' group which is a huge bonus. Now all he has to do is help out as required and hopefully pick up a share of the prize money.

The race finishes at 10.40pm. Alex and Gregg head off to partake of that most traditional post-race meal- the Doner Kebab! Gregg finally gets to sleep at 1.

Thursday 23rd June.

As usual, Gregg is awake at 8am. He gets himself ready (although there's no mirror) and makes his way downstairs. He got to know some riders from a Czechoslovakian team last year (AC Sparta), and he sees them again at breakfast. They ask him if he wants to go training with them, but Gregg has now raced the last two days without a break and figures a rest is probably not a bad idea (particularly as he is expected to race again tonight). It is also stinking hot. Alex and Gregg spend most of the day just killing time in town, and try their best to relax before tonight's race.

Before the race proper there is a team time trial, although it is mostly just to entertain the crowd. Even though it is not 'real' competition, the team still take it seriously enough that Gregg can feel his wheels slipping on the cobbles. After the TTT a rider from another team comes over and explains how the main race will play out. This is a good sign: the Flanders boys are 'in' today! In the race itself, Gregg flats with 40 laps to go; unfortunately he doesn't have a spare wheel so his day is over early.

Every year the promoter of this race puts on a dinner for all the riders and this year is no exception. Last year was Stephen Gallagher's birthday (and the promoter put up a 500 euro drinks tab) so a great deal of fun was had by all. This year is a little more restrained, and once again Gregg manages to be in bed by 1am.

Friday 24th June

Ah, language barriers again. No wonder so many pro-cyclists end up speaking about six languages. Today it is the lady at the hotel who is trying to explain to the riders (in German) that they need to be out by 11am. This is bad: the race isn't till later and the guys have nowhere else to go. As luck would have it, one of the AC Sparta riders manages to charm the hotel lady into letting them all stay in one room. Gregg spends most of the day chatting to Alex who tells him some extraordinary stories about life in Kaliningrad.

Before the race, Gregg wanders off to try and find some decent food. He goes to a bakery and points out what he wants (a sandwich). The shop assistant gives him two rolls. He explains that he wants a sandwich (in Dutch and English) and points to the board again. She gives him two pastries. More language barriers. Protein-less, Gregg surrenders and heads to the race. By this time he has raced three times in three days (in two different countries), and tonight's race makes four. Not surprisingly he spends most of today's event at the back, and just tries to enjoy it as much as he can. The high point is watching Corey Sweet (Team UniSA) and (Flanders team mate) David Harrigan pointing out the cute girls in the crowd to each other as they tear round the short, dangerous course (it happens to be on slick cobbles). This is the team's last race in Germany, so the guys have to make their own way back to Belgium...tonight. Gregg finally gets into his own bed at 2.30am.

Saturday 25th June

A well-earned lie-in sees our man up at 9.30am. Not surprisingly, he is exhausted. He has raced four times (five if you include the 'team time trial') in two different countries in only four days with no real support at all. He manages to get out of the house for an hour's recovery ride, and then heads over to Holly's (who, thank goodness, is a massage therapist) for some much needed TLC. Tonight, finally, he gets a good night's sleep.

Sunday 26th June

Good news! Gregg had been threatened with yet another race today, but it seems he can just go training instead, particularly as his left thigh has started aching. This will be the first time he has been able to train properly all week. He manages four hours on a mixture of roads and dirt tracks; finally an opportunity to just enjoy riding his bike and taking in the scenery. When he gets home he guzzles a recovery drink, has a quick shower and turns on the TV. Today is National Championships day across most of Europe and many of the races are being televised (four different ones in fact). Gregg puts his feet up and watches for familiar faces. Later on he nukes a cheap, microwaveable lasagne and answers a few emails.

The house microwave is something of a legend. Everyone seems to think that it is unnaturally powerful, so much so that if it were ever to fall into the wrong hands the world would be in danger. These guys are definitely spending too much time on their bikes...

Then and Now... Bicycle design over the years...

Many of you will have seen Bobby Julich's Tour de

France time trial bike on TV, together with all the attendant hullabaloo about the amazing elliptical chainring (see the picture below). Of course, some of us had the bizarre Shimano version popular in the early 90s, the BioPace chainring. These were quickly dropped by "serious" racing men as nothing more than an unaesthetic aberration. Some of the techy types on the web always claim that the design was good - except the rings were designed the wrong way round.

As with all "advances" in bike technology, this has a long and probably dishonourable tradition. The lower picture shows a bicycle, the Columbia Century model, made by the Pope Manufacturing Company in 1893,



Here is Bobby J's bike, complete with elliptical chainring!



featuring a very similar chainring.

One really has to wonder whether the benefits of such things extend beyond the financial boost to a company successful in foisting these things on the public and a psychological boost the rider with a new trick up his sleeve. I know what I think!

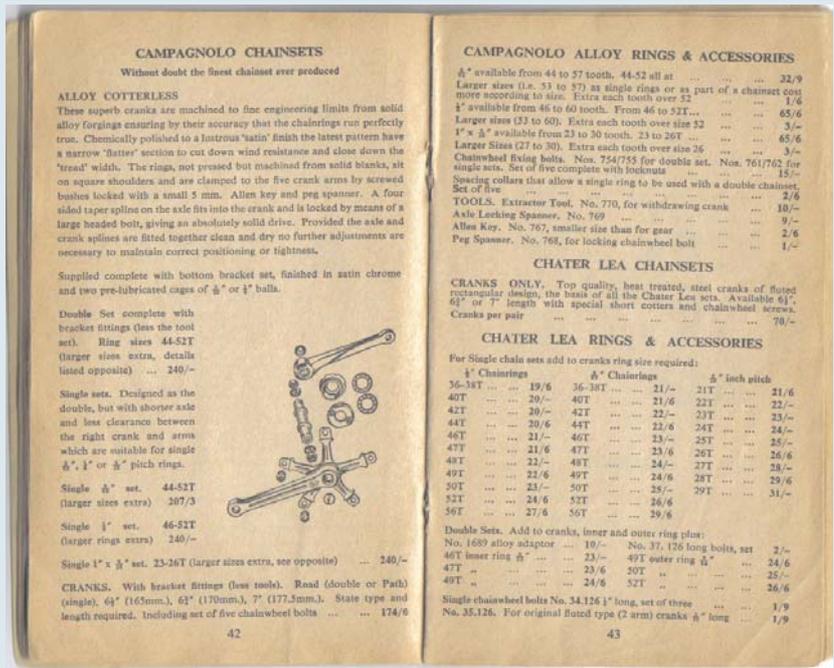
On the left, the Columbia Century bicycle, dating from 1893

More old stuff

Bryan says that at a recent club night, someone was after a gear table. Obviously he's a bit of a squirrel, and must have a stock of bits and pieces that Cycling Weekly have produced over the years - he has scanned in this gear table...it even accomodates my monster TT gears! (Almost)

		CYCLING GEAR TABLE																													
		REAR SPROCKET																													
		12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30											
CHAIN-WHEEL	57	128.3	118.4	109.9	102.6	96.2	90.5	85.5	81.0	77.0	73.3	70.0	66.9	64.1	61.6	59.2	57.0	55.0	53.1	51.3											
	56	126.0	116.3	108.0	100.8	94.5	88.9	84.0	79.6	75.6	72.0	68.7	65.7	63.0	60.5	58.2	56.0	54.0	52.1	50.4											
	55	123.8	114.2	106.1	99.0	92.8	87.4	82.5	78.2	74.3	70.7	67.5	64.6	61.9	59.4	57.1	55.0	53.0	51.2	49.5											
	54	121.5	112.2	104.1	97.2	91.1	85.8	81.0	76.7	72.9	69.4	66.3	63.4	60.8	58.3	56.1	54.0	52.1	50.3	48.6											
	53	119.3	110.1	102.2	95.4	89.4	84.2	79.5	75.3	71.6	68.1	65.0	62.2	59.6	57.2	55.0	53.0	51.1	49.3	47.7											
	52	117.0	108.0	100.3	93.6	87.8	82.6	78.0	73.9	70.2	66.9	63.8	61.0	58.5	56.2	54.0	52.0	50.1	48.4	46.8											
	51	114.8	105.9	98.4	91.8	86.1	81.0	76.5	72.5	68.9	65.6	62.6	59.9	57.4	55.1	53.0	51.0	49.2	47.5	45.9											
	50	112.5	103.9	96.4	90.0	84.4	79.4	75.0	71.1	67.5	64.3	61.4	58.7	56.3	54.0	51.9	50.0	48.2	46.5	45.0											
	49	110.3	101.8	94.5	88.2	82.7	77.8	73.5	69.6	66.2	63.0	60.1	57.5	55.1	52.9	50.9	49.0	47.3	45.6	44.1											
	48	108.0	99.7	92.6	86.4	81.0	76.2	72.0	68.2	64.8	61.7	58.9	56.3	54.0	51.8	49.8	48.0	46.3	44.7	43.2											
	47	105.8	97.6	90.6	84.6	79.3	74.6	70.5	66.8	63.5	60.4	57.7	55.2	52.9	50.8	48.8	47.0	45.3	43.8	42.3											
	46	103.5	95.5	88.7	82.8	77.6	73.1	69.0	65.4	62.1	59.1	56.5	54.0	51.8	49.7	47.8	46.0	44.4	42.8	41.4											
	45	101.3	93.5	86.8	81.0	75.9	71.5	67.5	63.9	60.8	57.9	55.2	52.8	50.6	48.6	46.7	45.0	43.4	41.9	40.5											
	44	99.0	91.4	84.9	79.2	74.3	69.9	66.0	62.5	59.4	56.6	54.0	51.7	49.5	47.5	45.7	44.0	42.4	41.0	39.6											
	43	96.8	89.3	82.9	77.4	72.6	68.3	64.5	61.1	58.1	55.3	52.8	50.5	48.4	46.4	44.7	43.0	41.5	40.0	38.7											
	42	94.5	87.2	81.0	75.6	70.9	66.7	63.0	59.7	56.7	54.0	51.5	49.3	47.3	45.4	43.6	42.0	40.5	39.1	37.8											
	41	92.3	85.2	79.1	73.8	69.2	65.1	61.5	58.3	55.4	52.7	50.3	48.1	46.1	44.3	42.6	41.0	39.5	38.2	36.9											
40	90.0	83.1	77.1	72.0	67.5	63.5	60.0	56.8	54.0	51.4	49.1	47.0	45.0	43.2	41.5	40.0	38.6	37.2	36.0												
39	87.8	81.0	75.2	70.2	65.8	61.9	58.5	55.4	52.7	50.1	47.9	45.8	43.9	42.1	40.5	39.0	37.6	36.3	35.1												
38	85.5	78.9	73.3	68.4	64.1	60.4	57.0	54.0	51.3	48.9	46.6	44.6	42.8	41.0	39.5	38.0	36.6	35.4	34.2												
37	83.3	76.8	71.4	66.6	62.4	58.8	55.5	52.6	50.0	47.6	45.4	43.4	41.6	40.0	38.4	37.0	35.7	34.5	33.3												
36	81.0	74.8	69.4	64.8	60.8	57.2	54.0	51.2	48.6	46.3	44.2	42.3	40.5	38.9	37.4	36.0	34.7	33.5	32.4												
35	78.8	72.7	67.5	63.0	59.1	55.6	52.5	49.7	47.3	45.0	43.0	41.1	39.4	37.8	36.3	35.0	33.8	32.6	31.5												

And in a similar vein, Bryan's sent in this old catalogue. He points out that a couple of pages on chainsets (the latest Campag etc) from Bike Riders Aids 1965 - 66 which will hopefully be interesting and may create a little discussion. He points out that the Campag double cost £12 in the days when that probably represented at least a week's wages!!



9th Luke Smulders (Team Keyne) 2 min 41.4 sec
 10th Lindz Barral (i-team.co.uk) 2 min 44.6 sec
 11th Frank Murphy (TeamMK) 2 min 48.3 sec
 12th Daniel Murphy (TeamMK) 2 min 52.6 sec
 13th M.Phillips (Unatt.) 2 min 53.1 sec
 14th Mark Stokes (Unatt.) 3 min 01.4 sec
 15th Martin Erasmus (NBRC) 3 min 01.5 sec
 16th Andy Lambeth (NBRC) 3 min 02.6 sec
 17th Tony Brunton (NBRC) 3 min 33.1 sec
 18th Alan Lawson (NBRC) 3 min 38.9 sec

Duo Normand

Marigny, France

Robert Saunders and Gerry Oram (Bynea CC, ex-NBRC) returned for their third ride in the Duo Normand 2-up time trial in France this September. Robert reports...

In our first ride in this event, we were somewhat delayed by Gerry getting cramp in his leg - we came 9th in the Veterans category. Last year, we improved to come 5th. This year we were hoping for a podium position...

For those who don't know, the course used by the Duo Normand is around 55km, and includes a mixture of straight, flat sections, hilly sections, and some severe descents with sharp corners. (Gerry wrote a detailed description of last year's event for a previous newsletter - it's also on the webpage.) Once again, and in defiance of the weather forecasts, the event was held on a very hot morning. We started about lunchtime, queuing up to start from the start ramp. The photographers snapped their photos (we later collected these, they are the usual pictures which make the riders look like they are on the receiving end of unwelcome attentions of the pushers off!), and off we went.

Pretty soon, we were being held up by a pair of "racers" and some old duffers in a car, but got past to race on, reeling in team after team. I had not had a good season, and was far from peak condition. I found my heart rate soaring to alarming levels, and for the first 10km or so took a bit of a back seat. Once we got rolling properly, however, we were better matched.

Because the teams are allowed a following car, you can encounter traffic jams on the course - and we certainly did. As always, we forgot how severe the climbs on the final 15km or so were, but with some relief roared back to the finish line at about 40mph. We were both unable to stand with the effort, and glugged down the bottle of water we were each handed at the finish. I checked my pulse monitor to see that I had averaged 189bpm for the whole event!

After the usual wait for the results, we were dismayed to

see we had missed out on a podium position by a measly 7 seconds. Gerry grumbled a lot about this, but I was pleased at our improved position (and that I'd managed to keep up with him at all!). In actual fact, the intermediary time splits made for odd reading, but the bottom line was if we'd avoided the hold-ups on the course, we might have made the podium. There's always next year...of course the Duo is usually on the same day as the Icknield '12' - see the next item in this Racing section.

Top 5 veteran teams...

- 1: 01:20:37 HARRIS Michael - MARK Wunsch
 - 2: 01:21:51 LE MAITRE Graham - DOWN Patrick
 - 3: 01:23:08 CHAPLIN Lee - GRIFFITHS David
 - 4: 01:23:15 ORAM Gerard - SAUNDERS Robert
 - 5: 01:26:01 GALLIENNE David - GARNHAM Michael
-

Icknield RC 12 hour TT, 2006

At a recent club-night Steve Abrahams said that he would definitely be riding next year's event and was looking for other members to enter for hopes of the team prize. There were a few possibles present who said they were thinking about it but just hadn't made up their minds just yet.

The last time that the club had attempted to do this was 1992 when 5 were persuaded to enter - these were called THE FAMOUS 5 by our late dear chairman Frank Alcorn and they all finished. On that occasion, it was a very wet and windy day - of the 85 riders who started, 62 finished.

Fastest from the club was Tony Parks with 228 miles then Jerry Cross with 224 miles, John Savage 213 miles, Paul Foreman 208 miles, and last myself with 193 miles. Steve who was then riding for the Lampard R.C. , did 216 miles. Now if you ever had ambitions to complete such a feat as sitting on a bike for such a length of time let me tell you that it's a lot easier than you think. Especially if there are others backing you up at the event, believe me nobody wants to be the one that packs.

In the next newsletter I will explain just how I went about training for this prestigious event, and it was in a most unorthodox and unbelievable way, you don't have to train over hundreds of miles at a time to enter this type of race at all. So give it some thought this winter because the feeling of satisfaction that goes with riding and finishing such an event is most fantastic.

Derek Taylor.

More racing news on page 16!

11th Emitremmus

Chris Hartley and a few other NBRC riders rode the 11th Emitremmus ride, and sent out the following pictures of NBRC members at the 11th Emitremmus 30th October 2005. He reports: Gilbert, David, Julian, Mary and myself took part in the 100K ride, it was warm windy and dry.

Unlike last year when the Tandem rear wheel fell apart at the halfway point, there were no major problems, apart from Gilbert getting a flat tire.

Julian, Mary and myself met up with David and Gilbert a few times during the ride but in general they were in a hurry to get around the course. Gilbert and David were leaving the final checkpoint as we arrived, for chips and a cheese sandwich, we did not see them again.

Unfortunately there were no pictures taken of Mary and myself. For all the photos visit: <http://www.stevenagetc.info/>



The Day I met Eddy Merckx

One of the reasons I decided to start cycling was after seeing a 20 minute showing of the final few miles of the Milan-San Remo on my parents' black and white telly, probably around 1974 or 1975. I was mightily impressed by the powerful style of Eddy Merckx, and his continual attacks.

Not long after I joined the Verulam Cycling Club, and started to learn a little about time trialling and road racing, I started buying Cycling Weekly magazine, which cost 30p and was about 20 pages long at a stretch. This man Eddy Merckx featured prominently. I was fortunate enough to see a little more of the man in other events on the telly occasionally, although by then he was already past his prime.

In 1977 I travelled to the Eastway cycle circuit with my brother, driven there by our long-suffering Dad to actually see the man in real life at the Glenryck Cup promotion. There were a handful of very tanned Continental pros, racing against our home pros. By that time Eddy no longer rode for Molteni, but for Fiat in a blue jersey. I still have one of these myself in the cupboard somewhere, woollen of course! The event was run over 100 laps and seemed a

little staged. Dietrich Thurua won the event in a solo break, and I remember he was fined for riding without a crash hat.

I particularly remember seeing an attack from the bunch from afar up Oxo hill on the last lap, the gap being closed with astonishing power and ease by Eddy. I then witnessed the sprint for second place between him and Sid Barras, which Super Sid just won. After a warm down lap, the sweaty pros then slowed to a halt on the finishing straight, and Eddy was immediately swamped. It was probably a few micro seconds before Eddy's racing cap was swiped clean from his head, probably with a few hairs attached. He looked surprised, and then used to it, but was gracious enough not to complain. We still have some treasured photos from the day.

I stopped cycle racing to a great degree when I was 21, and only really got back into it again when I was 39. Being older and wiser (!), there were few riders that truly impressed me. I started to notice who the stars were again, especially the top guys in the Tour of course, but my true hero was still Eddy.

In 2004, Warren and I travelled to London to see the final stage of the Tour of Britain, especially to see what Bradley Wiggins could do. It was a great day, and the riding was fantastic – then the prize presentations started. Who got the



Ian's new mates, Eddy and Jan!

biggest cheer by far, Eddy Merckx of course, who was a surprise visitor, looking lean and gaunt?! "Was he ill" people asked, no he had started riding again.

Then I saw an advert in Cycling earlier this year for Tour of Britain dinner tickets, where Eddy would be "celebrated". I rang the organizers and found that this meant that he would actually be there. Later that day, two tickets had been purchased for myself and Kevin.

Well we dressed up smart for dinner at the Guildhall and drove down there. We were some of the first in, and tried to stand where we thought he would pass, as one by one various cycling types and other hangers-on arrived. When dinner was announced, we realised that we had been standing at the wrong end of the reception area, and so had not yet seen him.

We sat at our table and were immediately intercepted by a drunken Scotsman and his very patient girlfriend, and some business types who clearly were more interested in networking. None of this mattered, for somewhere at the end of the room sat Eddy. Various things were announced,

courses were eaten, and in between all of this Jan Ullrich arrived with his girlfriend.

Eventually a "comfort" break was announced, and that was it. I couldn't wait any longer. Kevin passed me his Glenryck Cup poster and asked if I could get it signed. Off I went, and there he was, with one or two other enthusiasts waiting politely behind him whilst he finished a conversation. Then there I was – "Eddy would you mind signing this please". How many thousands of times had he been asked to do this I thought, but no problem, with great charm and patience he did so. I then said, "It's a pleasure to meet you Eddy" and offered my hand. He shook my hand and I could feel the power of the man, he has hands like a bear. Thanks Eddy, and a smile back. I felt content. Not much impresses me these days, but this did. Kevin and I later managed to get a photo taken outside with him just before we left, with Tony Doyle also present. Curious revellers just outside stared in as we left, clearly not aware that they were within a few feet of a true sporting superstar waiting for his lift to the hotel. I met Eddy.

Ian Stokes

Events and Announcements

Dieppe 2006

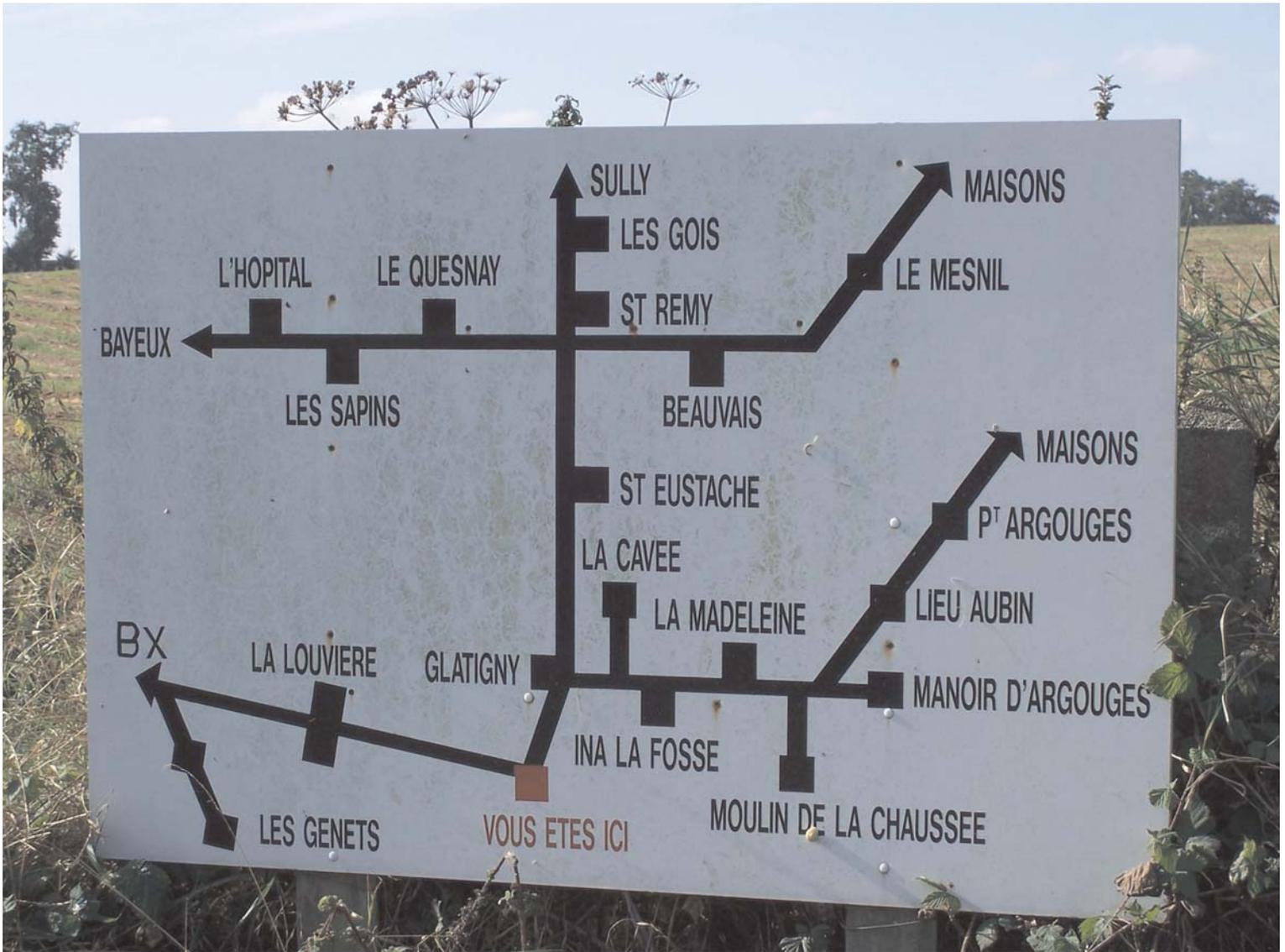
We now have the dates for next year's Tour de Trois Vallees, forwarded by Tony Farmborough.

The event will take place on the weekend of 24th - 25th June. I know that many of you wanted to be advised when the dates became available. As usual, the full details will not be available until the spring. If you wish to contact me then please ensure that you use my new email address - caroline.street@ntlworld.com.

Club Runs and Club Nights

Just a reminder that club runs continue throughout the winter. Meet at the Club Room on Sunday mornings for a 9am start. There is usually a cafe stop - if my recent experience is anything to go by this means Milton Ernest, but I am assured that there is actually a variety of cafe stops! There's also a faster road man's run. These usually start from the mini roundabouts at Calverton / Kiln Farm on V4. Best to contact Wayne for up to date info (wayne.maguire@bt.com).

Club nights are each Wednesday at the Club Room around 7.30pm for a general chin wag and a cup of tea.



Carol and I saw this bizarrely confusing road sign while cycling in Normandy. I *think* it is a set of directions to various accomodations in the village, but I am not sure!
Robert

NORTH BUCKS ROAD CLUB
2006 Membership Application/Renewal

Membership Subscriptions (including second claim applications) for the calendar year 2006 are as follows:

	1st Claim	2nd Claim
Seniors:	£22.00	£16.00
Juniors (under 18 on 1st Jan 2004)	£3.00	£3.00
Juveniles (under 16 on 1st Jan 2004)	£3.00	£3.00
65 years and over:	£16.00	£16.00
Family	£29.00	N/A

All members wishing to renew their Subscriptions are advised that payment should be made no later than 28th February 2005. Failure to meet this requirement could seriously affect your ability to enter events under the club name.

All Payments should be addressed to the Membership Secretary : Phil Sinnett
33 Radcliffe St.
Wolverton
Milton Keynes
MK12 5DJ

Cheques to be made payable to:
'NORTH BUCKS ROAD CLUB'

Tel: 01908 317455
Mob: 07970 591945

Part A should be completed for membership renewals.

Parts A & B should be completed for new applications for membership.

PART A:

Name (Mr/Mrs/Miss) 1st claim 2nd claim

Date Of Birth

Category Senoir/Junior/Juvenile/65 plus/Family

Address E-mail

Telephone Post Code

Date

PART B:

I wish to apply for membership of the North Bucks Road Club (appropriate fee enclosed).

I understand that my application is subject to the approval of the committee, and that should I be successful in my application I agree to the following:

- 1 To abide by the rules and regulations of the North Bucks Road Club.
- 2 To provide assistance at Club events at the discession of the organiser of that event.

Signature

Proposer (Club Member)

Seconded (Club Member)

Northampton & District Cycling Association

Association Points Tables 2005

Ian Stokes is a keen participant in the Northampton and District CA time trial series. Now, I think it is quite well-known what the explanation is: most of these events have afternoon starts, and Ian doesn't like gloomy cold mornings! Last issue, I printed the Northants series for 2006, which Ian had forwarded to me. Here is the final points table for the series. I've only included riders down to

21st place, to include Warren - please don't be misled into thinking Warren was in last place, this was very much NOT the case! In fact Warren took 1st Junior in this series.

Perhaps we should be riding more of these events in 2006 - I know that Ian is very enthusiastic, and it would be nice to race more often at a more civilised time of day.

Points – Overall after Ten Events – Final Result

Pos	Name	Club	Total
1	Gary Stevens	St Ives Cycling Club	600
2	Neil Houldey	St Ives Cycling Club	591
3	Phil Ackerman	Fenland Clarion Cycling Club	589
4	Tony Page	Rockingham Forest Wheelers	586
5	Bryan Marshall	A5 Rangers Cycling Club	582
6	Steve Maxey	Rockingham Forest Wheelers	564
7	Richard Glover	Cambridge Cycling Club	561
8	Dave Birch	Welland Valley Cycling Club	553
9	Ian Stokes	North Bucks Road Club	541.5
10	Paul Veitch	St Ives Cycling Club	533
11	Tony Cork	St Ives Cycling Club	526.5
12	Paul Verlander	St Ives Cycling Club	513
13	Dave Allen	A5 Rangers Cycling Club	503
14	Graham Laurie	45 Road Club	490
15	Bill Law	Fenland Clarion Cycling Club	482
16	Ian Bentley	St Ives Cycling Club	477
17	Keith Gelder	A5 Rangers Cycling Club	476
18	Graham Bickle	Rockingham Forest Wheelers	474
19	Rob Bennett	Ratae Road Club	475
20	Avril Swan (Miss)	St Ives Cycling Club	466.5
21	Warren Stokes	North Bucks Road Club	464