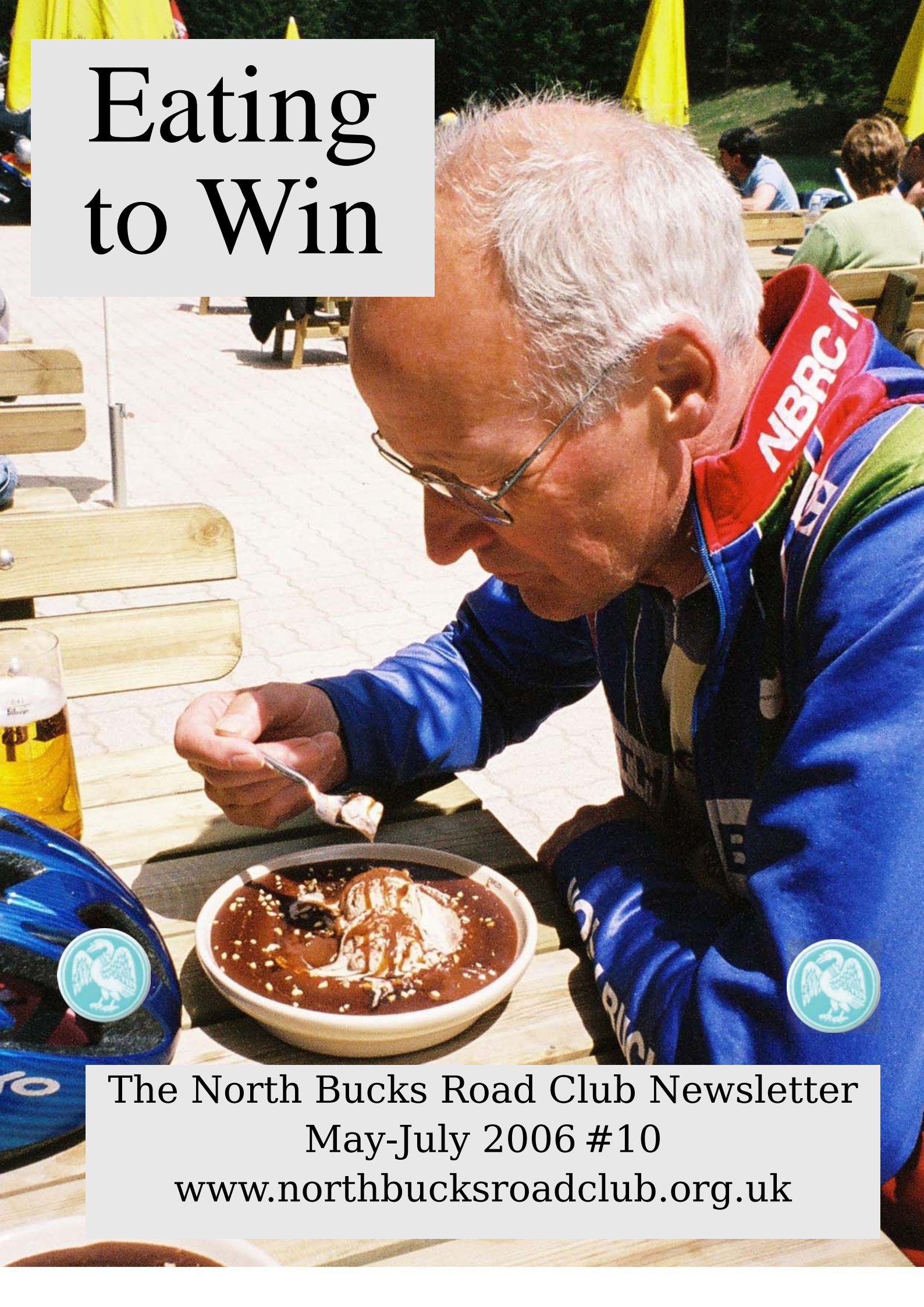


Eating to Win



The North Bucks Road Club Newsletter
May-July 2006 #10
www.northbucksroadclub.org.uk



Contents

Editorial	2
Bryan's column	3
Obituary	3
Letters	12

Racing

Warren at the Junior Nationals	4
Club TT Championship	11

Articles

Chris and Dick Selley in Italy	page 6
Robert in Scotland	page 13

What's On

Not much!
(except club nights and reliability trials and jumble sales)

Page 15

Editorial

Dear all,

Finally the 10th issue of the Newsletter under my editorship has appeared. I am afraid the gap between issue 9 and this one has been somewhat longer than I has expected (as longer than I wished). I can only plead overwork as an excuse - but at least the club web pages are being updated on a reasonably regular basis.

I would like to thank those members who have taken the time to submit material for the nesletter - this issue carries on the high quality, I think. In addition to the now regular exploits of Warren (we have a report of the National Junior 10 and 25 mile championship, and of course he stars in the Club Time Trial Championship report), we have another tale of derring-do in the high mountains from the indomitable Selleys.

I have made the editorial decision not to feature time trial reports quite so fully - in the first place, i post the Club events on the web page regularly, and in the second, we have such large turn-outs that I would fill pages and pages with the results! We

should be proud of the increased participation in our league events - believe it or not, our regular turnout of 30 or so riders exceeded a recent open event I rode. And all the while, some other clubs see their riders lose interest in club events. So many thanks are due to Leigh for drawing up the event list, Tony for timekeeping week in and week out, Gilbert for handling data (!), with of course a large supporting cast.

I worry however, that our road racers aren't represented in the newsletter or in the web pages. This is principally because no-one ever send me material for inclusion. Basically, I am completely indiscriminating, and I will print anything I get (assuming it is not indecent, etc).

Anyway, until next time (and I hope it will not be too long),

Keep riding!

Robert

Ramblings from the Chairman's Desk

The racing season is now well under way and club members are doing nicely, thank you. Many of last years newcomers are riding well and turning in good times in club and open events. There has been a real spate of personal bests from members old and new.

What can you say about young Warren Stokes? He breaks a club junior record, on average, about every 3 – 4 rides, and looks set to eclipse some of the senior records before the season is out. He has learned how to suffer and it shows. He has also learned how to make his dad suffer too, but in a subtly different way! Well done Warren, keep up the good work.

It has been good to see Fred Drought at a couple of events recently. He has not been enjoying the best of health of late, but now says he is keen to get back on his bike. Well done Fred.

It is also good to see Tony Parks out and about again having recently suffered a recurring problem with his hand, a result of his accident in a club time trial a few years ago. He hopes to be back in action again soon making his

clubmates suffer.

The club continues to thrive and grow with membership at a high for recent years with half a year still to go.

Club evening time trials on our three courses continue their popularity with fields regularly of over 20 riders and sometimes over 30. I think 37 is our best field so far – more than some open events!

On the revised Club Rules, the committee continues work to fine tune them ready for completion and is also working to update the list of club trophies and club records. We now intend to submit all these to the membership in time for consideration at the AGM later in the year.

Derek Taylor is still working on his book tracing the history of the club, which we hope to publish later in the year.

Finally, we have agreed that the club dinner will be held on Saturday 11 November. The venue has still to be confirmed. More news later.

Best wishes and keep the pedals turning.

Bryan

June 2006

Obituary: ALAN PAUL RANSLEY 1929-2006

Older members will be sad to hear of Alan's passing. He was a life member of the club and was 77 years old.

Ten years ago he moved from Great Horwood to Downham Market so we had not seen much of him recently; apart from the 50th Dinner and also the occasion when he marshalled the outer turn on the F1 at St Neots for the Dick Goodman 50 as that was the nearest to his new home.

Alan rode a 12 hour in 1980 and became the club BAR for that season.

You may have noticed a pile of old Cycling magazines in the corner of the clubroom. These were originally Alan's. He had a clearout and Tony F had to transport a monster collection of them from Alan's house to the clubroom. His house had probably benefited from the insulation properties of the collection if they were stored in the roof as he had kept every edition since the 1940's. I calculate at least two thousand mags. We have all enjoyed dipping into this archive and finding references to the club from years gone by.

Tony Farmborough and Dick Selley represented the club at Alan's funeral in Downham Market on the 27th June and took a wreath from the club.

Dick Selley

The Nationals- by Warren Stokes

On the 21st May I rode the RTTC National Junior "10" mile Championship and on the 4th June the RTTC National Junior "25" both of which were a new experience for me as this is my only year so far that my cycling has been taken moderately seriously. On the 21st May, which I might add was an extremely disgusting day as it was rainy and windy; how un-perfect could a day be for cycling? On the journey to probably the biggest event I have ridden I was surprisingly cool about it. My Dad was more nervous than I as I sipped on the variety of free Lucozade energy bits and bobs that my Uncle had provided for me (Kevin Stokes), which was extremely helpful as it gave me not only the energy but probably more-so the confidence. Of course I was overflowing with confidence anyway, knowing I had some really quite fast rides under my belt such as the Interclub with the A5 Rangers on the F5A/10 on which I clocked 22.22 and breaking Leigh Smith's record on the Astwood course clocking 23.41. The

National "10" was undoubtedly my best out of the two championships, as I felt most sick afterwards and pleased to have beaten Luke Clarke from the Verulam CC who regularly does 21s on his club courses and a generally fast rider. Having said that I only beat him by 4 seconds, and I ended up with 22.56 which I was extremely proud of considering the changeable conditions and the challenge of the E3/10C of which there was nowhere on that course to take a breather.

The National "25" seemed to go nowhere near as perfectly as the "10" apart from being an absolute pleasure to be racing on a day like that, it was warm and there was no wind. The RTTC National Junior "25" held on the K10/25S was the hilliest course I have ever ridden apart from a bloody hill climb! The course could have not been less suited to me; being 12 stone I am far better at the flat courses. Of course being a big-head by now after my performance in the "10" I was expecting a good time. I was as cool as a cucumber again, with only my Dad feeling nervous, but things didn't pan out my way. I ended up with a time of 1.1.11, with this time finishing 8th,

although a better placing it was because there was far less riders. The only thing I was pleased about riding the National Junior "25" was my pacing compared to everyone else. I placed the not so fast performance to racing to much in the week as I rode the MKCC road race at the Milton Keynes Bowl on the previous Thursday which was a big mistake as it was shorter and faster due to the setting up for a concert on the same day. The same fatigue I think affected Jason Gurney of the Team MK as he was very displeased with his time also, he too rode the fast paced road race on the previous Thursday expect he did 58.07 in the National "25". I would have much preferred Jason's time. The point is when riding the National Junior "25" I felt no where near as fresh as I did for the "10". In the end the mighty Alex Dowsett was back with a vengeance after his puncture before the start of the National Junior "10" who clocked an outstanding 54.10. However I feel the rider I was most impressed with was Richard Meadows as he was the first rider off therefore ended up riding round all by himself, also he does not have the physique of a 30 year old bloke. He looks like a proper Junior.

My plans for next year are to get a top three position in the National Junior "10" and a top five position in the National Junior "25". I believe I have come a long way this year compared to last year, as my Personal best for a 10 last year was 24.56 and for 25 miles it was a slow 1.8.?? I would also like to take a moment to thank club for all their support as I think almost everybody in the club congratulated me.

Warren in action!



Junior national '10' Result

Pos	Rider	Club	Time	Notes	5 Miles	MPH	No
1	Richard MEADOWS	Cleveland Wheelers C.C.	00-22-00	16-B	00-11-15	27.273	4
2	Mark BEATTIE	Maldon & District C.C.	00-22-19	17-B	00-11-23	26.886	20
3	Andrew FENN	www.Agiskoviner.com	00-22-24	15-B	00-11-29	26.786	51
4	Andrew GRIFFITHS	Glendene C.C. - Biketrax	00-22-26	17-B	00-11-28	26.746	53
5	James BOYMAN	www.Agiskoviner.com	00-22-34	17-B	00-11-40	26.588	61
6	Pete VINCENT	North Devon Wheelers	00-22-35	18-B	00-11-34	26.568	59
7	David SINCLAIR	I-Team.co.uk	00-22-36	18-B	00-11-38	26.549	42
8	Jason CROMBIE	Merlin Development Squad	00-22-38	17-B	00-11-36	26.51	44
9	Matt GREEN	Crawley C.C.	00-22-48	17-B	00-11-28	26.316	55
10	Thomas BURMAN	Team Economic Energy	00-22-53	16-B	00-11-48	26.22	41
11	Warren STOKES	North Bucks R.C.	00-22-56	16-B	00-11-47	26.163	24
12	Michael RUDLING	S P Systems / Wightlink R.T.	00-22-56	17-B	00-11-55	26.163	35
13	Luke CLARKE	Verulam C.C.	00-23-00	17-B	00-11-40	26.087	57
14	Thomas PLATTS	Cambridge C.C.	00-23-12	17-B	00-12-01	25.862	49
15	Joanna ROWSELL	V.C. De Londres	00-23-24	17-G	00-12-09	25.641	3
16	Matthew JENNINGS	Stone Wheelers	00-23-25	16-B	00-12-11	25.623	34
17	Joseph PERRETT	Lee Valley Youth C.C.	00-23-30	15-B	00-12-15	25.532	26
18	Charlie EMERY	Twickenham C.C.	00-23-32	18-B	00-12-05	25.496	38
19	Callum LISTER	Corinium C.C.	00-23-58	15-B	00-12-24	25.035	43
20	Stephen SAUNDERS	Maldon & District C.C.	00-24-00	17-B	00-12-30	25	22
21	James LORD	Glendene C.C. - Biketrax	00-24-12	17-B	00-12-31	24.793	45
22	Andrew JONES	Royal Dean Forest C.C.	00-24-28	18-B	00-12-33	24.523	36
23	Ewen McDONALD	Ludlow C.C.	00-24-29	14-B	00-12-50	24.506	25

Junior National '25' Result

Pos	Rider	Club	Time
1	Alex Dowsett	Glendene CC	00-54-10
2	Richard Meadows	Cleveland Wheelers CC	00-55-26
3	Pete Vincent	North Devon Wheelers	00-57-43
4	James Boyman	www.agiskoviner.com	00-57-50
5	Oliver Graham	Wyre Forest CRC	00-57-59
6	Michael Rudling	SP Systems/Wightlink RT	00-59-11
7	Robert Bowles	Bicester Millennium CC	00-59-59
8	Warren Stokes	North Bucks RC	01-01-11
9	Callum Lister	Corinium CC	01-01-14
10	Matthew Jennings	Stone Wheelers CC	01-01-22
11	Andrew Jones	Royal Dean Forest CC	01-01-46
12	Ewen McDonald	Ludlow CC	01-03-00

**LAST WEEK OF THE GIRO
D'ITALIA 2006
(AN ATTEMPT TO OUT-DO STEVE
ABRAHAMS – IMPOSSIBLE)**

Thursday 18 May 2006

CHRIS: Decided at the last minute, to take the day off work to pack at leisure. Ended the day thrashing around late into the night removing seat posts, stuffing bags, stuffing car (major hurdle getting 1 bike box, 1 bike bag, 2 suit cases, hand luggage plus 2 tourists into average family saloon) and driving to Watford to stay with Geoff (Dads brother). Pulled onto his drive at 11.30pm.

DICK: He said come after 9pm but I think he meant closer to 9 than 2.5 hrs later! My packing was even quicker than Chris's but loans of bike box from Clive Faine and bike bag from Mark Booth made life a lot easier and safer for the bikes; however the load in the Vectra was



close to the limit. Passport, pedals, shoes and helmet all loaded and my computer expert had booked our flights via the web so we just had a letter to present at the airport. Clever!

Friday 19 May

CHRIS: Alarm goes off at 5.00am. Wash, tea, cereal, load Geoff's car, drive, unload at Heathrow, check in, hold breath (excess baggage? No.), release breath, board plane, depart 7.50am, 1 ½ hour flight, arrive in Malpensa (Milan, Italy).

DICK: Easy peasy, compared with our friends from San Diego and Los

Angeles (met last year at the Vuelta), they had a 16/17 hr journey and some had opted to arrive a day or so early to deal with the jet lag. Tom Trevino San Diego Bicycle Club had organised our sub-group and got a good discount for the trip.

Found Graham Baxter Tour coaches (2 no.) outside the airport and proceeded to unpack & reassemble bikes to load onto trailers. At 1.30pm we left the airport to collect the majority of our companions in Milan, load them & their bikes onto the buses and travel on up to Aosta high in the Italian Alps.

My undoubted mechanical skills!! were necessary at the airport since I had dropped Chris's bike bag at Heathrow and this had twisted the rear mech round past it's stop! However, after some serious consideration (what would Bill Jenkins do?) I decided to force the mech back to

where it should be and all was well, it worked for the rest of the holiday.

Saturday 21 May

The day started slightly overcast but warm. Scooped breakfast and rushed to basement garage to change brake blocks, before grouping outside the hotel (photographs 01 & 02). This was to be our first day of cycling. I decided to commit to 'cycling option no. 1'

As usual with Graham Baxter Sporting Tours there are a number of options ranging from easy (stay in bed) to very hard 2 or 3 cols and loads of miles. I opted for cycling option no 2 and was glad I did!

Ride from the hotel to the stage finish in La Thuile along the route and via the Colle San Carlo (10 km climb, altitude 10,500m, average gradient 9.8%, maximum gradient 15%). After seeing the stage finish, return to the bus in Morgex for transport back to the hotel in Aosta. Total ride distance 65km.

With the two coach parties combined, approximately eighty of us pedalled up the valley towards the climb gradually stringing out as people found their level. The valley road rose continuously up, significant, but not too taxing. Eventually we neared the climb, a left turn off the main road, over a bridge and BAM, 10% gradient for



10 km. Bike & legs coughed & spluttered.

I went straight on at this point on an easier road but it soon went upwards.

Two thirds up the climb rain started to fall. Did not think too much of it, quite refreshing. By the time I reached the top and had stopped for a couple of minutes, leaning my bike against a drift of snow, I was

positively freezing. Decided unwisely to go back down the same way as I had just come up (bus parked at foot of climb), instead of continuing down to the stage finish and looping round to the bus. I have never been so petrified on a bike since my stabilizers were removed. I was physically shaking from cold, my fingers were numb, the road was greasy and my new brake blocks felt as though they were about to disintegrate.

One young lady in our group whilst on the climb sheltered under a porch, got invited in by the family, offered hot soup, had a nap in front of the fire and received a lift back down the mountain on a trailer.

It was a miserable afternoon but was a great bonding exercise.

My route was the loop back above mentioned but as the weather deteriorated I was thinking "The higher up I go, the further I will have to descend in the wet/cold, I have come here to enjoy myself" so I wimped out and descended to a warm bar with coffee, cakes, TV and friends. Did some bonding.

Realised that I had slipped down the GC in our personal Giro, Chris was leading by miles and my room mate Phil Costic from Los Angeles on his new Specialised was also going better than me!

Sunday 22 May

Packed and loaded coach before walking into Aosta to nose around (Roman triumphal arch, city walls, theatre ruins) & see the start of the days stage (photograph 03).

Met a couple from San Diego who were with the tour on their honeymoon! Unusual choice of company and activity for a honeymoon, still, "whatever turns you on".

We then travelled by coach to Stresa on the shores of Lake

Maggiore (beautiful) to stay in The Grand Hotel Bristol. The proud owners of a diagonally travelling lift, which was a bit of a shock to a weary traveller, however the bruises soon went down.

The Grand Hotel was "Grand" and still on the matrimonial theme, a wedding was being celebrated. Don't know what they thought of 2 coachloads of cyclists turning up at the front and taking over the courtyard.

Group ride in the afternoon along the lake edge, stopping off at a café to watch the stage finish on the television.

Managed a fair time on the front with Marcellino Garcia (ex Once and CSC) he told me he had finished 2 Giros, in the top 40 each time.

Monday 23 May

The hard men & women left first on bike to cycle from the hotel to the feed station in Lissone (suburb of Milan), one third of the journey along the banks of the lake and two thirds along major dual carriageways. One Brit on a mountain bike broke his chain and was pushed, at speed, by the ex professional guides & other fitter members of the group for approximately 50 km. Amazing.

Dad & I decided to do the first bit of the ride at a more leisurely pace and were picked up by the bus at the end of the lake.

Had a bit of a grumble at the organisers as my rear mech (vulnerable part) had been bent out of line, I suspect in the bike trailer, 40 bikes, 20 hanging from the ceiling above the other 20, not the best treatment for your velo!

The feed station was a bit of disappointment, no plunder gained, competitors travelling too fast, just enough time for domestiques to snatch a bag, let alone do a stock take.

Coaches then drove us up to our next hotel in Balzano located in the Dolomites, stopping off en route at the Carrera bike shop. The owner of which was over the moon to see seventy eight well heeled foreigners (excluding the Selleys) purchasing everything from energy bars to a top of the range carbon bike. Free energy drinks were issued to all.

Quite a few problems with bikes including my gears but the mechanic was great, almost as good as Bill Jenkins, he dismantled the mech and bent the hanger back to straight at minimal cost, which Dave (organiser) declined to pay for!. Still I felt I had to make the point. Last year bag stolen! This year bike bent! C'est la vie, but



these things happen. Stick to Italian please, no French. Sorry.

Tuesday 23 May

Our ride this morning set off at 9.00 am and travelled gently down hill against the wind to Trento, after a quick fuel stop, we then climbed Monte Bondone (13.7 km climb, altitude 17,400m, average gradient 7.9%, maximum gradient 13%), the mountain top finish for the day's stage.

Stopped by the police from completing the final km, then descended half way back down to meet the coach, change and find a bar to watch the race (photograph 04).

I did do this climb and got further up than Chris but still not to the finish

and thawed out due to global warming no doubt,. He had an arrow head in his chest and amazingly, a lot of his clothes, shoes, weapons and implements although there were no items to indicate he was a cyclist! A wet mummy, we were able to see him in his refrigerator through a small window. 5000 years!!!!

Thursday 25 May

This was the day I was looking forward to the most, the climb of Passo Dello Stelvio, the highest place in Italy and considered by many to be the 'finest continuous hairpin section in the Alps'. Visit <http://www.climbbybike.com>.

The coaches were parked at Malles Venosta, we off loaded our bikes and cyclo-crossed our way down

through flower covered meadows to the village of Prato. Lessons given en route by Marcellino Garcia (ex pro guide), on how to fly safely over the handlebars without hurting your bike, body or pride.

At Prato (apt) the climb began, 24 km length, altitude 2758m, average gradient 7.4%, 48 hairpins, rise of 1808m. If I could be so bold, tip, go at your own pace, back off slightly if legs start to burn.

Due to the Selley tactic of staying near the front for as long as possible (usually for Selley senior until the road rises) we found ourselves with Marcellino at the turning, previously advised, thinking we were the front runners. We set off and soon began overtaking the others who had found a far better shortcut and were well ahead of us, oh well you can't win them all!



line, it was good to ride back down past the policemen at the red kite, but not stopping to chat with them. Better safe than sorry!

Wednesday 24 May

With rain (snow in the mountains) forecast for the afternoon and tough rides to come, I decided to take an early rest day and visit Otzi the world famous 5,000 year old stone age mummy, on show at The South Tyrol Museum of Archaeology. Well worth a visit, alternatively surf onto <http://www.archaeologiemuseum.it>.

He was found on a mountain top



Two thirds of the way up disaster struck. A troll-like road engineer started to forcibly send cyclists down, stating the road was closed until the 30 May 2006 whilst heavy machinery cleared it of winter debris. I won't bore you with all the detail, but a few of us managed to skip past the diggers & lorries whilst he was on a coffee break.

This climb is "a big bastard" the climb's hairpins are numbered from the bottom so you can judge your

progress fairly easily, at first I thought halfway (25) would be ok, but kept creeping up (30) (31) (32) eventually joining a group of tired looking riders at 33 where we agreed enough was enough and rugged up for the descent. Hat, woolly gloves, jacket & waterproof. It gets cold descending.



Made it to the top (photograph 05) and decided with Trevor (Australian lawyer) to continue over into Switzerland. Swooping down through a landscape of snow, high level pasture, thick forest we finally emerge into a picturesque Swiss valley (photograph 06). Surreal. The best day of my holiday.

Friday 26 May

Today we rejoined the Giro. After driving up to Canazei, Dad & I donned lycra & climbed the Passo Pordoi (13 km length, 2242m altitude, average gradient 6%). The road was left open for most of our ride so we had to remain vigilant whilst hundreds of assorted motorbikes harrowed us poor cyclists.

Chris was very kind to his old dad today and accompanied him (me) all the way to the top where I, in an attempt to keep up with my digital camera wielding friends purchased a 27 shot disposable camera and took a few shots near the Coppi Memorial (photograph 06A).

Chuffed to be above the tree line and into the snow zone, although not as high as Chris yesterday.

We decided to carry out a scientific experiment on the way back down. Rate of descent without bowl of chocolate chip ice cream with hot fudge sauce, first half & rate of



descent with, second half (photograph 07). Results were significant, but will require further tests.

After seeing the race pass we boarded the coach to travel to Ponte di Legno located at the foot of the

Gavia pass.

I was delighted to be in the Dolomites, a mountain area I had read so much about in my mountaineering books (I am an accomplished armchair mountaineer). They just leap out of the ground at high level for a spectacular top section, superb!

Saturday 27 May

My toughest day.

Spent most of the night thinking about whether to do one or two climbs today. I had enjoyed so much cycling over the top of the Stelvio and doing a loop through Switzerland on Wednesday, compared to going up and back down on some of the other climbs, that I wanted to climb both the Passo Gavia (17 km length, altitude 2621m, average gradient 7.9%, maximum gradient 16%) then the Mortirolo Mazzo (12 km length, altitude 1852m, average gradient 10.5%, maximum gradient 18%). The only trouble was that, if I was to climb the Gavia and then descend into the opposite valley there was no alternative but to climb the Mortirolo to meet the bus at 5.00pm.

I have only just discovered the following description whilst writing this report.

“The Mortirolo is considered to be the toughest mountain one can climb in Italy and many professionals consider it as the most difficult mountain to be climbed in any of the three major tours. Luche Herrera (1991) referred to Mortirolo as being the ‘Queen climb of Europe’ and Lance Armstrong referred to it as the hardest climb he’d ever ridden.”

Anyway it was to be my last day of cycling.

Set off at 9.00am. Towards the top I had to climb through a pitch black tunnel, unable to see the floor or walls, only able to focus on a small

dot of daylight in the distance, had to concentrate hard to position myself to the right of this dot to avoid whistling cyclists hurtling down blindly on my left.



Reached the top of the Gavia just after 11.00am (photograph 08). Trevor (Australian lawyer) spookily appeared at my shoulder, we quickly reviewed the situation and decided to go over (photograph 09).



The descent was great and ride along the valley was pleasant but the Mortirolo was hell. I am going to own up straight away, I was beat. I had managed to climb all the previous ascents without walking,

but on the Motirolo I could not have ridden more than a third of it. It was hot, narrow, crowded and just incredibly steep. To make matters worse the spectators were having a whale of a time dressing up, eating, drinking, singing and dancing (photograph 10).

Eventually made it and descended to Edolo for several ice creams. Knackered.

Cherry picking some of these climbs off the Giro stages really makes you appreciate how fit these professionals are.

I feel unworthy, I could not interrupt the above description, my own day started badly when I realised I had put my new shorts with black insert on inside out!!! So my climb of the Gavia had to be cut short at about ¼ distance to enable me to drink coffee, rest and visit the rest room to dress properly!

I descended, this is my special skill, descending, just like Sean Yates, I tell myself, and plod about in the valley before deciding to attempt the Mortirolo, but from the other side to Chris. This attack was marginally more successful than the Gavia but

again I failed to reach the top and descended like a demon to the town of Edolo where I sat in the shade with some venerable Italian ladies and waited for the race to pass. There was half a chance that we

might have been seen on Eurosport at this point but being in the shade I only just spotted us in the replay later at the hotel.

Race passes, board coach, travel to hotel in Bergamo, just outside Milan.

Sunday 28 May.

After an early breakfast we moved onto Milan to watch the final stage.

Browsed through the Galleria, then walked all over the roof of the Duomo (Milan's cathedral), well worth the 6 euros for the lift (4 euros steps).

Positioned ourselves on the inside of the finishing circuit to watch the race pass us twice on each lap.

I was a bit disappointed with the last stage as the CSC team appeared on the front defending Basso's lead and stayed there for the whole 11 laps of the finishing circuit going faster and faster as the laps passed, I was expecting someone (anyone) to have a go, but no, we had to satisfy ourselves watching the field progressively changing from bunch to a line out, always a sign of high speed, and watch the expressions of suffering in the back half of the field.

Monday 29 May.

Alarm goes off at 5.00am. Wash, coffee, cereal, load coaches, drive, unload at Malpensa, check in, hold breath (excess baggage? No.), release breath, board plane, depart 11.00am, 1 ½ hour flight, arrive in Heathrow.

Strangely, although the San Diego gang went earlier, we found we were travelling to Heathrow with my room mate Phil Costic from Los Angeles who was changing flights in London, so were able to get a few more photos of us together in the terminal.

Wednesday 31 May



bike did not get unpacked till the interclub at Greens Norton where I put the pedals on in the car park and set off second from last due to late arrival caused by traffic jams in Towcester (Race For Life at Silverstone). Soon I was last on the road and feeling lonely then I spotted a rider ahead MON DIEU! It was Martin Erasmus and we proceeded to have a ding dong, with me going uphill faster (UNUSUAL) and Martin stomping past me on the flat. Luckily there wasn't a drug test as I had done the 10 on chocolate, Lucozade and Powerbar Gel.

Wednesday 14 June

North Bucks Road Club 10 mile time trial on the A5(D), awful (me that is, not the course).

Hit the ground running with one week to the Monsters of Rock Concert at the Bowl and then another week to Bon Jovi so the

By Chris & *Dick Selley*

CLUB CHAMPIONSHIP – 5 JULY 2006

The 2006 Club Time Trial Championship was held over 2 laps of the Astwood course (F5V/20) on Wednesday 5 July with the first rider going off at 7 p.m. Thirteen club members contested the event.

Weather conditions were pretty good, considering recent storms etc, and all 19 riders enjoyed a dry ride. Fears that the recent resurfacing of part of the course may cause puncture problems were thankfully unfounded, though I suspect the course may have been slightly slower.

Alan Lawson started proceedings in his customary No 1 position and lead the procession off on the first lap. By the end of the lap, young Warren held the lead on the road with an excellent 23.38, followed by Dr. Robert with

24.05 and Jason with 24.09. These were clearly the leading contenders, but excellent rides were also recorded by several other riders. What would happen by the end?

Timekeeper Tony Farmborough and crew waited anxiously for the first man back, who, unsurprisingly, was Warren in a Personal Best (PB) time and new Junior Course Record. His time proved unbeatable on the night and he became Club Champion at his first attempt. Second and third were Jason Whittam and Rob Saunders with Chris Wood and Brian Primett chasing them with excellent rides for fourth and fifth places.

There were plenty of smiling faces and contented riders happy with their night's work. For many of the contestants this was their first time over 2 laps of the course. For the others I would like to highlight personal bests for Jason Whittam with a 6 min 30 improvement, Brian Primett with 2 mins flat, Chris Hartley with a 38 second improvement and the eternal No.1, Alan

Lawson, with a 4 min 23 thrashing of his previous best. Well done everybody!

Special thanks to Tony Farmborough (Timekeeper and Head Dogbody), Derek Taylor and Rina Brown for holding everybody up, Pete Lickorish Assistant Dogbody, signing on etc, and the supporters who helped by cheering riders on and encouraging them to complete the second lap.

The full result sheet is below.

Yours in sport
Bryan

Result of the NBRC time trial held on Wednesday 5th of July 2006 on the F5V/20 course.

Club Championship Event

Pos.	No.	Name	Club	Split Time	Final Time	Cat.	Vets Std.	+/-	
1	6	Warren Stokes	NBRC	23.38	48.19	Jnr			JUNIOR COURSE RECORD
2	13	Jason Whittam	NBRC	24.09	49.2	V40	52.48	3.28	PB
3	16	Rob Saunders	NBRC	24.05	50.09	V46	55.13	5.04	
4	18	Daren Haseldine	TeamMK	24.45	50.26	S			
5	11	Mark Holden	Beds Rds CC	25.14	51.44	V45	54.48	3.04	
6	7	Chris Wood	NBRC	26.43	53.41	S			
7	15	Brian Primett	NBRC	26.09	54.04	S			PB
8	17	Tracy Haseldine	TeamMK	26.52	55.15	L			
9	3	Martin Paul	NBRC	26.46	55.17	S			
10	9	Chris Deverson	Private	27.16	55.46	S			
11	5	Chris Hartley	NBRC	27.30	56.06	V49	56.28	0.22	PB
12	8	Lindz Barral	i-team.co.uk	28.17	58.11	S			
13	1	Alan Lawson	NBRC	28.45	58.26	S			PB
14	14	Eddie Page	NBRC	28.52	58.42	S			
15	10	Chris Selley	NBRC	28.42	59.09	S			
16	19	Steve Rice	TeamMK	29.19	59.18	V49	56.28	-2.5	
17	4	Tony Brunton	NBRC	28.59	59.32	V41	53.12	-6.2	
18	2	Gilbert Wheelwright	NBRC	28.20	59.46	V63	1.2.40	2.54	
19	12	Martin Erasmus	NBRC	32.47	67.16	V42	53.36	-13.4	

Time Keeper :- Tony Farmborough NBRC

Letters

Hi Robert.

This is Bradley wiggins being interviewed after the ten minute Roadmans Pursuit having caught Tony Gibb, Luke Roberts, and Macolm Elliott. He then won the Deryn 25 lap race (Picture to follow). Malcolm Elliott won the Golden Wheel scratch 20 Km race in a sprint finish for a £1000 prize (Picture to follow) A brilliant days racing although delayed by rain until the 2 o'clock start when the sun came out.

Regards Derek Rina and Dick Selley.



Bealach na Ba

Bealach na Ba is Gaelic for "Pass of the Cattle", and is the longest continuous climb in the UK. From sea level, it rises to just over 2000 feet, with gradients of up to 1 in 5. This, as you can imagine, made it something of a temptation on our trip to the west coast of Scotland. Once you reach the top, there's nowhere to go but back down again, either retracing or (also to sea level) to Applecross itself. We have ridden up that side before on the tandem while on a day trip riding round the Applecross peninsula. The major attraction then was a wonderful seafood meal at the

Applecross Inn. This time, the only attraction was the challenge of tackling the steep side!

I rode this climb twice. On the first occasion, the cloud was down at about 1000ft, so I couldn't see much, and in fact had no idea where I was because visibility was only about 10 feet! On the second occasion, visibility was much better (though not nearly as nice as in the photo here).

There is an organised "sportive" (as beloved by the ghastly rag that the comic has become), which involves a 90 mile circuit and which includes this ascent. Fortunately, they are closing this climb to traffic for the event - the prospect of 500

cyclists of varying ability wobbling their way up steep singletrack with motor traffic passing both ways doesn't bear thinking about. Actually, quite a lot of the 90 miles are single track, and may be difficult!

I didn't see any cattle, just red deer...

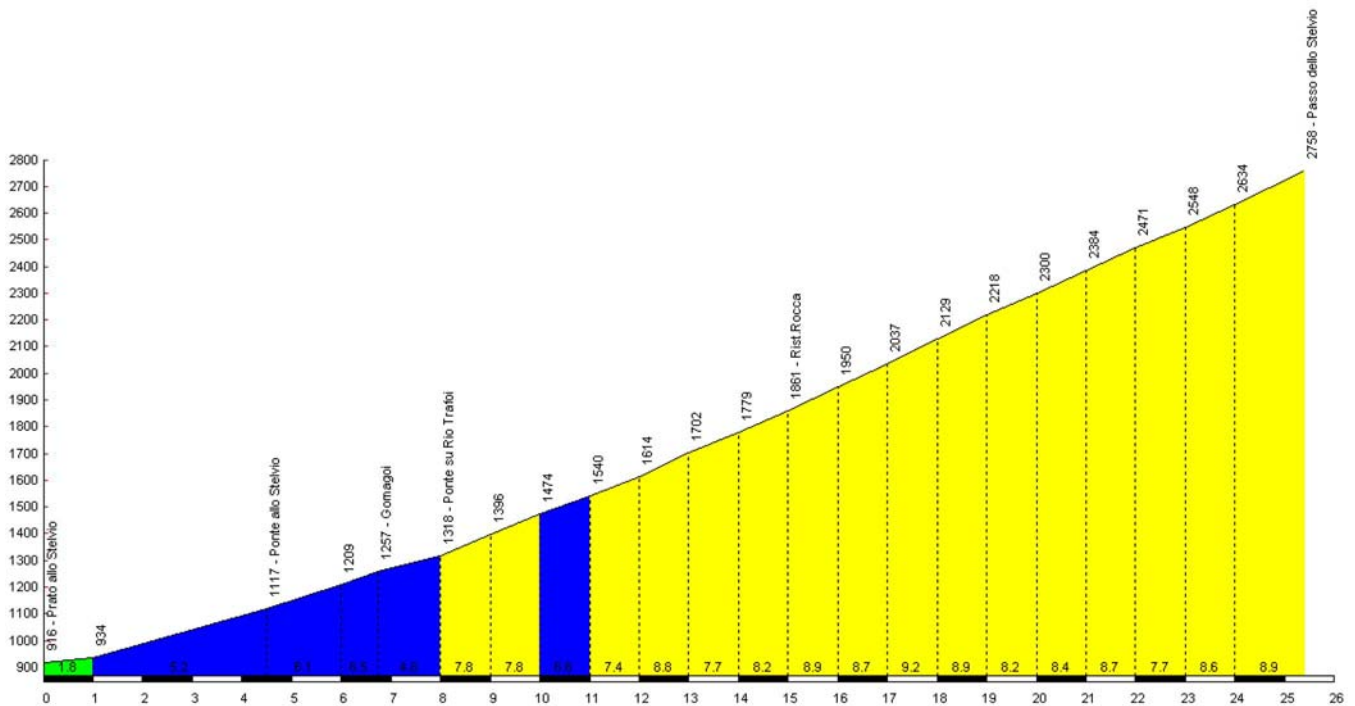
Robert



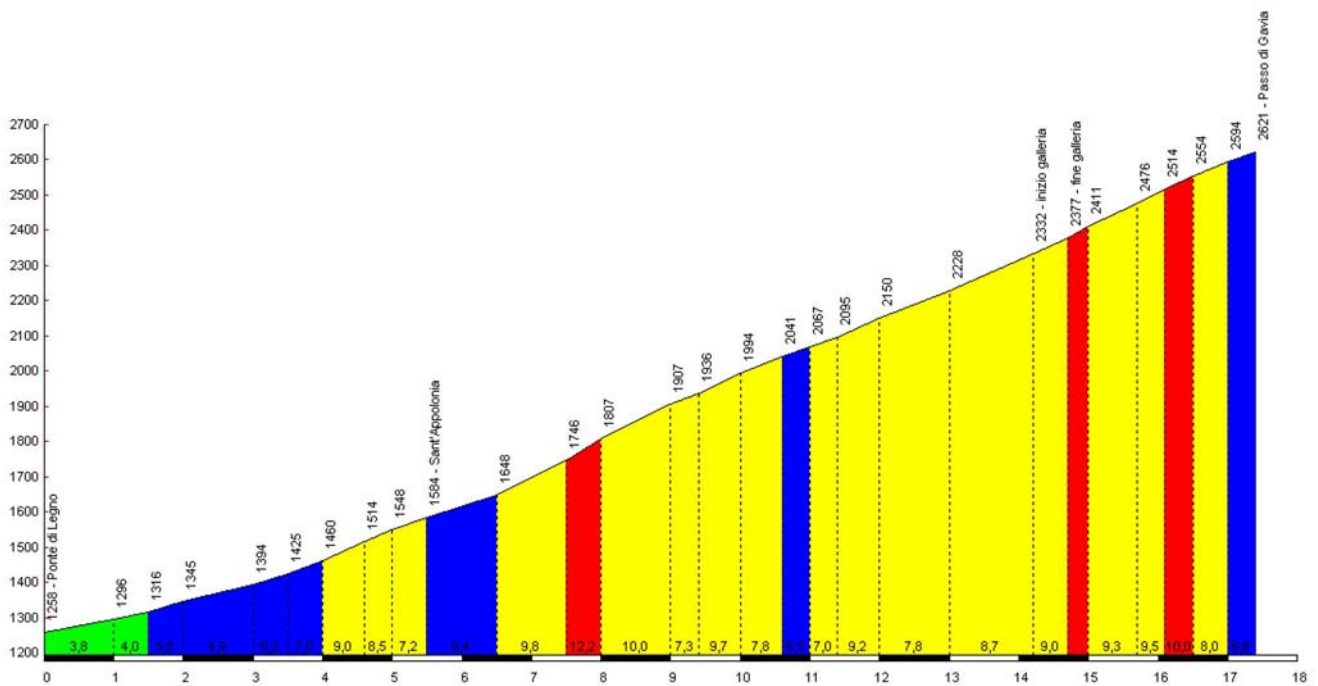
This photograph shows the top of the climb, looking down the hairpins near the summit. The road is singletrack, and is difficult for vehicles larger than cars. I downloaded this image from a webpage - the weather was much worse than this when I visited!

I don't know how legible these will be, but here are the profiles of a couple of the climbs Chris and Dick write about in this issue.

Passo Stelvio, da Prato Stelvio



Passo Gavia, da Ponte di Legno



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 open Time Trials will be explained. I think we should also discuss Road Racing.

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 fast 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, which now also leaves from the club room.

Upcoming events:

Derek Taylor is organising the NBRC Open '10' on the A5D course on 8th July, and would like to hear from volunteers for marshalling and other duties.

We are expected to provide marshals for the NM&H CA '100' on the following morning. This event is on the F1, race HQ will be Tempsford Hall. Contact Leigh Smith for more information. You can throw rotten tomatoes at the editor, who has entered the event. I am sure that will provide sufficient entertainment value to make it worthwhile.

Robert is organising the Norlond '25' on September 24th, also on the F1. This is the first event he's ever organised, and while we are not obliged to supply marshals, help would be most welcome. I would prefer NBRC members to ride the event, however! If you need advice on entering and riding open events just ask one of the more experienced Club members.

For sale.

Super lightweight carbon saddle.

Top quality component, suitable for time trials. Only slight use.

£20 ovno

Contact Warren Stokes on 01234 240140



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.

