

San Fairy Ann Cycling Club

FOUNDED 1922

The Milestone

OCTOBER - NOVEMBER 2022

MIND THE BOK!

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LONDON - EDINBURGH
- LONDON

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CLUB TRACK DAY

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ELIZABETH II
1926-2022



SFACC CENTENARY



BY: LISE TAYLOR-VEBEL
DIRECTOR OF MEDIA

Extract from the book: *San Fairy Ann Cycling Club - A Century Of Cycling*,
due to be published in 2022



RACING

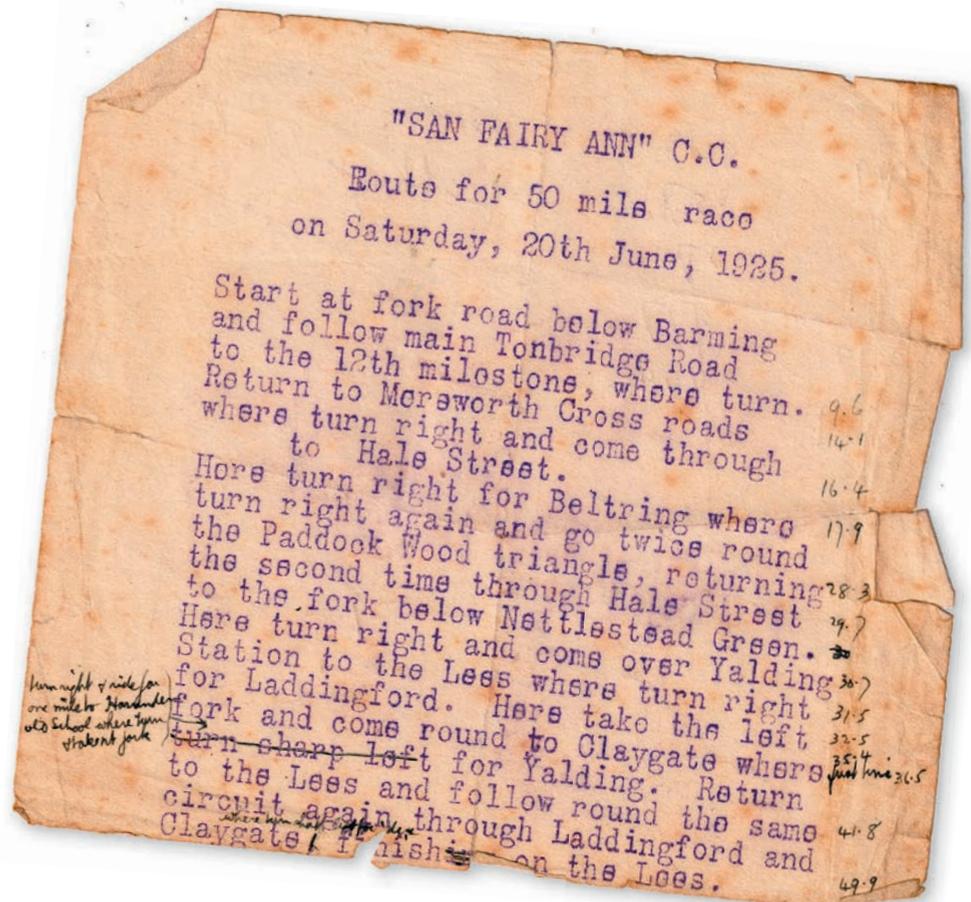
1924 The Club organised four races during the year. Two at 10 and two at 25 miles. The Secretary expressed hope that next year the Club will make an earlier start with the competitive side of the game, obtain more support; and introduce a system of handicapping; he proposed that a "Hard-Riders" section be formed, to hold runs, say once a month so as not to interfere with other Club runs, and suggested that next year this section might have a small extra subscription to form the nucleus of a fund for the purchase of prizes.

FIRST RACING COMMITTEE

1925 In the minutes from the AGM 7th January It was resolved that a Racing Secretary and Committee shall be elected annually who shall deal with all questions relative to racing subject to the Clubs Racing Regulations.

The Club Champion Title for 1925 was Mr. W. E. Honey. It was resolved that a Championship Medal at a cost not exceeding ten shillings be presented to Mr. Honey.

A new 50 mile route was planned and distributed to our racers:





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EDITORIAL



BY: LISE TAYLOR-VEBEL
DIRECTOR OF MEDIA

SAD TIMES ...

There has been much sadness whilst producing this issue of the Milestone. First of all the immense loss of Her Majesty Queen Elizabeth II and while working in between the following of her last journey through the country and finishing the last bits of the magazine during the Royal processions through London for her funeral, I did pause the work during the ceremonies. Very sad indeed.

Also, having to publish the obituaries for two such prominent and loved club members as Pat Hill and Roly Crayford, who sadly left us too. They have both been an enormous inspiration to me as I know they have been for many other club members. What a great loss to the club. Please take a moment to read the obituaries for Pat and Roly on page 24-27.

It seems a little sacrilegious to keep celebrating our Centenary. However, life goes on and we still have one

more Centenary event left to run. We hope many of you will take part in the Centenary Crown and Anchor Audaxes on the 2nd. October. Please see details on page 11.

And finally, as autumn paints its beautiful golden colours over Kent, I wish you all some lovely rides along our county lanes.

See you out there ...

Lise

**DEADLINE for December - January issue:
Sunday 13th November 2022**

Next issue reports to cover:
11th September - 13th November

Next issue calendar to cover:
1st December 2022 - 11th February 2023

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FRONT COVER

In memory of Her Majesty Queen Elizabeth II

NEXT ISSUE

Planned for Thursday 1st December 2022.
The **deadline** for contributions will be
Sunday 13th November 2022



DIRECTORS' COMMUNICATION

CLUB INFO

San Fairy Ann Cycling Club Ltd
Registered in England and Wales -
Company Registration Number: 13033225

Registered Office Address: 27 Old
Gloucester Street, London WC1N 3AX

CLUB MOTTO

Ça ne fait rien - It doesn't matter

CLUB MEMBERSHIP

Senior first-claim £35
Senior second-claim £35
Second and subsequent Senior members of the
same household £25 each
Juniors: age 16-18 and students over 18
in full-time education £5 (Free after June)
Juniors: under 16 - Free
Social membership: £5
Non-members and Social members one year
subscription to the Milestone: £20

WEBSITE

Lots more information about the club at
www.sanfairynncc.co.uk

SOCIAL MEDIA

Facebook: [sanfairynncc](https://www.facebook.com/sanfairynncc)
Twitter: [@SanFairyAnnCC](https://twitter.com/SanFairyAnnCC)
Instagram: [san_fairy_ann_cycle_club](https://www.instagram.com/san_fairy_ann_cycle_club)

HOW TO JOIN

This has to be done online as there is no paper
membership form.

On the club website:

www.sanfairynncc.co.uk

- go to "Join" on the top menu and follow the
instructions.

Payment can be made online.

AFFILIATIONS

In addition to purely club activities, we are also
heavily involved in:

British Cycling (BC)

Cycling UK (Previously CTC)

Cycling Time Trials (CTT)

The Kent Cycling Association (KCA)

South East Road Race League (SERRL)

The Veterans Time Trial Association (VTTA)

Audax UK.

OUR GREAT CLUB

BY: NATALIE CEENEY, CHAIR

Looking back on 2022, it has certainly been
a very different year to 2021! With covid
restrictions having eased in mid 2021, much of
cycling got back to 'normal', with new cyclists
joining us who had caught the cycling bug over
the lockdown period. But the real highlight has
been our Centenary.

OUR CENTENARY

For a cycling club to reach 100 years is
testament both to the thousands of people
who have put their time, love and hard work
into the club over the years, and to the value
we bring to our members. We wanted to
celebrate, and that we've done. We launched
our new Centenary Kit at the start of the year,
with a massive 133 of the Centenary jerseys
being sold to members (with an additional
19 with a Ventoux variation), representing
more than 1/3 of the club's members. We've
had two birthday parties (one on our actual
birthday, and then a summer lunch, both free
to members). Audaxes and Sportives which
have offered 100 mile special routes. We had
a track day-out to Herne Hill, again, free to
members. And we even had a centenary club
tour up Mount Ventoux. All September we
were running the 'Centenary Quest', a fun
challenge to find places of interest on a bike,
around Kent.

KEEPING THE CLUB RUNNING FOR ITS MEMBERS

We haven't neglected the 'day job' though.
Our magazine has gone from strength to
strength, with new interesting features. Our
social media work keeps us connected with
the wider cycling community. We've been
able to offer our members discounted or free
membership of cycling bodies, discounts in
shops, or free training, which has often more
than paid for the cost of SFACC membership.
We have launched a new website - which
looks far better, is easier to update, and was
a massive piece of work for Ian in particular.
And we've kept our club runs schedule vibrant,
also offering training on ride leading and first
aid to ride coordinators, so that we make it
a better experience to lead rides, and ensure
we keep skills high within the club. Our 'try
it out' rides have remained popular this year,
attracting many new joiners to the club.

BEHIND THE SCENES - USING OUR VOICE

There is also a lot which goes on behind the
scenes. In our welfare and campaigning role
we've had many conversations with the police
and the PCC about road safety, raising both
general issues and specific cases raised by
members. We also regularly contribute to local
council consultations on road safety.

OUR LONG STANDING MEMBERS, AND THOSE WHO CAME BEFORE US

As a long standing club, we have members
of all ages, celebrating those who have come
before us is an important part of what we are.
It was therefore great to hear Robin Fuller, the
son of Reg Fuller, one of our club founders,
give the speech at our Centenary Event, which
was both witty and engaging (and which is
printed in full in our Milestone Magazine).
We also sadly saw the passing of two club
stalwarts, Pat Hill and Roly Crayford, who have
given a huge amount to the club in recent
years. They will be missed.

WHY WE NEED MORE PEOPLE TO GET INVOLVED

This club is run entirely by volunteers, and
those volunteers have made this a superb
club. We have volunteers leading all of our
groups, running our Sportive, our Audax, our
Time Trials, issuing membership forms, baking
cakes, sticking up signs, showcasing club
kit, organising training trips, and more. But
my main regret this year is not being able to
persuade more people to get involved. I've
clearly done something wrong, as I've spoken
to loads of people, sent numerous emails
and more, but with little success in increasing
the number of people volunteering. The
more club members involved in supporting
the club's activities, in however small a way,
the more we can do, and the lower burden
there is on everyone. I can also attest to
volunteering being thoroughly enjoyable, and
really rewarding. We do need more people
to get involved if we are to keep this club as
successful going forward as it's been for the
last 100 years, so I would encourage everyone
to think about how you can help, in however
small a way. Thank you!



CLUB OFFICIALS

At the time of printing, these were the officials of the club. However, after the AGM at the end of September, new officials will have taken over some of the roles on this page. These will be updated in the next issue. In the meantime, please use the contact details on this page and you will be referred to the correct person. Thank you.

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Burton, Dick Naylor, Richard Valentine.

DELEGATES

KCA DELEGATES

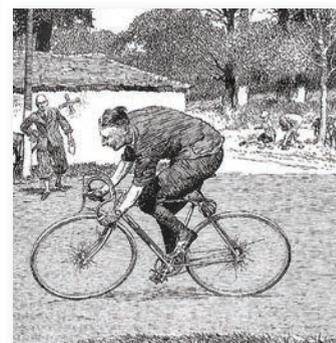
Ray Whibley, Duncan Edwards

CTT DELEGATES

John Longbottom, Paul Fairman,
Martin Foord, Duncan Edwards

BRITISH CYCLING DELEGATES

Geoff Hodgson, Dick Naylor,
Carol Hodgson, Geoff Wiles, John
Hawkrigge, Duncan Edwards.



NEW MEMBERS

We would like to welcome 7 new members to the club:

Michelle de-Kisshazy
Louise Baker
Therese Hammond
Laurence Watson
Sally Harris
Mark Freeman
Jake Smith



MIND THE BOK!

CYCLING TO THE HIGHLIGHTS OF NAMIBIA

BY: NIGEL PERRY

It is just before 7.00 am, and a fiery sunrise is beginning to illuminate a vast plain. It is cold, 6 degrees, but as we walk across the runway at Windhoek airport the temperature is the furthest thing from my mind. Instead, I am tingling with anticipation; an adventure that was booked before Covid, and three times postponed, has finally become a reality.



Initially I had booked just for myself; my son was at Uni and my wife prefers trekking/ dislikes cycling. Covid however at least allowed my son to join me as he had finished Uni by the time I could safely book any flights.

An initially small group of 4 had risen to 9 by the time the tour was due to depart; 3 English, 4 Germans, 2 Austrians and our 2 Namibian guides Thomas and Johannes.

We are met by a worryingly super fit looking Thomas and the group is introduced to each other. The Germans and Austrians speak excellent English, the Namibians speak English, German, and Afrikaans; the English speak some French and Spanish which is no good to anyone. English it is then.

Our first task is to head into Windhoek, which is 20 miles from the airport, to sort out our hired mountain bikes. This is a pain free process as everything has been booked in advance; we all have some brand-new black Norco Storm hardtails, and they are soon on the trailer, and we are on the way to our first lodge.

Namibia is a vast country, twice the size of the UK but with only 2 million people. Our tour involves a few lengthy transfers, and the first of these takes us down to Keetmanshoop

in the south of the country. The road seems endless, sometimes 30 miles without a single bend, and the scenery is unlike anything I have seen before; plains stretching as far as the eye can see, with small shrubs and trees making everything quite green for such an arid country. Huge rocky outcrops are visible in the distance. It comes as a bit of a shock when we stop and get on the bikes, but we are soon heading towards the Quiver Tree Forest and Giants Playground.

Once off the main arterial roads, the reason for mountain bikes becomes clear; the side roads are compacted salt and gravel. This is what we will spend the next 14 days riding on; in addition, the few cars that do use the roads tend to create ruts which give the effect of cycling over corrugated iron. Hit this stuff at the wrong speed and it's curtains, and it is unusual to go more than a couple of hundred metres without a section of ruts. I found myself constantly changing my line to find a decent route, although cars are so rare that it is perfectly safe to cycle on the wrong side of the road if needed. The first car we do see is visible from miles away; unfortunately, this is because of the dust that is being kicked up, and it's not long before we, and our bikes, are a lot greyer than when we started.



The group is enthused by the first day though; this is so different, but clear that it is going to be tough. But temperatures are between 24 and 27 degrees (it is winter), the sky is clear blue, and on our third day we are riding to the Fish River Canyon, the world's second largest and one which is 27 miles across in places. I make a note of how many teeth I have before we ride, but I find that sticking to the inside seems to give a reasonably decent rut free line. We cover 50 miles in reasonable time, before tackling the 10-mile uphill stretch to the Canyon viewpoint. This is seriously hard going, but so worth it when we reach the top and view the cobalt blue Fish River snaking its way below us. A short transfer to the lodge follows, with plenty of time for a hearty buffet and beer.

Many of you will remember the video of a rider being taken out by a Hartebeest in full flight from a few years ago, which was initially a topic of discussion within the group. As we ride towards Ai-Ais, a natural hot spring, some animals start to appear; Great Bustards, Springclipper and of course Springbok are seen, but most of the wildlife is concentrated in the greener north of the country. The attraction of the south is in the jagged mountains, towering sand dunes, and the botanical wonders that survive out here. We have a relatively hard 40 miles before a 10-mile descent to Ai-Ais, spoiled only by the ruts appearing. Once there, we get in the thermal baths and don't bother getting back on the bikes again.

"We have a good road tomorrow" says Thomas; I reason that this will just be like sitting on a washing machine instead of a jackhammer, but it doesn't matter. Instead, a 40mph headwind hits us on the way to Helmeringhausen, and after this everything else just seems relatively easy. The following day the headwind is still around, but about half of the strength, and we enjoy spectacular scenery as we descend into the Namib, reputedly the world's oldest desert. The differing abilities within the group are becoming clearer now, but there is no chance of getting lost so everyone rides at the pace that suits them.

We are about a week into the tour now, and a pattern has emerged. Get up early, eat, a transfer, ride, stop for a snack, ride some more, clean up and then eat some more; the fare is good with Springbok, Oryx, and Impala some of the more unusual (for us) delicacies on offer for very hungry cyclists. The group all get on really well, everyone with stories of previous cycling trips in their own countries. The next ride is into Sossusvlei National Park. We have a tarmac road, a gradual downhill all the way, and only about 20 miles to cover. One of the Austrians turns out to have tried his luck at being a professional triathlete in the 90s, and he can still put down some serious power. A few of us try to time trial the MTBS and enjoy a blast while we have a decent road. Stopping at the iconic Dune 45, we have plenty of time to climb it and then visit the Dead Valley before heading to Solitaire for a 2-night stay.

Solitaire lives up to its name; how it is even on the map is beyond me, but it is one of the most memorable places we stay, and the ride from the Namib-Naukluft Park mountains is fabulous. The road is again decent (and the last ok surface we get), the scenery as spectacular as ever, and in over 3 hours we do not see a single car. We have the afternoon free, so a few of us venture towards the coastal road before heading back and chilling with a beer. It is Swakopmund next, which represents a return to some sort of civilisation – which none of us really want.

Swakopmund turns out to be a nice town, however, with some good restaurants and a lovely coastline. It is not far to get to our ride, and we are immediately on a long uphill stretch, before descending into and then climbing out of a canyon. An Ostrich appears and blocks the road for some of the group, before deciding that Humans are not of much interest. We finish the ride at the giant Welwitschia, a freakishly large specimen of a plant that is found only in Namibia and Angola, and one which can survive just from the moisture in sea mist.

By now I was starting to run out of superlatives for this country; there are surprises at every turn. We are due to spend

the last part of the tour in the Northwest, between Swakopmund and Etosha. This is Bushman country, with a stay at Uis followed by 3 nights in Igawatu. We have some more challenging rides lined up, the first of which is to Spitzkoppe mountain, a 5000 feet high outcrop which is frequently painted. My legs still feel good, which is just as well as this is a day of relentless uphill riding; nothing outrageously steep but long drags that go on for miles. We can always see the mountain, but it doesn't look inhospitable until you reach it. Why on Earth do people climb these things? As it happens, we are encouraged to do just that, albeit only a small distance up and with a chain to help. Even at only a couple of hundred metres above the base, the view across the plains is astonishing.

Our next trip is to the Burnt Mountain, and on the way, we see that we are coming up to the Holy Grail, a tarmac road! Needless to say, we turn off just before it but by this time such easy riding would almost have been counter to our experience. And then suddenly, it is our last day in the saddle. How did it go so quickly? We have a long ride planned, down into Damaraland through old farming communities. Some Baboons cross in front of us, and there are certainly far more sightings of wildlife (including Giraffe and Elephant) in this area. After a long drag, we reach the crest of a hill with a view towards Vingerklip. Huge table topped mountains stretch away into the distance, a bit like Canyonlands but with more vegetation. We linger for quite a while, not really wanting to ride the last 10 miles as that would mean that the cycling was over. But all good things, etc.....

Of course, you cannot travel that distance without bolting on a Safari, and Etosha, Chobe and Victoria Falls are all nearby. I would heartily recommend all those destinations, and the company that we travelled with (African Bikers) were excellent.

So hundreds of miles travelled on an MTB, no punctures or crashes in the whole group, great food and company, rock hard thighs and an empty wallet. It is going to be hard to top this adventure, but maybe riding across Vietnam next year ...



DRAGON RIDE GRAN FONDO

BY: NICHOLAS ROBINSON

My Dragon Ride Gran Fondo adventure got off to a rather inauspicious start, as the weather went downhill rapidly on my drive west along the M4 to the Welsh hills. The temperature plunged from 21°C around Heathrow, to 17°C at Membury and just 13°C at Bristol, by which time the drizzle had turned to hailstones as a cold front passed through. The night before the event was spent at my cycling buddy's house by the sea in Porthcawl, where we sat and watched the rain lash down onto sodden tarmac.

And yet, the big day dawned bright and sunny, just as forecast. We popped our bikes into our cars and drove the short distance to Margam Park, the Dragon Ride HQ just outside Port Talbot. After queueing for 20 minutes just to get parked, we finally set off at 7.45 am, ten minutes later than our scheduled departure time, with the startline announcer's words of encouragement ringing in our ears. Most significant of the pre-departure announcements was the completion cut-off: "All riders must be back by 9.30pm", they said. Surely it wouldn't take us that long ...

The route starts gently enough with a feelgood descent past Port Talbot steelworks into Aberavon, before taking a sharp turn northeast straight up into the valleys -- and hills. What lay ahead was a 212 km/132 mile route with an epic 3,400 metres, 11,150 feet of climbing - far tougher than anything we had done before (previously, in 2017, we had done the Dragon Ride Medio Fondo with 157 km, 2,395 m of climbing).

Under blue skies and sunshine, we made steady progress along valley floors before hitting the first significant climbs at Glynneath Hill (3.2 km, 5.4% average gradient) and then the brutal grind of the Black Mountain (5.3 km, 5.8% average gradient) which seemed to go on for ever but ultimately afforded spectacular views east across the Brecon Beacons and southwest to the Bristol Channel. It was really at this point that the enormity of the challenge, and how long it really might take began to dawn on us. We had still covered only 75 km and climbed barely 1,000 m and were already feeling knackered! But the dizzying descent helped to revive our spirits and refocus our minds as we clung on for dear life over the rough stretches of tarmac near

the bottom that made you feel as if you were gripping a pneumatic drill.

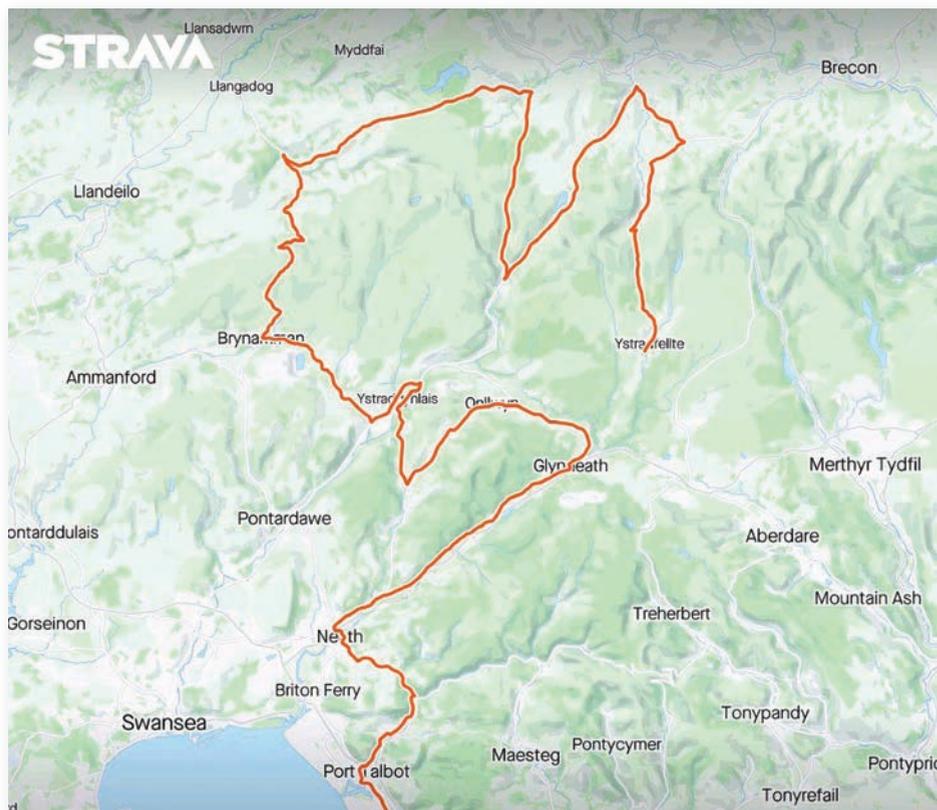
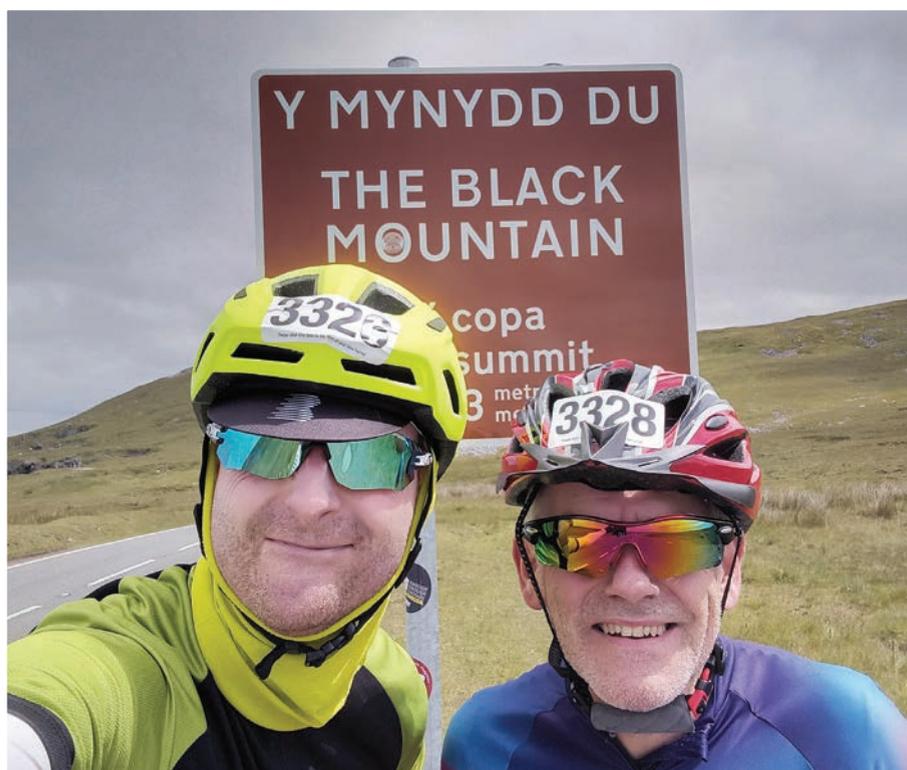
The next major climb was Bwlch Bryn Duon (5.2 km, 3.7% average gradient), which skirted the main Brecon Beacons massif with views across to the mighty summit of Pen y Fan. Another winding descent was followed by an ugly and tedious grind up to the second feed station by the Cray Reservoir at 116km distance (just over half way). By the time we got there, the indefatigable volunteers were, rather alarmingly, in 'packing up' mode and the food tables looked very much as though they had been ravaged by a pack of hungry wolves. A few plates of soft-boiled potatoes in salt and boxes of gels were all that was left to keep us going, with the toughest climbing still ahead. This was probably the 'lowest' point on the whole ride.

Another 27 km later we came to the climb I had been dreading: the Devil's Elbow, a short (1.83 km) but steep (average gradient 10.3%) timed climb that separates the wheat from the chaff. Having just about managed to keep pedalling all the way up this beastly switchback road in 2017, this time I decided that discretion was the better part of valour



and pushed my bike most of the way up as the lactic acid burned through my legs. Conserving enough energy to complete the route was all I could think about. After a brief but welcome rest on a grassy bank at the top, we swooped down to the third feed station at Ystradfellte, which was thankfully far better stocked than the previous one had been. By now it was gone 5pm and after more than 9 hours on the road my Garmin died. Luckily though, we still had some energy in our legs for the two monster climbs that remained: Rhigos and the Bwlch.

As evening fell, the skies clouded over, but never enough to obscure the magnificent panoramas -- especially the one from the top of Rhigos (5.6 km, 4.0% average gradient) westwards to the Beacons and Sugar Loaf. The adrenaline rush from the Rhigos descent was worth all the pain of the climb: 3-4 km straight down hill on wide, virtually empty



roads with so few sharp bends that there was almost no need to brake.

One more feed station in Treorchy, right down in the valley bottom, brought relief (and rousing rock music) tinged with a sense of trepidation about the final climb up to the Bwlch (4.4 km, 5.8% average gradient). As the clock ticked past 8pm we reached the bleak summit of the Bwlch, studded with wind turbines. Barely stopping to take in the view, we launched ourselves into another exhilarating, seemingly endless descent. From here, it literally was downhill all the way to Port Talbot where we regrouped to pedal the last few miles together. The sun was beginning to set across Swansea Bay as we crossed the finish line almost exactly 13 hours after setting off. It was a grueling day in the saddle, but we slayed the Dragon.

There was a serious side to the Dragon Ride. Thanks to some incredibly generous sponsors I raised more than £1,200 for blood-cancer charity, Anthony Nolan. Anyone wishing to donate can still do so at: <https://www.justgiving.com/fundraising/bignickdragonride22>



BY: BOB WATTS
AUDAX AND SPORTIVE COORDINATOR

AUDAX

The quadrennial Audax UK flagship London-Edinburgh-London – second only to Paris-Brest-Paris in the worldwide pecking order of must-do Audax rides – has now come and gone, and you can read about SFA club members' involvement elsewhere in this issue. Did you know that every one of the six LELs held this century has seen at least one SFA member completing? Well done to Tom Humphrey for carrying the torch this year.

I had entered LEL, prepared, packed the bike ready to go and then tested positive for Covid on the morning of the start. I was, of course, disappointed but offset that a little by entering the 215 km Kingston Wheelers' Rowlands Ramble at the start of September. It started in Surbiton, which seemed so like the very model of suburbia that I thought surely its name must be derived. But this is just a coincidence and instead it means meaning outlying farm in the south, which it is certainly not.

The turnaround was at a village hall in Rowlands Castle where beans and cheese on toast (with cake) was the one item on the menu. Apart from the castle, which was abandoned six hundred years ago, the most interesting thing in Rowlands Castle seems to be it having a village green which is kidney shaped, according to Wikipedia. I often find it useful to do my homework before an audax ride.

In between was surprisingly hilly and remarkably free of traffic once we had escaped suburban Surrey on the old A3, bypassing Ripley, once the most famous of very early cycling hang-outs because the smooth tar surface on the Portsmouth road was one of the best Sunday morning cycle race tracks around.

We rejoined the old A3 near Hindhead. Here you follow the road, reduced to single lane, through forest glades with overhanging trees, cattle grids, a couple of gates, and lots of

joggers and dog walkers. There are splendid views of the Devil's Punchbowl unspoilt by any vehicle noise, for the A3 traffic is now 85m below in a tunnel.

I hope to see some of you in Ulcombe at the SFA autumn Crown rides on 2 October.





SUNDAY 2ND OCT FAIRIES AUDAX

200 KM CROWN AND ANCHOR AND 100 KM HALF CROWN



From Ulcombe Village Hall

SAN FAIRY ANN CYCLING CLUB





Sandy Chidwick, Tim Decker and Russell Chidwick

VOLUNTEERING AT LONDON EDINBURGH LONDON

BY: TIM DECKER

After completing LEL in 2013, albeit rather slowly and after vowing never to do anything like this again I yet again found myself on the start line in 2017. Unfortunately, a knee injury meant I only got as far as Thirsk before I had to retire. My overwhelming memory of both events was the kindness of the volunteers who provided so much support, care and encouragement, particularly when I was struggling at the back of the field. As I had already booked a week off work, I decided to go back to the finish and become one of those very helpful volunteers.

This ended up being very hard work and I hardly slept for 3 days, but overall, it was immensely rewarding and I decided I would volunteer for the next event in 2021.

After some discussions with Danial Webb, the LEL organiser, I was asked if I would like to run the start and finish at Loughton on the outskirts of London. I knew this was going to be a big job, but probably underestimated exactly how much work was involved. Due to Covid the event was postponed from 2021 to 2022. But this proved to be a blessing in disguise as I retired in March this year and was able to devote a lot more time than would have been possible in 2021.

LEL started in 1989, when just 29 riders started and 26 finished. SFA members Bob Watts and Andy Uttley took part in 2001, when it had grown to round 250 entrants, but was still organised on a shoestring. This growth has continued and now has up to

2000 places. The entry cost is now £360 for a fully supported ride, which includes all meals, showers, sleeping accommodation, drop bags that can be left at most of the controls on the route, a fantastic route through England and Scotland and of course the wonderful support from the team of volunteers in the 14 controls along the route.

The start and finish was based at the Davenant Foundation School in Loughton. This has proven to be an ideal venue. It has a large hall/canteen area, gymnasium and plenty of room for parking. It is also very close to some nice quiet roads, although last minute road works meant the start route had to be changed onto some busier roads.

In the lead up I spent more and more time negotiating contracts, buying and hiring equipment and starting to get a core team of volunteers together. For example, we only finalised the catering contract 3 weeks before the start and this was probably one of my biggest concerns. However, on the Sunday of the start, they successfully served over 1500 hot meals and drinks to riders. Then from the following Wednesday the caterers provided a 24-hour meal service all the way through until late on Friday evening.

We also hired hundreds of portable barriers, two marquees, a fridge trailer and a team of professional cleaning staff.

It is the volunteers who really make such a large event possible and we had over 150 people who had offered to help over the week and I cannot thank them enough for all their

hard work. We started work on Thursday 4th August putting up tents and barriers. On Friday the team worked all day preparing for 1900 riders to register and start over the next two days.

I find it had to describe the absolute mayhem that ensued on Saturday as so many people from around the world descended on us. It wasn't just the 1900 riders, but also friends, families and supporters. Suffice to say the team were absolutely rushed off their feet all day providing assistance, making hot drinks, selling sandwiches and cakes, fixing bikes, arranging transport, giving first aid ... and all done with a smile and kindness.

We finally finished at about 8pm, when we sat down for the largest take away order that the local Domino's Pizza franchise had ever had. Despite the exhausting day the overwhelming feeling from the team was how well the day had gone and how enjoyable it had been.

Only a few short hours later the team were up again helping to serve breakfast from 4am prior to the first riders leaving at 5am. Then starting groups of riders every 15 minutes through the day until nearly 3pm in the afternoon. By lunchtime, the temperatures were into the 30s and myself and a few others spent a lot of time delivering sandwiches, cold drinks and ice creams to the teams managing car parking, drop bags, front gate, help desk, start and cafeteria. This hot weather, of course, made it even harder for the riders and they also had to contend with a headwind. As the riders battled northwards into the



Tim Decker sending the early riders off



The drop-bags being sorted

night we were finally able to take a breather and start to think about getting ready for the finishers who would be starting to return from Wednesday onwards.

Monday and Tuesday were relaxed days, with just a small team of volunteers getting ready for the finish. This included a couple of riders who had to drop out for various reasons. The biggest task was setting up the finish. Due to the roadworks, we ended up having to manage the finish through a small back gate into the school. So we needed to put lots of barriers in place to get riders off the road and into a layby, then put more barriers and tape up to guide the riders through the school to the finish area. This ended up working quite well, particularly as we were stopping riders 2 km short of their expected finish. When you have ridden over 1400 km any reduction is gladly welcomed!

It is very hard to predict exactly when riders are going to arrive at any location and this inevitably causes overcrowding issues along the route. This had been planned for as

much as possible and most riders weren't too affected. Of course, this uncertainty extended to the finish. We knew that some of the fastest riders were hoping to finish before midnight on Tuesday, but we didn't know when the 'bulge' of riders was due to arrive. Although we had many volunteers registered to help at the finish, quite a few had to pull out at the last moment and we started to get concerned that we didn't have enough, particularly as Covid numbers were rising. This resulted in calls for more volunteers going out to several cycling clubs in and around the London area. (Russell and Sandy Chidwick from SFA were amongst those answering the call. See Russells report in the purple box.)

Our first finisher, Matt Page arrived just after midnight, which was an incredible achievement, but the finish didn't really get busy until late on Wednesday. After this there was a constant stream of riders finishing all the way through until Friday evening. In the end we had enough volunteers to make sure that everything ran smoothly and

the last two days passed in a blur. As well as checking finishers in, we also provided sleeping accommodation in the gym on blow up mattresses, although some were so exhausted, they probably would have slept anywhere. We also provided constant refreshments for both riders and volunteers, with menus changing through the day from breakfast to lunch to dinner. The catering team from Harrison Catering, the school caterers, were superb. Although they had never done this sort of event before, they rose admirably to the challenge and did a fantastic job.

A month after the finish I can look back and happily report that the event was a great success made possible by the great team of volunteers who willingly gave their time to help. Overwhelmingly, they have told me how enjoyable and rewarding it was and how they are keen to help again in 2025. I hope this article inspires some more SFA members to join in. Watch this space when we start recruiting again in 2024.



Sandy and Russell stamping cards

BY: RUSSELL CHIDWICK

A last-minute rally call by Bob Watts led me to contact Tim Decker, the Debden Green start/finish, organiser and offer to help out on the Thursday, the first day that riders were expected to finish. Realising it would be an inspirational day Sandy, my wife, joined me for the day. Arriving at 10.00 a.m. as requested we found it a hive of activity with some riders already getting in having completed the route of some 960 miles in well under 100 hours, unbelievable.

The other volunteers were as enthusiastic as us in welcoming 'home' the riders, directing them to the facilities provided for them, recording their finishing times and

sharing turns in presenting the finishers with their medals. The organisation was great and all riders although obviously tired were delighted with their monumental achievements whether having completed the full route or part of it. Partners, friends and families there at the finish added quite an emotional atmosphere.

I feel somewhat ashamed that I had not participated in such a volunteering role before and now realise what a delight it is to share the experience with the participants. Volunteering at sporting events is now something that I can heartily recommend and we both look forward to the next opportunity.



LONDON EDINBURGH LONDON 2022

BY: TOM HUMPHREY

The start for me was at 4.30am Sunday 7 August 2022 from our office underground car park in Canary Wharf. The security guard here is used to early starters, but not necessarily clad in lycra and accompanied by a bike hung with bags of equipment way beyond that needed for a daily commute.

I had talked to various people about how much to take in terms of spares and supplies. There was a wide range of views, from the minimal one spare inner tube to the over-cautious, 'take one of everything'. In the end I took puncture repair kits, spare tyre, pliers, multitool, chain breaker, spare links, cable ties, tyre boots, superglue and various other bits and bobs I thought might be useful. I also took many (far too many) snacks. With two water bottles my bike weighed between 18 and 19kg – I knew no better but on reflection this was too heavy and if I were to do this again, I would definitely lean towards a more minimalist approach.

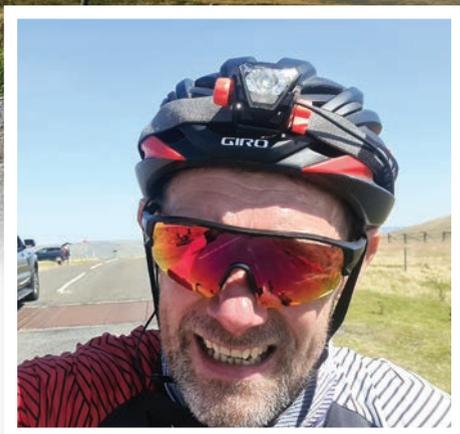
At the Guildhall start I talked to other riders; the mood was happy and optimistic. The weather looked good and we gathered in our 15-minute groups to set off. I hadn't realized what an international event the LEL is, and was cheered to see two Japanese riders, each on a Brompton. Top tip: It is worth visiting the loos at the Guildhall, they are the best I would see – by a considerable margin – in the next 125 hours.

We set out at 6.15 am and our group of about fifteen riders got to know each other as we headed out of London towards St Ives. For the most part we stuck together, but inevitably some riders dropped back and some pushed on, catching riders from the 6.00 am start group. I decided, that while I could, I would push on. As I am new to this, I wasn't really sure what would be a realistic first stop over for me – I headed for Hesse as a minimum (320k) and if things went really well I might make it to Malton. (386k). We passed through the controls of St Ives, Boston and Louth and I arrived at Hesse at 8.20 pm.

Tired, I decided that this would be my first 'overnight' stop – and this is where I learned

my first, harsh, LEL lesson. I asked to reserve a bed while I went for some food and had a shower. The lady said, "you can't reserve beds I'm afraid – you can take one now, or you risk not getting one later". Sounding like one of the Three Wise Men, but with zero wisdom, I explained that I had travelled from afar, was cold, tired and hungry and needed shelter. She politely reminded me that everyone was in the same position and that it was a "first come, first served" system. I opted to take the gamble to go for food (essential), and forego a shower (non-essential), in order to make sure I got a bed. Harsh lesson number two: "How long do you want to sleep for?" the same lady asked me, as I arrived back at the hall to





secure my bed. "I'd like my usual eight hours please" I said cheerily, "could you wake me at six o'clock?"

"It's a maximum of four hours" she replied.

Four hours would mean a 2am start – the reality of the event was hitting home. During the day, I learned that I had got ahead of what, I heard other riders call, 'the bulge' – this was the mass group that would find queues for food and no beds available – purely because of the large numbers arriving at a stop at the same, or near to the same, time. As long as I could stay ahead of 'the bulge' I would at least be able to get some sleep and get through the controls quickly. I was woken two hours and ten minutes into my sleep and asked to give my bed to another rider.

It was 12.10am and I was back on the road forty-five minutes later. It turned out, that this

was the longest single sleep I would have during the whole event.

I rode through controls at Malton (386k) and Barnard Castle (500k). I was getting the hang of it now and opted for a 90 minute sleep in the middle of the afternoon here – the joy of being exhausted is that you can fall asleep as soon as you lie down, so in effect, the time of day or night becomes irrelevant. On to Brampton (583k) and I crossed the Scottish border at 10.22pm on Monday 8 August and arrived at Moffat Control (657k) at 1.07am.

At this point of the event, I was pretty tired, things became slightly surreal and there are long periods of time that I rode alone, lost in my own thoughts. I became obsessed with looking at my Garmin too often, studying the kilometers and counting down the distance to the next junction. Invariably, I was

disappointed with my progress and so tried to look less frequently.

My body was creaking: I had reignited my achilles injury which became inflamed, I had back ache, my hands were sore, my neck and shoulders were stiff and I was becoming increasingly saddle-sore. I also experienced shooting pains and numbness in both feet which was very painful. (I have since learned that this is metatarsalgia or 'hot foot') To ease this I loosened my shoes and took my feet out on descents – occasionally, it was so painful that I had to stop. I likened myself to an old car where the engine (my legs) was working perfectly, but all the running gear was breaking down or falling off. It was a league table of pain, with certain body parts taking it in turns to claim the top spot. This turned out to be a good thing, the brain only seemed to register the league leader at any one time and so it felt as if only one body part was hurting.

It was a relief and a joy to be accompanied by another rider or riders from time to time, with whom I could compare notes and discuss other topics – some very interesting chats were had along the way and these were a great help. Two guys from India were huge fun, a group of powerful riders from Denmark that pulled me along and a lady from USA who was managing on only three rear cogs – she had changed to SRAM before the event and tears were in her eyes as she wished she had stuck with her Shimano Ultegra.

At one point, as dusk fell, I rounded a corner in a village to see what I thought was a mass crash with bikes and bodies strewn all over a grass verge. As I got closer, it was clear that it was a group of riders who had decided it was a good place to take a rest and fall asleep.

We had already crossed the Humber Bridge just before Hessle but the Forth Road Bridge, before we arrived at the most northerly part of the route, Dunfermline, was a real thrill.





A superb landmark, I arrived just before midday on the Tuesday 9 August. The sun shone and other riders – who had reached Dunfermline and were now heading south – waved and smiled enthusiastically as they started the home leg. It was a real fillip to know that I was on schedule and was about to reach halfway.

'Saddle sore' had once again elevated itself to top of the pain league table and I had discovered that the first thirty to forty minutes of riding after each stop, meant that I couldn't sit down until numbness kicked in, or another bout of hot foot took over.

I stopped at a pharmacy and went inside. Another LEL cyclist in the shop, who had just

been served, shouted 'I know why you're here, you can share mine' – holding up a large tub of Conotrane. (If you haven't used this before, it is very good and proved to be a saviour). Double dipping and applying it on the high street, as we did though, is probably not best practice. Whoever you were, sir – I thank you for sharing. This was a better experience than the BP truck stop I went into, asking if they had pots of Vaseline and being told by the helpful young man behind the counter that he could have sold gallons of it today and wished he had it in stock. He offered me Chap Stick instead but I thanked him and declined.

Back over the Forth Road Bridge, a two-hour tour of Edinburgh and I was heading south again. Controls at Innerleithen (850km),

Eskdalemuir (899km) and Brampton (958 km) followed. The bag drop at Brampton enabled me to lose a lot of kit that I felt confident I now wouldn't need and meant the bike was considerably lighter.

I had now completed twelve of the controls and with just eight to go, I set off with renewed energy and a much lighter bike. In addition to the Forth Road Bridge, the scenery in the North Pennines and riding up and down Killhope Cross both from the south and the north was incredible. (Killhope Cross has some impressive statistics: the highest paved pass in England at 627 metres. From Alston it is 9.7 km and from Wearhead 8.2 km long). Yes, they made us do it twice. It is considerably more difficult than the planned





Yad Moss which the organisers had to divert from when they found out a fortnight before about a road closure there. By chance and luck, I did both of these in daylight and with the superb weather we had, the reward of the views on the summits were worth every last straining sinew to make the climbs.

I rode onward to Barnard Castle (1042km). The food here was probably the best we had (although other stops did come close) and I opted for a short sleep outside on the school lawn, under the shade of some trees. Once I got to Malton (1153km) and Hessle (1220km) I knew that the big climbs were done and that the relative flats of Lincolnshire, Cambridgeshire and Essex beckoned. The heat was an issue (32-33 degrees C) and it

seemed many riders opted to steer clear of riding between midday and 3.00 pm and took their rest then. This seemed sensible and I did the same. Louth (1279km), Boston (1322km) and St Ives (1420km) followed and I arrived at the last control before the finish, Great Easton (1491km) at 4.50am on Friday morning.

With the pressure off, I rested again and sauntered back to Debden (1539km) with a casual air about me, as if the whole journey had been a piece of cake and I was out to fetch the Sunday papers. I nearly whistled as I rode to the finish but didn't – I was too tired. I believe my finish time was circa 120 hours. The Garmin recorded a total distance 1585 km and 14,112m of ascent.

The extras were the initial ride from Canary Wharf, a few wrong turns, and searches for various ointments and remedies en-route.

The stand-out memories for me will be: the brilliant volunteers – so helpful, cheery and caring; the excellent organization; the camaraderie of the other riders; the discovery that you can operate (just) on very little sleep, at all hours of the day and night; the amazing and varied scenery; that despite riding through the night and longing for bacon and eggs, you can still enjoy sweet and sour chicken for breakfast; and that pain is only temporary – the memories are not.

Does PBP roll off the tongue as easily as LEL? – I think I might find out....





CLUB TRACK "TRY IT OUT" SESSION

SUNDAY 7TH AUGUST 2022



BY: NATALIE CEENEY
CHAIR

Hot sunny weather greeted us at Herne Hill Velodrome for our club "try it out" session. There were 19 riders, most of whom were complete track novices, with varying degrees of excitement coupled with anxiety. But we shouldn't have been worried.

Our excellent coach, Thea, greeted us and showed everyone where to find the track bikes. Our 2 precious Geoffs, Wiles and Hodgson, helped riders put on their pedals, adjust the saddles and pump up the tyres. Geoff W gave a brief demonstration of the checks to make on the bikes to ensure they were all safe. The bikes are supplied by the Velodrome charity and not maintained to

the standard of a commercial outfit, so we checked them thoroughly. A bit of wheel tightening and we were ready for action.

We started at the beginning - how to start and stop. Single laps around the "apron", starting and stopping on the bottom fence. This gave everyone the chance to get used to the fixed wheel and learn to check behind them before moving off. No-one fell off, and we all gained confidence.

We progressed onto the bottom of the track, to an exercise called "animals". This involved leaving a gap to the rider in front the size of a specified animal. We started with an elephant and progressed down to a goat. This was

to learn to adjust speed and follow a wheel. Many riders found it quite challenging and we had some enormous sheep!

A brief stop for water, and we were back on the track. This time, we progressed up the track, one lap on each line until we finished against the top fence. This is a tricky manoeuvre to master at the right speed, but everyone managed it. So we progressed onto an exercise called "squaring the circle". This involves riding at the bottom of the track for the straights, then at the top for the bends. It gets you used to the changes of speed from your position on the track, and checking all around you before you change your line.





Another water stop in the heat was necessary before the next exercise:- half lap changes on the white line. We did this in 2 groups. Each group set off in a line on the bottom of the track, and on the bend the front rider goes up the track, which slows them down so that they come down the track to join the back of the group.

Then we were ready for the standard track warm-up:- track changes in pairs on the blue. Wherever you ride track, you're bound to do this to warm up. Great for a chat as you warm up for a training session. We walked through how to do it before trying it on the bikes. We rode as one group in pairs, with the lower rider

on the blue line- that's about a third of the way up the track. Every lap, the 2 front riders go up the track to kill their speed and then join the back of the group. When we started, everyone was spread over practically half of the track, but after 10 minutes or so we had it sussed and rode as a short neat tidy bunch. What great trackies!

The last exercise involved a technique called "stacking", which involves stacking riders above each other across the width of the track. We also had to communicate with each other and make decisions, because every lap the coach changed how many riders had to be in each stack.

Finally, we finished with a 3 lap sprint race. We split into 2 groups for this, one for the faster riders, and the other for the not so fast. Both races were won by a woman. Girl power! I came last – but it was still brilliant fun.

Feedback was excellent, with comments about how the skills learnt would improve club riding and safety. Other comments were that you do need to be fit, and it's probably not a good idea to do a hard club ride the day before. But most importantly, it was fun and everyone felt safe and had a great time.

Next year, do give it a go!





TESTING

BY: KEVIN CHARLTON
LEAD CLUB COACH

This article briefly looks at “on the bike” fitness testing for cyclists. The topic is vast and training and coaching books and manuals will often have one or more chapters on the points which are only touched upon below so do please reach out to the club coaches if you would like some more detail or suggested references for further reading.

WHY CARRY OUT TESTING?

There are a number of reasons including but not limited to the following;

- To determine current fitness
- To monitor changes in fitness
- To establish training zones
- To identify a rider's strengths and weakness
- To monitor whether training is effective / progressive
- To determine readiness for an event

WHEN AND HOW OFTEN?

It is important that testing is carried out before starting out training to record current fitness, establish training zones and to set benchmarks for the training programme.

After that, the frequency of testing does depend on the rider's objectives, the structure of the training programme and timing of events.

For a rider who is interested only in checking their general fitness, testing at the beginning and end of the season may be all that the rider wants to see. For a competitive rider, testing at the end of each training phase would be appropriate and event specific testing or monitoring could, for example, be weekly.

KEY PRINCIPLES FOR TESTING

When deciding the framework for testing the following key principles should be considered

1. **Validity:** does the test measure what is needed for the rider (e.g. average power over time, peak power levels)?
2. **Reliability:** of the test environment and whether the conditions for testing can be reproduced for each test [See also “test protocol”]
3. **Repeatability:** how often can and should the test be repeated, taking into account the rider's training programme, likely fatigue and motivation.
4. **Specificity:** how appropriate is the testing environment to the rider? For example, is indoor testing on a turbo most appropriate to a rider training for a hilly time trial?
5. **Objectivity:** will test results be objective i.e. without needing judgement or estimation to apply the results to the rider's training

Testing on the road arguably has greater validity and specificity than indoor testing for road cyclists although it is more challenging in terms of reliability as road conditions, traffic etc. are not controllable. Indoor testing can be done on static/turbo or rollers (if the rider is experienced and confident on them). “Smart” trainers offer the option of testing in ERG mode which scores well with “objectivity” but is only really valid for a ramp test or other form of testing at a fixed power level.

WHAT TYPE OF TESTING?

This is a very broad question! I will just address two types of testing:

FUNCTIONAL THRESHOLD TESTING

Threshold testing is intended to determine the approximate power that a rider can average over one hour (see italics) without the rider having to perform over a full hour

test period. The resultant data can be used to monitor changes in fitness and establish training zones.

What is Functional Threshold Power?

FTP is the highest power that a rider can maintain in a quasi-steady state without fatiguing. When power exceeds FTP fatigue will occur much sooner (generally after approximately one hour in well trained cyclists) whereas power just below FTP can be maintained considerably longer. “Training + Racing with a power Meter 3rd Edition H Allen, A Coggan & S McGregor” Jan 2022].

The table below has examples of three different test protocols for determining FTP although each of these can take different formats and there are other means of arriving at FTP.

THE TESTING PROTOCOL

A test protocol is required to minimise the impact of variables other than changes in the rider's fitness on the test results. The specific protocol will depend on the actual test that has been chosen and whether indoors or outdoors. However, the following are to some degree relevant considerations for any type of test

- Format and length of warm up
- The rider's fatigue, health and “feel good factor”
- The time after the rider last ate and drank caffeinated drinks
- The temperature, weather, time of day, prevailing wind
- The bike or turbo used, tyre size and pressure

I do not favour any one of these three over the others either for myself or riders that I coach. I will take into account whether, for example, the rider can push to exhaustion (as required for a ramp test), or pace their effort over 20 minutes rather than run out of steam after say 16 minutes (FTP test) and also the impact on training programme given the need to rest before and recover after any testing.



Name of the test	What is the protocol	Time needed for the test*	How is "FTP" obtained from the result?
Ramp Test	The intensity of the test increases ("ramps up") each minute (e.g. by increasing output by 20 watts) until the rider cannot continue	This is a "test to exhaustion" i.e. the test finishes when the rider cannot hold the higher power level for a full minute. Typical time 5 to 10 minutes	75% of the maximum one minute power
Threshold Test	Rider rides as hard as possible for 20 minutes without a break	20 minutes fixed time	95% of the average power recorded for the 20 minutes
2x8 Minute Test	Rider rides as hard as possible for 8 minutes. Then a complete rest for 10 minutes before completing a second 8 minutes effort as hard as possible	26 minutes fixed time	90% of the highest of the two average powers recorded for the two test segments

* not including warm up time (e.g. 20 minutes) and cool down (e.g. 5 minutes)

TESTING FOR PEAK POWERS (OR "POWER PROFILE")

The threshold test data (power and heart rate if recorded) are approximate measures of the rider's data when their energy system is working at lactate threshold. [see "energy systems de-mystified - part 2 in the SFA magazine Dec 2021]

Peak power testing can be used to measure and monitor power (and to some degree, heart rate) when the rider is working above lactate threshold and other energy systems become the primary source for energy (see square brackets below).

Example a test protocol for peak powers: for the rider to ride (after appropriate warm up) at maximal power over the following timed intervals [either in separate tests or with rest periods in the protocol]:

- 5 seconds, or "sprint power" [primary energy system being the ATP-Pcr system]
- 1 minute [anaerobic system]
- 5 minute [approx. measure of rider's Vo2 Max for cycling]

The resultant data can be used to build a power profile of the rider, to fine tune training sessions and to monitor changes in their aerobic and anaerobic energy systems.

AND FINALLY FOR NOW

There are numerous topics and explanations omitted and in due course some of these may be covered in future articles.

In concluding this very short look at testing I will finish with three key considerations that I now apply to testing frameworks, whether for myself or riders I coach:

- Be flexible: there is not one test that is simply the best and better than all the rest.
- Know your rider: what sort of testing will he or she respond to and be motivated by
- Know what is appropriate: ensure that the test protocol(s) provide data that is relevant for the rider and his/her training objectives



RACING

BY: JOHN LONGBOTTOM

WEDNESDAY 20TH JULY CLUB 8 MILE TIME TRIAL QS/35 DICKLEY LANE

Dean Chiddention	0.17.29	Abellio SFA RT
Reuban Davey	0.17.37	Abellio SFA RT
Matt Lacey	0.18.26	SFACC
Nathan Bowles	0.19.41	SFACC
Rick Bayne	0.20.10	SFACC
James Wilson	0.20.13	SFACC
Dave Richards	0.20.25	SFACC
Cliff Haywood	0.21.05	SFACC
Paul Jenner	0.21.08	SFACC
Tom Richardson	0.21.38	SFACC

SUNDAY 24TH JULY THANET RC OPEN 10 MILE TIME TRIAL Q10/30 HAWTHORN CORNER

Tom Rowing	0.20.32	Abellio SFA RT
Dean Chiddention	0.20.41	Abellio SFA RT
Dave Richards	0.23.06	SAFCC
Mark Vowells	0.23.57	SFACC (Tri)
Ist: N Fennell	0.19.11	Thanet RC

WEDNESDAY 27TH JULY CLUB 8 MILE TIME TRIAL - 2UP QS/35 DICKLEY LANE

Overcast with light winds from the south east last night for the 2up 8 mile event with 3 teams plus 4 solos riding. Commiserations to Matt for suffering a puncture and 6 DNF .

The roadworks on the A20 just past the turn were causing traffic to tail back to and beyond the roundabout along the course when setting up the signs. Fortunately by the time 7:15 came John & Kate phoned me to say that the situation was much better so the event could go ahead. Still some tailback from the roadworks but I think most riders managed to navigate the turn safely and without too much trouble.

Ist:		
Dave Richard	0.19.36	SFACC
Pritesh Patel	0.19.36	SFACC
Nathan Bowles	0.20.07	SFACC (solo)
Mark Fosbery	0.20.14	SFACC
Kevin Charlton	0.20.14	SFACC
Emma Shaw	0.22.33	SFACC
Richard Ramsden	0.22.33	SFACC
Tom Richardson	0.22.33	SFACC (solo)

SATURDAY 30TH JULY VTTA (KENT GROUP) 10 MILE TIME TRIAL Q10/01 HAM STREET

Mark Doxey	0.21.34	Abellio SFA RT
Ist: C. Fennell	0.18.28	Independent Pd

SUNDAY 31ST JULY TRICYCLE ASSOCIATION 10 MILE TIME TRIAL Q10/06 CHILHAM

Ist: Mark Vowells	0.25.38	SFACC (Tri)
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WEDNESDAY 3RD AUGUST CLUB 8 MILE TIME TRIAL QS/35 DICKLEY LANE

David Enticknap	0.18.52	SFACC
Alex Woolley	0.19.15	Abellio SFA RT
Pritesh Patel	0.19.38	SFACC
Nathan Bowles	0.19.52	SFACC
Jeremy Roth	0.19.55	SFACC
Dave Richards	0.20.06	SFACC
Rick Bayne	0.20.20	SFACC
Tom Richardson	0.21.41	SFACC
Richard Ramsden	0.22.12	SFACC
Emma Shaw	0.23.52	SFACC

SUNDAY 7 AUGUST AYLESBURY CC '10' HCC 202A PRINCES RISBOROUGH

Mark Vowells (Tri)	25.35	SFA CC
Ist: J Newbould	20.31	Banbury Star CC



WEDNESDAY 10TH AUGUST CLUB 8 MILE TIME TRIAL Q5/35 DICKLEY LANE

Another warm but windy evening with some season's best and others struggling in the heat and wind. The series of Wednesday evening club events have now come to a close and following on from last year after the last event we went into Lenham for a fish supper with most of the riders, marshalls, partners etc. to mark the occasion and to talk about how things went and what to consider for the 2023 series.

We managed to run all 15 events this year without having to cancel any due to roadworks, M20 issues or weather; not managed this for a few years!

There were 157 riders in total with an average of 10.5 per event; the lowest entry was 5 and the highest 18.

The various points category winners were decided as usual after the last event. A new category for 2022 was for road bikes and this was won by Nathan Bowles from Dave Richards and Alex Wolley. Dean Chiddention 0.17.13 Abellio SFA RT

Matt Lacey	0.19.08	SFACC
David Prom	0.19.44	SFACC
Lee Messenger	0.19.53	2nd claim
David Enticknap	0.19.55	SFACC
Alex Wooley	0.20.11	Abellio SFA RT
Pritesh Patel	0.20.13	SFACC
Nathan Bowles	0.20.14	SFACC
Rick Bayne	0.20.16	SFACC
Jeremy Roth	0.20.27	SFACC
Mark Fosbery	0.20.38	SFACC
Dave Richards	0.20.39	SFACC
Tom Richardson	0.22.19	SFACC
Dan Chambers	0.22.46	SFACC
Duncan Belfrage	0.22.52	SFACC
Richard Ramsden	0.23.38	SFACC
Emma Shaw	0.25.19	SFACC

SUNDAY 14TH AUGUST KCA OPEN 25 MILE TIME TRIAL Q 25/3 HAM STREET

David Enticknap	1.01.19	SFACC
Mark Vowells	1.02.29	SFACC (Tri)
Jeremy Roth	1.04.54	SFACC
Richard Bayne	1.05.27	SFACC
1st: C. Fennell	0.47.10	Independent Pd

SUNDAY 14TH AUGUST KCA OPEN 25 MILE 3-UP TIME TRIAL Q 25/3 HAM STREET

On behalf of the club, John Longbottom co-promoted the Kent CA 3up with the Woolwich CC on Sunday 14 August 2022 on the new Q25/3 course on the edge of Romney Marsh.

In addition to providing 2 marshals to the event and me handling all the online admin. we had a team in the Road Bike 3up in the shape of Dave Richards, Pritesh Patel & Lawrence Grover and they were very pleased to get under the hour, returning a time of 59:31 for 2nd place.

In the main 3up event we had one team entered in the shape of Tom Rowing, Dean Chiddention & Reuban Davey. Unfortunately Reuban suffered an injured knee the previous weekend so had to DNS, leaving Tom and Dean a man down. Despite this they returned a time of 52:57 which was the 2nd fastest 3up time on the morning but could not win any awards as they did not have a full team.

A late addition of a solo event by the KCA committee attracted 30 riders across the road bike and TT bike categories. The club had 5 entries in the latter category David Enticknap, Rick Bayne, Jeremy Roth, Matt Lacy and Mark Vowells on his trike. 1st time at 25 miles saw David record 1:01:19 and Jeremy 1:04:54 and Rick 1:05:27. Mark recorded a creditable 1:02:29 on his trike and unfortunately Matt was DNS.

Winners of the 3up were a composite team in 49:55, the road bike 3up was won by the Woolwich Cc in 55:33. In the solo event the winner was Chris Fennell, Independent Pedlar, 47:10 which is now the course record.

TT Bikes:

Tom Rowing	0.52.57	Abellio SFA RT
Dean Chiddention	0.52.57	Abellio SFA RT

1st: M Nagi, C Pocock, M Brooke
0.49.55 (composite team)

Road Bikes:

Dave Richards	0.59.31	SFA CC
Pritesh Patel	0.59.31	SFA CC
Lawrence Grover	0.59.31	SFA CC

1st: A Pearson, N Elson, K De Beule
0.55.33 Woolwich CC

Solo event TT Bikes:

David Entikap	1.1.19	SFA CC
Mark Vowells	1.2.29	SFA CC (Tri)
Jeremy Roth	1.4.54	SFA CC
Richard Bayne	1.5.27	SFA CC
1st: C Fennell	47.10	Independent Pd

MONDAY 29 AUGUST SUSSEX CA '25' Q25/49, LOXWOOD

Mark Vowells	1.11.40	SFA CC (Tri)
1st: M Smith	54.42	Team TMC

SATURDAY 3 SEPTEMBER CHARLOTTEVILLE CC '10' H10/8 BENTLEY

Mark Vowells	24.52	SFA CC (Tri)
1st: C McNamara	19.19.	Nuun-Sigma

OBITUARIES

PAT HILL

4 March 1933 to 31 July 2022

A PERSONAL APPRECIATION



BY: MARK VOWELLS

Many cyclists from Kent and beyond have been greatly saddened by the news that Pat Hill, an honorary life member of the club and former president, passed away on Sunday 31 July, following a period of ill health. This came just over seven years after the death of her husband Ted.

I first met Pat and Ted on Sunday 24 September 1972. It was the day of the club's open '25' at Headcorn, one of the final time trials of a long season. Although I was the event secretary and first man off, I had few if any formal responsibilities on the day and I had ridden out from home on the morning. After we had all finished, Gordon Cronk, an ever-present on the Saturday afternoon club run in those days and my partner for the ride home, informed me we were going back via a slightly different route to deliver a runs list to the home of two nearby prospective members. A few minutes later we were at the gate of Oakacre, Biddenden, where we held quite a brief conversation with Pat and Ted. Nevertheless, Gordon's mission worked – Ted joined us on the following Saturday's run, and a short while later they were both active members of the club.

They were already experienced cyclists, Ted having been a member of the Finsbury Park CC for over 20 years, and Pat having been ladies champion of the Brentwood Road Club. They had been living in Kent since 1964 but had only recently moved to Biddenden and amazingly, looking back, they knew very few cyclists in the area!

Pat wasted little time before joining the committee, taking on the job of Treasurer at the 1975 AGM, a post she would hold for 10 years altogether, in two separate phases. She worked most efficiently in this role and succeeded in 'repairing the balance sheet' as we now say of the nation's finances. (Club funds were quite low at this time and Pat, together with Therese Mason and others, regularly ran tea stalls at local time trials, giving a considerable boost to club funds.) By now Pat and Ted were regularly playing host to the Saturday afternoon club run, and thanks to their generosity, the club went on to enjoy many barbecues, firework parties and committee meetings at Oakacre, which was also open for bed and breakfast to any cyclists riding a nearby time trial, or who happened to be passing through on a touring holiday.

In 1976 I accompanied Ted and Pat to the Finsbury Park CC annual dinner in North London, where I had an award to collect. It was a most enjoyable evening and an insight into the cycling world they had grown up in and still belonged to. It was good to meet some of the well-known names I had often heard them mention in conversation, including Phil Liggett, who presented the prizes. Recently, Sid Lovatt, the Park's president and his wife Pat travelled to Kent to attend the Wednesday Wobblers at Mundy Bois in memory of Pat, and we recalled the evening we had enjoyed all those years earlier.

Pat was a brilliant writer for club magazines and prior to that dinner an article by her about Kent cycling and our club in particular had been published in the Park's Gazette. This won her their trophy for the best magazine article of the year! The article was also published in the Milestone at around this time.

One evening in 1978 Pat received a phone call from Les Hayman, a Kent CA committee member, asking if she would take on the role of KCA general secretary, as the previous secretary had just resigned. Les was ringing from a public call box and when Pat asked how long she had to decide, he replied: 'Until my four pence run out!' Pat readily accepted though and went on to give magnificent service to the KCA, staying in the role for 22 years, before moving up to president. The 1980s and 90s turned out to be some of the best years ever for the KCA and a period of great racing success for our club; with lots of encouragement from Pat we dominated the KCA awards presentations on a number of occasions.

At around this same time Pat, along with a few other club members, formed the Wednesday Wobblers, the group that still meets at lunchtime every week at six different venues on a rota basis. There has been some discussion over the years as to the origins of the group's name. It is thought that the cycling cartoonist Johnny Helms's imaginary 'Wobbly Wheelers' played some part, but what is very clear is that Pat was always among the group's keenest supporters; she regularly cycled to and from Wobblers, and was its long-standing organiser and coordinator. 'Wobbling' grew in size and Pat always said it reminded her of her early cycling years when all-day rides were such a key part of club life.

By the early 1980s Pat had taken on the role of Kent VTTA social secretary, and the annual lunches she organised became even more of a major social attraction, helped considerably by her great organising skills, cross-toasts and public speaking ability. Pat went on to be guest speaker at many other cycling functions and always did this with great passion and humour. She also took on the post of co-editor of the Kent Vets News, a role she combined for with quite a few years with that of editor of the Milestone. Pat was Kent VTTA president from 2008-10.

One of Pat's major 1990s ventures in the sport was timekeeping – she regularly held the watch at open time trials in Kent, or as the former South East DC Secretary, the late Warwick Dunford, once remarked: 'If Pat Hill is not your start timekeeper on Sunday morning you are not racing in Kent!' Pat also promoted a number of open time trials for the club, and in recognition of her outstanding services to time trialling she was awarded Cycling Time Trials' Gold Badge of Honour in 2017.

Pat suffered serious health problems in later years, but she never lost her love and enthusiasm for club cycling. She was a great inspiration to me and to many others, and she led a truly remarkable life. We once again offer our deepest condolences to Pat's family and friends.



WEDNESDAY WOBBLERS GATHERING IN PAT'S HONOUR

The Club arranged with Pat's niece Amber to join members of Pat's family at a special Wednesday Wobblers in her memory on Wednesday 24 August at the Rose and Crown, Mundy Bois. It was lovely to see more than 50 members and family who turned up on this very beautiful sunny day to honour and remember Pat.



IN MEMORY OF PAT HILL

4th March 1933 to 31st July 2022

BY: AMBER (PAT'S NIECE)

Pat was born on the 4th of March 1933 at 22 Broad Street, Stratford, London. It was her maternal grandmother's house – a small dark terrace with a range called a 'Kitchener' - which her mother Lily used to polish with black lead polish until it gleamed. Pat's birth place is now literally under Stratford Station. The family then moved to Major Road, which is now under the Olympic Park! When Pat was 10 months old her parents relocated to Barkingside, Essex to be nearer her paternal grandparents. She had a happy childhood which was broken up by being evacuated in 1939 to Falmouth and again in 1943 to escape the V-Bombs. Pat was an intelligent child and was reading and writing extremely early (I think she was about 4 years old!) She went to St Angela's convent school and was an exceptional student. One of her favourite stories was how she was asked by the Nuns to teach the younger children during the war as there was a lack of teachers.

Pat met Ted through cycling and they soon married in London. She worked in the city at Lloyds bank, she was one of the

first women working in her department. A combination of Pat and Ted's love for cycling and the British countryside pulled them down to Kent, where they bought their first house in Cranbrook. Pat, as many of you know dedicated a huge amount of time to cycling and the San Fairy Ann Cycling Club. Pat and Ted moved to Oak Acre in Biddenden, which soon became a familiar destination for many cyclists as they hosted teas and bonfire nights in the garden. As children, Auntie Pat always encouraged us to attend club dinners and we were keen attendees to 'Wednesday Wobbling' as we were growing up.

Pat was the matriarch in our family and we were very grateful that so many of her cycling friends came to The Rose and Crown to celebrate her life with us. Pat was a formidable woman who played a huge part in supporting the cycling community; she had many friends and was always the person you could hear laughing loudly at a function! She was as sharp as a tack and possessed a wicked sense of humor even as her health deteriorated in recent years. Pat cared deeply about her nearest and dearest and will be sorely missed by us all.



ROLY CRAYFORD

1938 -2022



BY: DICK NAYLOR

The Club and the cycling world have lost a great champion. Roly Crayford of Kingswood Maidstone passed away on Thursday 25th August at Preston Hall Hospice after contracting cancer.

Roly was a keen cyclist and joined the San Fairy Ann Cycling Club as a Junior and with the help of his great friend Roy

Manser continued riding and racing through to 2021.

Roly had been well known nationally for his cycling achievements on the road and track and in World Masters competitions travelling as far as Australia to compete on the track, all culminating in Roly becoming World Masters Champion in the Pursuit, year 2000 and 2004, and Sprint Champion in 2003, in 2013 World Masters Scratch race and 500 metre Time Trial Champion. In 2014 Roly broke the World record for his age group in the 500 m Time Trial and a World record in 2018 for the flying 200 metre TT. In all he won 30 Gold medals in National, European and World Masters competitions.

Roly was born in Maidstone and at the start of the war was evacuated to a castle in Wales along with his three brothers for a short time and also recalled being friendly with prisoners of war in Maidstone.

He went to Westborough School in Maidstone where he became a prefect.

National Service followed on and he served in the Royal Artillery in Germany. On completion, he took a five year apprenticeship at Balston's paper mill which involved very early starts and long days which apparently he didn't enjoy and moved on to become a carpenter working on building sites, eventually going into a double glazing partnership with a friend and trading as New View in Stone Street with his parents living above the premises. Later on he joined partnership with his brother Norman as Crayford Glazing and many of us in the Club have had a window or two fitted by Roly.

Aside from cycling, Roly was a keen diver and went on many dives with John Kavanagh along with water-skiing. Roly and John, with a group from the club went on annual snow-skiing trips to the Alps.

Roly leaves his wife Ann, three daughters Debbie, Georgina and Alecia and son Alex.



In 2000 Roly won Gold at the UCI World Masters men's pursuit



In 2013 Roly won Gold at the UCI World Masters men's Time Trial



Roly Crayford in 1954, 16 years old and a brand new San Fairy Ann club member

ROLY IN THE EARLY DAYS

Roland has been cycling since the age of 10 (after stealing his brother's bike from the garden shed) and joined the San Fairy Ann CC to race at the age of 16. In those days, one had to ride to the event, often 20 miles away and compete for 25 miles and ride home, then up at 5am the next morning to ride to work on the same bicycle.

The racing wheels were carried on the bike on special holders attached to the front wheel and the special tyres were glued on. For his first race he was told "don't forget to glue your tyres on" and being a bit naive he got some black Bostic from work, later when he punctured it was impossible to get the tyre off, he was told afterwards that special reusable glue should have been used - so he had to catch a bus home! And often you would see Roland and his club mates on buses, trains and even open back lorries travelling to races with their bikes.



Roly and Geoff after both of their medal hauls at the UCI World Masters in Newport 2015



Roly winning Gold in the UCI World Masters in male Sprint in Newport 2015



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BY: PHILIP THORPE
DIRECTOR OF CLUB RUNS

SFA GROUP RIDES

The San Fairy Ann Cycling Club has group rides on Saturdays, Sundays and Wednesdays. We have 16 group rides that cover pace from 10-20 mph and distances from 25-70 miles, so there is a group suitable for everyone. If you would like to discuss which group is best for you, please contact philipthorpe@btinternet.com

The table below lists our club runs in order of average speed. A clearer hierarchy of ride levels, with clearer signposting so that members can more easily choose a level and move between levels of club runs.

SAN FAIRY ANN CC GROUP RIDES IN ORDER OF SPEED AND DISTANCE

Group	Start Time	Speed	Distance	Coordinator	Start Location
A Group	9.00 am Saturday	18-20 mph	50-60 M	Simon Charlesworth	Marden Station
Fast Inters	8.30 am Saturday (9.00 am Dec-Feb)	16-19 mph	50-60 M	Dudley Curtis	Marden Station
Inters +	9.00 am Saturday	16-17 mph	50-70 M	Chris Beighton	Marden Station
9 am Inters	9.00 am Saturday	14-16 mph	45-70 M	Kevin Griffiths	Marden Station
10 am Inters	10.00 am Saturday	14-16 mph	50-70 M	Anthony Fletcher	Marden Station
Sunday Inters	9.00 am Sunday	13-16 mph	50-65 M	Eric Watts (Dep: Alan Devriendt)	Marden Library
Inbetweeners	9.00 am Sat (9.30 Dec-Feb)	13-15 mph	40-55 M	Philip Thorpe	Marden Station
B+ Group	10.00 am Saturday	13-15 mph	40-50 M	Tony Palmer	Various
Midweekers	10.00 am Wednesday	11-16 mph in multiple sub groups	30-45 M	Russell Chidwick (Dep: Richard Valentine)	Various
D+ Group	10.00 am Saturday	12-14 mph	30-40 M	Richard Valentine (Dep: Russell Chidwick)	Various
B Group	9.30 am Saturday	11-13 mph	30-40 M	Phil Taylor	Marden Library
D Group	10.00 am Saturday	11-13 mph	25-35 M	Richard Valentine (Dep: Russell Chidwick)	Various
C Group	10.00 am Saturday	10-12 mph	25-40 M	Sandy Ray	Various
Easyriders+	10.00 am Saturday	10-12 mph	25-30 M	Gail Crutchfield (Dep: Nick Crutchfield)	Various
Mountain Bike Group	10.00 am Monthly	2 groups - faster and slower	Distance to suit riders	Martyn Peal	Various
Virtual Zwift Group	6.30 Thursday and 10.00 Saturday	Your own	Distance to suit riders	Natalie Ceeney	Your telly!
Virtual Training	10 am Saturdays (winter only)	Formal training session	1 hour	Tony Richardson	

These are typical average speed ranges of the group rides; the actual speed will be dependent on terrain and weather.

Winter rides are generally shorter and slower than summer rides.

Note: Riders should check their group Calendar, Forum and/or WhatsApp during winter, as timing of rides may change due to number of riders out or inclement weather.



FAST INTERS

BY: DUDLEY CURTIS

An excellent and successful summer for the Fast Inters with some new riders joining the Club and a few dropping down from

the A group to establish a good core of riders. Numbers have stabilised around 10 /12 each Saturday with new routes, cafés and cake to enjoy. Our Summer

Special to the Hastings seaside was a particular highlight apart from the drag up to Fairlight from Winchelsea!! Earlier starts have proved popular too enabling us to

return to Marden by around 1230 having achieved a good ride.

FAST INTERS GROUP RIDE INFORMATION 16.07.22 - 10.09.22

Date	Leader	Route	Distance	Ave. Speed	Ascent	Café Stop
16th July	Andy Lewis	Chiddingstone	53 miles	17.6 pmh	3300 ft	The Tulip Tree, Chiddingstone
23rd July	Alastair Simpson	New Romney	69 miles	19.5 mph	1500 ft	The Coach House, New Romney
30th July	Anthony Bell	East Malling - Hollingbourne	45 miles	17.0 mph	2200 ft	Percival's Rest, Harrietsham
6th August	Dudley Curtis	Wye - Lenham	60 miles	17.5 mph	2800 ft	Coffee Shop and Kitchen, Wye
13th August	Dave Beggs	Ham Street - Tenterden	50 miles	18.0 mph	1900 ft	Silcocks Farm Shop, Tenterden
20th August	Barry Fowler	Rye - Hastings	74 miles	16.5 mph	5300 ft	Pier Coffee Shop, Hastings
27th August	Eamonn Driscoll	Chilham - Wye	60 miles	18 mph	2700 ft	Badgers Hill Farm Shop, Chilham
3rd September	Steve Pope	Frant - Sandhurst	50 miles	18.9 mph	2700 ft	Hawkhurst Café
10th September	Dudley Curtis	Groombridge - Tonbridge	52 miles	17.8 mph	2700 ft	The Tulip Tree, Chiddingstone





SUNDAY INTERS

BY: NICHOLAS ROBINSON

SUNDAY 21ST AUGUST

Marden to Westerham

We left Marden Library car park under overcast skies and soon encountered our first climb: Castle Hill. Our route then took us to Matfield, across Colts Hill and into Tonbridge. The sun tried to put in an appearance and the temperature rose into the low twenties. After breezing past Penshurst into Leigh, we pushed onto Chiddingstone Causeway, maintaining a healthy pace. As we waited at the junction we were treated to an aerobatic display by a Spitfire in the sky above. Reaching Four Elms, the big climb of the day loomed up ahead so we dropped the pace and hunkered down for the grind up Crockham Hill. From there it was plain sailing down into Westerham, where we were greeted by the statue of General Wolfe.

Refreshments were taken at the cosy Tudor Rose tearoom, together with a host of other riders.

Our route back to Marden took us up Hosey Hill and down past Chartwell, former home of Winston Churchill. Bough Beech reservoir looked virtually empty after the summer drought. As the cloud thickened and the skies grew darker we upped the pace, heading to Hildenborough, Shipbourne and Hadlow where

a few spots of rain began to fall. It wasn't enough to dampen our spirits as we sped back through East Peckham and Yalding where Teapot Island festivities were in full swing.

Riders: Eric Watts (lead), Alan De Vriendt, Vince Chittenden, Matt Vousden, Andrew Nannery, Ian Sedge, Nick Robinson.
Distance: 61 miles,
Climbing: 3,300 feet.

SUNDAY 28TH AUGUST

Marden to Badger's Hill

There was rain in the air and some big, black clouds around as we set off from Marden library car park. Our route took us out to Headcorn, up the aptly named Bedlam Lane and then up the hill to Egerton, past the magnificent Lebanese cedar tree. The climb was a shock to the legs after a largely flat first 10 miles. After a brief photocall we headed on to Charing and Westwell. At Wye we had to wait five minutes for a Javelin high speed train to pass

the level-crossing. From there we glided up the stunning Great Stour valley to Chilham.

Elevensies were taken at the gloriously floral Badger's Hill garden centre; the avocado and poached egg on toast proving a particular hit.

Our hillier route back wound north through the champagne vineyards to Perry Wood, up Hogben Hill and on to Painter's Forstal. We then headed west for a hair-raising descent down Hubbard's Hill with some serious drift on the sharp left-hander near the bottom.

Crossing the A20, we rode through Lenham and then along the ridge to Chart Sutton where we dropped down Loddington Hill to Marden.

Riders: Eric Watts (lead), Alan De Vriendt, Vince Chittenden, Matt Vousden, Ian Sedge, Nick Robinson.
Distance: 62 miles,
Climbing: 2,700 feet.



SUNDAY 11TH SEPTEMBER

Marden to Wye

Eric, Alan and I headed south and east from a very foggy Marden.

Our fast and flattish route to Wye took us through Frittenden and Bethersden. As the fog lifted, the sun came through and conditions turned warm and humid. We skirted to the south of Ashford, picking a route through the new housing development at Cheeseman's Green and then across the new foot bridge over the M20 at Sevington. The final sprint up through Naccott afforded us beautiful views of the Wye Downs.

At the Wye Coffee & Kitchen Café we met up with Andrew who had sped along the A20 and then through the lanes to get there. My Eggs Benedict was straight out of the top drawer.

After a ten-minute wait at the level crossing, our route back took in Boughton Lees, Westwell and Tutt Hill. We criss-crossed the high-speed railway line, then struck off west to Kingswood and Broughton Malherbe. A rapid descent of Church Hill brought a final flourish.

Riders: Eric Watts (lead), Alan De Vriendt, Andrew Nannery, Nick Robinson.

Distance: 60 miles,
Climbing: 2,000 feet.



INBETWEENERS

BY: PHILIP THORPE

On 16th July, Mark led a small group of 3 to the Millbrook garden centre at Southfleet for a 55 mile hilly ride. The route took in the climbs of the Greensand Ridge and North Downs followed by the enjoyment of the lovely lanes in the downs.

The 23rd was a long ride to Winchelsea Beach café. Patrick led a group of 7. The countryside around Udimore was very pleasant indeed. After the café, Patrick took us on a short-cut down a stoney bridleway which was rather unfriendly to our road tyres. A short-cut across the

marsh around the bird sanctuary got us back to terra firma. 62 miles, 13.4mph, 966m of ascent.

Patrick led again on 30th July, this time a flat fast ride to Hamstreet garden centre. 7 riders achieved 15.2mph for the 55 miles. Natalie led an Inbetweeners Lite ride on the same day with 4 riders to Woodchurch Old Post Office café.

On the 6th August, Philip led a group of 10 to Newenden Lime Wharf café. The route out was a long 34 miles as we went on a very pretty route via Wittersham, Peasmarsh and Beckley Woods. The café was pleasant even with

the increase in prices, sitting outside listening to the Samba music. The cut-off for English breakfasts occurred mid-way through our queue to the disappointment of some of our team. The short return gave us 51 miles. Natalie led a Lite ride of 4 to Biddenden Bakery café.

Philip led again of the 13th August to Hawkhurst Fishing Lakes. The weather was strong sunshine and 32C, so it was a shorter 47 mile ride. The café had reserved us a table outside under a large canopy and the 8 of us enjoyed the lake view.

On 20th Patrick led a flat ride to

Singleton environment centre café. Again a chance to sit outside. Service was brilliant. 11 riders, 51 miles 15.0 mph.

Mark had been thinking a while about a hilly route down Ashdown Forest way. So on 27th August, he led a group of 9 grimpeurs on a 55 mile jaunt to the café at Duddleswell. The route back was via Wadshurst and was a bit hillier than the outward leg. With climbing of 1256m, he just sneaked in a new climbing record for the group. The grimpeurs all loved it.





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B + GROUP

BY: ANTHONY PALMER

During this reporting period, the B+ Group riders' weatherproof clothing has been tested to its limits and, as some hardy souls have established, unfortunately way beyond the manufacturer's claimed capabilities. The threat of inclement weather does not encourage these riders to come to their senses and acknowledge the reality of the situation but they, regardless, venture out with blind optimism.

The excursion to Essex was going fine until lunchtime even after the extra cup of coffee. When the reluctant riders eventually stepped out of the posh café in Blackmore Village the luckless bunch were treated to a horrendous downpour all the way back to the Tilbury/Gravesend ferry. Crazy Legs disclosed at the port, in confidence, that there was not one part of her that was not soaked!

Similarly, the group's eagerness to bag points for the club in the KCA Reliability Trial fell foul due to the heavy rain and strong winds on the event day. While Clare, Jill, Andrew and Brian were prepared to take on the elements they, however, scored "nil points" because they were too busy feeding their faces with hot tasty delights, supplied by Clare's daughter, Megan, during their ordeal to notice time slipping by. Crazy Legs and Tony adopted a different strategy on the day by delaying their start and hoping the weather

forecaster's predictions that the band of rain would pass over the route by 10AM. Also, a "nil points" outcome. An entirely incorrect strategy, in that the rain persisted and Tony's Garmin 820 which decided to have a total meltdown on the day caused the pair to add at least 6 miles to their ride around Bethersden and also went off route on several occasions. Suffice to say, the expletives pouring out of Tony's mouth in response to these occurrences are not deemed printable for this publication; however, Crazy Legs managed to stop him from lobbing the @P*££\$ device into a field full of dairy cows!

There were sunny days with the group experiencing a lovely one on their seaside trip to Dymchurch. Conditions were also favourable when the group ventured to Botley Hill Farmhouse but the standard of catering fell far from expectations having exerting much effort up Star Hill. Jonathan's scenic ride along the North Kent Downs from Bluebell Hill to Rodmersham had a serious drawback, a nasty sting in the tail. Climbing Warren Road to Bluebell Hill after 45 miles is no mean feat. Some unscrupulous riders opted to ride up the side of the A229 instead, claiming that they were concerned about lack of traction up Warren Road.

This Year's B+ Group Ride Leaders' Award goes to "Little Phil" for his route to Hawkhurst from Coxheath. Nearing the

end of the ride, on climbing Loddington Lane the group were greeted by the Musket Brewery. It was the Brewery's seventh anniversary and the company was celebrating the event with Jacobean battle enactment volunteers in red tailcoats, strange headgear and smelling of gunpowder. Dedicated imbibers were far more interested in the green hop ale than costumed players with menacing muskets muttering in an ancient dialect. The ride finished eventually.

Full marks to Mark, for resolving Jonathan's broken rear derailleur cable, by detouring to back home. Mark lent Jonathan one of his other bikes and after swapping over the pedals but not raising the saddle, the group were able to continue on a shortened version of the planned ride. Jonathan's legs were stuck out at right angles: The group now has two Crazy Legs riders.

In the reporting period the B+ Group rode every Saturday with the exception of the KCA Reliability Trial Weekend. From the eight official rides the average number of riders were 7.13 riders per ride; however, this number is reduced by fifteen B+ Group riders volunteering for the KCA Reliability Trial. The average distance for the group was 46.72 miles per ride; the average speed per ride was 14.02 mph and the average ascent per ride was 2,557 feet per ride. Brian, AKA the "Cake Monster" did not consume enough cake (he

claims) in this reporting period and has now resorted to baking his own delicacies to make up for the apparent shortfall. Inuendoes were abundant, particularly during the rides but also on the après ride review in the dedicated WhatsApp Group. Jo was particularly disappointed, however, that no one dared to comment on her post, announcing that she had recently homed a pussy cat.

Tony, along with other group leaders in the club attended the British Cycling Ride Leaders Course on 9th October. Tony and Richard have been trialling the practices learned on the course, particularly leading from the back of the pack. From the feedback gleaned, so far, the initial thinking from the group's riders is that the practice keeps the group more compact and the group is quicker to pass through junctions. There is doubt in the group as to whether the practices are applicable to country lanes and the practices may be more relevant to urban roads where there are painted lines or other cycling infrastructure. As agreed at the course, the group welcomes riders from other SFA groups to lead a ride in conjunction with Tony or Richard to enable further learnings. The B+ Group is willing to support the club's objective to reduce risks on the road and to improve rider confidence by introducing relevant practices.



B GROUP

BY: CLIVE BRADBURN

SATURDAY 6TH AUGUST

A great ride today led by Colin and Sarah. Started from Ditton. I rode in via the towpath from Maidstone. Expecting a gentle ride I was half way to Allington when I remembered it was Park Run day. A flat out out sprint to try and beat the start but I failed just before the Malta or whatever it is called nowadays. I stopped and moved aside as the surge of runners came at me. Fortunately, now there is a Park Run in Mote Park as well, so the numbers are less, probably 150 today. I made it in time to join our group of five for the off and headed towards Aylesford. It was one of those days where we were to meet a few minor but interesting hold ups. First a train

at Aylesford station and then we had to watch tens of classic motor bikes heading out from the Friars on a rally of some kind. Later on we had to stop whilst a herd of alpacas were led slowly meandering up a lane with their human friends. Our route had taken us over the M2 bridge to Cuxton then a right turn up the long but gentle Harvel Hill. Colin was pleased that I admitted never having been up there, such a lovely valley especially on such a warm Summer's day. Back down Holly Hill taking time for a view to the South and to watch a stream of B+ riders coming up the hill. Coffee stop at Spadeworks after which I made my way home and left the group to do a few extra miles. An excellent morning's ride.

SATURDAY 27TH AUGUST

It was great to see Kevin back riding with his old group today. Not only that, he had volunteered to lead after only recently recovering from Covid. A flat ride with just a couple of small bumps, on yet another glorious sunny day. Kevin had booked us in at The Old Post Office Café at Woodchurch. This was a first for most of us. Great food, so I decided to go for avocado and tomatoes on toast. It made a nice change from cake! We took a moment at the café to remember our dear friend Roly who passed away this week. Over the last couple of years and until recently when his illness caught up with him, he had regularly ridden with our group. A very sad loss to everyone who knew him.

On the way back we stopped for a photo in Tuesnoad Lane near a lovely old Kentish Cottage. Whilst there we enjoyed a fly past of a couple of Spitfires escorting another small but noisy veteran war plane. None of us could agree on what it was. Then we passed by Headcorn Airfield where hundreds of people were enjoying the Bank Holiday Emergency Services Show.

A great day's riding once again with some really fine friends. I shall miss them over the next month due to my trip to Spain. Let's hope the summer sunshine continues here in Kent through September but some nighttime rain would be welcome to end this drought.





MIDWEEKERS

BY: RUSSELL CHIDWICK

WEDNESDAY 13TH JULY

Altogether there were 29 who ventured out on a very warm day to do two completely different rides. Jonathan Leeson led a group of 11 on a very challenging Surrey Hills day out, and Richard V led 18 from Ditton Community Centre. Gary helped out taking half and all headed for a Pittlands Lakes stop. As always the group was welcomed and service was excellent. An uneventful return for a ride of 32 miles in the sun.

WEDNESDAY 20TH JULY

After 2 incredibly hot days, it was really pleasant to have it slightly cooler. Twenty started off at Lenham, with Jonathan Leeson taking ten, and Richard V the rest, mainly ladies, all headed off for different routes to the Café On The Creek at Oare. Jonathan's route was quite challenging via Belmont and Selling, whilst Richard's was a bit more direct with an earlier arrival at the café. Laurence was in discomfort at the stop having been stung on his mouth by a wasp (David was also stung later on). An uphill return into a headwind via Tunstall before Hollingbourne to the finish. Distances of 38 and 34 miles respectively

WEDNESDAY 27TH JULY

The biggest ever number totalling 30 riders, participated in 3 different starting places. Jo

Carver led an Away Day from the Old Dover Road Park and ride, Canterbury with 9 and headed off to Sandwich and Deal, for a break at Route 1 café by the pier. Several of them, Lisa, Steve, Kevin and Jo took the opportunity to go for a swim, "Nutters" according to Jill. An overall distance of 51 miles. Maria took another lead with 6 and started from Weald of Kent Golf course on a 53 mile hilly ride of 2,950 ft to Rye with a café stop at Udimore. For those who preferred a more local ride, Angie led 15 from East Malling on a 36 mile and 2000 ft ride to the Riverside Café, Eynsford Village by the Ford, a new stop for the group.

WEDNESDAY 3RD AUGUST

The Midweekers really do attract riders from different groups, so with 25 riders starting off from Aylesford they were split into 3 separate ones. Maria set off with 7 of the faster ones and Mark Eyres with 8 slightly slower riders taking the same route to Trosley Country Park via several hills including Birling and Haven Hills. Another 10 joined Richard V and also headed for the same stop but going in a completely opposite direction via Cuxton and Harvel which was shorter by a few miles. The returns in the hot sunshine again had contrasting routes with distances of 39 miles and 2400 ft ascents and 30 miles with 1500 ft ascents for RV's back to Aylesford.

WEDNESDAY 10TH AUGUST

The very hot weather continued but didn't deter 29 from turning up at Lenham for rides to the north Kent coast. As is the case now, with riders of different speeds being the usual, Jonathan Engwell set off with a group of 12 on a 48 mile round trip to the Seaview Café at Tankerton where ice creams were most welcome on a ride that took in 2450 ft ascents overall.

Russell volunteered to lead the other 17 for a shorter round trip of 35 miles on a route to Seasalter, with Brigitte's heading a second group. Taking the same way as the faster riders, but stopping for the break at The Forget Me Not café. Six of the group quickly stripped off and plunged into the cool sea before their grub, but quickly dried off for the mainly uphill return and 1550 ft ascents overall.

WEDNESDAY 17TH AUGUST

On a cloudy morning 23 descended on the East Malling start for a ride which Brigitte had mapped going to The Promenade Café on the river front at Gravesend. After some shuffling the groups were divided into 3, with Jonathan E and Richard V leading also. A lovely route that went to Rochester then onto the lower Higham Road. Jonathan's groups decided to take the old canal off-road route from Lower Higham, which was regretted

due to path closures and Nick getting a puncture. However everyone managed to get to the café and Jill was seen enjoying an enormous ice cream. An uneventful return up Thong Lane to Cobham and back through Leybourne lakes to the finish. A distance of 37 miles.

WEDNESDAY 24TH AUGUST

A great turnout of 29 riders, which included a young guest rider on his first group ride, met at the Weald of Kent Golf Course. This was to be a special ride to meet up with the Wednesday Wobblers for their gathering in Mundy Bois in honour of Pat Hill a long-term stalwart of the Club who had recently died. Setting off in three groups we crossed the Maidstone Road heading west towards Marden but after only 4 miles Russell's bike suffered derailleur damage avoiding black van man racing around a blind bend. Graeme kindly provided rescue services leaving the others in their group to choose a new leader to take them on through Marden and Frittenden for the break at Headcorn Aerodrome. All, including Graeme and Russell, meeting there it was on to the Rose & Crown at Mundy Bois to join the Wobblers in time for kind words by Pat's friends and relatives. The groups splitting there allowing some to stay on and others to get back to Headcorn if their time was pressing. A warm welcome to



Even our prospective new junior member with thanks to Lisa and Rachel for looking out for him. 35 miles at an average of 14.5 mph with just 800 feet of ascent for the middle group.

WEDNESDAY 31ST AUGUST

Hothfield saw a turnout of 20 riders for Jonathan Leeson's lead from Hothfield to Dymchurch. 6 riders wanting the fastest pace followed Jonathan's lead and the other 14 split into 2 modestly paced groups. A great run through Chilmington Green, Aldington and Lympe to be rewarded with a fast run down into Hythe somewhat tempered by a head wind. An off-road run along the Royal Military Canal with the first puncture of the day targeting Mark's tubeless tyre. Next along the seawall for our run to Dymchurch and the planned break. 13 managed to get into the busy café. Lisa leaving for a Folkestone swim left 6 to extend their route to head on to New Romney where just before the High Street Sarah was the next target for a puncture, this time a full blow out splitting her front tyre. Luck was on our side as the excellent Romney Cycles was only a couple of hundred yards further on and they fixed it during our excellent café stop at Bakery 64. Re-joining our route at St Mary in the Marsh where our culture lesson of the day was looking at the tombstone of E Nesbit the author of the Railway

Children. The long climb through Bilsington to Shadoxhurst and Bethersden got us back to the start finding the other groups long gone. 50 miles for our group, 45 miles for others at averages of 13 and faster for the others. Ascents of 1200 feet.

MIDWEEKERS 7TH SEPTEMBER

Our first September ride provided us with the opportunity to tackle answering some of the 40 questions devised by Bob Watts' for his excellent SFACC Centenary Cyclequest. Meeting at Aylesford 20 riders divided into 3 groups with the usual 'Breakaway' leaving first on the full 54 mile route devised to take in four Cyclequest locations with a second group on the same route leaving with the third who were taking a shortened version. With the changeable weather it was a fast run to Strood and on to Upnor. Our groups dividing at Lower Stoke left the full route group heading off to Grain, meeting the Breakways returning, for the 1st challenge, CQ21. With the mid 19th century Grain Tower Battery, not the challenge, clearly in view off shore we found our location along the seawall, photos taken we retraced our tracks to Lower Stoke, our coffee stop well overdue. Arriving at Pure Planet, Cliffe Lakes, we received a very warm welcome and met the Breakways and the shorter route groups. A great café stop and our second question,

CQ15, answered it was on to Cobham requiring the only real climb of the day. Third question, CQ10, answered we were rewarded with the long descent of Cobhambury Road followed by the challenge of school run cars jamming Cuxton then Sundridge Hill to find CQ13. Across the Medway Bridge it was back through Wouldham and Peters

Village, losing riders along the route as they peeled off having ridden in. We thoroughly enjoyed the added interest provided by the Cyclequest, thanks Bob, we are looking forward to completing your challenge. 54 miles at 13+ mph with 2400 feet of ascent for some and 44 miles for others.

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D AND D+ GROUPS

BY: RICHARD VALENTINE

SATURDAY 16TH JULY

Twenty cyclist turned up at the Weald of Kent Golf Club, on a very warm day.

The two groups were equally divided with Gary leading the D+ riders on a 42 miles loop de loop route to Pittland Lakes, which was lovely and flat at a pace of about 14 mph without incident. Trevor led the same number for a shorter 32 mile D ride, but hillier, to Rolvenden World of Water café, via Frittenden, where they were able to sit outside and relax after the multiple short hills. The return via Tenterden, allowed them a short break, having to stop for the R.H and D railway to pass. The only blemish was a very aggressive Porsche diver who blasted past the group on a very narrow country lane, literally sending them into the hedgerow.

Unfortunately, no one got the reg number. Average speed of 12.3 mph and 1420 ft ascents.

SATURDAY 23RD JULY

With traffic chaos around Operation Brock, somehow 22 managed to get to Hothfield for an Away Day, either by car or train and headed to the seaside at Dymchurch. A warm welcome to Steve Chevis. With such numbers, Richard V led one group, whilst Gary and Neil took others. A lovely route that Russell had devised for a previous ride, took them to Aldington and Lympe, before reaching the sea front esplanade into Dymchurch, where we met up with the Easyriders+ Group. A relaxed bacon butty stop, sitting outside a kiosk on the front, was very pleasant and warm. The return was nicely wind assisted, taking in Newchurch, Bilsington

and Bethersden and all 3 groups arriving back at Hothfield around the same time. A distance of 46 miles at approx 14 mph average.

SATURDAY 30TH JULY

A massive turn out of 30 at Yalding, with 10 opting to go on the D+ with Peter Waring leading. They had a really lumpy ride over 2300 ft, going to the Artful Dodger café at Wadhurst. A smallish break stop, but they were able to cope okay. The main interest was when 20 deer ran out in front, but fortunately without a problem. A distance of 35 miles. Marjory took her first lead with the D group, and probably because it was a lot flatter route to Headcorn aerodrome, 20 accompanied her in 3 different groups. The aerodrome was packed, mainly with parachute spectators. Despite pesky wasps flying around the food, it was very pleasant, watching the parachutists and an intrepid man sitting above the wings of a bi plane. A lot dropped off before the finish. A distance of 34 miles without incident.

SATURDAY 6TH AUGUST

A really hot day at Mote Park with 29 riders. Sarah and John leading the D+ Group with 16 in two groups and headed off for their break at The Tuck Inn Café, Newington. A pretty lumpy route taking in Stede Hill and many undulations. Wendy sustained a puncture which, as always, was

fixed by Gary with Graeme's help. A very pleasant stop to rest some tiring legs, then another uphill route of Queens Down Warren, before the descent along the pathway beside Detling Hill. A distance of 34 miles and 2040ft ascents.

Lorna did her first D lead with 13 and her route headed out of Maidstone for the traditional stop at Headcorn Aerodrome. Sally got a puncture on route, but group involvement soon got her going again, before being entertained by many vintage motor cyclists going by and, at the stop, by the parachutists and bi plane wing walkers, only offset the incessant wasps around the food. Inevitably, it was uphill in places on the return via Boughton Malherbe, to the park. A distance of 32 miles and 1265 ft ascents.

SATURDAY 13TH AUGUST

With the heat wave continuing, it didn't deter 20 riders from starting from East Malling. Mike Lambourne took pity on his 4 followers with the D+ ride and did a very gentle and leisurely ride to East Farleigh, then along the Medway river bank to Allington. It was most pleasant sitting in deck chairs outside the small kiosk by the lock. A very easy return back to East Malling and only 17.5 miles, which was quite sufficient with such high temperatures.

By contrast, Trevor led a more challenging D ride with 15 and headed for the Waterside





café, Branbridges estate, East Peckham. Lorna led a second group with Mark and Tony M doing their back marker duties. A route that took them out to Crouch and Dunks Green, before arriving at the stop. They were able to sit in the shade under the trees and enjoy the break. The return was always going to be a bit hillier, going up Matthews and Butcher Lane to Kings Hill, by which time several had dropped off. Jo then got a puncture, but called her husband to come and get her, whilst the remaining carried on to the finish, with Tony Munn's Garmin temperature showing 95 degrees, 30 miles and 1300 ft ascents. Sally and Mark then took the opportunity to taste the delight of the newly opened café, opposite the King and Queen pub.

BY: RUSSELL CHIDWICK

SATURDAY 20TH AUGUST

A great turnout of 25 for the D rides with 9 choosing the D+ lead by Mark Phillipson. A great route took us to Brenchley, Matfield and a great descent of Crittenden Road to Colts Hill, a first for me. Tudeley Hale and Golden Green took us towards our café stop at Hadlow, but first encountering a road closure for gas mains replacements which proved irreplaceable, but not for want of trying. Weathered & Worn (is that an apt name for me?) nourished us for our return through East Peckham and Yalding, before our climb of Kenward Road. Back through Teston and the Farleighs for some sharp short climbs around Stockett Lane. A lovely decent of Westerhill Road took

us back to Marden on the flat. A great route put together by Mark, incorporating some 'unnecessary' hills. No incidents. 36 miles at an average of 12.5 mph with 1600 feet of ascents.

SATURDAY 27TH AUGUST

Twelve riders for a Wrotham start, which was split evenly into 2 with Neil leading the D+ Group to Lullingstone Country Park via Crouch and Plaxtol to Seal and along the Pilgrims Way to Shoreham and the break. A lumpy ride back to Eynsford up to Romney Street and Cotmans Ash back to Wrotham. A shortish distance of 26 miles with 2025 ft ascents.

Tony Munn led the D riders and went in the opposite direction to Legends café in Rochester. His route took them to Offham, East Malling and Borsal to the very popular stop. Tony's return went over the M2 bridge to Cuxton and up Dean Lane, where they waved goodbye to Colin Campbell with good wishes for the upcoming London to Paris cycle ride. The remainder then continued to the finish via Fairseat. A distance of 35 miles and 1760 ft ascents.

SATURDAY 3RD SEPTEMBER

A group of 22 at Lenham and a welcome to Laurence Watson for his first Group ride. Mike Lambourne, who is old school and still uses his local knowledge instead of Garmin, led the D+ Group with 12. He headed off for a break at Headcorn at pace down Barn Hill, and because the weather was so nice, they all sat out beside the café on the green.

Keeping a good pace, the way back had to get up one of the hills back to the start and Mike chose East Sutton back to Lenham. A distance of 36 miles, 1540 ft ascents at 13 mph average.

Trevor volunteered once again to lead the D group with 10, and went off in a different direction for their stop at Ashford Environmental café, again being able to sit outside. Sally looked after Laurence as a buddy, and he helped out on the return route when Trevor's Garmin decided to pack up. A distance of 31 miles, 1260 ft moderate ascents at 13 mph average.

SATURDAY 10TH SEPTEMBER

Twenty two, including two new group riders 16 year old Evan, and Mark Freeman, joined at the Snodland start. Neil led off with 10 for the D+ Group for a ride that took them to Cliffe Woods café via Rochester and Cooling. The Group was looked after well,

with good service and outside sitting. An undulating return up to Higham, then Shorne before the descent of Cobhambury Hill to Cuxton and back to Snodland. A distance of 37 miles and 1850 ft ascents.

Russell led the D's with 12, which included Evan aged 16. Richard V and Gary buddied him on a route out to Lullingstone Country Park, via Wrotham, where Russell found the first of the Cyclequest clues of the route that Bob Watts had set. It was then onto Kemsing and Shoreham to the break. Soon after the restart, Russell found the second clue at Lullingstone Roman Fort. The near miss of the day then happened at Eynsford when a car overtook Sarah so close that it almost touched her handlebars. There were a few lumps thereafter getting back to Wrotham, with Evan starting to feel the strain, but he did ever so well and made it back strongly to Snodland. A distance of 38 miles and 2250 ft ascents.





C GROUP

SATURDAY 16H JULY

Frittenden to Appledore

BY: **GEORGE**

Sweltering. There were two saving graces today; we survived and the tea was a good flavour.

I needed a small group for Miss Mollett's High Class Tea Room Appledore as the cafe is not huge. I booked a table for eight at 11.45 and miraculously eight of us arrived at 11.45. See photo with cups and saucers hanging from the chandelier. Note: there is nowhere to put the bikes. Cheese scone & tea £7.

The route went from Frittenden to High Halden, through Pond Wood, nice and cool under the trees, and the seemingly

never-ending Shirley Moor to Appledore.

This village has had an interesting history. The road did not used to go out to the Military Canal of 1804 – the bottom of the village was enclosed – but you exited the village along the lane to the right. The River Rother used to reach the sea at New Romney. Appledore had ships sail right up to it. The Danes wintered here in 892 having arrived to invade. They failed. After the violent storm of 1287 the river changed its course to Rye and the land silted up around Appledore. The French raided and burnt the Church in 1380. The men of the village joined the Peasants' Revolt in 1381 and Jack Cades'

rebellion of 1450. It's wide street lined with old buildings is quaint. We returned via Reading Street, St Michaels and Fosten Lane. 8 riders. 36 miles.

SATURDAY 23RD JULY

Wye to Rhodes Minnis

BY: **SANDY**

Another hot day. An undulating route with some shade here and there. This time, we went up Stowting Hill rather down, most of us walked, wonderful coming down., but all I can say won't be going up again! We stopped at The Lord Whisky Tea Rooms., which forms part of The Animal Sanctuary Fund Charity founded by Margaret C Todd MBE who named the charity

after her Jack Russell who was put to sleep at the grand old age of 22. Lord Whisky was a bit of a character and needed careful understanding and this led to the realisation that a sanctuary was needed that could provide the time and expertise to cope with animals like him and hopefully turn them around for re-homing, wonderful. Came back via the Pilgrims Way enjoying views over the country side clear enough to see Dungeness on one of our drink stops. 8 Riders. 26 miles

SATURDAY 30TH JULY

Wingham to Sandwich

BY: **DANIEL**

Eight gathered at the free to use car park off Wingham High

Street and just before 10 a.m. we set off south out of the village to pick up the Goodstone Road, which led us straight out to the wide open fields, which were looking quite parched after the long dry spell. Within 3 miles we had stopped and gathered under Chillenden Windmill for a group photo and a general poke about. From there we followed our way along the undulating lanes down through Elvington, stopping again at Ethorne railway station, which is part of the historic East Kent Railway. After prising Mike Griffiths away we headed out of Eythorne and down to the A256 dual carriage way, turning left just before to pick up the cycle path that runs alongside the main road, which is protected by a heavy tree line. The path follows the route of the old road and comes out at the roundabout at the end of Lower Street south of Eastry. In Eastry we branched right to pick up the Sandwich Road, crossing the A256 and heading along Felderland Lane to Deal Road. This is particularly busy, but we stuck to the cycle path provided on the pavement and crossed before the roundabout, which makes this section safer. Re-joining Deal Road and headed into Sandwich. The town was busy and after a little scouting for a suitable café we returned to The Strand Street Kitchen who found us room inside.

Fully refuelled with tea and cheese scones the group headed out of town turning right onto Richborough Road and followed the winding lane past Richborough Castle (Roman Fort). After the undulations of the morning the flat marsh land was easy going and we made quick progress through Upper Goldstone, Westmarsh, Elemstone and into Preston. From Preston we picked up Grove Road turning left before Grove Ferry and took the gentle ascent up Grove Hill into Wickhambreaux, Ickham and before we knew it we had stopped and gathered at the end of Wingham Road looking down the gentle hill back to Wingham. 29 Miles.

SATURDAY 6TH AUGUST

Aylesford to Cramer Park

BY SANDY

Just Six of us enjoyed the ride today with lunch under the shade of a tree in Cramer Park. 30 miles

SATURDAY 13TH AUGUST

Should have been my ride today, but the weather was so hot and as quite a bit of the ride entailed going along the side of the canal with no shade and I didn't want anyone getting sunburnt or suffer from sun stroke I reluctantly cancelled it. We shall do it next year when hopefully the weather is a little cooler for us.

SATURDAY 20TH AUGUST

Appledore to Rye

We parked in the newly opened car park in Appledore and before setting off investigated the inside of the new Village Hall, very nice indeed, with a café which opens approximately once a month when there is a function in the hall. Beryl's café was crowded with other cyclists, but we managed to get seats and a table outside. 7 Riders 30 miles

SATURDAY 27TH AUGUST

Boughton Monchelsea to Cranbrook

George led us on an undulating ride to Cranbrook. We had our scones and tea in Food for Thought. 7 Riders 36 miles.

SATURDAY 3RD SEPTEMBER

Biddenden to Singleton.

BY: SANDY

This should have been Jim's ride to the Blue and White Café, but on riding it out (fortunately) we found that part of the cycle route in Ashford was closed for repairs. After taking a diversion we discovered further road charges and ended up doing a good 40 miles and it ended up what I call "A cycle through the lanes of Kent". We had our break at Footprints and on our way back stopped to admire three owls carved in a tree. 7 Riders 31 miles.



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EASYRIDERS+

SATURDAY 2ND JULY

Staplehurst to Brencley

BY: GARY COMBER

We met at Bell Lane, Staplehurst car park (the majority of us parking in side streets as the car park is usually full of cars from the new developments in Staplehurst).

Our number was 16, but Krissi and Brian elected to go it alone and ride at their own pace, thus making two groups of seven.

Leaving the car park we made our way to the foot of the long hill which goes up to Curtisden Green.

From here we made our way to Brencley via Horsmonden.

Expecting to find the café choc-a-bloc with other cyclists we were pleasantly surprised to find it practically empty, thus enabling us to re-arrange the tables and have a very sociable occasion.

Our return was via Castle Hill (stopping at the top for our obligatory photo shoot), Claygate and then back to Staplehurst.

The only down side was that I had to be back in Maidstone by 2pm to attend a 100th birthday party. I had explained this at the beginning, but nobody seemed to mind (or if they did they kept it to themselves). Therefore a shorter ride than usual culminating in 20.3 miles at 10.8 mph.

SATURDAY 9TH JULY

Staplehurst to Silcocks Farm Shop Tenterden

BY: CHARLES GOODE

12 of us left Staplehurst Bell Lane car park heading in a southerly direction via The Quarter to our first hill up to Collier Green from where we turned left going across to Sissinghurst. At Sissinghurst centre we turned right down Chapel Lane heading to the Golford cross roads joining the

Cranbrook road where basically we had a 6 mile straight to just outside Tenterden. A final long gradual climb up Chennal Park road took us to the café where we met up with Brian & Krissie who had done a shorter route.

Of course, enjoying the sunny weather, we took over 3 tables outside and enjoyed a speedy service of the food delicacies we ordered. Photos are attached showing most of the group.

The first leg had been rolling with a couple of hills as mentioned so I hoped the group would be happier with the shorter, flatter and, predominantly, small country lanes route back. We set off down Reader Bridge road then immediately up Nortons Lane where, on flatter roads, we made our way via Standen & Lashenden to Frittenden and thence via our normal route back to Staplehurst.

I think we were all glad that the sun was often shaded by the clouds keeping the temperature down as I think cycling in the forecasted temperature would have been a lot more energy sapping.

Thanks to Gary who did an excellent job leading the second group and to Gail acting as back marker in group 1.

We covered 24.2 miles at an avg of 11.8 mph having climbed 1,100 feet.

SATURDAY 16TH JULY

Benenden to Sandhurst

BY: JULIE BURNS

Eight of us set out from Benenden towards Sandhurst. The route was more undulating than normal with some challenging hills, but also some lovely downhill stretches through leafy shaded lanes.

In Sandhurst we had the tea room to ourselves so opted for a shady corner out of the sun.

Nutritionally refreshed we headed in the direction of Rolvenden with its scenic windmill and onwards in the direction of Tenterden. Since the ride was quite hilly, the riders were offered a short cut back to Benenden, but I'm happy to report that no one wanted to take this option, so we battled on with a few more hills back to the village hall in Benenden.

We cycled 25.5 miles with an elevation of 2082 feet. Well done to everyone who participated.

SATURDAY 23RD JULY

Appledore to Dymchurch

BY: COLIN BAYS

Ten of us set out on a bright sunny day from Appledore avoiding the waft of bacon sandwiches from the Village Hall. Heading south we headed out on to Walland Marsh making fine progress until Gary managed to get a puncture, but quickly repaired, we set off after a breather.

Over to Old Romney and eventually into St Mary's Bay we stopped for Heather to dip her toes in the glistening waters on the beach. The beach wasn't very busy considering it was such a nice day ... although some were in jumpers and quite a few wind breaks were up.

Onwards to Dymchurch where the 'D's had set up camp in the beach side café, we popped round the corner to the 'Coffee Lounge' full of the Velo Girls. Michael managed to squeeze us in and we enjoyed pancakes and the usual before setting off back.

Heading back inland, we were cycling into a brisk westerly wind past Newchurch, Ivychurch and Brenzett, then up to Snargate to wiggle, up a gentle incline to the Winery on Appledore Heath. A final little hill took back down to Appledore.

34 miles of mostly car free riding on mostly nice surfaced roads.

Thanks to Heather for navigating.

SATURDAY 30TH JULY

Senacre to Lenham

BY: DAVID PERCY

Twelve riders set out from Senacre School on to Willington Street, on to A274, left on to Gore Court Road, through to Otham, right at White Horse pub, up to Broomfield and Kingswood, left on to Lenham Road with coffee at Bow Café, Lenham. Excellent food and service.

Return to Kingswood via Gravelly Bottom Road, where I got a puncture at the end of the road. Through to Langley, back to A274, right at Willington Street and back on Wooley Road to Senacre School.

20 mile ride with a 9 mph average.

SATURDAY 6TH AUGUST

Madginford Library to Lenham

BY: ANITA FREEMAN

Where to start with this extraordinary ride where we kept losing people, and other incidents.

I was greeted at Madginford car park, not by the 9 riders I was expecting but by 18! It appeared we had an overspill from C group. This caused immediate panic for me knowing that the already over booked stop at the Bow Window couldn't accommodate us all.

We split into 3 groups of 6. Thank you Colin and Charles for each leading a group.

But no sooner had the first group done a circuit of Mote Park we had already lost 6. We waited patiently and one rider went some way back to try and find them, to no avail. However, when we did make contact they were already bound for the Pilgrims



Way which was in the opposite direction, so off they went.

Hey ho, 6 down, 12 to go then!
Onwards and upwards.

Gary very kindly navigated us through the maze of Shepway so we could avoid Willington Station, but when we crossed Willington, we lost yet another rider as he sailed off down the hill with gay abandon, never to be seen again! Gail is checking on his well being.

Finally, we hit the rural lanes of Otham ... thank goodness. Then Julie announced she'd been stung on her tongue! I was fully expecting to have to go straight into giving CPR and administer adrenaline but luckily it didn't develop into anaphylaxis and she was fine ... Phew!

Surely the quiet lanes of Broomfield, Langley, Kingswood, would be without incident, but oh no! Road closures galore, which meant heavy traffic in the lanes as the cars tried to navigate around the blocked roads. I lost count of the road closures but it wasn't funny.

Onward bound to the Bow window where they were expecting 9. Very accommodating as usual, but I had no clue who was actually going to turn up as we hadn't seen the first 6 for over an hour. However, in they drifted at various times whilst others took refreshments elsewhere. Emotions were running a little high at this point but we soon got over it with the yummy treats on offer. It was lovely to see Nick at coffee, looking fit and well and we look forward to his return on 2 wheels next week.

SATURDAY 13TH AUGUST

Two circular routes based on Marden

BY: GAIL CRUTCHFIELD

Sixteen of us started from Marden Library on a very hot day. We followed the Maidstone Road and turned right into St. Anne's Green which became Battle Lane. We followed signs to Marden Thorn and then

Curtisden Green. After a climb, we turned left at Winchett Hill and were rewarded with a long run downhill. Just before turning right at Ballards Hill, one of the group got a puncture, which was soon repaired with the help and advice of numerous men in the group. We continued with a climb towards Horsmonden and turned right at Grovehurst Lane. A left turn to Haymans Hill led us to Beech Road to Claygate where we turned right to Sheephurst Lane, then left back to Marden where we were pleased to see a shady table ready for us at the West End Tavern and were served food very rapidly. At this point some of the group decided to call it a day but eight of us continued down Pattenden Lane via Green Lane to Longend Lane. By then we could feel the heat coming off the road. We continued via Kings Lane towards Yalding, but turned right at Emmetts Hill Lane to West Street. Turning right into East Street we carried on back to Marden by which time the temperature was 33°C! We were exhausted and pleased to be on our way home for a cold drink.

26 miles at an average speed of 11 mph.

SATURDAY 20TH AUGUST

Aylesford to Rochester

BY: COLIN BAYS

Eleven of us set out from Aylesford to do the 'Reverse Gail' route to Rochester and back, but I wondered why it was a bit short.

Seems Gail's sets out from East Malling and wanders the lanes thereabouts. Anyway everyone seemed happy enough including Charles who had already cycled from Gillingham. Off we set avoiding the road closures in Aylesford and off past the aromas of the sewage works along the tracks to Wouldham. Even Dave's three wheeler managed to negotiate the overgrown vegetation and the gates. The lower east side route along the Medway was nice and quiet so we soon reached the outskirts of

Rochester, to drop down on to the Esplanade and up past the Castle which was heaving with a very gay bunch queuing to go into the Pride festival.

Dave showed us a picture of his scaffolding which he had put up on the Cathedral with him alongside the weathervane at the top! Most impressive!

Nipping round the back of the Vines we had a splendid repast in the quaint 'Legends' Tea Room. Brian joined us for tea and Dave left to go home. Replenished we set off back up St. Margaret's Street past the Bishop's residence and further on our new rider, John's, house.

Back along the higher route to Burham with views over to the Medway valley dropping down to Eccles we returned to Aylesford with the slight whiff of the Continent at the car park.

Good to see new rider John no. 2 and incident free (no punctures or mechanicals this week). Pleasant weather for riding and not much traffic, apart from the one builder's van that was shouting abuse for some reason.

16 miles (apologies for the low mileage.)

SATURDAY 27TH AUG

Headcorn to Tenterden

BY: MICHAEL TREVILLION

Twelve E plussers left the cross roads at Headcorn on a fine sunny morning along to the Smarden Bell, turning right, then 2nd left. Now somewhere on the next section of quiet country lanes (most enjoyable) the route went very wrong, approaching a T junction which I thought was the High Halden Road, turned out to be the A274 just outside Biddenden, which meant 5 miles on busy roads to Tenterden (I apologise).

The Latte Lounge in Tenterden proved to be very enjoyable!

The return being mainly Cycle Trail 18 and quiet lanes, mainly traffic free! My thanks to Colin for

leading the 2nd Group.

Ride 25 miles, Average speed 11 mph.

SATURDAY 3RD SEPTEMBER

Appledore to Lydd

BY: JULIE BURNS

A smaller than normal number of us set out from the car park in Appledore, and made our way to Rye. Here a left and right turn took us to Camber where we were able to enjoy some traffic free cycling past fields of sheep and lakes full of geese and other bird life. We cycled up on the sea wall, which was relatively clear of pedestrians and had fine views of the sea. Dropping down from the sea wall, we rejoined the off road path, passing yet more sheep and made our way to Kerry's Kitchen where we had breakfast/lunch and cake. Charles didn't stop for refreshments but made a quick dash to the lighthouse in Dungeness for a photograph as he was on a 'Kentish landmarks' mission set as a challenge by the club.

We cycled onto Brooklands with its unusual church. As we were a small group without time pressures we were able to explore the interesting church and take photographs. Back on our bikes, we passed a lone church in a field of sheep. I have since found out that this is St. Thomas Becket Church in Fairfield ... We borrowed the large and weighty key from some walkers and explored the inside.

Back on the bikes again we headed back to Appledore. We had about 5 hrs riding and exploring, taking pictures and eating, and passing yet more sheep on the way back!

The expected rain held off, the day was warm and sunny with a light breeze. 26.6 miles completed an elevation of 19 feet, and no punctures or mechanical problems.



CLUB RUNS

A Group Sat.

Approx 50-60 miles ride at average speed 18-20 mph. Suitable for experienced, fit and able riders.

Coordinator:
Simon Charlesworth
t: 01580-212114
e:ballardscourt@tiscali.co.uk

Meet at Marden Station CP at 8.45 am for a prompt 9 pm start.

EVERY SATURDAY

Leaders TBA

Fast Inters Saturday

The group is faster than the intermediates but slower than A's and should provide a stepping stone for those who would like to go out with the A group at some point. Rides of about 50-60 miles at 16 - 19 mph with a café stop aiming to be back by 1pm.

Coordinator: Dudley Curtis
dudley.curtis@btinternet.com
Meet at Marden Station CP* at 8:15 am for a 8:30 am start.

SATURDAY 1ST OCTOBER

Leader: Anthony Bell

SATURDAY 8TH OCTOBER

Leader: Dave Beggs

SATURDAY 15TH OCTOBER

Leader: Paul Jenner

SATURDAY 22ND OCTOBER

Leader: Andy Lewis

SATURDAY 29TH OCTOBER

Leader: Alastair Simpson

SATURDAY 5TH NOVEMBER

Leader: Rick Bayne

SATURDAY 12TH NOVEMBER

Leader: Barry Fowler

SATURDAY 19TH NOVEMBER

Leader: Steve Pope

SATURDAY 26TH NOVEMBER

Leader: Eamonn Driscoll

SATURDAY 3RD DECEMBER

Leader: Dudley Curtis

Start time: 9am over winter

SATURDAY 10TH DECEMBER

Leader: Anthony Bell

Inters +

Around 16 to 17 mph and covering 50 to 70 miles with a café stop. It is a stepping stone from the regular Inters to the fast Inters.

Coordinator: Chris Beighton
e: nixnovo@gmail.com

Meet at Marden Station CP* at 8.45am for a 9am start

SATURDAY 1ST OCTOBER

Leader: TBA

SATURDAY 8TH OCTOBER

Leader: TBA

SATURDAY 15TH OCTOBER

Leader: TBA

SATURDAY 22ND OCTOBER

Leader: TBA

SATURDAY 29TH OCTOBER

Leader: TBA

SATURDAY 5TH NOVEMBER

Leader: TBA

SATURDAY 12TH NOVEMBER

Leader: TBA

SATURDAY 19TH NOVEMBER

Leader: TBA

SATURDAY 26TH NOVEMBER

Leader: TBA

SATURDAY 3RD DECEMBER

Leader: TBA

SATURDAY 10TH DECEMBER

Leader: TBA

Saturday 10am Inters

Slower than the Fast Inters and faster than the Inbetweeners. Summer season rides between 50 and 70 miles often involving buying an Ice Cream at the Seaside. Average speeds around 14mph for hillier rides (more than 3,500 ft of climb) but can be above 16mph for flatter rides (typically less than 2,500 ft of climb), with a café stop usually just beyond the halfway point. Winter season rides between 40 and 50 miles, at the same kind of speeds, which may be without a café stop until the end. Suitable for reasonably fit and experienced riders looking for a varied programme of rides.

Coordinator: Anthony Fletcher
m: 07957-509868
e: fle123c@gmail.com

Meet at Marden Station*, at 09:55 for 10 am prompt departure.

SATURDAY 1ST OCTOBER

Leader: TBA

SATURDAY 8TH OCTOBER

Leader: TBA

SATURDAY 15TH OCTOBER

Leader: TBA

SATURDAY 22ND OCTOBER

Leader: TBA

SATURDAY 29TH OCTOBER

Leader: TBA

SATURDAY 5TH NOVEMBER

Leader: TBA

SATURDAY 12TH NOVEMBER

Leader: TBA

SATURDAY 19TH NOVEMBER

Leader: TBA

SATURDAY 26TH NOVEMBER

Leader: TBA

SATURDAY 3RD DECEMBER

Leader: TBA

Sunday 9am Inters

Approximately 50-65 miles with a published refreshment stop around halfway, at a similar pace to the Saturday Intermediates. Run averaging about 13-16 mph depending on who is out with us. Suitable for reasonably fit riders. We would be pleased to see new leaders volunteering so if you fancy leading please advise Eric or Alan.

Coordinator: Eric Watts
t: 01580-892855
m: 07754-625812
e: ericwatts@talktalk.net
Coordinator: Alan Devriendt
email: devriae@hotmail.co.uk
t: 01622-676875

Meet at Marden Library CP at 9 am for prompt departure.

SUNDAY 2ND OCTOBER

To: Penschurst

Leader: Eric

SUNDAY 9TH OCTOBER

To: Yorks Hill

Leader: TBA

SUNDAY 16TH OCTOBER

To: Dymchurch

Leader: Eric

SUNDAY 23RD OCTOBER

To: Faversham

Leader: TBA

SUNDAY 30TH OCTOBER

To: Chilham

Leader: Eric

SUNDAY 6TH NOVEMBER

To: Jarvis Brook

Leader: TBA

SUNDAY 13TH NOVEMBER

To: Wye

Leader: Eric

SUNDAY 20TH NOVEMBER

To: Battle

Leader: TBA

SUNDAY 27TH NOVEMBER

To: Rye

Leader: Eric

SUNDAY 4TH DECEMBER

To: Otford

Leader: TBA

SUNDAY 11TH DECEMBER

To: Bredgar

Leader:

SUNDAY 4TH DECEMBER

To: Otford

Leader: TBA

Inbetweeners

Slower than the Intermediates and faster than the B's.

Rides of around 40-55 miles at a solid but steady pace averaging 13-15 mph with café stop. We ride at the lower pace and distance in winter, increasing pace and distance in the summer months. Suitable for experienced and reasonably fit riders who want a longer ride at a slower speed.

Coordinator: Philip Thorpe
m: 07854 959705;
philipthorpe@btinternet.com

Meet Marden Station.
Mar-Nov meet 8.45am for a 9.00am start. Dec-Feb meet 9.15am for a 9.30am start.

Can riders check the Forum during winter in case a ride is cancelled or start time is delayed due to bad weather.

SATURDAY 1ST OCTOBER

Leader: TBA

SATURDAY 8TH OCTOBER

Leader: Patrick Bourke

SATURDAY 15TH OCTOBER

Leader: Mark Bromwich

SATURDAY 22ND OCTOBER

Leader: Patrick Bourke

SATURDAY 29TH OCTOBER

Leader: Mark Bromwich

SATURDAY 5TH NOVEMBER

Leader: Patrick Bourke

SATURDAY 12TH NOVEMBER

Leader: Philip Thorpe

SATURDAY 19TH NOVEMBER

Leader: Mark Bromwich

SATURDAY 26TH NOVEMBER

Leader: Patrick Bourke

SATURDAY 3RD DECEMBER

Leader: Philip Thorpe

SATURDAY 10TH DECEMBER

Leader: Mark Bromwich

B+ Group Saturday

Rides of 40-50 miles at an average between 13-15 mph on routes with ascent often exceeding 2,500 feet.

Meet at Various places at 9.45 for a 10 am start. 'Away Day' rides with higher mileage may start earlier.

The B+ Group also rides on selected Sportives (usually Sundays); however, there will still be a ride co-ordinated with the D Groups on the preceding Saturday.

Always check the website forum for the latest information.

Coordinator:
Tony Palmer
t: 07786 393838
e: ants.palmer@btinternet.com

SATURDAY 1ST OCTOBER

Leader: Martin Phelps

& Megan Phelps

From: Mereworth

To: Edenbridge

SATURDAY 8TH OCTOBER

Leader: Brian Kavanagh

From: Marden

To: Tenterden

SATURDAY 15TH OCTOBER

Leader: Tony Palmer

From: Wateringbury

To: Ticehurst

SATURDAY 22ND OCTOBER

Leader: Maria Marchesini

From: Charing

To: Elham Valley

SATURDAY 29TH OCTOBER

Leader: Phil Harvey

From: Barming Heath

To: Hilden Park GC

SATURDAY 5TH NOVEMBER

Leader: Anita Clifford

From: Marden

To: Rye

SATURDAY 12TH NOVEMBER

Leader: David Baylis

From: Boughton Monchelsea

To: Chilham

SATURDAY 19TH NOVEMBER

Leaders: Richard Ramsden

From: Paddock Wood

To: Ashdown Forest

SATURDAY 26TH NOVEMBER

Leader: Jonathan Engwell

From: Marden

To: Reading Street

SATURDAY 3RD DECEMBER

Leader: Neal Corby

From: Penenden Heath

To: Queenborough

SATURDAY 10TH DECEMBER

Leader: Jill Edmans

From: Boughton Monchelsea

To: Newenden

B Group Saturday

We are a very friendly and inclusive group who enjoy a social ride and like to have lots of laughs along the way.

Meet at Marden Library at 9.15 am for a 9.30 am start.

Approx 30-40 miles at a solid but steady pace averaging 11-13 mph.

Coordinator: Phil Taylor
t: 07708 189555
e: filrolyat@gmail.com

SATURDAY 1ST OCTOBER

Leader: TBA

SATURDAY 8TH OCTOBER

Leader: TBA

SATURDAY 15TH OCTOBER

Leader: TBA

SATURDAY 22ND OCTOBER

Leader: TBA

SATURDAY 29TH OCTOBER

Leader: TBA

SATURDAY 5TH NOVEMBER

Leader: TBA

SATURDAY 12TH NOVEMBER

Leader: TBA

SATURDAY 19TH NOVEMBER

Leader: TBA

SATURDAY 26TH NOVEMBER

Leader: TBA

SATURDAY 3RD DECEMBER

Leader: TBA

Midweekers

Wednesday rides meeting at different places with a 10am start. Led by volunteer leaders with rides between 30-45 miles with a mid ride coffee stop. Speeds to accommodate all riders. Speeds between 11-16 mph with multiple groups to accommodate the numbers and different pace requirements of the riders. Aimed at B, C and D group riders, also Easyriders who feel that they wish to step up.

Full details are on the Group Ride Calendar. Please do check for updates.

Coordinator:
Russell Chidwick
t: 07773-324774
e: russell@chidwick.com
Deputy coordinator:
Richard Valentine
t: 01622-718634
thevalentines474@gmail.com

Meet at various places, at 9.45 for a 10 am start

WEDNESDAY 5TH OCTOBER

Yalding

Leader: Steve Farndon

WEDNESDAY 12TH OCTOBER

Lenham, Dickley Lane

Leader: TBA

WEDNESDAY 19TH OCTOBER

Hothfield

Leader: Jonathan Engwell

WEDNESDAY 26TH OCTOBER

Awayday - Surrey Hills

Leader: David Pickett

Local ride TBA

WEDNESDAY 2ND NOVEMBER

East Malling, King and Queen

Leader: Brigitte Snook

WEDNESDAY 9TH NOVEMBER

Lenham, Dickley Lane

Leader: Jonathan Leeson

WEDNESDAY 16TH NOVEMBER

East Malling, King and Queen

Leader: Martin Phelps

WEDNESDAY 23RD NOVEMBER

Hothfield

Leader: Jonathan Leeson

WEDNESDAY 30TH NOVEMBER

Headcorn

Leader: Mark Eyres

WEDNESDAY 7TH DECEMBER

Yalding

Leader: John Gibbons

Please also check our club-runs calendar on the web site:
www.sanfairynncc.co.uk for the latest updates and changes

* = please note that parking charges apply



D+ Group Saturday

Rides of about 30-40 miles and 12-14 mph, of varying terrains with a coffee stop. Occasional 'Awayday' rides being longer.

Full details are on the Group Ride Calendar. Please do check for updates.

Coordinator:
Richard Valentine
t: 01622-718634
thevalentines474@gmail.com
Deputy coordinator:
Russell Chidwick
t: 07773-324774
e: russell@chidwick.com

Meet at various places, at 9.45 for a 10 am start

SATURDAY 1ST OCTOBER

Hunton Village Hall CP

West Street

Leader: Richard Valentine

SATURDAY 8TH OCTOBER

Aylesford CP

Leader: Keith Dampier

SATURDAY 15TH OCTOBER

Weald of Kent Golf Club

Leader: Richard Valentine

SATURDAY 22ND OCTOBER

Away day,

Wouldham, Knowle Road CP

To: Grain

Leader: Richard Valentine

SATURDAY 29TH OCTOBER

Yalding Station CP

Leader: David Cole

SATURDAY 5TH NOVEMBER

Mote Park *

Leader: Mike Lambourne

SATURDAY 12TH NOVEMBER

East Malling, King and Queen

Leader: Neil Hunt

SATURDAY 19TH NOVEMBER

Staplehurst, Bell Lane CP

Leader: Richard Valentine

SATURDAY 26TH NOVEMBER

Wrotham, Old London Road

Leader: TBA

SATURDAY 3RD DECEMBER

Lenham, Dickley Lane

Leader: Mike Lambourne

SATURDAY 10TH DECEMBER

Snodland, Brookland Lakes

Leader: Neil Hunt

D Group Saturday

Rides of about 25-35 miles and 11-13 mph with a refreshment stop. 'Awayday' rides are higher mileage with a café and lunch stop, so therefore take longer.

Full details are on the Group Ride Calendar. Please do check for updates.

Coordinator:
Richard Valentine
t: 01622-718634
thevalentines474@gmail.com
Deputy coordinator:
Russell Chidwick
t: 07773-324774
e: russell@chidwick.com

Meet at various places, at 9.45 for a 10 am start

SATURDAY 1ST OCTOBER

Hunton Village Hall CP

West Street

Leader: Angie O'Flaherty

SATURDAY 8TH OCTOBER

Aylesford CP

To: Knole Park

Leaders: Sarah and John

SATURDAY 15TH OCTOBER

Weald of Kent Golf Club

Leader: Trevor Baker

SATURDAY 22ND OCTOBER

Away day,

Wouldham, Knowle Road CP

To: Grain

Leader: Richard Valentine

SATURDAY 29TH OCTOBER

Yalding Station CP

Leader: Bob Elliott

SATURDAY 5TH NOVEMBER

Mote Park *

Leader: Jo Ellesmere

SATURDAY 12TH NOVEMBER

East Malling, King and Queen

Leader: Tony Munn

SATURDAY 19TH NOVEMBER

Staplehurst, Bell Lane CP

Leader: Wendy Parker

SATURDAY 26TH NOVEMBER

Wrotham, Old London Road

Leader: Tony Munn

SATURDAY 3RD DECEMBER

Lenham, Dickley Lane

To: Headcorn

Leader: John Blakeley

SATURDAY 10TH DECEMBER

Snodland, Brookland Lakes

Leader: Tony Munn

C Group Saturday

An easy pace ride of random distance and terrain, between 25 and 40 miles at around 10-12 mph, often with a lunch stop.

Coordinator: Sandy Ray
t: 01233-712035
sandy@snowshoe.plus.com

Meet at various places, at 9.45 for a 10 am start.

SATURDAY 1ST OCTOBER

From: Lenham

To: Faversham, Secret Garden

Leader: Daniel

SATURDAY 8TH OCTOBER

From: Biddenden, Mill Road

To: Rolvenden

Leader: Joan

SATURDAY 15TH OCTOBER

From: Borough Green,

Western Road CP

To: Lullingstone

Leader: George

SATURDAY 22ND OCTOBER

From: Aylesford

To: Chart Sutton

Leader: Joan

SATURDAY 29TH OCTOBER

From: Weald of Kent Golf Club

To: Singleton, Footprints

Leader: Sandy

SATURDAY 5TH NOVEMBER

From: Paddock Wood,

Memorial CP

To: Scotney

Leader: George

SATURDAY 12TH NOVEMBER

From: Grafty Green,

bottom of Church Lane

To: Evigate

Leader: Sandy

SATURDAY 19TH NOVEMBER

From: Westwell Leacon

To: Tenterden, Silcock Farm

Leader: Jim

SATURDAY 26TH NOVEMBER

From: Boughton Monchelsea

To: Weald of Kent Golf Club

Leader: Sandy

SATURDAY 3RD DECEMBER

From: Lenham

To: Ashford, Eureka Café

Leader: Daniel

SATURDAY 10TH DECEMBER

From: Yalding

To: West Malling, Spadeworks

Leader: Joan

Easyriders+ Saturday

Usually meet at 09.45 for a 10am start, every Saturday at various locations. Check the ride calendar for confirmation and more information or contact the group coordinator.

Rides of about 25-30 miles mainly on quiet roads, lanes and occasionally good tracks. An average speed of about 10-12 mph, less if hilly.

Coordinator:
Gail Crutchfield
t: 07854 871409
gcrutchfield@btinternet.com
Deputy coordinator:
Nick Crutchfield
t: 07807 094301
e: crutchfield@btinternet.com

SATURDAY 1ST OCTOBER

From: Staplehurst

Leader: Gary Comber

SATURDAY 8TH OCTOBER

From: Mereworth

To: Pembury

Leader: Julie Burns

SATURDAY 15TH OCTOBER

From: Staplehurst

Leader: Colin Bays

SATURDAY 22ND OCTOBER

From: Charing

To: Bethersden

Leader: Charles Goode

SATURDAY 29TH OCTOBER

From: Lenham

To: Brogdale

Leader: Dave Percy

SATURDAY 5TH NOVEMBER

From: East Malling

To: Snodland

Leader: Gail Crutchfield

SATURDAY 12TH NOVEMBER

From: Lenham

To: Faversham

Leader: Gary Comber

SATURDAY 19TH NOVEMBER

From: Lenham

Leader: Nick Crutchfield

SATURDAY 26TH NOVEMBER

From: Yalding

Leader: Colin Bays

SATURDAY 3RD DECEMBER

From: Grove Green X-Roads

Leader: Anita Freeman

SATURDAY 10TH DECEMBER

From: Boughton Monchelsea

Village Hall

Leader: Michael Trevillion

Mountain Bike Group

Club Mountain Bike rides will be on a monthly basis. There are 2 groups – a faster A group led by Joseph Peal and a slower B group led by Martyn Peal. Start locations will vary. Speed and distance will be in accordance with riders out.

Coordinator: Martyn Peal
m: 07495 476176
e: martynpeal@aol.com.
Meet at location at 9.45am for a prompt 10am start.

Can riders check the Web calendar during winter in case a ride is cancelled or start time is delayed due to bad weather.

Rides to be arranged

Virtual Zwift Group

Every Thursday evening at 6:30pm for 1 hour.
and Saturday 10am (if people want to ride inside!)

Location Zwift (see Forum for how to join the group.)

All speed and fitness levels. We ride together whatever the power output of each rider.

Coordinator:
Natalie Ceeney
e: natalie@sanfairynncc.co.uk

THURSDAY

6:30pm

SATURDAY

10:00am



Wednesday Wobblers

We welcome anyone who enjoys a social or cycling-based get-together, be they rider or ex-rider, SFACC or any other club.

We meet at 6 different pubs on a strict rota for lunch or just a coffee and chat. Some groups arrange to meet earlier for IIs to enjoy longer rides to the pubs.

Co-ordinator Dick Wallis
01622 859872
e: richardwallis850@btinternet.com

WEDNESDAY 5TH OCTOBER

Rose and Crown, Mundy Bois

WEDNESDAY 12TH OCTOBER

Woolpack, Benover

WEDNESDAY 19TH OCTOBER

West End Tavern, Marden

WEDNESDAY 26TH OCTOBER

Pittland Café, Churn Lane,

Horsmonden

WEDNESDAY 2ND NOVEMBER

Lord Raglan, Rabbits Cross

WEDNESDAY 9TH NOVEMBER

Hawkenbury Inn,

Hawkenbury

WEDNESDAY 16TH NOVEMBER

Rose and Crown, Mundy Bois

WEDNESDAY 23RD NOVEMBER

Woolpack, Benover

WEDNESDAY 30TH NOVEMBER

West End Tavern, Marden

WEDNESDAY 7TH DECEMBER

Lord Raglan, Rabbits Cross

WEDNESDAY 14TH DECEMBER

Pittland Café, Churn Lane,

Horsmonden

Christmas lunch booked

See below

WEDNESDAY 21ST DECEMBER

Hawkenbury Inn,

Hawkenbury

WEDNESDAY 28TH DECEMBER

Rose and Crown, Mundy Bois

And so on in strict rotation.

Wednesday Wobblers Christmas Lunch

To book for Christmas lunch, please book by 23rd November and pay for lunch £21-00 up front for 2 courses.

Turkey, potatoes, 3 vegetables (main) a choice of cheesecake or Christmas pudding (sweet).

Please book with Carol or Geoff Hodgson and pay up front in full.

Tea, coffee and alcohol will be at the bar at extra cost to the meal.



EVENTS



OCTOBER

01 SATURDAY

Full Gas Winter Circuit Series Event #1
 1.00 pm 4th Category Only
 2.00 pm 2/3 Category
 Lee Valley VeloPark, London

02 SUNDAY

8.00 am **Fairies Crown and Anchor 200 km Audax (210 km)**

From: Ulcombe Village Hall
www.sanfairyancc.co.uk/events/

9.00 am **Fairies Half Crown 100 km Audax (106 km)**



From: Ulcombe Village Hall
www.sanfairyancc.co.uk/events/

3.30 pm **Kent League End of Season Road Race**

3/4 Categories
 Benenden Village Hall, Cranbrook

1.30 pm **Roy Hillman Memorial Road Race**

E/1/2/3 Categories
 Benenden Village Hall, Cranbrook

04 TUESDAY

Full Gas Winter Track League Event #1
 7.00 pm League Membership is compulsory for all riders.
 -
 9.00 pm <https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

08 SATURDAY

Full Gas Winter Circuit Series Event #2
 1.00 pm Masters 40+
 1.00 pm Masters 50+
 2.00 pm 2/3/4 Category
 Lee Valley VeloPark, London

09 SUNDAY

8.00 am **VTTA Open 15 Miles Time Trial**
 Q15/1 Ham Street

8.00 am **VTTA Open 15 Miles Time Trial Tandems**
 Q15/1 Ham Street

UKCE Kent Classic Cyclo Sportive

8.00 am Long 111 km
 8.35 am Middle 75 km
 9.10 am Short 46 km
 9.10 am Rook 16 km
 Lingfield Racecourse, Lingfield, Surrey, RH7 6PQ

11 TUESDAY

Full Gas Winter Track League Event #2
 7.00 pm League Membership is compulsory for all riders.
 -
 9.00 pm <https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

15 SATURDAY

8.00 am **Mid Sussex Hilly 100 km Audax (108 km - 1600m climbing)**

8.00 am **Mid Sussex Hillier 100 km Audax (108 km - 2012m climbing)**

From: Uckfield, East Sussex
<https://audax.uk/event-details?eventId=9846>

Full Gas Winter Circuit Series Event #3

1.00 pm 4th Category Only
 2.00 pm 2/3 Category
 Lee Valley VeloPark, London

11 TUESDAY

Full Gas Winter Track League Event #3
 7.00 pm League Membership is compulsory for all riders.
 -
 9.00 pm <https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

22 SATURDAY

9.00 am **Brother Cycles Big 'Un Gravel Weekender Sportive**
 Bigger 'Un 140 km
 Big 'Un 112 km
 Brother HQ, Faversham

Full Gas Winter Circuit Series Event #4

1.00 pm Masters 40+
 1.00 pm Masters 50+
 2.00 pm 2/3/4 Category
 Lee Valley VeloPark, London

23 SUNDAY

9.00 am **East Kent Cyclo-Cross Round 2**
 At Northbourne Park School, Betteshanger CT14 0NW

25 TUESDAY

Full Gas Open Track Meeting #1
 7.00 pm include senior, youth A boys, youth B boys, youth A and B girls, and mixed youth C boys and girls groups.
 -
 10.00 pm <https://fullgascycling.co.uk/events/list/?tribe-bar-date=2022-09-20>
 Lee Valley VeloPark, London

29 SATURDAY

Full Gas Winter Circuit Series Event #5
 1.00 pm 4th Category Only
 2.00 pm 2/3 Category
 Lee Valley VeloPark, London

30 SUNDAY

6.30 am **KCA Reliability Trial**
 A challenge between Kent clubs to maximise the number of people completing the distance in a set time. 50 km, 100 km and 100 miles. A chance to win back the Rootes trophy. Everyone encouraged to take part for the club! Start anywhere en route.. or Marden

NOVEMBER

01 TUESDAY

Full Gas Winter Track League Event #4
 7.00 pm League Membership is compulsory for all riders.
 -
 9.00 pm <https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

05 SATURDAY

10.00 am **Essex 3 R's 107 km Audax**
 From: Witham
https://www.audax.uk/event-details/9999-essex_3_rs

Full Gas Winter Circuit Series Event #6

1.00 pm Masters 40+
 1.00 pm Masters 50+
 2.00 pm 2/3/4 Category
 Lee Valley VeloPark, London

08 TUESDAY

Full Gas Winter Track League Event #5
 7.00 pm League Membership is compulsory for all riders.
 -
 9.00 pm <https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

12 SATURDAY

Full Gas Winter Circuit Series Event #7
 1.00 pm 4th Category Only
 2.00 pm 2/3 Category
 Lee Valley VeloPark, London

13 SUNDAY

East Kent Cyclo-Cross Round 3
 At: Astor College, Dover

CALENDAR



15 TUESDAY

Full Gas Winter Track League Event #6

7.00 pm - 9.00 pm

League Membership is compulsory for all riders.
<https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

26 SATURDAY

Full Gas Winter Circuit Series Event #8

1.00 pm - 2.00 pm

4th Category Only
 2/3 Category
 Lee Valley VeloPark, London

DECEMBER

03 SATURDAY

8.00 am The South of Bucks Winter Warmer 200 km Audax

From: Beaconsfield, Buckinghamshire
[.uk/event-details/9827-the_south_of_bucks_winter_warmer](https://www.audax.uk/event-details/9827-the_south_of_bucks_winter_warmer)

10.00 am The Stansted Airport Express 100 km audax

From: Witham, Essex
https://www.audax.uk/event-details/9299-the_stansted_airport_express

06 TUESDAY

Full Gas Winter Track League Event #7

7.00 pm - 9.00 pm

League Membership is compulsory for all riders.
<https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

13 TUESDAY

Full Gas Winter Track League Event #8

7.00 pm - 9.00 pm

League Membership is compulsory for all riders.
<https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

17 SATURDAY

Full Gas Winter Circuit Series Event #9

1.00 pm - 2.00 pm

Masters 40+
 Masters 50+
 2/3/4 Category
 Lee Valley VeloPark, London

20 TUESDAY

Full Gas Winter Track League Event #9

7.00 pm - 9.00 pm

League Membership is compulsory for all riders.
<https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

JANUARY

01 SUNDAY

9.00 am Southborough & District Wheelers 10 Miles Time Trial (solo)

Q10/1 Hamstreet

9.00 am Southborough & District Wheelers 10 Miles Time Trial (Tandems)

Q10/1 Hamstreet

03 TUESDAY

Full Gas Winter Track League Event #10

7.00 pm - 9.00 pm

League Membership is compulsory for all riders.
<https://fullgascycling.co.uk/product/full-gas-membership>
 Lee Valley VeloPark, London

07 SATURDAY

Full Gas Winter Circuit Series Event #10

1.00 pm - 2.00 pm

4th Category Only
 2/3 Category
 Lee Valley VeloPark, London

14 SATURDAY

Full Gas Winter Circuit Series Event #11

1.00 pm - 2.00 pm

Masters 40+
 Masters 50+
 2/3/4 Category
 Lee Valley VeloPark, London

15 SUNDAY

9.00 am East Kent Cyclo-Cross Round 5

At Betteshanger Country Park, Deal CT14 0BF

21 SATURDAY

Full Gas Winter Circuit Series Event #12

1.00 pm - 2.00 pm

4th Category Only
 2/3 Category
 Lee Valley VeloPark, London

28 SATURDAY

Full Gas Winter Circuit Series Event #13

1.00 pm - 2.00 pm

Masters 40+
 Masters 50+
 2/3/4 Category
 Lee Valley VeloPark, London

KEY

	ALL CLUB
	ROAD RACE
	SPORTIVE
	AUDAX
	TIME TRIAL
	TRACK RACE
	OFF-ROAD

Volunteers are needed to help with these events.



SUNDAY 2ND OCT FAIRIES AUDAX

200 KM CROWN AND ANCHOR AND 100 KM HALF CROWN



From Ulcombe Village Hall

SAN FAIRY ANN CYCLING CLUB

ACTIV
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Ashford
TN24 8DG

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Folkestone
CT20 2DA

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