

San Fairy Ann Cycling Club

FOUNDED 1922

The Milestone

DECEMBER 2022 - JANUARY 2023

IOW CIRCULAR
PAGE 06

TUSCANY TOUR
PAGE 08

EVERY MOVE YOU MAKE
PAGE 14

BACK ON TRACK
PAGE 22



CATFORD
HILL CLIMB

PAGE 20



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 soon



THE MILESTONE

1949 At a meeting held at the Woodman in Boxley, on 6th December 1949, Brian Ottaway suggested that the club issue a "News sheet" with prizes from the President, Secretary, Captain and any other members of the Committee. It was suggested that the Press Secretary should duplicate said News sheet but the Secretary was willing to do it. It was further suggested that the News sheet be printed every two months with "Runs lists" included planned tea places and maybe also race results.

1950 In January, the very first issue of "The Milestone" was sent out to members. It was 8 pages, including the cover, typed on stencils, duplicated and stapled together with a lovely hand crafted cover. The first Editor was Gordon A. Dent, who produced the Milestone until February 1955.

No. 1 January 1950.

Editorial by Gordon Dent:

As the seasons roll by, the San Fairy Ann Cycling Club increases its activities. Amongst the varied interests affiliated to our Club's life are time trialling, club runs, touring to all parts of England and Europe, organising dances and attending club dinners. The endeavours of its officials are justified by the comradeship and happiness amongst the members. Our club, like other cycling clubs, has been formed by cyclists getting together and when you are part of this organisation, you realise that you are with friends, people who will help you to enjoy your life. We have included a preface by our club President, an article from the Race Secretary, a ladies page and an article from a member of another club.

This magazine will possibly add just a little more interest to the club life. The Editors will appreciate all material for the next edition.

Gordon Dent also produced:

No. 2 February 1951

No. 3 March 1951

No. 4 May 1951

No. 5 January 1952

Gordon Dent



Became a Club member in December 1949 and won his first 2nd Handicap in a 10 mile time trial the same year.

In 1950 he was elected Club Press Secretary and in that capacity launched our club magazine, the Milestone for the first time. Gordon Dent was our Milestone Editor for five years. He also regularly sent Club reports to the Kent Messenger for publication.

Besides being our Club Press Secretary from 1950 to 1954, he was also part of the Race Committee and regularly volunteered to work in sub committees for arranging Birthday teas, Club dinners and other club events.

No. 6 January 1953
No. 7 February 1953
No. 8 April 1953
No. 9 June 1953
No. 10 October 1953
No. 11 January 1954
No. 12 April 1954
No. 13 May 1954
No. 14 September 1954
No. 15 February 1955

1951 The Secretary asked if the Milestone could be issued every three months with the runslists every two months. This suggestion was passed by the Committee.

At the meeting 27th April, Mr. Dent stated that a used typewriter would be available to the club at £2. At the next meeting on 25th May, the Secretary stated that the sum of £2-10-0 had been paid for the typewriter and not £2-0-0 as stated in the last minutes. Mr. Martin paid over a sum of 23/- to the Treasurer to help pay for the typewriter.

Mr. M. Grey was to have the duplicator.



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EDITORIAL



BY: LISE TAYLOR-VEBEL
MAGAZINE EDITOR

... AND BREATHE!

My time as Editor of the Milestone has come to an end. This is my last issue.

I have really enjoyed producing the Milestone during the past 10 years. It has been both rewarding and enlightening.

I would like to thank, sincerely, all those who have helped both directly and indirectly with their contribution to this wonderful asset to the club, called The Milestone. Please continue to support your Club, your Magazine and your new Editor, Caroline, who has fearlessly dived in - head first - into new territory, new software and, hopefully, new enjoyment.

See you out there ...

Lise

YOUR NEXT EDITOR



BY: CAROLINE MORTLOCK
DIRECTOR OF MEDIA

If you've ever stood on a stage in front of a huge audience and felt somewhat trepidatious, you'll have a good idea of how I'm feeling at the moment!

However, it is genuinely exciting to be taking on The Milestone. Lise has done an amazing job over the last ten years - but it was only when I began working alongside

her that I realised just how much work goes into producing our club magazine.

My aim is to make The Milestone a magazine that continues to reflect, in detail, the life of this great Club of ours. I want it to continue and develop as a publication that is really responsive to the interests, concerns and achievements of our many members.

I cannot, of course, do this on my own. To those of you who already write for the magazine, please continue! For those of you who don't, but might like to - yes please!

Maybe you have a story about how you - or someone you know - came back from illness through cycling? Maybe you're interested in campaigning and would like more people to know about what's going on locally? Maybe you have a special, favourite route that you would like to share?

All you have to do is email me at media@sanfairynncc.co.uk - I'll be delighted to hear from you.

In the meantime, I am very lucky to have Lise at my shoulder, ready to help with the inevitable pickles I will get myself into. Breathe. Ça ne fait rien!

**DEADLINE for February - March issue:
Sunday 8th January 2023**

Next issue reports to cover:
13th November - 8th January

Next issue calendar to cover:
1st February 2023 - 9th April 2023

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FRONT COVER

Tom Rowing on the Catford Hill Climb
Sunday 9th October 2022
Photo: Dave Hayward

NEXT ISSUE

Planned for Wednesday 1st February 2023.
The **deadline** for contributions will be
Sunday 8th January 2023



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.sanfairyancc.co.uk

SOCIAL MEDIA

Facebook: [sanfairyancc](https://www.facebook.com/sanfairyancc)
Twitter: @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.sanfairyancc.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.

COMMENTS FROM THE CHAIR

BY: **DUNCAN EDWARDS - CHAIR**

In taking over as chair of this fantastic club I
first of all wish to pay tribute to the excellent
work that Natalie Ceeney has done in
establishing San Fairy Ann as a limited
company over the last 2 years. Natalie has
led a new team to continue development of
the club culminating in this centenary year
with an extended range of activity that the
whole club can be proud of. It is fitting that
the club has voted Natalie as club woman of
the year for 2022.

In addition to Natalie, a number of other
board members have stood down this
year. We owe Lise Taylor-Vebel, Russel
Chidwick and Steve Chevis an enormous
vote of thanks for the work they have done
and we are fortunate that each of them will
continue to undertake important roles for
the club next year. Thank you to all three.
Well deserved.

For my part as the new chair I am happy
to be involved in supporting a very large
cycling club, at over 400 members. We can
offer a really broad range of events and
activities and can share and collaborate
with a pool of expertise and knowledge
which is second to none.

The centenary of the club is a reminder of
the rich history and 1000s of cyclists who
have enjoyed their riding with the club over
the years. The club motto from 1922 focused
on the enjoyment of cycling. Safety is also
a fundamental part of everything we do
and is a key consideration of the board.
Inclusivity in the club is already strong
but continues to be an important area the
board feels the club should develop. We are
therefore updating our motto to embrace
the enjoyment of cycling in all its forms,
safety of all club activity and for the club
to continue to grow and develop to include
everybody with a love of cycling.

In thinking about future development I see
the need for evolution rather than revolution
so this is all about the club members
talking to each other and considering /
encouraging the cycling that they like to do.

Our structure of club runs is an incredibly

successful and well supported part of what
we do. The extensive offering now spans
across the weekend and midweek so there
is certainly something for everyone, but,
there is always room for more. Anybody who
wants to draw together additional groups
whether they be more relaxed, tighter, faster
or any variation has the full support and
backup of the club. We also want to see the
other disciplines thrive, off-road, Zwift and
so on, so if you are looking for something
different, please reach out and let's talk
about what can be done.

Our racing capabilities extend across Time
Trial, Road Racing, CycloCross and Track
but the whole sport is seeing a reduction in
participant numbers across the disciplines
which has a knock on effect on the number
of events available. We need to consider
how we respond to this situation and
what role we can play in maintaining the
enthusiasm for cycle racing within the club.

We have probably had one of the richest
years in terms of events in recent years with
the continuation of our existing Audax and
Sportive favourites but also two birthday
lunches and the introduction of the cycle
quest this year. We want to continue to
be open and innovative to new ideas and
formats which can extend the range of
enjoyable cycling activities the club can
take part in.

A big part of the board's role is to run
a professional and well governed club
and this means a great deal of work on
management of our finances, safeguarding
and welfare considerations, coordination of
our membership process and management
of our IT. The new website was launched
this year and this has given us a significant
uplift in our online presence and the
frequency of positive comments about our
website.

Thank you for voting me as your club chair
this year and I look forward to hearing
your views and helping the club members
continue to work together to develop the
enjoyment of our cycling as we move into
our 101st year.



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DELEGATES

KCA DELEGATES

Ray Whibley, Duncan Edwards

CTT DELEGATES

John Longbottom, Duncan Edwards

BRITISH CYCLING DELEGATES

Geoff Hodgson, Carol Hodgson, Geoff Wiles.



NEW MEMBERS

We would like to welcome 12 new members to the club:

Paul Butler
Andrew Lee
Paul Thompson
Sam Errington
Carolyn Smith
Andrew MacMahon
Jim Lee
Richard Chatfield
Thomas Lee
Dan Parris
Syed Hassan
Rob Shimmin



IOW CIRCULAR

BY: KEVIN GRIFFITHS

I'd planned to do this ride for a while but never found the time so a family week in the IoW was the moment. Setting off before 8 am on a sunny September morning from my base in Seaview I decided on the clockwise route to have the wind behind me on the exposed southern section.

I planned to use the official round the island route which avoids the busy towns of Ryde, Sandown and Shanklin. The route is extremely easy to navigate even without the GPS route. If you are going clockwise just follow the blue island signs and anticlockwise follow the white island signs. The signs are at every junction so it's impossible to get lost.

Leaving Seaview, I descended to Bembridge harbour, passing houseboats of all shapes and sizes; an idyllic way to live until you smell the mud at low tide on a hot sunny day!. Sure enough the tide was out so the harbour was just a large mud patch with stranded sailing boats perched at odd angles. There was a short climb up for a photo stop at Bembridge Mill before dropping down past Bembridge aerodrome and across the main ring road before heading on to one of the many back roads this ride encompasses. The beauty of this ride is the route avoids most of the main roads, taking you through some gorgeous little hamlets tucked in stunning countryside.

The Isle of Wight has superb roads; what a joy to ride on virtually perfect tarmac, even on the tiny back roads.

Heading south, it's a steady climb up to the

hill above Ventnor before turning west along the top of the cliffs following the coastline. The views across the sea were excellent though nothing much was happening boat-wise on this stretch of sea. This part of the ride now follows the main road but in September, the roads were very quiet and wide enough for any vehicles to give you a wide berth. The road now turns inland to Whitwell, as the old main road to Blackgang Chine has fallen away due to regular coastal erosion. After Whitwell it's a short ride to Niton then a climb all the way back up the



hill to Blackgang Chine. Avoiding the tourist centre here, you now have a glorious descent down onto the coastal plain. Here the flat wide road stretches away into the distance following the coastline with views of the cliffs around the Needles way off in the west. Just as I was building up a head of steam, the Garmin chirps to turn right, back into the countryside. The blue sign confirmed the turn, so quashing my disappointment at leaving the excellent coast road, I headed inland to Pyle and along a quiet road running parallel to the coast road.

The next place of note was Brighstone which is a stunning village full of thatched cottages and colourful gardens. 90% of island visitors would bypass this treasure on the main road so it felt like I'd discovered a hidden charm. Once out of the village, the road followed the base of the hill, past the National Trust gardens at Mottistone and through the village of Brook, before rejoining the main coast road.

Once again the wide smooth road was a joy, with glimpses of the white cliffs now much closer and looking fabulous shining in the sunshine. Stopping at the car park at Compton Beach for the obligatory photo, it was very tempting to wander down to the sandy beach for a paddle - there were a few people in swimming, but with a view on the clock I headed on. This was now a long steady climb up to the top of the chalk cliffs, before the fast descent into Freshwater Bay, passing a few bikepackers struggling up the other way. In the bay, the sun was temporarily hidden by some clouds but it didn't stop a couple of people from swimming across the calm waters.

Leaving Freshwater Bay, the route cuts across the peninsula to Yarmouth rather than continuing on to the iconic Needles. Yarmouth harbour looks fantastic in the sunshine but the roads were busy as the Lymington ferry had just docked, disgorging cars, vans and motorhomes. Fortunately this traffic peak was short lived and, anyway, a right turn just outside Yarmouth, took me back on to the quiet side roads, through the delightfully named hamlets of Thorley and Wellow. After Newbridge, the route turns sharply north,



crosses the main road, and on to the estuary of Newtown River and the hamlet of Newtown. Here I was distracted by an town hall structure in the middle of nowhere, complete with crooked doors. Reading the National Trust sign, I learnt that Newtown used to be a settlement of over 300 people and this was their centre before the French came over in the 1300's and burnt down most of the buildings.

Starting to get hungry, I was looking forward to a cafe stop at Cowes so pressed on, reaching the coast again at Gurnard via a short 1:20 hill. Fortunately it's downhill on the clockwise route so bear that in mind if you go the other way! Along the esplanade I was riding into a steady headwind and it was now approaching high tide, so the waves were lapping at the sea wall, with the odd wave sending a spray onto the path. At the end of the esplanade, the road kicked up with a 1:10 climb back up the hill, before heading back down again to the Cowes chain ferry across the River Medina. As the ferry gates were open, I opted to go straight across rather than stop at the café, thinking I would stop the other side. Paying £1.50 for a 50 yard ferry ride seemed a bit steep, bearing in mind pedestrians only pay 50p but the alternative was a 10 mile diversion via Newport. On the other side choices of café were limited so, as I was now less than an hour from home, I continued on. It was a stiff climb out of East Cowes on the main road, being passed by ferry traffic off the Southampton ferry, many

towing caravans and driving too close to me despite the wide road. As I passed the gates to Queen Victoria's Osborne House, with its floral tributes across the entrance railings, I was reminded of the sad events of the last few days and the changes this country has seen in the last 7 days - new king and new PM.

Turning off the main road, I cut across to Wootton and Wootton Bridge, crossing the bridge over Wootton Creek and then heading inland for the final leg. By now my legs were aching, particularly the back of my left knee so I was struggling. Lack of food was also an issue. This road bypassed Ryde but, like the

countryside of Devon and Cornwall, it was constant up and down which was sapping. The sight of the Isle of Wight Distillery, the home of Mermaid Gin, was very welcome, meaning the ride was nearly over. One final climb up to Nettlestone / Seaview and that was it - food and a shower was beckoning.

The ride was 65 miles and around 4,500 ft climbing. The majority of the ride was on back roads away from the traffic, where you pass through some beautiful countryside and small villages. However you need to plan your cafe stops as you don't pass many opportunities on these roads. A great ride - should I try the other way round next time?





TUSCANY TOUR

25.09 – 12.10.2022

BY: BRIGITTE SNOOK

We arrived in Pisa on a pleasant Sunday evening on our BA flight from Heathrow. A shuttle train from the airport took us to Pisa Central Station from where our hotel was a short walk across the square.



Pisa – River Arno 51.75 km, 99 m

After a leisurely morning unpacking and assembling our bikes, we set off through the city, passing the cathedral and Leaning Tower for a picture stop, then continuing along the river Arno. A flat ride through some small towns crossed over the river and returned on the south side, back to base. With bikes in good working order we were looking forward to our tour.

Pisa to Pistoia 91.20 km, 939 m

We headed north out of town on a fairly busy straight road which soon became quieter as we reached the countryside. After cycling past Lake Massaciuccoli our route headed east, skirting Lucca to the south, following the river Serchio until we turned off for our first long climb into the Tuscan hills. An enjoyable ride through small villages with great views and a fast descent to the Spa town of Montecatini Terme where we found a nice restaurant for a light lunch and shelter from a rain shower. It was just a few more miles to our night stay in Pistoia. Our hotel was in the centre of the old town where we had a pleasant evening drinking German beer in a bar and eating excellent fresh homemade pasta dishes in a restaurant nearby.

Pistoia to San Gimignano 71.96 km, 722 m

A few miles out of Pistoia today's first 6km climb took us up to San Baronto, followed by a winding descent to Vinci, the birthplace of Leonardo da Vinci. Some rather dark clouds were heading our way. We put on our waterproofs at the coffee stop in Vinci, but that did not stop a soaking from a heavy downpour over the next few miles. Fortunately the rain eased for the final 6km climb of the day up to San Gimignano. Bikes safely put away for the night at the friendly Hotel Villa Belvedere, we strolled up into the beautiful old town encircled by 13th century walls. The busy cobbled street led up to the main square lined with medieval houses, the Duomo and the famous towers of San Gimignano.

San Gimignano to Campiglia Marittima 105.79 km, 1,524 m

A tough day's cycling lay ahead of us with a climb straight out of San Gimignano followed by a 7.5 km ascent to Volterra, another walled hilltop town at 1,600 ft. Only at the top, Cameron found out that his back brake had been catching all the way up. Somewhat relieved to have found the problem, a long, fast descent back down the hill was well deserved. The next two climbs were through



lush forests and a nature reserve on almost traffic free roads with fantastic scenery and views of the coast and flatlands in the distance. A long steady descent to Suvereto brought us close to our next destination which we soon saw in the distance, perched way up on top of another hill. We were glad to make it up the last 5.5km of the day to our B&B in the old town. An exhausting five climbs, but a fantastic route.

Campiglia to Piombino 27.14 km, 109 m
+ Elba Coast 28.74 km, 386 m

The weather cleared over breakfast, after an impressive thunderstorm overnight, and we set off to the coast for our ferry across to the Island of Elba. We reached the port of Portoferraio on Elba after an hour on the ferry and eventually found the Aquamarina Hotel for our two night stay. After a quick check-in, leaving our luggage, we enjoyed a sunny afternoon riding along the northern coast of Elba.

Elba Ride 52.42 km, 913 m

We opted for a route off the busy main road taking us south through the middle of the island with great views of Portoferraio as we climbed up, and the southern coast as we descended. We then turned east along the coast and after a short stretch of main road the next climb was some 3km up to Capoliveri. A colourful, picturesque town where plenty of people were enjoying a drink and some lunch outside the numerous cafés on a sunny Saturday. However, we decided on a lunch stop back down in Porto Azzurro on the promenade overlooking the harbour. We certainly needed the calories to get us up the next challenging part of the ride. A fairly steady climb towards Rio Nell'Elba with little traffic, became much harder as we turned west onto the Via Volterraio. With a constant gradient of 9% for the next 3 km and the final bend at 13% we slowly made it to the top. A couple of ice cold Italian beers were certainly deserved that evening.

Piombino to Castiglione della Pescaia 62.59 km, 630 m

The morning ferry took us back to the mainland where we continued south to our next destination; the seaside town of Castiglione. After a few miles along a good, straight, wide road, a pleasant cyclepath meandered along the seafront at Follonica. We were making such good time on this flat ride with little wind that we decided to put in a hill for the day. The 10 mile detour up to the village of Tirli started with a pleasant ride up a scenic valley which soon ramped up to a serious climb with an average gradient of 8% until we reached the top at 430 meters above sea level. We were rewarded with a fantastic view of the tiny village perched on the hillside and the coastline in the distance. A quick ride back down through the forest, the day's cycling finished with a traffic free ride through orchards and vineyards to the unspoilt town of Castiglione which still retains the atmosphere of an old fishing village despite now being a popular seaside resort with white sandy beaches.

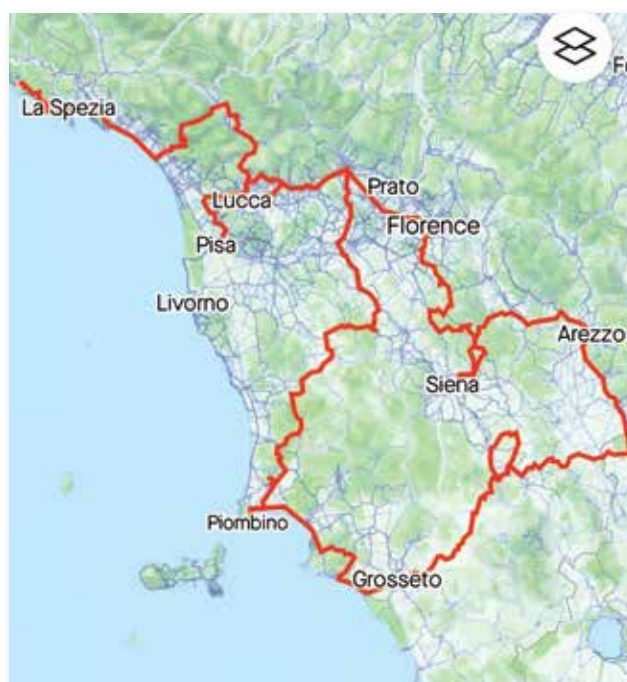
Castiglione to Montalcino 85.43 km, 1,134 m

We were soon heading inland on a wide, tarmac cyclepath to the outskirts of Grosseto. After a flat 40 km it was once more up into the hills. On a winding road we reached the hilltop village of Cinigiano where we sat in the shade of a small church eating some fruit before descending once more, enjoying the beautiful views along the way. The last part of today's ride was a long 12.5 km climb up to Montalcino, famous for its wines, especially the Brunello di Montalcino. After reaching the highest point at 621

metres altitude we soon could see the ancient walled town in the distance. The Azienda Agraria La Casella, our accommodation for the next two nights, was situated on the hillside amongst vineyards with spectacular views of the Tuscan countryside.

Montalcino Ride 47.66 km, 669 m

We had planned a ride along part of the famous L'Eroica route which is a 209 km route in total around the Siena province. This is an annual cycling event for vintage steel bicycles and is partly on "Strade Bianche" white gravel roads. After the descent out of Montalcino we soon encountered one of the gravel roads. After a slippery short climb, I decided it was not for me on road bike tyres and we stayed on tarmac instead. As it was Cameron's birthday we made it a relaxing day's cycling with a coffee stop in Buonconvento and lunch in San Giovanni d'Asso. The unavoidable ride back up to Montalcino, luckily from this direction was a mere 5 km long.





Montalcino to Cortona 78.46 km, 814 m

We relished another breakfast on the terrace of La Casella with stunning views of the valleys below, still covered in early morning mist, before we set off on possibly the most beautiful ride so far. The undulating route on quiet roads took us through the rolling hills of the Val d'Orcia with the picturesque medieval villages of San Quirico and Pienza. Tall cypress trees lead up to hilltop villas along the way as we reached Montepulciano, another medieval town perched on a volcanic rock. Unfortunately there was no time for sightseeing and we free wheeled all the way down onto the plains. On reaching Castelione del Lago the pleasant cyclepath along the lake soon ended and we were back on quite a busy main road heading north to Cortona. We therefore decided to take the train for the last few miles to Arezzo our next destination. The beautiful historic old town was just a short walk from our B&B where we relaxed in one of the many cafés on the impressive Piazza Grandi lined with many historic buildings and the 12th century Church of Santa Maria della Pieve.



Arezzo/Montevarchi to Siena 49.65 km, 888 m

We left Arezzo by another short train journey to avoid the morning rush hour and arrived in Montevarchi in the foothills of the Chianti region. Our route soon took us up above the morning mist as we cycled through a beautiful landscape of olive groves and vineyards baked in sunshine to nearly 600 meters above sea level. On the descent we could not pass by Gaiole in Chianti, famous for the start of the annual L'Eroica cycling event. Many boutiques, cafés and restaurants line the main street of this pretty village frequented by numerous cyclists on all kinds of bikes. Out of Gaiole we continued our descent following the L'Eroica route through a picture-book Tuscan landscape with farmhouses amongst vineyards as far as the eye could see. After Pianella we avoided the gravel section and stayed on the tarmac road into Siena. Our second visit to Siena did not disappoint as we strolled through the narrow lanes and the Piazza del Campo, still busy with many tourists.

Siena to Greve in Chianti 73.27 km, 1,102 m

Greve lies only some 20 miles north, between Siena and Florence. Our route, however, was somewhat longer, first heading for Radda in Chianti on a steady climb then turning east to Castelione in Chianti, both picturesque hilltop towns surrounded by vineyards. After a fabulous lunch in a busy restaurant on the pretty square, we left Castelione up a rather steep hill on yet another quiet road winding its way through the beautiful countryside. After a final push up to Panzano it was all the way down to Greve in Chianti. We would have loved to spend a few more days in this area, as the scenery and cycling in Chianti was probably the best of our tour.

Greve in Chianti to Florence 33.12 km, 84 m / Lucca to Barga 39.43 km, 455 m

Having spent a last evening in the Chianti region a fast, flat ride on a sunny Saturday morning got us to Florence in good time. We passed numerous large groups of cyclists heading out of the city into the Chianti hills. Our route took us along the River Arno where



we had a great view of the famous Ponte Vecchio. It was easier than expected to get to Florence Central Station as we were able to cycle along the cobbled streets of the pedestrian area lined by designer shops. As we had visited Florence a few years back we continued our tour to a lesser visited part of Tuscany to the north west. To get there we took the train to Lucca, another beautiful, walled town that we visited before and is a must on any Tuscan trip. From here the road along the River Serchio wound its way gradually uphill through a steep valley lined by forests the further north we got. Barga, our destination is a 10th century walled town high in the Tuscan hills, below the peaks of the Apuan Alps. It certainly is a hidden gem of Tuscany and is listed as "One of the most beautiful villages in Italy". Through narrow lanes, a walk up to the castle perched on a ridge 410 metres high with stunning views over the town and surrounding mountains was worth the effort.



Barga to La Spezia 97.61 km, 815 m

It was a gentle ride for a few miles until we reached Castelnuovo di Garfagnana where the serious part of today's ride was taking us up the Arni climb through the Apuan Alps to the 'dizzy' height of 819 metres. It was a memorable climb through a very different landscape with rugged mountains surrounding us. A local chatty Italian cyclist accompanied us part of the way, pointing out the white marble rocks we could see in the distance. We passed some of the quarries on our descent, and later got a fantastic view of the marble mountains from the coast, looking indeed like snow. With numb fingers, after a long steep descent we eventually reached the sandy beaches of the coast. Most places had closed for the season, but we found a charming restaurant for an excellent fresh fish Sunday lunch, accompanied by a glass of local vino bianco. We were in fact soon leaving Tuscany, as La Spezia is in Liguria, the third smallest region of Italy bordering the Ligurian Sea. We had a two night stay at the Locanda Dal Moccia, a small, rather quirky



hotel on the outskirts of the city to explore Cinque Terre the following day.

Cinque Terre Ride 24.95 km, 603 m

Cinque Terre is a string of five centuries-old fishing villages on a 6 mile stretch of rugged coastline with colourful houses and vineyards clinging to steep terraces. This has become a popular tourist attraction as it ranks as

one of the most stunning places in world. We started off by taking the train from La Spezia which stops at each of the villages going through numerous tunnels. At Monterosso, the last and biggest of the villages we disembarked for a meander along the seafront and coffee stop admiring the views.

Back on the train, Levanto our next stop was only minutes away and was the start of the Cinque Terre ride. After a long 10 km climb, the winding road took us through forests up to 535 metres and continued along the ridge with breathtaking views of the coast and the villages of Cinque Terre. There was little traffic and we could really enjoy the beauty of this place. We decided to take the steep drop down to Manarola which is supposedly the prettiest village and were not disappointed. A narrow cobbled street led down to the harbour lined by picturesque multi-coloured houses clinging to the side of the rocks. A number of restaurants in the tiny piazza somehow accommodate large numbers of tourists even in October. We found a little space for us and our bikes and sat in the sunshine enjoying a beer and some pasta. The train took us back to La Spezia for the evening before catching the train to Pisa the next morning for our final night stay at the NH Hotel, where we packed up our bikes ready for our flight home the following day.

In total we cycled 1,020 km/635 miles with an elevation gain of 11,890 m / 39,000 ft.





1939 Raleigh tandem with 1951 John Hawkins trike conversion

THE VETERAN-CYCLE CLUB

TANDEMS & TRIKES RIDE 25TH SEPTEMBER



1904 Dursley Pedersen

BY: MICHAEL GRIFFITHS

There is an expression: 'A Living Museum' and that is what rolled out of Headcorn Aerodrome on a crisp Sunday morning in September. Seventeen cycles plus one tandem and one tandem tricycle covering one hundred and nineteen years of cycle production, from 1898 to 2017.

Organised by Kent Section leader Dave Piggott, with his wife Pat greeting us with tea and coffee from the back of their van at the start.

We were heading for a lunch break at The Hawkenbury with a first stop on the corner of Bedlam Lane for the mandatory group photo. No sooner had we remounted than we were off our bikes again to walk them round a bag of roofing nails scattered across the road. Not content with this minor hiccup the gremlins then decided to throw off the left rear pedal from the tandem trike. Fortunately it was recovered from the grass verge and successfully reattached.

The route took us down a succession of lanes that will be familiar to Fairies riders as we have cycled along them all in our various group rides. However on this occasion the riders were guided by paper maps and the only clues to the distance travelled were the finger posts pointing to the villages to be ridden through. Thus proving it is possible to find your way without the aid of digital complexity attached to your handlebars.

Indeed there was a conspicuous absence of Lycra worn. Apart from a few V-CC club jerseys, any similarity between the required dress code and the wares of the local charity shop was purely coincidental.

The concept of speed was replaced by the passage of time required



1946 Paris Galibier



1905 Humber



Saddle bags



Mechanical mileometer

to go from one point to the next. If you are riding a 1904 Dursley Pederson most of your attention is taken up with mastering the idiosyncrasies of a two speed external hub gear rather than trying to knock two seconds off your personal best time.

The stop at the pub was for a lunch rather than a coffee break, and gave members a chance to catch up with personal news as well as all things bicycle.

There were two choices for the route back to Headcorn; a shorter route of 6 miles for those who required it, while the principal route was via the outskirts of Staplehurst taking in Frittenden and Lashenden, to arrive back at the Aerodrome mid-afternoon.

THE BIKES TAKING PART WERE:

1898	Humber Speed Roadster	1939	Raleigh Tandem with 1951 John Hawkins trike conversion
1953	BSA Shopper	1939	Norman
1904	Dursley Pedersen	1969	Hetchins Curly Italia
1955	BSA Golden Wings	1946	Paris Galibier
1905	Humber	1981	Mercian
1962	Ken Ryall	1950	Rudge Whitworth Pathfinder
1936	Hetchins Brilliant	1984	John Spooner Tandem
1962	Raleigh	1951	Raleigh
1936	Baines V38	2017	Beaumont e-bike
1966	Raleigh RSW 16		



Cycles are practical for all sorts of other journeys even with lots more luggage than a few magazines, as these pictures show

EVERY MOVE YOU MAKE

BY: **BOB WATTS**

The carbon footprint of the average Briton is 13 tonnes CO2 equivalent – down from 15 tonnes 10 years ago because more electricity generation is now from renewables. This 13 tonnes roughly splits into four equal quarters: food, home living, travel and everything else.

Let's think about the 27% that makes up travel. Four tenths of that goes on car fuel and another tenth on car manufacture, so car journeys make up half of a typical UK travel carbon footprint.

Does every move you make have to be in a car? Well, no, of course not if we use our bikes for some of those journeys and this is something the Club has done with the Pony Express. Originally set up at the suggestion of Andy Taylor-Vebel, four out of five members now get their Milestones delivered by the Pony Riders, usually by cycle or sometimes

on foot. That is more than 300 magazines delivered at each edition, saving the Club £2,700 in postage a year. Each mile cycled by a Pony Rider saves over £1.00, which seems like a pretty good return to me.

Although this is worthwhile in itself, it also saves one tonne of CO2 every year according to Mike Berners-Lee in his excellent book 'How Bad Are Bananas'*. Mike shows that Royal Mail generates 550g of CO2 delivering a large letter the size and weight of each Milestone.

But the benefits are bigger: Pony Riders speak of the advantages to them of getting out and exercising, or catching up with club news at the pickup from Lise. Almost all Pony Riders mention how they appreciate meeting other club members, and this is often warmly reciprocated, maybe enjoying a chat and a piece of lemon drizzle cake.

Pony Riders offer a priceless connection with the club for those members who can no longer ride. One speaks of "an elderly chap with memory difficulties, whose wife told me that he loves to flick through the Milestone and when he does, he thinks he does still ride with us and it makes him happy." In my straw poll of the Riders, some say it makes them feel better knowing they are helping the club and the environment. Not one mentioned the cold or rain, or indeed any downside at all. What's not to love about that?

Incidentally, as cyclists, I am sure we all want to know the answer to Mike's question: how bad are bananas? They are not grown in hothouses, nor airfreighted, nor do they need refrigeration or any extra packaging so they are an excellent planet-friendly snack at just 110g CO2. Eat as many as you want!

*This is an excellent and really readable book for finding out about your carbon footprint. No need to buy the paperback (1kg of CO2) as there are eight copies in KCC Libraries. And Mike Berners-Lee points out, somewhat tongue-in-cheek, that reading the book can save much more carbon than this because you cannot shop or drive while reading!



Our Chairman Duncan Edwards picking up Milestones for deliveries



Duncan Edwards can deliver almost anything on a bike



Sally Edwards transporting stuff by bike



Pony-rider Jill Edmans delivering the Milestone to Rolan Hooper



Bob Watts picking up Milestones for deliveries



BY: BOB WATTS
AUDAX AND SPORTIVE COORDINATOR

AUDAX



The autumn Fairies Crown Rides (100 and 200 km) from Ulcombe on 2nd October had the most entries ever – 127 including a decent cohort of SFA riders and two who had travelled over from Dortmund. Most of the entries came in during the last fortnight meaning I had to place an emergency order for more brevet cards and extra cake.

Riders at the start could touch, see, feel and enjoy the 100% humidity helping to keep them cool. Maybe this is why only 71 were on the start line, looking forward, no doubt, to the rain ending later in the morning. But those who did start were obviously made of the right stuff with an unprecedented 100% of the 38 riders on the 100 km event finishing, which I have never seen

on one of my events. All seemed to enjoy that home-made soup and cake at the finish.

The one-word summary for these events is that the 100 km is benign and the 200 km is brutish – with a long drag across Romney Marsh into the prevailing wind before saving the worst hills for the end when it is getting dark. Sorry, but this is what happens when I plan a tour of some of my favourite roads of Kent and East Sussex. Next year, though, there will be new routes for us all to enjoy early in October, and they may well be much easier. Promise. Or the Fairies Flat 5 audaxes (50, 100, 150, 200 or 300 km) will be on 18 June 2023.

I hope to see lots of club members at those.





RELIABILITY TRIAL

BY: DUNCAN EDWARDS

This is the second year of our new Reliability Trial format which allows riders to start from any point at any time during the day and complete one of three routes - 50km, 100km or 100mi in a 'pacey' time limit competing between Kent's cycling clubs for the Rootes Trophy.

"Great to be involved with all the other riders from our club competing to get the cup back."

"The ride felt quite different from usual, with individual starting points and time options. It was never like the large gatherings of other cycling events. Just setting off with a small group of similar abilities was comforting, but knowing and accepting the time constraints of getting points for the club."

Riders were asked to pre-register online which meant they could coordinate with other riders

about when and where they would start and everybody could see which clubs had entered and their projected points tally. This gave us a competition for entries before the actual ride.

"Our group decided to get the psychological challenges of Hunton and Loose Hill out of the way very early, so thereafter we had the knowledge that it would only be punctures or mechanicals which would make us late. It had already been decided that in any event, the majority of the riders would carry on."

The reliability trial format is an historic one dating back well before SFA was formed. The essence of the event is for clubs to maximise their number of riders and overcome mechanical, weather and fitness challenges to complete a course in a set time.

"We realised the importance of knowing our capabilities and not attempting longer

distances with tighter time spans which reduced the allocated finishing times, as even on the 50 km, we were not hanging around at times, and certainly didn't stop for a break."

"Starting at Boughton Monchelsea, we left the climbs until the end - watch out for that!"

Today we also have the challenge of meeting modern standards of safety and rider expectation with the need to make the ride competitive and also inclusive.

The routes were designed around quiet lanes which provided a scenic ride with low levels of traffic but also the need to maintain awareness of the road conditions, particularly in the wet weather.

"Overall, a really lovely route with good company and no problems so all very enjoyable despite the rain and grotty puddly roads and debris in parts."



Last year we were battered by the tail end of a hurricane with a yellow weather warning; this year a steady downpour provided the extra challenge. One hundred years ago riders would have used maps and local knowledge to navigate; in 2022 most people have sat navs but these, it seems, provide the mechanical challenges in the rain along with the more traditional punctures bike failures.

"It was tougher than I anticipated but I loved it and learned a lot. I'll do even better next year!"

"What a great day out and what a challenge! Do yourselves a favour and sign up for the Reliability Trial next year - it really is a challenge which makes it very different to the usual Saturday or Wednesday club runs. Every second counts!"

And the result? San Fairy Ann won the trophy for the first time since 2018. We had 58 finishers gaining a total of 117 points. We adjusted the points by size of club this year to give all clubs a chance but despite this SFA/Abellio were overall winners. Well done to all involved. The Rootes trophy is back with the San Fairy Ann.





Reuban Davey, Lee Valley 28th September

**SUNDAY 4TH SEPTEMBER
CHALLENGE TIRES LONDON AND
SOUTH EAST CX LEAGUE - ROUND 01
LANCING**

23rd: Simon Charlesworth (only 1 working leg)
26th and 2nd Vet 60: Russell Crowe
36th: Phil Hoffman
43rd: Marcus Boret
46th and 6th Vet 60: Jeremy Roth

1st: S. Calland 40 points Team
TMC

**SUNDAY 25TH SEPTEMBER
CLUB HILL CLIMB CHAMPIONSHIP
AT THE WIGMORE CC OPEN HILL CLIMB
QHC/11 HOLLINGBOURNE HILL**

Reuban Davey 03.55.6 Abellio SFART
Dave Richards 04.25.5 SFACC
Pritesh Patel 04.29.8 SFACC
Richard Bayne 04.43.1 SFACC

1st: F. Dunton 03.28.3 TrainSharp

Congratulations to Reuban for winning the Club Hill Climb trophy 2022, finishing joint 6th scratch.

Chapeau to Reuban who has been his team's most prolific and successful member this season!



Martin Kober, Catford Hill Climb

RACING

**25TH SEPTEMBER
WESTERHAM CC HILL CLIMB**

4th Tom Rowing 01:49.8 Abellio SFART

1st: A. Cornwell 01:47.0 Parlay CC

**WEDNESDAY 28TH SEPTEMBER
FULL GAS SUMMER SERIES, EVENT 28
LEE VALLEY VELOPARK**

Reuban Davey raced in the floodlit final round of the Full Gas Summer Series Cat 2/3/4 race.

Moving towards the front of the peloton for the final few laps, thereby avoiding a near spill on the penultimate corner, Reuban led out the sprint and hung on for 5th place, being enough to earn his Category 2 Racing Licence.

After the race Reuban dedicated his season's achievements to club and team-mate Roly Crayford who sadly passed away in August. Roly often attended Reuban's races, providing advice and support.

**SUNDAY 9TH OCTOBER
CATFORD CC OPEN HILL CLIMB
GH/32 YORKS HILL**

It was a lovely sunny day on the hill and several San Fairy Ann members came out to cheer on our riders.

Tom Rowing 02.11.5 Abellio SFART
Martin Kober 02.25.3 Abellio SFART
Luke Alexandre 02.48.8 Abellio SFART
Dave Richards 02.54.6 SFACC
Kevin Smith 03.09.8 SFACC
David Prom 03.17.5 SFACC

1st: R. Brackston 01.57.8 Charlotteville
Bithja Jones from Pankhurst Cycles, set a new Womens record with a fantastic ride in 02.18.8

The course record for the Catford Hill Climb was set by San Fairy Ann CC's Phil Mason on 19th October 1983 in only 1 minute 47.6 seconds. This record still stands.



Tom Rowing, Catford Hill Climb (see also front cover)



Martin Kober, Tom Rowing and Luke Alexandre at the Catford Hill Climb

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BACK ON TRACK

All photos: Charles Whitton

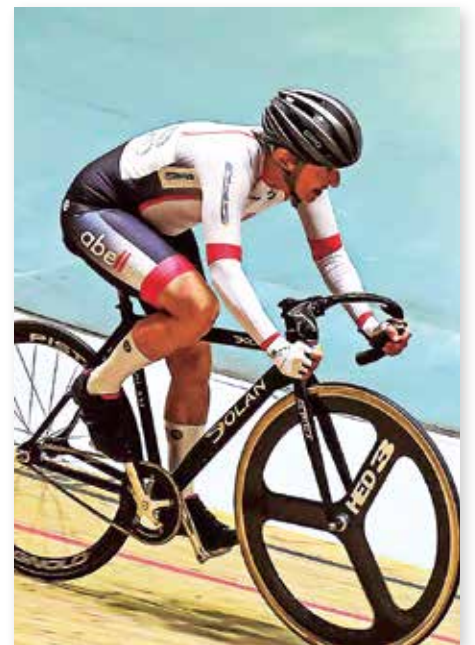
BY: BARBARA WILES

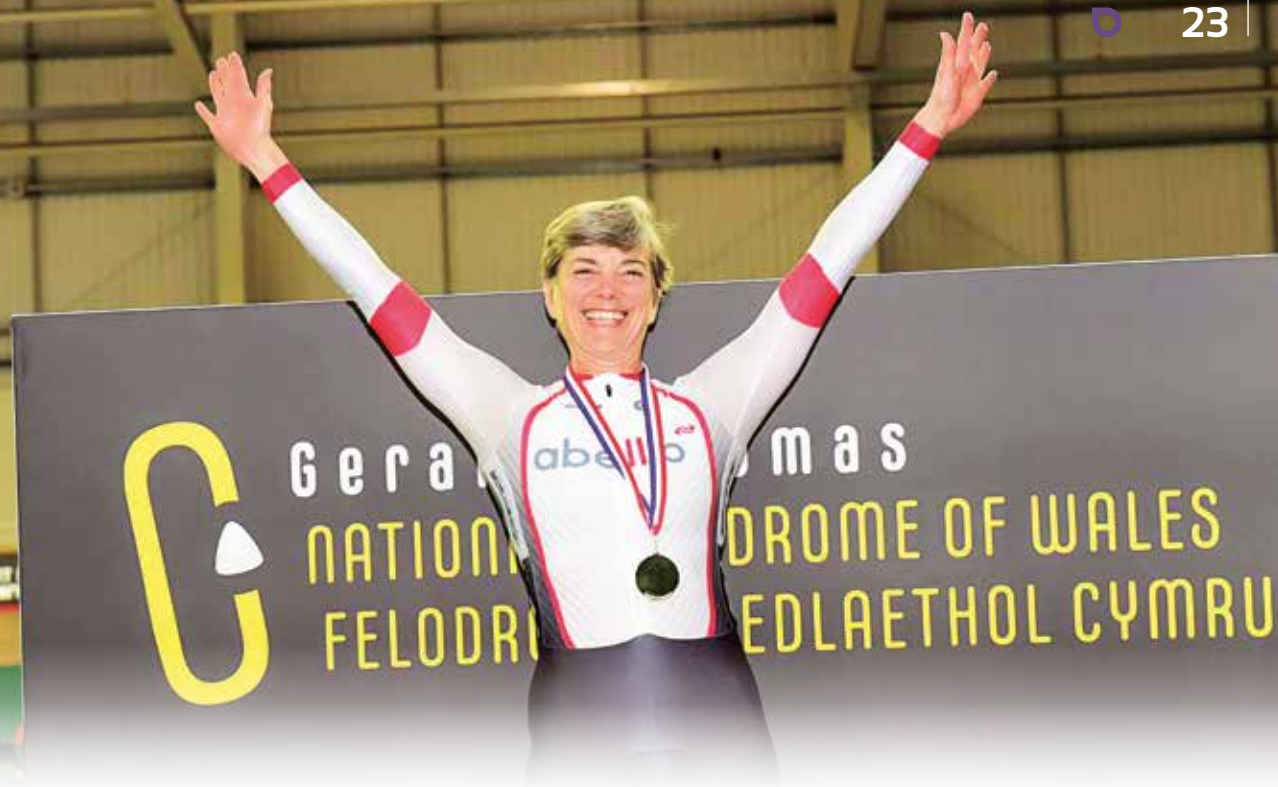
After nearly 3 years off the track, I competed at the British Masters Cycle Racing (BMCR) Track Championships, which took place at the Geraint Thomas Velodrome in Newport 21-23 October.

I competed in 5 of the 6 individual events over 3 days. BMCR events have separate 10 year age categories for men and women. Entries were down compared with pre-covid events, so many events had to combine age groups.

First event was the match sprint. This starts with a flying 200m TT to seed the riders for their matches. I was pleasantly surprised by my time, which was only 0.3 of a second over my PB.

Although there were 5 women competing in my over 60 category, I was the only one to enter the sprint event, and there were no





entries for the over 50s. This meant I had to race with the over 40s! In my first sprint, I rode a tactically good race, but wasn't strong enough to hold off my opponent.

On my second sprint in the minor final, my opponent lead it out, but I was able to jump her, get quite a gap and then was delighted to hold her off to the line. 3rd place overall, and a gold medal in my age group.

Day 2 was a busy day with 3 events. First was the Keirin, appearing for the first time at the championships. Again, I was the only rider in my category, and had to ride with the 40+. I drew position 1, right behind the dernie, so was exposed on the front as soon as the dernie pulled off after 3 laps. Predictably, the stronger young riders soon came past, but not all of them. I hung on and wasn't last, and won Gold in my category

Then came the points race. This was the race I was most nervous about. After so long out of bunch races, I wasn't sure what to expect in terms of my own performance. All the women's categories raced together in the same race. I was pleased to stay with the bunch, and even managed to win a point on the 3rd sprint lap, finishing 5th overall and 2nd in my age group.

3rd event of the day was my favourite event, the 500m TT. Unfortunately, although I did a good start, I was too tired to accelerate to the finish and was a little disappointed with my time. It was good enough though for gold in my age category and 9th overall.

I declined a request to make up a team for the team pursuit event which followed. Much as I love the team pursuit, I was just too tired.

On the third day, my final event was the scratch race, with all the women's categories competing in the same race. I was not so nervous this time, as I knew I could manage the bunch riding, but right from the start, the race was manic! I was clinging to the wheels, flat out as though it was a sprint. It was an amazing race and I was delighted with what I had achieved and powered to finish in 6th place overall, silver in my category, and absolutely spent.

Total medals for the weekend: 3 Gold, 2 Silver.

It was really fun to get back on the track again, and feel that buzz of excitement and the camaraderie of the track community. So friendly and supportive. Anyone interested in joining me next year, please contact me so we can gather a team.





COACHING CORNER:

Q & A WITH GEOFF AND BARBARA WILES

BY: KEVIN CHARLTON

As a Level 3 Road & TT coach, with no experience on the track, I was interested in hearing how Geoff (GW) had coached Barbara (BW) to become 2019 UCI World Masters Track Champion in both the 500TT and the sprint.

Here are some of the questions and answers between us:

KC QUESTION TO GW: I would take it as read that Barbara's aerobic fitness and ability to go steady and long (whether cycling, swimming or other) are both well developed. What then were the main areas that you had to focus on to turn her into a sprint track champion? Were they technique, biomechanics, cardio or something else?

GW: It was the 'something else'. Barbara's focus had always been on riding without getting out of breath, now she had to learn how to get out of breath. The track requires speed and change of pace so we had to develop her ability to express maximal power for short bursts. And that meant waking up her fast twitch anaerobic power system.

KC: Did Barbara already have the cadence skills to (quickly) reach the high level of RPM to compete at this level or was that another process to address?

GW: Yes, it was an important process. On the road we can have a narrow band of comfortable cadence, perhaps 70 – 110 rpm because we can change gear. With a fixed wheel on the track your top speed is limited by how fast you can turn the single gear you have. Some top sprinters can do 250 rpm. Our slow twitch aerobic endurance muscle fibres cannot operate that fast, which is why we need to train the fast twitch systems.

KC: And leg strength? Or is that less important in the track sprint?

GW: All round body strength is vital to get the bike moving from a standing start and for the power to produce top speed. That

means training for muscular response not for huge muscles (tiny Laura Kenny goes like lightning). Development of both acceleration and top speed have been foremost for Barbara.

KC: What was the approximate length of the training period from the point when the training became 'event focused'?

GW: The initial training for Barbara was just about enjoying the experience and developing her track techniques. One of the attractions of masters track racing is the variation in events from longer bunch races to shorter sprints. Barbara is still improvement focused to be even more competitive in each of the events.

KC: Taking these things into account and the need to take part in several rounds over a short period of time, what would a key training session look like?

GW: Track racing can be a busy schedule of making hard efforts. So, training for recovery is vital. Carefully planned intervals are the key to improving the ability to manipulate lactate and re-energise the muscles as soon as possible.

TWO GOOD LESSONS HAVE BEEN SHOWN BY COACHING BARBARA:

1. Barbara has still retained her aerobic endurance ability and added her extra power and speed, which shows that they are not mutually exclusive abilities.
2. Whatever aspect of your performance you want to improve, everything is trainable if you are prepared to commit to a development programme.

KC TO BW: when you decided to set out on the journey [to sprint champion] were you aware of the areas that you needed to focus?

BW: I'm not sure when I "set out on the journey to World Champion". When I started riding on the track in 2015, I certainly had no idea about what I needed to focus on. By 2019, I had much more idea about what each

event entailed, and what I needed to work on for each. I didn't focus on any particular event, I just wanted to do my best in each. I did all of the events (except team sprint) at the 2019 World Championships: sprint, 500TT, individual pursuit, team pursuit, scratch race and points race.

KC TO BW: What was your level of confidence that you could not only "complete" but that you could "compete for podium"? And how did that change over the period of event training?

BW: I did not start on the track with a view to competing. I just loved the training sessions. Roly Crayford played a large role for both Geoff and me in encouraging us both to compete. I went along to my first race, which was the National Championships in 2016, just because Geoff and Roly were going and encouraged me to join in. The goal was simply to gain experience, and therefore confidence. I loved it so much, I carried on and improved with every race. In masters racing, you have to concentrate on improving your own performance, rather than compete for podium. Podium is great, but depends very much on how many others in your age group turn up at the race. (I've stood on podiums but received no medal when there's not enough in my age group to qualify for the medal.) I'm often racing with people more than 20 years younger than I am, so my personal performance is more important to me.

KC: Now be honest with me ... I appreciate that training must not push any athlete to breaking point, but just how hard did you feel you had to work to become world champion?

BW: Training was never a chore for me. I love improving and I work hard to achieve that. Geoff has always guided me on the number and duration of efforts, and stressed the importance of recovery, so I have always trained hard, but never to breaking point.

MY TEAM GB AGE GROUP CHALLENGE

BY: KEVIN CHARLTON

Late in 2019 I decided to attempt to qualify as a Team GB Age Group duathlete.

THE INSPIRATION AND START OF THE JOURNEY

For inspiration, I do credit our club member Marian Boyd, who became Aquabike European Age Group champion as featured in the Oct-Nov 2019 edition of The Milestone and also Louise Minchin's book "Dare to Tri" in which describes her quest to be a Team GB age grouper in Triathlon despite minimal experience in competition or riding a bike.

In 2019, I was at the younger end of the 55-59 age group. I had no experience of competitive cycling or running other than a few local duathlons and club time trials over the previous five years. My target event was standard distance duathlon (10k run, 40k bike, 5k run). The intention was to dedicate 2020 to qualification.

With limited time for event-specific training, I entered and took part in the first scheduled qualifying event of 2020 at Grafham water.

FIRST QUALIFIER:

Grafham Water February 2020.
European championships qualifying event:

Outcome: Unforgettable for the wrong reasons. I had an overnight stay in a hotel with paper thin walls and a couple who argued until well after 3.30am, despite me asking reception to do something about it at 2.30am

Positives: I finished. My power on the bike faded dramatically half way through and I made the decision to aim to just complete, rather than DNF and adjusted accordingly. I also now had a few benchmark times for those who did qualify in my age group.

THE WAIT: MARCH TO DECEMBER 2020

As a result of the pandemic, there was no reliable schedule for qualifying events or Age Group Championships until early in 2021. With my coaching hat on, I did give thought to how to address the qualification challenge whenever it was back on the table.

A stretch target for me would be to achieve a finish time of 2hr 30m/35min subject to nature of the course. I could not control the number or quality of entrants although from comparable event results, I felt this would give me a reasonable chance of qualifying. I would aim to complete the 15k of running in around 75mins or 8 mins per mile. That was both a stretch and realistic target - something I had not achieved over a total of 15k.

Other key areas to address:

- A modest overall weekly running volume
- Arguably bad muscle memory in running: something of a slow, long stride jogger
- Minimal experience on a TT bike

I did have some areas of strength:

- Going long and steady on bike
- Aerobic system good for the duration
- High cycling cadence over lengthy duration: minimising fatigue in leg muscles
- Nutrition and fuelling reasonably well established for duathlon

TRAINING JANUARY TO AUGUST 2021

I won't go into details of my training programme here. In summary, I knew that I could not take qualification for granted at all and therefore would need craft and hard graft to put me in with a shout.

Main changes to what I had done before:

- Hill running and interval sessions became more structured, intense and longer in duration
- Building time and confidence on my TT bike (i.e. skill before addressing power/velocity)
- Regular sessions on core strength and flexibility

Perhaps importantly, whereas I had usually done many 4 hour+ cycling rides, I don't recall riding that duration more than once or twice during 2021.

SECOND AND THIRD QUALIFIERS IN SEPTEMBER AND OCTOBER 2021

Two qualifying events two weeks apart. Having completed no duathlons in 18 months, the first was in effect a tester before the second and my main event: the European Championships qualifier.

HEVER CASTLE SEPTEMBER 2021 [WORLD QUALIFIER]

The outcome: This was nearly a DNF as cramp struck early in the bike leg. This was brief but recurring and my legs literally locked in second transition. It was a while before I was able to complete (slowly and uncomfortably) the final run. A post mortem on cramp: this was most likely down to bio-mechanics and a long duck waddle in cleats through a long transition session on soft ground.

Positives: a good, solid first 10k run. Confidence that if I recovered well from the cramp, I was all set for the next event.

CALFMAN QUALIFIER BEDFORDSHIRE OCTOBER 2021

The outcome: All good. A steady and strong 10k (PB for 2021). Consistent and well paced bike leg on TT bike.

The complexities of the qualification requirements (particularly with 54 year olds who would be elevated to my age group in 2022) meant that it wasn't until early 2022 that I was informed I had achieved qualification.

I would be one of the 20 in my age group representing Team GB at the European Championships in Bilbao.

BILBAO, EUROPEAN MULTISPORT AND AGE GROUP CHAMPIONSHIPS SEPTEMBER 2022

I will skip over this period from January to August in which I trained for and enjoyed a week cycling in the Dolomites before embarking on 3 months of training specifically for the championships.

The event and weekend was quite simply memorable and unforgettable for the right reasons. My wife and I travelled out a few days before my event and stayed at a hotel largely occupied by Team GB management and participants. I had reviewed enough event results, including those of many of the members of the GB squad in my age group, to make my objective to complete in a time that I would be happy with. I did record a three year PB in the first run and most likely my fastest final leg of any duathlon although my bike time was a little disappointing.

When I finished (in 2hr 41m) the pack were many minutes ahead of me and the podium times out of sight; although as a friend said, I can truthfully say that I was 22nd in Europe for my event!

WHAT'S NEXT?

The 60+ age group is just around the corner for me. During 2023 I will be trying to qualify for the 2024 team again knowing that I cannot take qualification for granted although I do have relative youth on my side.

I must finish the article with thanks to family and friends who made me appreciate that being able to wear a Team GB kit for the first time at 58 was and is something to be very pleased about. I do also thank Geoff Wiles for his interest and encouragement on my journey and also for his recent insights and challenges in respect of improving my running speed (and potentially, significantly). More on that another time.



CLUB MAN AND WOMAN OF THE YEAR



BY: DUNCAN EDWARDS
CHAIR

The voting was very close which indicated all those nominated were very worthy candidates. For the ladies, Natalie as our outgoing chair won the most votes demonstrating the club members appreciation of her work over the last two years. In the mens vote it seems fitting that the club has demonstrated the deep esteem and affection in which Roly was

held by so many by voting him as our club man of the year.

Well done and thank you to all those who have volunteered and been part of making the club what it is this year.

The candidates were:



ROLY CRAYFORD

Roly was a club man, through and through. He was a world champion and his achievements

in racing made him very well known across the cycling community. He was also supportive and encouraging for everybody in the club, a gentleman and a club member since the 1950s. His cycling prowess made him an inspirational ambassador for the club.



JILL EDMANS

Jill is an enthusiastic contributor to the club. She delivers the Milestone and helps with the try it out

rides for potential new members.

On the bike she has gone from strength to strength conquering Kentish hills and Mt Ventoux alike with the SFA.

Her fellow riders see her as funny, caring and sociable with a knack for taking selfies and publicising the club's positive cycling experiences. She is a great ambassador and role model for women in cycling.



PHILIP THORPE

As club runs director Philip leads our extensive range of rides in the club. In this

role he demonstrates his leadership, communication and organisation capabilities. He is also good at encouraging riders, providing assistance and guidance and he takes time to chat to new and existing members helping to resolve issues with bike riding styles, group information and safety when riding. Phil approaches his contribution to the club with enthusiasm and a cheerful smile. Phil is regarded as a fine ambassador for the club.



LISE TAYLOR-VEBEL

Lise has been the backbone of much of the activity of the club for many years. She has made a gigantic

contribution to developing the club magazine over the last 10 years and it's quality is a testament to her efforts.

She also does many many other tasks, often behind the scenes, such as managing the club archive and pulling together the centenary club book alongside the support of many of the club activities whether it is with her camera or using her organisational expertise. Lise is truly a stalwart of the San Fairy Ann cycling club.



BOB WATTS

Bob is a tireless organiser of fantastic events for the club organising Audax rides, the Sportive

and the Reliability Trial but he is also very creative as has been demonstrated this year with his creation of the SFA Cycle Quest.

As well as organising events, Bob is an inspiration, riding many of the longest and most challenging rides available in the world.

Bob is always willing to give of his time to help fellow cyclists whether it is a mechanical, cycling or an events issue. Bob is well known both inside and outside the club for his events and for his cycling and is a great ambassador for the club.



NATALIE CEENEY

Natalie has been a brilliant Chair of the club, constantly leading and guiding with innovation

and information through a period of significant change.

She has inspired the club to be even better and has supported the SFA to greater heights through the centenary year. Natalie has managed the variety of issues and challenges with pragmatism and has put in place an organised structure for the club which makes everybody feel united as one club.

Around the SFA there are so many good words said about what Natalie has contributed and how she has done it. She has inspired the club to new heights.



RUSSELL CHIDWICK

Russell's contributions to the club are wide ranging. He is doing a great job of coordinating and

developing the midweekers, the numbers and feedback from participants is testament to his successful efforts.

He also diligently coordinates the pony express magazine delivery which makes use of the club's cycling capabilities to save money and the environment which are objectives he has been successful in spearheading.

He has also been running the campaign stream of work for the board over the last 2 years which pays dividends not just for our club members but all cyclists and road users. In these internal and external facing roles Russell provides inspiration for many members of the club.



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.



RIDE LEADER TRAINING

OCTOBER 2022

BY: PHILIP THORPE

The club held its second Ride Leader Training course on 15th October 2022 at Headcorn village hall. The course was again run by Simon Cooper of British Cycling. We had 9 attendees: Gail Crutchfield, Anthony Fletcher, Eric Watts, Alan Devriendt, Lisa Loft, David Bayliss, Keith Dampier, Steve Hargreaves and Kevin Puttock.

Prior to the day, everyone had some BC homework to do. The day started with classroom discussion about ride leader attributes covering the pre-ride briefing, route planning, risk assessment including dynamic risk assessment, ride leader techniques, what to do in emergencies etc. Simon was very good at encouraging everyone to participate in the discussion.

In the afternoon, Simon took the group through a bike and rider assessment routine which would be especially useful for new or novice riders.

Simon had modified the standard BC method of leading novices that he taught us in 2021. So this time we did a technique he had nick-named "Howards Way" after its inventor. This entails having a leader who navigates from the front aided by 2 helpers. These helpers take it in turns to go ahead just before junctions and wave the group through if it is clear. With 9 riders and 3 needed for this technique, we did it three times, each group of 3 doing about 8 miles so plenty of time to

get used to it and Simon would stop the group occasionally to talk through any issues. Over the ride, the technique became quite smooth. This achieved much quicker progress through all junctions as the group could roll through junctions rather than each rider slowing right down to check for themselves if any traffic is coming.

With everyone taking a turn at leading and completing the day, they all were awarded a BC Ride Leader Level 2 certificate.

If any ride leader would like to talk further about the "Howards Way" technique, please contact me.

BY: ANTHONY FLETCHER

This is the feedback that I sent to British Cycling about the Ride Leader Training course.

"The Ride Leader Online education modules for this course were set at an introductory level for inexperienced riders

leading a group of novice cyclists with no experience of regular riding or riding in a group. I could see how these modules may have been helpful to less experienced Ride Leaders, but a targeted set of modules for experienced riders could be more useful.

As a result, I arrived for the Tutored training with very low expectations. Fortunately, Simon Cooper the course trainer from BC had been well briefed by Philip Thorpe and Simon had the experience of tutoring the last group of SFA ride leaders to do the training.

Despite my reservations I found the day very engaging and while I felt most of the content was aimed at less experienced Ride Leaders coping with cyclists with little or no experience of group riding. Simon's delivery made it interesting and he managed to use his experience of ride leading with a wide range of rider capabilities to make the content

useful to all of us in the room.

Key takeaways for me, were Simon's focus on the dynamic risk assessment, attention to conditions on the day, the importance of clear communication. The introduction of "Howard's way" for safely keeping a group moving on the road was very innovative and an improvement on the methods we currently use.

I have already introduced "Howard's way" to a group ride and after some initial amusement and comment, most of the group believed it worked very well. So, with this encouragement I will continue to roll it out on future group rides.

I would encourage other SFA members of all rider groups to take the course and for SFA to ask BC to continue to improve the course by targeting more of it at experienced riders."

BY: GAIL CRUTCHFIELD

Thank you for organising the course you ran last Saturday. I wasn't really looking forward to it but found it raised some good discussion and gave me a lot of help with dealing with new riders in the way of assessment and trial riding. The practical session raised interesting ideas about dealing with junctions which I think our group will be interested to hear about. I will try and encourage other cyclists to attend when you next run a course of this kind.

Many thanks





FAST INTERS

FAST INTERS GROUP RIDE INFORMATION 17.09.22 - 05.11.22

Date	Leader	Route	Distance	Ave. Speed	Ascent	Café Stop
17th September	Andy Lewis	Iden - Bodiam	55 miles	17.6 pmh	3110 ft	The Hubb, Bodiam
24th September	Alastair Simpson	Rochester	51 miles	17.5 mph	3110 ft	The Crepe, Rochester
1st October	Anthony Bell	Rochester - Ightham	54 miles	17.4 mph	2516 ft	Trosley Country Park
8th October	Dave Beggs	Winchelsea - Appledore	63 miles	17.7 mph	3000 ft	Winchelsea Beach Café
15th October	Eamonn Driscoll	Faversham	50 miles	17.7 mph	2100 ft	Brogdale Farm Shop
22nd October	Andy Lewis	Ashdown Forest	61 miles	16.7 mph	3871 ft	Penshurst Pace Café
29th October	Dudley Curtis	Wye Downs	60 miles	16.7 mph	2800 ft	Wye Coffee and Kitchen
5th November	Rick Bayne	Egerton - Tenterden	50 miles	16.8 mph	2000 ft	Silcocks Farm Shop

BY: DUDLEY CURTIS

Great weather gave our group some excellent rides throughout late summer and into autumn however from mid-October onwards cooler damp and some very wet rides becoming the norm. The group had a great

turnout for the Reliability Trial in truly dreadful conditions, hopefully the Fast Inters got the "winner" in extra time for the Rootes Trophy!! As we head into late autumn the winter bikes are being dusted off ready to keep our fitness levels up.



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SAT 9AM INTERS

BY: KEVIN GRIFFITHS

SATURDAY 14TH MAY

The Coach House, New Romney

The sun was out and the Marsh was calling so 6 riders headed to New Romney. Led by Chris, we wove a meandering route out through Frittenden and St Michaels, then to Woodchurch and on to the Marsh proper, the first time in 2022 for some. With the sun out and little breeze, it was 'bug city' so closed mouths required to avoid extra protein! New Romney was busy with a plant sale which attracted every pensioner in the area, but the café was expecting us and quickly set up 3 tables in the sun. For the ride home, Neal suggested following the path along the sea front rather than the main road north to Dymchurch which was an inspired suggestion. The smell of the sea and the general sea view was blissful. At Dymchurch we headed inland towards Bilsington and then High Haldon, before the final home run past Headcorn Aerodrome and Staplehurst, where we were caught and passed by a large group of Fast Inters. A fantastic long ride. Average 16.6 mph, 70 miles, 1800 feet climbing. Riders were Chris, Kevin, John, Nick, James, Neal.

SATURDAY 21ST MAY

Kemsing

A glorious morning saw a group of 7 head off for a North Downs route with the promise of a few climbs. The ride warmed up along the flat lands between Marden and Laddingford before the drag

up Hunton's West Street and onto Barn Hill. Dropping back down into Yalding before Kenward Hill followed in quick succession by Gibbs Hill and Gover Hill. Then Mote Road past the ever popular Ightham Mote before the highest and toughest upward rise in the shape of Exedown Road. The drop off and promise of cannoli led us to Kemsing Italian deli for the café stop. All that was left was the drag back to Stone Street and then the pace increased on the run back to Marden. Average 15.4 mph, 54 miles, 2,700 feet climbing. Riders John, Geoff, Barbara, Chris, James, Martin, Jansen.

SATURDAY 28TH MAY

Perry Hill Orchard Farm Shop, Hartfield

With reduced numbers due to holidays, a combined group was formed from the Inters and Inters + to take up Barbara and Geoff's offer of rider training. This week the theme was compact group riding in pairs and 'through and off', and before we left the car park, Geoff got out his 'non digital' training aids – pebbles and a piece of chalk, to demonstrate the theory.

It was bright with sunny spells and with a group of 11 riders, we set off through East Peckham and Hadlow, and onwards to Hever. On the way we stopped at a convenient patch of tarmac so Geoff could again reinforce the 'through and off', where the group left their bikes at the side of the road whilst doing 'line dancing' to the firm instructions of Geoff – the photos don't lie!

The next section saw us split into 2 groups, Geoff's Shufflers and Barbara's Bashers, so we could put into practice the techniques. All went well with everyone enjoying the challenge.

After a good breakfast at Perry Hill, we continued back to Groombridge and the climb up the hill to Frant. Then on the Bayham Road to Lamberhurst, we again practiced 'through and off', this time at a faster pace. A final climb up to Horsmonden then back to Marden. Average 15.6 mph, 55 miles, 3,200 feet climbing. Riders Geoff, Barbara, Chris, Kevin, Duncan, Nick, Dave, Christian, John, Matt, Michael.

SATURDAY 18TH JUNE

Medway

With no takers for a ride to Shorne Country Park, it was a solo ride to Medway to visit relatives. The ride took in the delights of Warren Hill which is a tough steep climb up the side of Bluebell Hill. Fortunately the road is well shaded so I was protected from the fierce sun whilst I sweated my way to the top. After refreshments in Rainham, I headed back on the same route though descended the cycle path from Bluebell village beside the A229 and down into Eccles and home. Around 60 miles. Rider - Kevin.

SATURDAY 2ND JULY

The Hub

With multiple riders missing, this was a combined Inters and Inters + group ride to the Hub at Bodiam. On a beautiful sunny

summer's morning, 6 riders left Marden to try a new route to the Hub. Striking out through Staplehurst to Frittenden, then across country to Tenterden and Wittersham. With Geoff and Barbara in our ranks again, it was a tight formation and brisk pace. From Wittersham we headed towards Beckley meeting the south westerly wind face on. It wasn't too taxing and we still enjoyed the beautiful views across the valley as we rode up the road to Staplecross. Just the very quick descent back to Bodiam and the Hub for a well earned breakfast, sitting on the terrace. It turned out that our new member, Martin, had bought a Geoff Wiles bike back in the day so this was a discussion point over coffee. After the stop and photo, it was a short but slightly lumpy return via Sandhurst and Cranbrook. Average 16.2 mph, 53 miles, 3,000 feet climbing. Riders Geoff, Barbara, Kevin, James, Duncan, Martin.

SATURDAY 9TH JULY

The Cozy Kettle, Hamstreet

On what promised to be a hot day, 7 riders assembled at Marden for a supposedly easy ride to Hamstreet. The group included Ian from the Inters+ and a guest rider, Sean. With a little loop to leave Marden, we headed to Staplehurst then cut off up to the Weald of Kent GC and on to Egerton Hill, our only climb of the day. We made fast progress to Hamstreet, paced by James and Ian. The Cozy Kettle was empty but very welcoming. The selection of cakes was awesome so it was rude not to have a couple of



slices. Leaving the café, James immediately dropped his chain but it didn't take long to fix, but this was followed by a puncture caused by the very rough surface on School Hill. What a time to realise you had forgotten a spare tube and pump!! Fixed, it was a fast return via High Halden, Smarden and Frittenden. Average 16.4 mph, 54 miles, 2,000 feet climbing. Riders Barbara, Kevin, Nick, Dave, James, Ian, Sean.

SATURDAY 16TH JULY

Silcocks via Appledore

An 8am start to avoid the worst of the heat only attracted 3 riders. A fast and steady pace was set out through Hartley and along to Rolvenden, then down one of our favourite roads to Wittersham and Iden. After to short but steep climb up to Iden it was onto the Military Canal Road for a fast run to Appledore. Chris, in his time trial position, set a fast, steady pace, all the way to Appledore. Too early for Ms Moffet's, we continued via Woodchurch and Susan's Hill to Silcocks for some well earned cake. The ride home was via Smarden and Headcorn Aerodrome where we were buzzed by the Spitfire as she came into land.

Average 16.5 mph, 55 miles, 2,000 feet climbing. Riders Kevin, Chris, Neal.

SATURDAY 30TH JULY

Tottingworth Farmshop, Heathfield

Everyone seems to be on holiday, so I led a ride for those left behind from the inters+, 9am and 10am Saturday inters groups. Four of us in total!

It was a glorious day to be out on our bikes, sunny and warm with a gentle breeze. We did some flat lanes to warm up out to Frittenden, then the lumpy bits through Benenden, Bodiam, and Robertsbridge, and the long drag up to Brightling. Café stop at Tottingworth Farmshop, Heathfield then more lumpy bits back through Ticehurst to Horsmonden, although we were diverted briefly off my route by a wayward rider off the front of the

group. He'd gone and done the wrong hill and we weren't cruel enough to wait while we made him retrace.

None of us needed to go back to Marden, so we abandoned the route after Horsmonden and made our own way home from there. About 50 miles and plenty of climbing. Riders: Duncan B, Andrew H. Anthony F. Leader: Barbara.

SATURDAY 13TH AUGUST

No Stop Ride

With the forecast for 30+ deg C, it was an 8am start with no planned stop. Only 3 riders for the Inters ride though there was a large group of Fast Inters at Marden.

In the warm sunshine, we headed off through Marden Thorne and Horden on our way to Hartley, with the leafy trees giving us welcome shade. From Hartley, Geoff upped the pace and we made brisk progress to Benenden before heading off to Biddenden Vineyard and across to St Michaels, past the excellent Silcocks (sadly no stop this week). Crossing the Ashford Road, we headed across to Woodchurch and then north to Bethersden. Here we headed towards Pluckley and across to Egerton Forstal though the shade was getting less frequent and the temperatures were rising quickly.

No matter how much water we took on board, it seemed to be leaking down our faces quicker mixed with suncream. Sensibly the sheep we spotted in fields were hiding in whatever shade they could find, but us being mad cyclists, we continued in the hot sun round the Weald of Kent Golf Club, and then north of Staplehurst and along the bottom of the ridge to Hunton and Yalding, where we met another SFA group heading to Brookside.

Dropping Geoff and Barbara at the end of their road in East Peckham, I was cooked so headed straight home to Paddock Wood.

Average 16.2 mph, 53 miles, 2,200 feet climbing. Riders: Geoff, Barbara, Kevin.

SATURDAY 20TH AUGUST

Railway Carriage, Staplecross

Whilst holidays are great, they do play havoc with ride attendance in small groups, so this week was a solo effort. It promised to be hot and sunny again so I started early at 8am for a ride via Lamberhust, Wadhurst and Stonegate. From Stonegate it was the wonderful Sheepstead Lane and Fysie Lane, with the short but sharp climb up to Hurst Green. A brief section of A21 before heading towards Bodiam, and then down to Cripps Corner and back to the Shrub centre which has the Railway Carriage café. Arriving at 10am just as it opened, I enjoyed a sausage bap and coffee sitting on the sunny decking. Home was via Bodiam and Benenden, though, for once, ignoring the 'Road Closed' signs on Golford Lane didn't pay off; the road was completely closed due to a gas leak and they weren't even letting pedestrians through. Detouring via Biddenden and Frittenden before heading for home. Average 14.8 mph, 61 miles, 3,400 feet climbing. Rider Kevin.

SATURDAY 27TH AUGUST

Badgers Hill, Chilham

Still with many riders missing, Chris B and myself teamed up for a ride to Chilham. Sunny and warm, it was a lovely quiet route from Headcorn up the hill to Lenham, then Hubbards Hill before turning off onto Stalisfield Road and up Haywards Hill. The scenery was stunning as we crisscrossed the patchwork fields to Shottenden and down to Chilham. Badgers Rest has expanded its outside tables, surrounded by mature trees in planters and free running chickens. Food arrived very quickly despite it being quite busy. A quick chat with a group from Medway Velo before we headed off to Wye via the superb Olantigh Road, a quiet road running parallel to the A28 but on the otherside of the river and railway. The downside is getting caught at the level crossing, waiting for the train to appear. The route continued through Eastwell and Westwell to Pluckley

and Egerton. Here Chris headed north back to Rochester and I continued to Smarden, Headcorn and home. Average 16 mph, 58 miles, 3,000 ft climbing. Riders Kevin, Chris B.

SATURDAY 10TH SEPTEMBER

Silcocks, Tenterden

After a week of very heavy rain showers, it was a relief to have a dry day, and I planned a route using more main roads to avoid little lanes that would probably be very mucky. A group of 7 riders set off south to Benenden, where Geoff left us. From there, the 6 remaining riders headed through Bodiam and up to Staplecross. We kept a good tight-knit group, and even when open season was declared on the climb up to Staplecross, only Duncan took up the challenge, leaving the rest of us to plod steadily up. We did some through and off to Beckley, then headed via Wittersham to Tenterden. Café stop at Silcocks farm shop, where we found the B group were just finishing their break. On the short ride back to Marden, we wondered what Nick had had in his coffee- he did a great pull on the front. 49 miles. Riders: Chris B, Duncan, Dave, Nick, Simon. Leader: Barbara.

SATURDAY 24TH SEPTEMBER

Badgers Hill, Chilham

Ignore the BBC weather forecast, it's wrong! 11 riders turned out expecting showers but we had sun on the way out, cloud with a brief shower on the way back. Unfortunately we didn't get far before Bob had his first puncture as we left Staplehurst. Fixing it he declared the tyre clean but as we approached Weald of Kent golf club, it went again. This time we picked out the tiny piece of flint buried in the tyre. No more issues as we made our way over Hubbards Hill and on the Badgers Hill farm shop/café for a late breakfast. The route back was via Wye (the barriers were up), Smarden and Staplehurst where Anthony got a puncture, though with time running away with us, a few had to leave for home. 58 miles, 2,600 feet climbing. 11 riders led by Kevin.



SUNDAY INTERS

SUNDAY 16TH OCTOBER
BY: NICK ROBINSON

After a military-style briefing from Alan, we headed east from Marden in glorious autumn sunshine. The pace was a healthy 17-18mph as we looked to get to Dymchurch in two hours. Passing through Headcorn, we sped on

to Great Chart where we weaved in between residential streets on a section of slippery cycle lane. At Bonnington we dropped down onto Romney Marsh, crossing the Royal Military Canal. We arrived at the Bucket & Spade Cafe in Dymchurch just over two hours after leaving Marden.

Eggs were off the menu, but our toasties and cheese scones were tasty enough to make the trip worthwhile.

After a photocall on the quayside, we sped back across the Marsh up to Bilsington. It had clouded over and rain had started to fall. Our route back to Marden took

us through Shadoxhurst and Frittenden, with only a puncture to slow us down.

Riders: Alan (lead), Eric, Vince, Maria, Anita, Lawrence, Nick.

Distance: 65 miles, climbing: approximately 1,500 feet.



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INBETWEENERS

BY: PHILIP THORPE

I tore my left hamstring on 23rd August and so Mark Bromwich and Patrick Bourke have between them led all the Inbetweeners club runs since.

The Inbetweeners have enjoyed rides mostly around 50 miles with all options of flat and hilly being covered. Café stops have been in Tenterden, Woodchurch, Meopham, Hartley Dyke, Wye,

Tunbridge Wells, Faversham, Sevenoaks and Ticehurst. The final ride of the period was a wet day so was a 40 mile loop to Staplehurst. Numbers out have ranged from 4 to 11, which

works out well for flowing rides. I managed to potter out and meet the group for breakfast at 3 cafés, but only when it was a short flat ride to the café









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B + GROUP

BY: TONY PALMER

Contrary to a recent accusation that members of the B+ Group are 'Hill Psychopaths' we would like to point out that our group rides are perfectly reasonable experiences when considering Kent's topography. True that during our rides we have climbed many notorious lumps, including Vigo Hill, Toys Hill, Ide Hill, Birling Hill, Hollingbourne Hill and the Ashdown Wall, our statistics in the table show, irrespective of slopes, we venture

to all four corners of the Kentish Countryside and often stray into East Sussex. We give Lockyers Hill, that nasty green devil, a wide birth though. Our rides this late summer have tended to be longer which means that the amount of ascent automatically increases.

We have introduced the lumpometer as a way of indicating the amount of climbing experienced over distance on a planned route. We have found that the ascent estimated on routes planned and actual

amount of climbing on that ride can differ quite significantly. Perhaps, that's not a bad thing when considering that many riders often express reluctance to join lumpy rides. So, we can always blame the technology!

The dry and benign country lanes, resulting from this summer's heatwave, were soon replaced by wet and more hazardous conditions, which has deterred our enthusiasm for hill climbing for the rest of this year. Even so, keeping to lower damp mucky

lanes in valleys also has its challenges. For example, on Maria Marchesini's ride from Charing Station to the Café at Elham Valley, we suffered six punctures during our navigation of the gravelly pot-holed roads. Keeping to main roads on our return reduced our puncture count to two; however, we include in our final puncture tally, a tubeless tyre that finally released a lump of embedded flint spewing sealant over its ungrateful owner a couple of miles from home.

B+ GROUP RIDE INFORMATION 16.07.22 - 06.11.22

Date	Leader	Start	Break	Distance (miles)	Ave. Speed (MPH)	Ascent (feet)	Riders	Lumpometer Score
16th July	Richard Ramsden	Paddock Wood	Ashdown Forest	46.12	14.25	3,123	11	77.97
23rd July	Neal Corby	Marden	Udimore	53.5	15.2	3,015	7	93.69
30th July	Tony Palmer	Yalding	Bewl Reservoir	50.8	14.7	2,875	7	93.30
6th August	Andrew Hammersley	Boughton Monchelsea	Trosley CP	51.35	13.2	4,260	11	63.65
13th August	Fairweather	Yalding	Penshurst	48.61	13.1	3,274	13	78.39
20th August	Bing	Offham	Westerham	55.00	14.00	3,790	8	76.62
27th August	Maria Marchesini	Marden	Ham Street	54.60	16.6	1,783	16	161.89
3rd September	Tony Palmer	East Malling	South Darent	45.50	13.1	3,500	7	68.60
10th September	Brian Kavanagh	Boughton Monchelsea	Faversham Quay	46.90	13.6	2,515	8	98.46
17th September	Neal Corby & Kevin Kennard	Charing	Dymchurch	56.21	15.00	2,550	8	116.39
24th September	Richard Ramsden	Paddock Wood	Mayfield	41.00	12.8	3,794	4	57.06
1st October	Megan & Martin Phelps	Mereworth	Paddock Wood Churn Lane	44.25	14.3	2,002	9	116.70
8th October	Brian Kavanagh	Marden	Tenterden	44.60	17.0	1,722	8	136.75
15th October	Tony Palmer	Wateringbury	Ticehurst	45.50	13.1	3,368	3	71.33
22nd October	Maria Marchesini	Charing	Elham Valley	46.33	13.3	2,895	11	84.50
29th October	No ride	KCA Reliability Trial 30th Oct					8	
5th November	Anita Clifford	Marden	Woodchurch	46	13.1	1,700	4	142.87



B GROUP

SATURDAY 17TH SEPTEMBER

BY: PHIL TAYLOR

After an unusually chilly start from Marden the route took us via Breaches Farm to Grafty Green and up Church Road hill to rest outside St Nicholas Church for a natter and gaze at the view. Onto Lenham for bacon rolls at the Chequers Fish Bar and inevitably more natter in the sun with Bill who had ridden over from Ashford. Return took us down Ulcombe Hill and past the road closed signs where a new water main was almost finished, that is until the junction with All Saints Church, Ulcombe, our point of interest stop, which was double fenced completely across the road. A squeeze with bikes through a very narrow gap gained the other side. All safely through we were able to walk into the churchyard and view the 2 massive Yew trees there. The one has been dated according to Cliff as 2300 years old while close by its baby sister/brother is 1800 years old. What fabulous beauties. Somewhat overawed we coasted back to base at Marden and a very humbling sight to tell our friends and family all about.

Phil leading 7 B riders. 35 miles
13.4 mph ave.

SATURDAY 15TH OCTOBER

BY: CLIVE BRADBURN

My turn to lead today, so an easy local circular tour. There were eight of us today, a couple of the group not joining us because of winter colds! A bright day for the ride until nearly home when a very heavy shower attacked us. After having descended Barn Hill I had a particularly awkward puncture. My fault for using my summer bike, no mudguards and tubeless tyres. I have to accept that the summer is now over. Graham kindly led the group back to Marden whilst I made my way home back up Barn Hill!

We still have our 9.30am start, clocks go back soon so maybe our leader will revert then to 10.00am. Today, however, was fine and we weaved our way towards Sutton Valence via as many quiet lanes as possible. I chose the South Lane route up onto the ridge as it probably one of the easiest. Our small group of hill climb specialist made the most of it and nearly dropped off to sleep at the top waiting for the rest of us to join them. A pleasant ride from then on towards East Sutton, where we stopped for photos at the prison entrance. The views from there over the Weald were delightful

on this lovely autumn day. We all enjoyed the many brightly coloured cyclamen patches throughout the journey until we reached Gravelly Bottom, where the heavy overnight rain had helped considerably for the road to live up to it's name. After that I decided to shorten the route to the café at Chart Sutton as I had intended to go by Avery Rd, Langley which I know is far worse in bad weather than anything else locally. So a shorter journey to the Burrows Café where we stopped for a while. To ensure we got our 30 miles in I meandered through Boughton and Loose and then back off the ridge via Barn Hill. It was there that I parted company and the rest were back at Marden very soon having only done 28 miles today.

SATURDAY 5TH NOVEMBER

BY: CLIVE BRADBURN

Just three of us oldies plus our newcomer Nigel, braved the elements today. A warm up lap to Laddingford before heading to the highlands of Horsmonden and beyond. We were accompanied by drizzly rain all the way to Scotney Castle where we enjoyed our calorie building cakes and coffee and

in my case, marsh mellows on hot chocolate. We sat outside under the huge umbrellas hoping the sun would appear but there was no chance and the Heavens opened with some very heavy rain. I must say I do admire their very large umbrellas, if I had them at home a couple would cover my lawn! Another group of riders appeared and I do believe they were our SFACC C group. They were dressed very well for the bad weather including waterproof leggings and I am sure they were very dry and comfortable underneath their wet gear. We were ok in our tight lycra and well done Nigel for wearing shorts! I decided to cut out a large part of the ride back to Marden, so as we had Cliff with us and we were on his patch, we enjoyed some variation of route plus the enjoyment of listening to his local stories punctuated by his regular greeting call to nearly every person he saw .. he knows everyone in a 20 mile radius. We split off eventually, Cliff and I riding home whilst Graham and Nigel made their way back to Marden.

An enjoyable ride with great company and miserable weather.



MIDWEEKERS

WEDNESDAY 14TH SEPTEMBER BY: RUSSELL CHIDWICK

A tried and tested route from Lenham to Chilham and Wye, chosen by Jonathan Leeson, our leader for the day. A good turnout of thirteen, we split into two groups with me leading a more modestly paced ride. The usual climb of Hubbards Hill took us to the nasty little mucky climb of Kettle Hill towards Sheldwich and Selling. A great café stop as usual at the Badgers Hill Farm Café. The fast group then went on the published route to Godmersham and Wye leaving the second group to detour via Challock to pick up CycleQuest CQ27 at St Cosmas & St Damian's Church. Although a steep downhill was required with the inevitable climb back up again we discovered an amazing church so thank you, Bob, all the same. Back to the published route at King's Wood car park we picked up CQ28 before we descended White Hill, a 2007 Tour de France climb. Back through Wye, Boughton Lees and Charing. Both groups having had their share of punctures, the day turned out dry and sunny and really enjoyed by all. Well done to Sarah and Graeme who extended their ride to solve CQ19 at the top of Stede Hill. 36 miles, 2300 feet of ascent at an average of 13.7 mph for the faster group and 42 miles, 2750 feet of ascent at an average of 11 mph for the second group.

WEDNESDAY 21ST SEPTEMBER BY: RUSSELL CHIDWICK

A clear morning with sixteen meeting up at East Malling for Martin Phelps' routes to the Kingdom Café in Penshurst. Ten, including Fredereik on her first taster ride, chose to go on Martin's longer, 45 mile lumpy 3000 foot route and five on a shorter 39 mile 2400 foot route, lead by Paul Sullen. Both rides went west to West Malling and Palxto with the longer ride taking in Sevenoaks Weald. The riders on the longer route were able to tackle three of Bob's great CycleQuest clues with the shorter ride just one. A great meet up at the unique Kingdom Café for a similar route back for each group. A great ride enjoyed by all with no incidents with the 45 mile group averaging 15 mph and the shorter group averaging 13 mph.

On the same day five SFACC members joined a short PR ride to Yalding for the Community Rail Partnership and SouthEastern launch of their cycle rails on 6 of the station bridge steps along the Medway Valley Railway Line (Strood to Tonbridge). These are Halling, Aylesford, Maidstone Barracks, Maidstone West, East Farleigh and Yalding. Cycle rails allow cyclists to push their cycles along channels up and down stairs removing the need for the cycles to be carried. They have been fitted to promote active

travel, end to end journeys via 'cycle, rail, cycle' journeys.

WEDNESDAY 28TH SEPTEMBER BY: RICHARD VALENTINE

A pleasantly warm morning for the start at the Weald of Kent Golf Club which attracted 21 riders. These quickly split into 3 groups, led by Steve, Gary and Angie and all heading independently for the break at Silcocks Farm Shop, near Tenterden. The route had been devised by Russell beforehand, who couldn't attend at the last minute, and he certainly found some lumps on the way out via Sissinghurst, Sandhurst and Rolvenden. The staff at the café were not phased out by such numbers, and they coped very well, whilst everyone sat outside. Jonathan Leeson and his wife Sara, out on her Birthday ride joined the faster group to the welcome of Happy Birthday being sung to her, for a bite to eat, together with a crow (nicknamed Russell Crow) that wanted to share Jill's food. I think everyone was quite happy for a much flatter return, mainly keeping to country lanes all the way back to Headcorn. A distance of 36 miles with 1750 feet of ascent at averages of 15.9 and 13.3 mph.

WEDNESDAY 5TH OCTOBER BY: RICHARD VALENTINE

A Yalding Station start with 22 riders, many including Graeme and Paul Sullen, had ridden in

(and later home) from Hartley. Steve Fardon had set the route, and he led one group, with Jonathan Leeson taking the faster ones and Paul Sullen a third. A dull very breezy morning with everyone heading for the break at Gray's café, Brenchley. It was a lovely flat route until Curtisen Green and some leg crunching inclines. The café looked after us all, even if it took quite a time. With drizzle threatening, Steve chose a lot flatter wind assisted return with the only incident being Colin S taking a tumble at slow speed hitting a pothole. A distance of 35 miles, 1500 feet of ascent at averages of 15.7 and 13.3 mph.

WEDNESDAY 12TH OCTOBER BY: RUSSELL CHIDWICK





A great turnout of 20 led to three groups riding from Lenham. The faster group of 9 led by Birthday Girl, Anita Clifford, included Lisa, Sarah, Rachel and Steve Hargreaves who were going for a dip in the sea at Whitstable. The other 11 split into 2 groups on a shorter ride to Seasalter with Paul Sullen and I leading. The usual climb of Hubbards Hill led to the great gentle descent all the way to Faversham and the run through Graveney and Seasalter with a café stop at the Forget me Not. The Whitstable group had their break at the Beach Café with the hardy four taking their dip in the brine. A return through Faversham, Newnham and Doddington and the descent of Stede Hill, at the top of which CQ19 was answered for those who had not ventured there before. 45 miles for the faster group and 35.5 miles, 1760 feet of ascent at an average of 12.4 mph for the second group.

WEDNESDAY 19TH OCTOBER
BY: JONATHAN ENGWELL

A lovely bright Autumnal day, albeit a tad breezy, greeted the 18 riders for a Hothfield Common start. It was great to have Clare back with us as well as Sally for her first midweek ride. As per norm these days we split into groups, Jonathan leading one group with the others being led by Gary and Russell. The route out took us via Westwell, around Conningbrook Lakes and onto the lanes leading to Brabourne. There were a few short climbs but nothing too strenuous, the hardest battle being the stiffening

easterly wind. After passing through Stone Hill we joined the A20 just before Sellindge and then headed towards Lypnpe and the sharp descent down to the café, Unit 1 at West Hythe. This was a new one for most of us and whilst there was not a huge offering, the bacon butties and cake were well received and the general consensus was that we would use it again. A pallet delivery driver did try and ruin our stop by reversing down the Lane and taking our bikes with him but Richard was quick off his seat to avert the danger. Whilst sitting at the café it became apparent that Sarah had shot past the café turning and had accumulated some unexpected extra miles - clearly, she had forgotten the pre ride briefing!

After leaving the café we took the marsh road, heading west, with the wind behind us although Nick wasn't convinced. It was a good way for the legs to warm up again after the break. We hit a few climbs around Bonnington and Bilsington but in the main it was a flattish route back to Hothfield and everyone agreed it was a good alternative to our tried and trusted route out to the coast. No incidents or punctures to report. 37.5 miles, 1600 feet of ascent at averages of 15.8 and 13.3 mph.

WEDNESDAY 26TH OCTOBER
BY: MARTIN PHELPS

Jo's Last Ride with The MidWeekers - It was great to see so people out to say goodbye to Jo Carver on her last ride with The MidWeekers prior to her move to the West Country. A real reflection on how popular she has been. 20 riders in 3 groups left Hollingbourne Station in thankfully dry, if a little breezy weather. Anita led the breakaway group of 10 and were joined by Jill and Rachel at the Smarden Bell. Russell led a group of 5 and Lorna a further group of 5 who were joined by Mandy, also at the Smarden Bell. 23 riders in total making their way to Woodchurch which was just over the half way mark where we tried out a new stop, The Old Post Office

Coffee Shop. The only downside was that they could only accommodate 12 of us inside but the food was good. Jill had also arranged for a surprise Farewell Cake to be presented to Jo which was also very yummy. The ride back to Hollingbourne was a little easier with the wind mostly at our backs. You will be missed Jo. 42.26 miles and 2133 feet of climbing at averages of 13.8, 12.5 and 10 mph.

WEDNESDAY 2ND NOVEMBER
BY: BRIGITTE SNOOK

On a sunny November morning 31 riders gathered at the start in East Malling. The fast group set off first led by John Gibbons and Martin Phelps. Unfortunately, within the first mile Lisa had a puncture (her second of the day) and Jonathan Leeson had to drop out due to a wrist injury after a fall on wet leaves on his ride to the start. Jill Edmans joining the fast group on route. The second group led by Brigitte, the ride leader, was followed by Paul Sullen's group, all following an undulating route through Plaxtol, down Nizel Lane to Leigh and into Tonbridge. All meeting up at Wetherspoons for the coffee break where the numbers did not phase them at all. With the help of a good tailwind the way back was up Postern Lane through Tudeley, Golden Green, West Peckham, Mereworth and Kings Hill making it an enjoyable ride at a good pace. A 40 mile ride with 2000ft of climbing at 11.5 - 14 mph average.





D AND D+ GROUPS

BY: RICHARD VALENTINE

SATURDAY 17TH SEPTEMBER

On a lovely autumnal morning 29 gathered at Yalding Station, including Tom on a taster ride. Peter Waring took 10 on his D+ ride for a lumpy route that went to the delightful Artful Grocer café at Wadhurst, via Brenchley, Kippings Cross and Bells Yew Green. The hills continued after the break, and at Lamberhurst Peter found the Cycle Quest clue at the War Memorial, before the flat return. A distance of 34 miles and 2120 ft ascents

At short notice Richard V led 19 D riders on a less challenging route and headed for Grays café, Brenchley. Just before the first Cycle Quest question at Tudeley Church, Paul Richard's bike suffered a bad hanger breakage, which finished his ride. Tom on his first ride swung into action and called his wife to bring their car, and took Paul and bike back to Yalding. Everyone else then carried on to the break via Pembury and delighted in sitting out in the sun, even though the service was pretty slow, but no one was in a hurry. Just as the group was about to leave, Donna's tyre decided to go bang, but Bob and Roger L, quickly fixed the puncture. It was then an uneventful return. A distance of only 30 miles.

SATURDAY 24TH SEPTEMBER

A Barming start with 23 trying not to clog up the road, before Lee set off with his D+ group of 15 going to the Weathered and Worn café at Hadlow.

Jo then gathered her set of 8 D riders for their break at Melia's café Borough Green. Both groups initially had the same route in mind, and all the way to Crouch it was like the tortoise and hare, with each group passing the other when they stopped. Eventually they went their separate ways, into the lumps and bumps of country lanes to well appreciated stops. With such lovely weather, both were able to sit outside, with the plus group having the benefit of a quiet café garden, whilst it was by the A25 for the others, but still delightful.

The lumps were inevitable on the returns, with the plus group doing over 2000ft ascents and 35 miles, with the D's doing about 30 miles, but the same amount of climbing, thankfully both without incident.

SATURDAY 1ST OCTOBER

A joint D Group with 14 riders from Hunton. Several cycled in including Shika who has come up from the Easyriders plus group and rode from Maidstone up to the ridge. Richard then led on a bright morning and a pretty flat

route to Poult Wood Golf Club, where it was so warm that everyone was able to sit out on the veranda. On the return a car overtook a section of the group closely on a blind bend. When an approaching car came into view the driver cut in, stopped and pulled away but then pulled up sharply in front of Gary causing him to collide with the rear of the car and come off his bike, causing grazes and bleeding to his knee but fortunately without damage to his bike. The incident has been reported to the police and they are investigating. A distance of only 27 miles at a very moderate pace..

SATURDAY 8TH OCTOBER

A lovely sunny autumnal start at Aylesford for both groups. Good to see Keith become involved in leading the D+ riders, and they set off with 9 for a very looping route that took them for their break at Spadeworks, Offham. It went via Eccles and over Peters Bridge and Trottscliffe before the stop, where they were able to sit out in the sunshine. A pleasant return with a couple of climbs up the Hurst and later Butchers Lane for a distance of 31 miles.

John C took care of the D group with 7 riders, going off in the opposite direction



for their break at Teapot Island café, Yalding. He chose a lovely country laned route via Offham and Hadlow to the stop, and a leisurely break sitting in the sun. A hillier return, with Mike Griffiths at age 80 going up the climbs on his 40 year old bike, leaving others in his wake. Full of admiration Mike. A distance of 29 miles

SATURDAY 15TH OCTOBER

A Weald of Kent start for both groups with Richard V, taking 14 on a very flat D+ ride to Putland Lakes café, and Trevor going on a hillier route with his 11 D riders.

Richard took a country laned route with trees in abundance, fallen leaves and crunching over acorn nuts before arriving at the break, where they enjoyed the fayre sitting outside. A very pleasant wind assisted return which Gary described as a Devils ride as it was just 666 feet of ascents and 33 miles.

By contrast Trevors ride was more challenging, and he took them up to the Ridge Golf Club via Boughton Malherbe to the break where they enjoyed their Costa coffees sitting outside. They then

enjoyed the return to the flat via Hunton Hill, arriving back at WOK at the same time as the D+ riders, having done twice the ascents and 31 miles, just as a downpour started.

SATURDAY 22ND OCTOBER

A joint groups Away Day ride that started from Wouldham with 19. Richard led half the group, whilst Russell waited a few minutes with his. Both headed for the Isle of Grain area and kept separated throughout.

A bit of a sightseeing diversion for Richard's group by incorporating a look down on Upnor village and the River Medway, before continuing on to Hoo and Lower Stoke, where in a field there were dozens of cars whose occupants were getting Halloween pumpkins. It was then on to The Fenn Bell café for refreshments.

By contrast on Russell's ride, Marjory sustained a puncture at Rochester, but combined girl power sorted it out. When they arrived at the Fenn Bell, due to the numbers, they decided to carry on to the Pure Planet café at Cliffe Woods. An uneventful

return for Richard's group via Higham and Cuxton, but a second puncture at Cobham, this time for Sally, was again swiftly dealt with by the ladies although it did delay their return. A distance ride of 37 miles.

SATURDAY 29TH OCTOBER

Yet another great turnout of 23 for a Yalding start, on a lovely autumn morning.

David Cole led the D+ Group with 6 on a fairly gentle ride for their break at Grays café at Brenchley. Mainly staying on the flat through Chainhurst before the climb to the stop which was busy, so the service was quite slow. An uneventful return via Golden Green with a total distance of only 32 miles, in preparation for some doing the Reliability Trial the next day.

Bob and Brigitte led the D group which split into 2, due to the high numbers and headed for Sissinghurst Castle on a 35 mile round trip, again mainly flat until the lump up to Curtisden Green. Some of the group dropped off after a few miles to take a shorter route to the popular Top Nosh café, Paddock Wood, again for

some doing the Reliability Trial.

SATURDAY THE 5TH NOVEMBER

A wet miserable start at Mote Park. Mike Lambourne led with a group of 5 and very briskly headed for Blue Bell Hill before later going back down Boxley Hill then up again via Hucking Hill to the break at the delightful Wormshill Light Railway café. How nice it was to get into the warm and out of the chilly rain. The pleasant thought of a mainly downhill return was quickly shattered with Graeme getting his first of two punctures, Mike losing his gearing locator and the enormous deep puddle in Water Lane, where Steve landed headfirst into the water. A distance of 31 miles and 2450 feet ascents.

Jo Ellesmere took the D lead with 13 and went out to Lenham for the break via Kingswood and Charing Heath. A fairly lengthy stop at the Fish and Chip café in the village before heading back via Lenham Heath, Hollingbourne and the Pilgrims Way to Detling. A distance of 30 miles, 1600 feet ascents and very wet.



C GROUP

SATURDAY 11TH SEPTEMBER

Charing to Perry Court

BY: SANDY

Joan led us through the lanes and along the Pilgrims Way.
8 Riders 27 miles

SATURDAY 18TH SEPTEMBER

Penenden Heath to Paddock Wood

BY: GEORGE

After the glorious hot summer we had in 2022, the morning bit sharp and cold. Shorts had to be changed to trousers. Jackets brought out. Autumn looms. We met at Penenden Heath where criminals used to be hanged and luckily C Group did not hang me at the end of the jaunt. We had enjoyed weeks of lane riding so today included plenty of off-road for a change. We took a path to Grove Green and entered Mote Park from the A20. Since we have not recently used the car park we had missed a new café built by the climbing play area. Took Pheasant Lane to Boughton Monchelsea, went under the Telford bridge in Loose, noted no ducks on the stream by the Chequers, took Wells St to Coxheath and down Wierton. Crossed the field at Stonewall

to the bottom of Hunton, lanes to Pikefish and L to Paddock Wood. We went to Barsleys for lunch. Coming home we crossed Yalding Bridge and cycle along Kenward where we saw a notice to say that the Retreat Café has reopened. At Kettle Bridge we picked up the river path to Maidstone. A East Farleigh Lock we watched the locked being filled. One cruiser then went upstream out of the lock, and the Kentish Maid, from Allington on a private booking, entered the lock coming downstream with a small boat behind and waited for the water in the lock to go down. At Maidstone we took a photo with the Invicta Horse. We crossed the river by Archbishop's Palace, exited the path R up The Mallows and Monckton Lane to Chatham Road, passed over the pedestrian bridge and made our way back to Penenden Heath by Perryfield St. The ride took long that usual because cycling off-road is slow. 34 miles (6 of which were off-road) 6 Riders.

SUNDAY 25TH SEPTEMBER

Blackheath circular route

BY: GEORGE

Five years have elapsed since C Group's last London Ride. It is

not a straightforward ride along lanes to a café and back. There are long stretches of walking, narrow passages, intervals of the Thames path, short alleys, a park, dead ends, abrupt turns, bridges, covered ways, steps, cobbles, jostling crowds, live music, a busy market, a temporary blocked path ... and the Elawi tribe cyclists behind with their plaintive cry, "We're the Elawai".

A conker from Greenwich Park sits by my phone in the hall. Tradition the good book says. So from Blackheath village we crossed the heath for a WC stop in Greenwich Park, chose our conkers, dropped down to the Cutty Sark and used the footbridge over Deptford Creek to the Statue of Peter the Great with the small head. Hereby hangs a tale. He came to Deptford to learn about ship building, stayed at the house of the diarist John Evelyn, Sayes Courts, wrecked the joint and smashed down the garden hedges hurtling along with young naked ladies in a wheelbarrow. He went home and founded St Petersburg. The government of the time paid Evelyn £300 recompense for the damage he left. Nice Chap. We passed the back of the Old Deptford

Dockyard. When steam ships were being built elsewhere the dockyard declined. Parliament brought in the Cattle Diseases Prevention Act in 1869 and this area with 23 acres was bought for foreign live animals, up to 5000 cattle and 12,000 sheep. Took our elevenses in the new café at Surrey Docks Farm.

Along Queens Walk between Tower Bridge and London Bridge was an installation of chimpanzees, each labelled with the sex and age of the animal. Passed the Golden Hinde, went along the Clink, Bankside, over the Millennium Bridge and to Paternoster Square behind St Paul's to see a sculpture called the "Wild Table of Love" by Gilles and Marc. Endangered animals sit round a table and two empty stools are left for you to join them. Whilst there, we met a lady with a rather smart shepherd's crook. She explained that the Freeman of London were exercising their right to drive sheep across London Bridge today. With that I abandoned my ride to Smithfield and St Barts and we made our way onto London Bridge, expecting to see the bridge closed to traffic and a large flock of sheep in the road. We did



see eight sheep in a pen at the S end and another eight came from the N end with dignitaries, but using only the downstream footpath which was fenced. We survived the ride and live to tell the tale 13 riders. 19 miles.

SATURDAY 1ST OCTOBER

Lenham to Faversham

BY: JOAN

I lead this ride as Daniel was "Hors de combat" due to covid. 5 riders 28 miles.

SATURDAY 8TH OCTOBER

Biddenden to Rolvenden

BY: JOAN

Eight of us met in Biddenden on another warm and sunny Saturday morning. Our stop was at The Star Rolvenden. A very pleasant interlude with good food and we were made most welcome. 6 riders 30 miles.

SATURDAY 15TH OCTOBER

Borough Green to Lullingstone

BY: GEORGE

We road down Knats Valley and along the Darent Valley. Refreshments at Lullingstone Visitors Centre. 6 Riders 26 miles.

SATURDAY 22ND OCTOBER

Aylesford to Chart Sutton

BY: JOAN

Another lovely day 6 of us set off from Aylesford, but minus Sandy and Jim as they were due for their covid and flue jabs this morning. We had an enjoyable stop at the Pleasant View Café 6 Riders 28 miles.

SATURDAY 29TH OCTOBER

Weald of Kent Golf Club to Singleton

BY: SANDY

Rode through the lanes and had a pleasant lunch stop at footprints, sunny so we sat outside. 7 Riders 32 miles.

SATURDAY 5TH NOVEMBER

Paddock Wood to Scone

BY: GEORGE

Six C Group diehards out today and no other cyclists around apart from another four SFA's when we stopped for lunch. We set out on a dreary rainy day for a short ride over the hills from Paddock Wood to Scotney. Despite waterproof clothing including yellow thigh covers that we would grace a pantomime dame I arrived home soaked. We agreed the ride was terrible which is sad because in the sunshine the pretty lanes, the colourful leaves and the views would have been beautiful. The only redeeming feature were the excellent cheese scones at Scotney. 21 miles.



F. J. M


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EASYRIDERS+

SATURDAY 10TH SEPTEMBER

Senacre School to Lenham

BY: DAVID PERCY

14 riders set out from Senacre School onto Willington Street. Left onto 274 left down Gore Lane. Through to Otham, Langley, Bromfield, Kingswood onto Lenham Road. Lunch at the Bow Window Café. Fantastic food and nice service. Back through Platts Heath, Kingswood, Gravelly Bottom Road to Langley and Otham. Thanks to Gary's short cut to Senacre and back to the school.

Average speed 9 mph 20 miles.

SATURDAY 17TH SEPTEMBER

Lenham to Brogdale

BY: GARY COMBER

The weather forecast was for wall to wall sun all day, and it was. But most of us didn't pay heed to the fact that the temperature was not going to be the same as the two or three weeks before!

However, 14 of us set off in two groups to scale Hubbard's Hill which warmed us up considerably.

Then followed the descent from the top of the downs to our destination via Eastling, Painters Forstal and onto Brogdale.

On arrival we debated as to whether we sat outside in the sun or went inside for our refreshments, but once we had been inside the café and found how warm it was, there was no debate to ponder.

The service was fairly quick and I don't think anyone had to wait too long.

After eats and drinks we set off on the return journey.

This was via Ospringe, back to Painters Forstal, then Newnham, Doddinton and then down Stede Hill to Harrietsham and on to our start point at Lenham.

Thanks to Nick for being rear gunner of the first group, Dave Percy for leading the second group, and to Gail for being back marker of the first group.

No punctures or mechanicals resulting in 24.7 miles at 10 mph.

SATURDAY 24TH SEPTEMBER

Kingsdown to Sandwich

BY: ANITA FREEMAN

What a turnout! Considering the abysmal weather forecast I was delighted to see 11 cyclists for our little excursion to Sandwich and back. Although Dave Panel gets the prize for being the most committed having done an overnigher on the beach in his camper van. Well done Dave.

Under grey skies but in fairly ambient temperatures we pedalled off along the sea front through Deal and the Links golf course. Having said goodbye to the summer the roads and paths were pleasantly more depleted of cars and pedestrians.

Through the park to our coffee shop in Sandwich where we enjoyed a long leisurely break outside in the square. There was much hilarity at times!

For our return we decided to trial a minor detour to explore the beach and kill a bit of time. But the heavy grey clouds were building and this proved to be a

bad idea. Well done Dave Panel for having the foresight to go straight back. After our photo opportunity the first drops started to fall, and then.....oh my.....the heavens opened.

We pedalled like crazy all the way back arriving as 10 drowned rats for lunch at the Zetland Arms. Surprisingly only a few had brought a change of clothes and there were many soggy bottoms on seats. The people round the table looked remarkably different from the ones who set out earlier. But what's a drop of water amongst rusting friends, I think it added to the fun.

Lunch went down a treat before we said our goodbyes about 4 pm.

A big thank you to all for turning up and having faith. We had a laugh didn't we? 19.6 miles at an average speed of 9.8 mph.

SATURDAY 1ST OCTOBER

Staplehurst to Brenchley

BY: GARY COMBER

What a gorgeous day for a bike ride.

Fourteen of us met at Staplehurst, including two new members -- Barry and Lynne. Also included in this number were Brian and Chrissie who both decided to go on a different ride.

So the twelve of us set off from the meeting point along Five Oak Lane, Sherenden Lane, Goudhurst Road, Sheephurst Lane, Maidstone Road, Castle Hill to the photo point at the top and then on to Gray's Café, Brenchley.

The café was fairly crowded and chairs and tables in short supply, but by the time we had ordered our eats and drinks some of the other customers were beginning to depart and so the problem was solved.

Our return journey was back to the top of Castle Hill, Green Road, Churn Lane, Sheephurst Lane, Chainhurst, bottom of Linton Hill, and cross over the A229, Rabbits Cross, back onto the A229 for a short spell, then a few more lanes to Staplehurst start point.

I think Lynne found it a bit hard going once or twice, but Charles kept an eye on her! (Thanks Charles).

No punctures or mechanicals resulting in 27.5 miles, mph not known.

SATURDAY 8TH OCTOBER

Mereworth to Brenchley

BY: COLIN BAYS

Eleven of us assembled outside Mereworth Church on a beautiful sunny morning for Julie's ride to Pembury and back.

This included a very husky and under the weather Julie in her pyjamas to wish us well and leave us to enjoy her new loop.

We set off over to West Peckham and Hadlow managing to lose the second group with only a few miles gone.

Regrouping we followed down the lanes towards Golden Green and Tudely. Heading up Bouncers Bank and Amhurst Hill I managed to take a wrong turn to bring us out on the A228 on a pretty nasty bend. We should have gone a



bit further up the lanes to come out on the bridge over the main road....general feeling was not to double back as we were already a bit late for coffee. After a bit of a nightmare ride along the main road we turned off into Pembury, and on up to Romford (I thought that was in Essex...) dropping through some lovely woodland not quite lost but asking some people with dogs if we were anywhere near Matfield it seemed we were actually on the right road. Onwards via an easy drop down to Brenchley at Grays café unfortunately missing Heather who had to go off for a job.

Replenished we returned down Pixot Hill (was that 36 mph!) to head north through Laddingford, Yalding Bridge and a brief stop by Yalding Station.

Turning right just after the crossing I managed again to lose the second group who had headed over to Seven Mile Lane and weren't persuaded to come back to the Hop Pole pub. Just John and I cycled back towards Nettlestead, up Gibbs Hill (quite a grind..) and down to Pizien Well to join the Tonbridge Road back past Mereworth Castle and ending at the church, to see most of the group getting back into their cars.

A jolly good route which we must do again, it's mostly on quiet roads if you keep to the route intended. Not too many incidents and no punctures. 27 miles and 1426 feet of climbing.

SATURDAY 15TH OCTOBER
Staplehurst to Yalding

BY: COLIN BAYS

Twelve riders left the Bell Lane car park in two groups on a beautiful sunny morning to head west to Yalding. A slight turning to the left took us along the Goudhurst Road up the slight gradient (did

anyone notice that hill..) to see the wonderful autumnal views across the valley through Bowling Alley Wood.

Along past Blantyre House and the sewage works gave us a sweeping downhill ride and up to Curtisden Green. Another downhill took us to Marden Beech where we definitely headed west to Claygate and Laddingford, ever expectant of coffee and cake.

Still keeping the two groups within sight we flew in to Teapot Island to greet Heather who was out for the first time following her ops and looking well. A splendid break while waiting for cream teas etc from a rather grumpy chap in charge of the counter. What is it with table numbers...? Anyway it was sunny and the chat was good.

Thence to Yalding and pretty close experiences with b...y cars...I thought they had to be well away...haven't they read their Highway Code. Still, probably not as bad as riding along Seven Mile Lane last week.

Over the old bridge and right before the Walnut Tree where we gradually climbed back up to the bottom of Hunton Hill.

East Street and Redwall Lane took us to the bottom of Linton Hill. By then the weather was beginning to look a bit ominous so at Rabbit's Cross we cut the ride short to get round the back of Staplehurst missing the rain.

Good to see Heather and a bunch of the 'C' group who hopefully enjoyed the ride. 25 miles, 900 feet of climbing at 11 mph.

SATURDAY 22ND OCTOBER
Charing to Bethersden

BY: CHARLES GOODE

There was much admiration for

Michael's new cycling shoes in the lead up to the start of the ride – so much so that Michael completely forgot to sort out his pedals for the new fit and thus could not pedal when I set off so I lost the second group within 200 yards at the first junction. We returned to the car park whilst Michael sorted out his pedals and set off together a few minutes later.

Dropping down through Charing High Street we made our way southwards via Pivington lane / Egerton road to the top of Greenhill lane – it had been gentle climbing from having crossed the motorway for the route up to here but now it was downhill all the way to Bethersden. With a good road surface and minimal traffic some faster speeds were able to be achieved on this 5 mile section until we turned left direction Smarden. Still flat (probably slightly downhill) the cycling was easy and we arrived at Ripleys Garden Centre ready for refuelling.

Ripleys had set aside a couple of tables for us inside the restaurant but the majority chose to sit outside as the weather really was quiet exceptionally warm and dry for this time of year. I think since Ripleys refurb the café section now is vastly improved and the service just seems so attentive and quick – to my view a rarity in many of the places I have visited. When I went to collect the others from outside it looked as though they were enjoying the weather so much that they were settled in for the afternoon.

I was a bit concerned about the return as I was expecting it to be a bit of a grind as the route out seemed downhill all the way but, until the end, this did not seem to be the case. Going out through Bethersden Village we

went across via Daniels Water to Hothfield having a small climb up to it. Onwards to the A20 where we crossed easily – I wonder how easy (and dangerous) this was pre motorway days? Heading up Watery lane we went into Westfield where, regrouping by the side of the road dressed in all our flash cycling gear, we were passed by a member of the public dressed in "restrictive" normal everyday clothes riding a small "basic" bike very leisurely – embarrassingly the cyclist kept part of the group at bay until we regrouped at a junction and, luckily, they turned off.

Just over a mile later we had reached the end having done 25.5 miles at 11.2 mph average. Thanks to Gary, Colin, and Michael for being group sub leader and back markers. There were 11 of us in total. Let's hope these sunny, warmish days continue for the rest of the year.

SATURDAY 29TH OCTOBER
Lenham to Brogdale

BY: DAVID PERCY

7 riders set out from Lenham on a nice sunny day. We climbed Hubbards Hill and after a lot of country lanes on to Painters Forstal.

Arriving at a closed road we then followed a few detours onto a bridle path to Brogdale café.

We had the coffee break outside in the sunny weather and it was good to meet up with Brian Williams there.

We returned via Painters Forstal, Newnham, and Doddington and after a number of country lanes, a Gary shortcut to Marley Road and eventually a footpath by the A20 before crossing and back into Lenham after 26.7 miles, average speed 9 mph.



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 8:45 am for a 9 am start.

SATURDAY 3RD DECEMBER

Leader: Dave Beggs

SATURDAY 10TH DECEMBER

Leader: Anthony Bell

SATURDAY 17TH DECEMBER

Leader: Dudley Curtis

SATURDAY 24TH DECEMBER

Leader: TBA

SATURDAY 31ST DECEMBER

Leader: TBA

SATURDAY 7TH JANUARY

Leader: Alastair Simpson

SATURDAY 14TH JANUARY

Leader: Eamonn Driscoll

SATURDAY 21ST JANUARY

Leader: Steve Pope

SATURDAY 28TH JANUARY

Leader: Paul Jenner

SATURDAY 4TH FEBRUARY

Leader: Andy Lewis

SATURDAY 11TH FEBRUARY

Leader: Rick Bayne

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 3RD DECEMBER

Leader: TBA

SATURDAY 10TH DECEMBER

Leader: TBA

SATURDAY 17TH DECEMBER

Leader: TBA

SATURDAY 24TH DECEMBER

Leader: TBA

SATURDAY 31ST DECEMBER

Leader: TBA

SATURDAY 7TH JANUARY

Leader: TBA

SATURDAY 14TH JANUARY

Leader: TBA

SATURDAY 21ST JANUARY

Leader: TBA

SATURDAY 28TH JANUARY

Leader: TBA

SATURDAY 4TH FEBRUARY

Leader: TBA

SATURDAY 11TH FEBRUARY

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 3RD DECEMBER

Leader: TBA

SATURDAY 10TH DECEMBER

Leader: TBA

SATURDAY 17TH DECEMBER

Leader: TBA

SATURDAY 24TH DECEMBER

Leader: TBA

SATURDAY 31ST DECEMBER

Leader: TBA

SATURDAY 7TH JANUARY

Leader: TBA

SATURDAY 14TH JANUARY

Leader: TBA

SATURDAY 21ST JANUARY

Leader: TBA

SATURDAY 28TH JANUARY

Leader: TBA

SATURDAY 4TH FEBRUARY

Leader: TBA

SATURDAY 11TH FEBRUARY

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 4TH DECEMBER

To: Otford

Leader: TBA

SUNDAY 11TH DECEMBER

To: Bredgar

Leader: Eric

SUNDAY 18TH DECEMBER

To: Pebhust

Leader: TBA

SUNDAY 25TH DECEMBER

No Ride

SUNDAY 1ST JANUARY

To: Bodiam

Leader: Eric

SUNDAY 8TH JANUARY

To: Faversham

Leader: TBA

SUNDAY 15TH JANUARY

To: Wadhurst

Leader: Eric

SUNDAY 22ND JANUARY

To: Rye

Leader: TBA

SUNDAY 29TH JANUARY

To: Chilham

Leader: Eric

SUNDAY 5TH FEBRUARY

To: Jarvis Brook

Leader: TBA

SUNDAY 12TH FEBRUARY

To: Wye

Leader: Eric

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 ride calendar during winter in case a ride is cancelled or start time is delayed due to bad weather.

SATURDAY 3RD DECEMBER

Leader: Patrick Bourke

SATURDAY 10TH DECEMBER

Leader: Mark Bromwich

SATURDAY 17TH DECEMBER

Leader: Patrick Bourke

SATURDAY 24TH DECEMBER

Leader: Mark Bromwich

SATURDAY 31ST DECEMBER

Leader: Patrick Bourke

SATURDAY 7TH JANUARY

Leader: Mark Bromwich

SATURDAY 14TH JANUARY

Leader: Philip Thorpe

SATURDAY 21ST JANUARY

Leader: Patrick Bourke

SATURDAY 28TH JANUARY

Leader: Mark Bromwich

SATURDAY 4TH FEBRUARY

Leader: Philip Thorpe

SATURDAY 11TH FEBRUARY

Leader: Patrick Bourke

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 ride calendar for the latest information.

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

SATURDAY 3RD DECEMBER

Leader: Neal Corby

From: Penenden Heath

To: Queenborough

SATURDAY 10TH DECEMBER

Leader: Jill Edmans

From: Boughton Monchelsea

To: Newenden

SATURDAY 17TH DECEMBER

Leader: Emma Shaw

Christmas ride

From: East Mallong

To: Lapland

SATURDAY 24TH DECEMBER

No ride

FRIDAY 30TH DECEMBER

Leader: Brian Kavanagh

From: Yalding

To: Bodiam

SATURDAY 7TH JANUARY

Leader: Lisa Loft

From: Lenham

To: Whitstable

SATURDAY 14TH JANUARY

Leader: Maria Marchesini

From: Marden

To: Penshurst

SATURDAY 21ST JANUARY

Leader: Tony Palmer

From: Wateringbury

To: Ticehurst

SATURDAY 28TH JANUARY

Leaders: Richard Ramsden

From: Paddock Wood

To: Chiddingstone

SATURDAY 4TH FEBRUARY

Leader: Jonathan Engwell

From: Aylesford

To: Meopham

SATURDAY 11TH FEBRUARY

Leader: Anita Clifford

From: Marden

To: Dymchurch

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: filolyat@gmail.com

SATURDAY 3RD DECEMBER

Leader: TBA

SATURDAY 10TH DECEMBER

Leader: TBA

SATURDAY 17TH DECEMBER

Leader: TBA

SATURDAY 24TH DECEMBER

Leader: TBA

SATURDAY 31ST DECEMBER

Leader: TBA

SATURDAY 7TH JANUARY

Leader: TBA

SATURDAY 14TH JANUARY

Leader: TBA

SATURDAY 21ST JANUARY

Leader: TBA

SATURDAY 28TH JANUARY

Leader: TBA

SATURDAY 4TH FEBRUARY

Leader: TBA

SATURDAY 11TH FEBRUARY

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 7TH DECEMBER

Yalding

Leader: John Gibbons

WEDNESDAY 14TH DECEMBER

Hotfield to Sellindge

Leader: Jonathan Engwell

WEDNESDAY 21ST DECEMBER

East Mallong, King and Queen

Leader: Jonathan Leeson

WEDNESDAY 28TH DECEMBER

Headcorn

Leader: Mike Lambourne

WEDNESDAY 4TH JANUARY

Lenham to St. Michaels

Leader: Mark Eyres

WEDNESDAY 11TH JANUARY

Aylesford

Leader: Lorna Stafford

WEDNESDAY 18TH JANUARY

Yalding to Hildenbury

Leader: Jonathan Leeson

WEDNESDAY 25TH JANUARY

East Mallong, King and Queen

Please also check our club-runs calendar on the web site:
www.sanfairyancc.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 3RD DECEMBER

Lenham, Dickley Lane
 Leader: Mike Lambourne

SATURDAY 10TH DECEMBER

Snodland, Brookland Lakes
 Leader: Neil Hunt

SATURDAY 17TH DECEMBER

Marden Station Car Park
 Joint group ride
 Leader: Mike Lambourne

SATURDAY 24TH DECEMBER

Ditton Community Centre
 Leader: Lee Baring

SATURDAY 31ST DECEMBER

Barming, St. Andrews Road
 Leader: Lee Baring

SATURDAY 7TH JANUARY

Brenchley, Brenchley Road CP
 Leader: Steve Fardon

SATURDAY 14TH JANUARY

Aylesford Village Car Park
 Leader: Neil Hunt

SATURDAY 21ST JANUARY

Weald of Kent Golf Club
 Leader: Richard Valentine

SATURDAY 28TH JANUARY

Yalding Station Car Park
 Leader: Mandy Barker

SATURDAY 4TH FEBRUARY

Mote Park Car Park*
 Leader: Richard Valentine

SATURDAY 11TH FEBRUARY

East Malling, King and Queen
 Leader: Tony Munn

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 3RD DECEMBER

Lenham, Dickley Lane
 To: Headcorn
 Leader: John Blakeley

SATURDAY 10TH DECEMBER

Snodland, Brookland Lakes
 Leader: Tony Munn

SATURDAY 17TH DECEMBER

Marden Station Car Park
 Joint group ride
 Leader: Mike Lambourne

SATURDAY 24TH DECEMBER

Ditton Community Centre
 Leader: Richard Valentine

SATURDAY 31ST DECEMBER

Barming, St. Andrews Road
 Leader: Marjoty Caine

SATURDAY 7TH JANUARY

Brenchley, Brenchley Road CP
 Leader: Peter Waring

SATURDAY 14TH JANUARY

Aylesford Village Car Park
 Leader: Jo Ellesmere

SATURDAY 21ST JANUARY

Weald of Kent Golf Club
 Leader: Trevor Baker

SATURDAY 28TH JANUARY

Yalding Station Car Park
 Leader: Lorna Stafford

SATURDAY 4TH FEBRUARY

Mote Park Car Park*
 Leader: John Blakeley

SATURDAY 11TH FEBRUARY

East Malling, King and Queen
 Leader: Brigitte Snook

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 3RD DECEMBER

From: Lenham
 To: Ashford, Eureka Café
 Leader: Daniel

SATURDAY 10TH DECEMBER

From: Yalding
 To: West Malling, Spadeworks
 Leader: Joan

SATURDAY 17TH DECEMBER

From: Tonbridge
 (Please contact Sandy as unfortunately due to size café stop numbers are limited)

SATURDAY 24TH DECEMBER

No ride

SATURDAY 31ST DECEMBER

From: Charing circular ride
 Leader: Sandy

SATURDAY 7TH JANUARY

From: Staplehurst
 To: Tenterden
 Leader: Kris

SATURDAY 14TH JANUARY

From: Headcorn
 To: Ashford
 Leader: Mary

SATURDAY 21ST JANUARY

From: Yalding
 To: Borough Green
 Leader: George

SATURDAY 28TH JANUARY

From: Aylesford
 To: Nell's Café
 Leader: Sandy

SATURDAY 4TH FEBRUARY

From: Barming
 To: Hildenborough
 Leader: Joan

SATURDAY 11TH FEBRUARY

From: Headcorn
 To: Bethersden
 Leader: Mary

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 3RD DECEMBER

From: Grove Green X-Roads
 Leader: Anita Freeman

SATURDAY 10TH DECEMBER

From: Boughton Monchelsea Village Hall
 Leader: Michael Trevillion

SATURDAY 17TH DECEMBER

From: Staplehurst
 Leader: Gary Comber

SATURDAY 24TH DECEMBER

No ride

SATURDAY 31ST DECEMBER

From: Yalding
 Leader: Heather Wigston

SATURDAY 7TH JANUARY

From: Lenham
 Leader: Gail Crutchfield

SATURDAY 14TH JANUARY

From: Boughton Monchelsea Village Hall
 Leader: Michael Trevillion

SATURDAY 21ST JANUARY

From: Marden
 Leader: Charles Goode

SATURDAY 28TH JANUARY

From: Shipbourne
 Leader: Colin Bays

SATURDAY 4TH FEBRUARY

From: Yalding
 Leader: Nick Crutchfield

SATURDAY 11TH FEBRUARY

From: Senacre School
 Leader: Dave Percy

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@sanfairyancc.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 11s to enjoy longer rides to the pubs.

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

WEDNESDAY 7TH DECEMBER

Lord Raglan, Rabbits Cross

WEDNESDAY 14TH DECEMBER

Pittland Café, Churn Lane, Horsmonden

WEDNESDAY 21ST DECEMBER

Christmas lunch
 Hawrenbury Inn, Hawrenbury

WEDNESDAY 28TH DECEMBER

Rose and Crown, Mundy Bois

WEDNESDAY 4TH JANUARY

Woolpack, Benover

WEDNESDAY 11TH JANUARY

West End Tavern, Marden

WEDNESDAY 18TH JANUARY

Pittland Café, Churn Lane, Horsmonden

WEDNESDAY 25TH JANUARY

Lord Raglan, Rabbits Cross

WEDNESDAY 1ST FEBRUARY

Hawrenbury Inn, Hawrenbury

WEDNESDAY 8TH FEBRUARY

Rose and Crown, Mundy Bois

WEDNESDAY 15TH FEBRUARY

Woolpack, Benover

WEDNESDAY 22ND FEBRUARY

West End Tavern, Marden

And so on in strict rotation.



Easyriders+ at Brogdale Café 29 October



EVENTS



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

7.00 pm Full Gas Winter Track League
Event #7
League Membership is compulsory for all riders.
<https://fullgascycling.co.uk/product/full-gas-membership>
Lee Valley VeloPark, London

13 TUESDAY

7.00 pm Full Gas Winter Track League
Event #8
League Membership is compulsory for all riders.
<https://fullgascycling.co.uk/product/full-gas-membership>
Lee Valley VeloPark, London

14 WEDNESDAY

10.00 am VTTA (Kent) 10 mile Time Trial
Q10/33 Leigh Green

17 SATURDAY

1.00 pm Full Gas Winter Circuit Series
Event #9
Masters 40+
1.00 pm Masters 50+
2.00 pm 2/3/4 Category
Lee Valley VeloPark, London

18 SUNDAY

8.00 am Santa Special 200 km Audax
From: Great Bromley, near Colchester
https://audax.uk/event-details/10215-santa_special

20 TUESDAY

7.00 pm Full Gas Winter Track League
Event #9
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

7.00 pm Full Gas Winter Track League
Event #10
League Membership is compulsory for all riders.
<https://fullgascycling.co.uk/product/full-gas-membership>
Lee Valley VeloPark, London

07 SATURDAY

1.00 pm Full Gas Winter Circuit Series
Event #10
4th Category Only
2.00 pm 2/3 Category
Lee Valley VeloPark, London

14 SATURDAY

1.00 pm Full Gas Winter Circuit Series
Event #11
Masters 40+
1.00 pm Masters 50+
2.00 pm 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

1.00 pm Full Gas Winter Circuit Series
Event #12
4th Category Only
2.00 pm 2/3 Category
Lee Valley VeloPark, London

28 SATURDAY

10.00 am The Kelvedon Oyster 100 km Audax
From: Kelvedon, Essex
https://audax.uk/event-details/10292-the_kelvedon_oyster

1.00 pm Full Gas Winter Circuit Series
Event #13
Masters 40+
1.00 pm Masters 50+
2.00 pm 2/3/4 Category

29 SUNDAY

9.30 am London & South East CX League
Round 10
Herne Hill Velodrome
9.30 am Under 12 - U8/U10
9.50 am Under 12 - U12
10.20 am Youth U14/U16
11.30 am Vet 50/60+ Men
12.30 pm Women (All Cats)
1.50 pm Junior and V40 Men
2.50 pm Senior and Open Men

FEBRUARY

22 WEDNESDAY

7.30 am Wye Wednesday 200 km Audax
From: Gravesend:
https://www.audax.uk/event-details/10069-wye_wednesday

26 SUNDAY

8.00 am Hell of the Ashdown 100 km Sportive
From: Westerham Brewery TN16 1QP

28 TUESDAY

National Highways and Transport
Survey 2022/23
Closing date for this already running survey. There are six surveys. Feel free to take one or all of them.
<https://letstalk.kent.gov.uk/national-highways-and-transport-2022-23>

MARCH

05 SUNDAY

7.30 am Kentish Killer Sportive
From: Brands Hatch
70 miles super-tough route
45 miles less-tough route
<https://www.britishcycling.org.uk/events/details/271318/Kentish-Killer->

25 SATURDAY

3.00 pm VTTA (Kent) 10 mile Time Trial
Q10/24 Grain
3.00 pm VTTA (Kent) 10 mile Time Trial
Tandems
Q10/24 Grain

APRIL

01 SATURDAY

8.00 am Man of Kent 200 km Audax
From: Golden Green Village Hall
Entries open 1st January at:
https://audax.uk/event-details/9992-man_of_kent_

CALENDAR



08	SATURDAY
6.15 am	Catford CC 10 mile Time Trial Q10/19 Tonbridge By-pass

10	MONDAY
8.30 am	Thanet RC 2-up TTT Q5/18 St. Nicholas at wade RAB

16	SUNDAY
7.00 am	KCA 25 mile Time Trial Q25/3 Ham Street
7.00 am	KCA 25 mile Time Trial Road bikes only Q25/3 Ham Street
7.00 am	KCA 25 mile Time Trial Tandems Q25/3 Ham Street

22	SATURDAY
7.00 am	West Kent RC 10 mile Time Trial Q10/24 Grain
7.00 am	West Kent RC 10 mile Time Trial Road bikes only Q10/24 Grain
7.00 am	West Kent RC 10 mile Time Trial Tandems Q10/24 Grain

23	SUNDAY
7.00 am	VTTA (Kent) 30 mile Time Trial Q30/3 The Street, Johnsons Corner
7.00 am	VTTA (Kent) 30 mile Time Trial Tandems Q30/3 The Street, Johnsons Corner
8.00 am	Tricycle Association 25 mile Time Trial Tricycles only Q25/8 Challock

30	SUNDAY
6.30 am	Wigmore CC 25 mile Time Trial Q25/8 Challock
6.30 am	Wigmore CC 25 mile Time Trial Tandems Q25/8 Challock

MAY	
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13	SATURDAY
3.00 pm	Medway Velo Club 10 mile Time Trial Q10/24 Grain
3.00 pm	Medway Velo Club 10 mile Time Trial Road bikes only Q10/24 Grain
3.00 pm	Medway Velo Club 10 mile Time Trial Tandems Q10/24 Grain

14	SUNDAY
6.30 am	Gravesend CC 25 mile Time Trial Q25/8 Challock
6.30 am	Gravesend CC 25 mile Time Trial Tandems Q25/8 Challock

8.00 am	San Fairy Ann CC Sportive In aid of the Kent, Surrey & Sussex Air Ambulance From: Marden Station Car Park
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18-21	Club Training Tour to Costa Brava Organised by: Stephen Harmer stephenharmer1@icloud.com
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21	SUNDAY
7.00 pm	Medway Velo Club 25 mile Time Trial TT bikes Q25/3 Ham Street
7.00 pm	Medway Velo Club 10 mile Time Trial Road bikes only Q25/3 Ham Street

7.00 pm	Medway Velo Club 10 mile Time Trial 2-up TTT Q25/3 Ham Street
7.00 am	Medway Velo Club 10 mile Time Trial Tandems Q25/3 Ham Street

27	SATURDAY
2.30 pm	Southborough & District Wheelers 10 mile Time Trial Q10/33 Leigh Green
2.30 pm	Southborough & District Wheelers 10 mile Time Trial, Tandems Q10/33 Leigh Green

28	SUNDAY
6.00 am	KCA 50 mile Time Trial Q50/11 Ham Street
6.00 am	KCA 50 mile Time Trial Road bikes only Q50/11 Ham Street
6.00 am	KCA 50 mile Time Trial Tandems Q50/11 Ham Street

11.00am	RideLondon-Essex 100, 60, 30 mile challenge or FreeCycle
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JUNE	
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03	SATURDAY
3.00 pm	CC Bexley 10 mile Time Trial Q10/24 Grain
3.00 pm	CC Bexley 10 mile Time Trial Road bikes only Q10/24 Grain
3.00 pm	Tricycle Association 10 mile Time Trial Tricycles only Q10/24 Grain

10	SATURDAY
10.00 am	Maidstone CycleFest
-4.00 pm	The club will have a promotion stand. Please plan your club run to visit us at Jubilee Square during the day.

11	SUNDAY
7.00 am	VTTA (Kent) 25 mile Time Trial Q25/8 Challock
7.00 am	VTTA (Kent) 25 mile Time Trial Tandems Q25/8 Challock

18	SUNDAY
6.30 am	VTTA (Kent) 10 mile Time Trial Q10/30 Hawthorn Corner
6.30 am	VTTA (Kent) 10 mile Time Trial Tandems Q10/30 Hawthorn Corner

2.00 am	Fairies Flat Five Audaxes Fairies Flattest Possible 300 km Audax
8.00 am	Fairies Half Flat 200 km Audax
8.30 am	Fairies Fairly Flat 150 km Audax
9.00 am	Fairies Flat 100 km Audax
10.00 am	Fairies Easy Peasy 50 km Audax From: Bethersden Village Hall www.sanfairyannc.co.uk/events/

25	SUNDAY
6.30 am	Thanet RC 25 mile Time Trial Q25/10 Thanet Way
6.30 am	Thanet RC 25 mile Time Trial Tandems Q25/10 Thanet Way

KEY	
	ALL CLUB
	ROAD RACE
	SPORTIVE
	AUDAX
	TIME TRIAL
	TRACK RACE
	OFF-ROAD
Volunteers are needed to help with these events.	

ACTIV
CYCLES

KENT'S PREMIERE INDEPENDENT BIKE SHOP

Activ Cycles Ashford

Units 1 & 2 Kingfisher Business Centre
Henwood Estate
Ashford
TN24 8DG

Activ Cycles Folkestone

145 Sandgate Road
Folkestone
CT20 2DA

Kent's Premier Bike Shop For Over 30 Years

Sales & Servicing Of All Bikes And Electric Bikes

Professional Bike Fitting with Every Bike Purchase

Qualified Doorstep Delivery

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