

road race - group rides - time trial - audax - sportive - track - touring - off-road

San Fairy Ann Cycling Club

The Milestone

FOUNDED 1922

SPRING 2023



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SNAP FAIRY ANN... IT'S THE GREAT SUMMER PHOTO COMPETITION!



Who can enter? *Anyone can enter who is a current member of San Fairy Ann Cycling Club*

What sort of photos? *Photos can be current or from the past, in colour or not, as illustrated in the lovely example above, courtesy of Michael Griffiths - but there is one really important condition: they **must contain at least one bicycle, tricycle, tandem, recumbent or hand cycle**. They also need to be digital. In this first competition, there will not be any division into categories until prizes are awarded*

When by? *We want to give you plenty of time to capture a great summer of cycling, so the deadline is **31st August 2023***

How do I enter? *Simply email media@sanfairyanncc.co.uk, putting "Photo Competition" in the subject line, and you will receive a link to a Dropbox folder where you can place your photos*

Have I won? *Winners will be announced, and prizes distributed, at the Club's AGM in September. Winners will be notified privately before the AGM.*

Are there Prizes? *Prizes of Club kit, and goodies from local cycle shops, will be awarded. But surely, the kudos you will gain will be ample reward?*



EDITORIAL



BY: CAROLINE MORTLOCK
DIRECTOR OF MEDIA

Spring has sprung, and the Club kicked off the season with our famous Birthday Lunch - what an event!

The room was full of laughter, good humour and a fair bit of mud. All of these increased as time went on, with many riders arriving looking like they had just completed a cyclocross event. But no, just Kent roads in March. Anyway, it was brilliant, and I'll add my voice to the heartfelt thanks that have already been expressed to the organisers, helpers and bakers who made it such a success.

Lise Taylor-Vebel, presenting slides from her forthcoming and eagerly-awaited book about the Club's history, lamented the lack of a club room; I know many would agree. However, I like to think that the combination of the Club's website, The Milestone and our ever-proliferating WhatsApp groups make for a pretty good virtual equivalent.

I have always enjoyed reading the magazine, and especially seeing the fabulous photos that populate its pages. I was, and still am, in awe of the exploits shared in The Milestone's pages. It makes me proud to be a member, even if I'm never going to scale those heights! As I've mentioned photos, I can't wait to see the entries for our new Club photography

competition; full details are on the inside front cover.

You will notice some differences in the presentation of the Club Run reports this time. My aim has been to include more groups and make this important section of the magazine a little more balanced. You will see a mixture of formats: I have done my best to make everything I received look as good as possible and, as I keep saying, feedback is extremely welcome.

A lot of very helpful responses have been supplied regarding calendars. What I am hearing is that, while members might glance at the Club Run and Events calendars, they do not use them. They use the website. Nothing beats the Club website for up to date information - but do let me know what you think.

This edition would not have been possible without our fantastic writing team. I am privileged to be working with such a brilliant group of people; thank you so much. Please contact me if you're someone who enjoys writing and would like to join our number - I'd love to hear from you.

I hope you enjoy reading this month's features as much as I have while putting the magazine together. They really reflect the sheer energy, variety and talent of our wonderful Club.

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Follow the Mendip Mouse...



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FRONT COVER

Barbara Wiles competing at British Masters Cycle Racing Omnium Competition, Geraint Thomas Velodrome, Newport.
Photo Alex Rotas

NEXT ISSUE

"SUMMER" planned for July 1st.
The **deadline** for all contributions is **Friday 2nd June 2023**



DIRECTORS' COMMUNICATION

CLUB INFO COMMENTS FROM THE CHAIR

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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)
Juveniles: 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
Twitter: @SanFairyAnnCC
Instagram: san_fairy_ann_cycle_club

HOW TO JOIN

Online via 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.



BY DUNCAN EDWARDS
CHAIR SFACC

I know it is has been cold and slippery out there, with only some of us braving the elements... but hopefully everybody is looking forward to the new season and the warmer weather.

This year we are hoping to continue doing what we have always done across the range of racing, events and club rides while making them better if we can.

At the same time we want to introduce new ideas and formats in order to encourage us all to try new things and as a result improve the quality and enjoyment of our cycling.

You will see that John Longbottom has launched the **Wednesday Evening Time Trials** for the year. These are bookable on the day and also in advance; see all the **details on the website**.

New for the year, John has re-introduced the **novice time trials in April** for those who want to give it a go. No pressure, nothing to lose and a new experience on offer for many.

We also have the **Rye and Back** event in June. We are hoping that this is going to be a really exciting addition to our calendar. **Rye and Back** is an iconic challenge in itself with the added twist of competitive Strava segments. As this is new we need as many people to try it as possible so that it can be developed and improved for the future. Full details are on the website under "Events".

Continuing on theme of broadening our experience, Barbara Wiles is organising a trip to the **Olympic Track** on 17th June. This is always a great opportunity to develop one's bike handling skills and get those legs really spinning. We need people to book in

advance so that we can get the event planning finalised. **All the details you need are on the website.**

Our full programme of **Audax** rides and the ever popular **Sportive** continue to feature strongly in our calendar, with the year rounded off with the **Reliability Trial**. These events all offer fantastic high quality routes designed by Bob Watts. Bob is also doing much of the organising, working with Eric Przyjemski.

We always want to increase and broaden our club membership so we are reaching out to other groups in the area, strongly supporting the **Maidstone CycleFest** and encouraging all our existing members to invite their friends to join us.

The **Try It Out Rides**, which start in March, are a great introduction, so that may be a good suggestion for people you know who are new to cycling or new to cycling clubs.

Our focus on safety continues. We collect data on any incidents and we are planning our next meeting with the **Police and Crime Commissioner** to discuss a range of issues focused on improving safety of cyclists on Kent roads.

The size of our club gives us fantastic opportunities to do more and offer a greater range of cycling options, so please talk to me or any member of the Board if you have ideas about what we could, or should, be doing. If you would like to champion **initiatives of your own**, let's talk about how to make them happen.

Wishing you enjoyable and safe cycling.





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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 new members to the club:

Andrew Sullivan
Lorna Ridley



BY STEVE CHEVIS
WELFARE OFFICER

SAFEGUARDING

One of the best things about cycling in a group is the feeling that other people are there and looking out for you.

That "looking out for" extends beyond club rides and is at the core of our club. As members of British Cycling we are committed to **safeguarding** children and vulnerable adults who choose to ride with us. As a member of the club **you have a role to play** in that too.

You will be all too aware of times where **sports organisations have not protected children and vulnerable adults as they should** - either by people doing something they should not have done or by others overlooking or excusing what they have done.

Our aim is for our rides and activities to be **enjoyable, safe and free from all forms of harmful behaviours**; these behaviours are

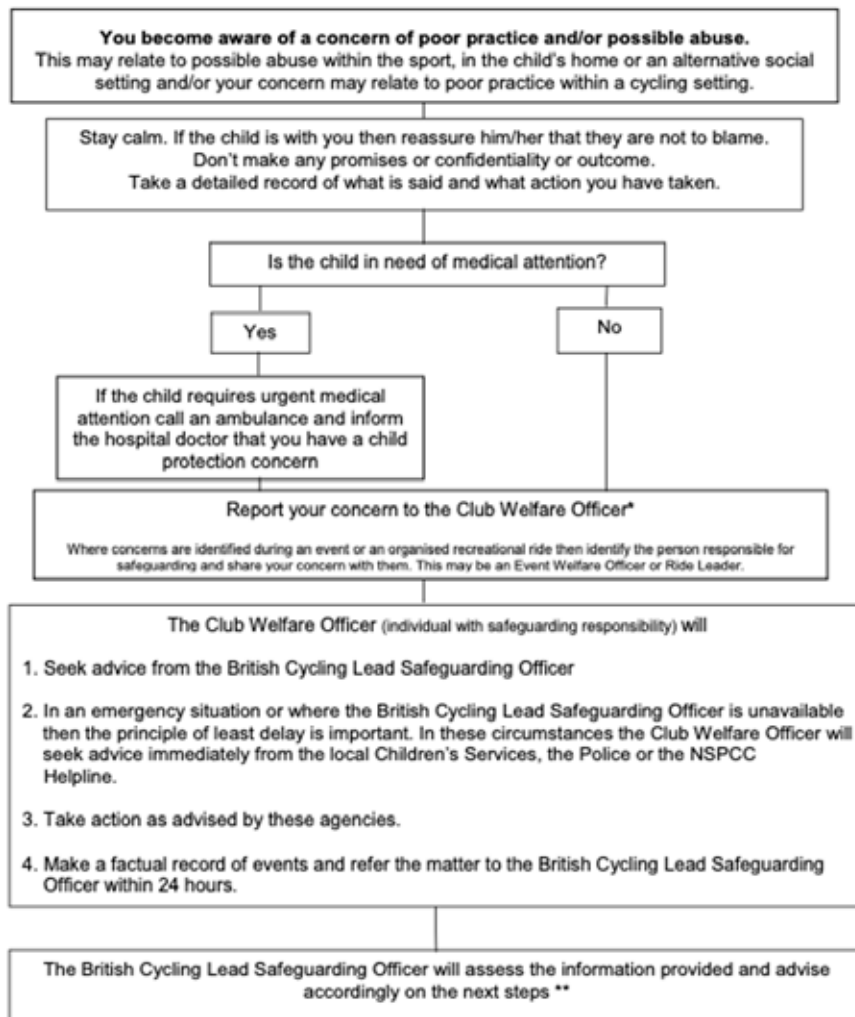
often called abuse. Children and adults can be abused in a number of ways, including sexually, physically, mentally and emotionally, through domestic abuse, neglect, or financial abuse.

We have procedures in place that seek to prevent any of those things happening within the club, but we should never be complacent. We want every member to know what to do if they see or hear anything that concerns them, whether that be possible abuse or poor practice.

The flow chart below, taken from the British Cycling Safeguarding Policy, will help .

If you would like to know more about safeguarding in the club please look at the club website or contact the Welfare (Safeguarding) officers at welfare@sanfairyancc.co.uk

DEALING WITH CONCERNS



* If the Club Welfare Officer is not available, or the concerns relates to the Club Welfare Officer/individual with safeguarding responsibility then contact the British Cycling Lead Safeguarding Officer or refer the matter directly to Children's Social Care/Police as a delay may place the child at further risk.



ROAD SAFETY FUNDAMENTALS

CYCLE TRAINING WITH TONY PALMER FEBRUARY 2023

BY SALLY EDWARDS

I have been riding a bike for many years, mainly as family rides when the children were growing up and predominantly on cycle paths or off roads. Roads have always scared me for three reasons: drivers passing too close, the speed at which they overtake and the verbal abuse you get just because you are on the road!

I hate confrontation and feel very vulnerable. About three years ago, Duncan persuaded me to buy an electric bike, not only to keep up with him, but for sustainability reasons as well. Most of our journeys are now done by bike!

But over the last three years the roads, motorists and potholes still remain a problem for me, especially with the new Highway Code rules coming in.

So Duncan suggested doing the SFA Road Safety Fundamental Training with Tony.

It started off with the bike, checking the bike was safe to ride.

He called it the 'M' check. We started at the centre front wheel and spokes, went up to the handlebars and brakes, down to the pedals,

up to the saddle and back down to the back hub and spokes - an M-shaped survey of the machine.

Then we spent a little while in the car park cycling around being taught all those fundamental bike handling skills and most importantly the over the shoulder checks!

Next we went out on the road and Tony taught us where to position ourselves.

The primary position is one metre out from the kerb and the secondary position is where you take a wider position on the road when passing left hand turns, turning left or when approaching islands and so on.

We tackled busy roads, roundabouts and traffic lights. The course was very informative and I now feel more confident about holding my positioning in the road, making it obvious to other road users where I am going.

Many thanks Tony!





Impressive St Malo

GREAT...BRITTANY!



BY STEPHEN HARMER

If my last article has fired your interest in broadening your cycling horizons, then this one will follow along quite nicely from a Jersey cycling adventure. In fact, the Channel Island of Jersey and the French region of Brittany fit hand in glove.

St Malo

You can have a two-tiered cycling holiday that you will never forget (for hopefully all the right reasons).

Once in Jersey it is a quick hop on the Condor fast ferry to the medieval port of St Malo, nestled in the bay of St Malo. This is the most visited city in Brittany and is stunningly beautiful with its narrow streets and medieval city walls.

The best ice cream - but book early

St Malo was built as a citadel strategically placed to defend the mouth of the River Rance. If you eat in St Malo, avoid the obvious tourist restaurants and find a quiet back street where the locals eat. If my children were to be asked, "where is the best ice cream in the world?" they would undoubtedly answer with "Sanchez!" Here you can purchase a "Super Sanchez" cone packed with enough super

tasty ice cream (and calories) to sink a French battleship!

Apart from some of the ramparts that survived, St Malo was almost destroyed in the Second World War. The great citadel was no match for the fierce fighting between the Allied and Axis forces, involving devastating bombardment from both sides. St Malo was reduced to a pile of bricks and stone. Straight after the war the rebuilding commenced and is recognised as one of the most technical restoration projects in the aftermath of

the war. St Malo does get very busy in the summer so I would advise booking your accommodation in advance.

Riding the green ways

Obviously plan your routes well, but from the city there are many long 'quiet road' cycle routes starting from the port exit. If you wish, you can stay in the port and catch the boat service across the river mouth to Dinard, and from there ride the 'green ways' which are nice, flat cycle routes that run alongside (or on)



The best ice cream in the world!



Rue du Petit Fort, Dinan



Brittany is a region renowned for its cider

old railway lines. There are also beautiful canal towpaths, free of any traffic, that cover virtually nearly all of Brittany. If you want to start further afield just use the very cycle-friendly railway; there is a station at St Malo.

Once you head inland, you notice three things right away. One is how quiet the roads are. The second is the lack of potholes and poor road surfaces. The third is the almost total lack of roadside litter. I covered many miles on my last Brittany trip and honestly only saw one discarded coke can by the roadside. The population density compared to England is very low. If you couple this with the lack of traffic and beautiful scenery, you have stress-free riding.

A cycling paradise

Cycling is very popular in Brittany and motorists are noticeably tolerant of lone

cyclists and peloton-size groups. The Tour de France is a frequent visitor, increasing the love of the sport in this region. Not only that, the importance of cycling to the Breton economy has not gone unnoticed; you don't bite the hand that feeds you. Brittany's tourist organisations have been promoting cycle touring and improving hundreds of kilometres of cycle paths, meaning you can ride for days without any cars at all. To be honest, the cycle paths of France (and Belgium for that matter) are far better than most English roads! You can visit so many lovely towns and villages all on bespoke cycle pathways. A good example would be the stunning medieval walled town of Dinan, which is around 28km south of St Malo.

The weather?

You must be aware that Brittany does have its

fair share of rain and some years the summers can be hit and miss, but May and June bring about perfect conditions for cycling. July and August can get very hot. I remember cycling back one day from Mont St Michel, riding up a steep hill with the temperature showing as 38 degrees, thinking if my heart is going to pack up, it's going to be now!

Combourg and Mont St Michel

The town of Combourg is a perfect location to reach out into Brittany. It is a vibrant and thriving town with some nice places to stay and eat. Combourg has a picturesque chateau and is famous for being the cradle of Romanticism in French literature. The location means you can head inland or reach the coast with ease. We stay in Combourg or in the hamlet of La Chapelle Aux Filtzméens. From this hamlet you can cycle the Ille-et-



A favourite old street advertisement in Combourg



Plenty of opportunities for eating and drinking



The river Rance at Dinan



Typical Breton architecture

Rance canal on the Bretagne Greenway Two. This quiet and beautiful towpath takes you all the way to the city of Rennes. This route is said to be the most beautiful circuit in France. It is very flat and very safe. Brittany is also very famous for its tasty cider, which makes a perfect end to a day's riding. Do head up to Mont Saint Michel. It hosted the Grand Depart of the 2016 Tour de France and is now a UNESCO World Heritage site.

Beware the tide

Mont Saint Michel is a breathtaking creation and a monument to the medieval craftsmen who built it. Now with the new boardwalk it can be visited any time of day, not just at low tide. Never be tempted to walk to the island at low tide without a guide; the chances of perishing in the sinking sand are very real indeed! Just like

Jersey, this area of France has the widest tidal ranges in the world and when the tide is coming in fast, you cannot outrun it!

Beautiful seafood

Combourg is a great hub from which to base a cycling holiday. There are so many routes you can plan from there. Ride to the seaside town of Cancale where (if you like them) you can buy the best oysters straight from the slipways. Cancale also has the best seafood restaurants in France, with Mont Saint Michel shimmering in the distance while you dine. The beaches are sandy and the water crystal clear. Pontorson, Granville, Fougères, Saint Briac-sur-Mer, Tineniac, and Dol-de-Bretagne are all deserving of a visit.

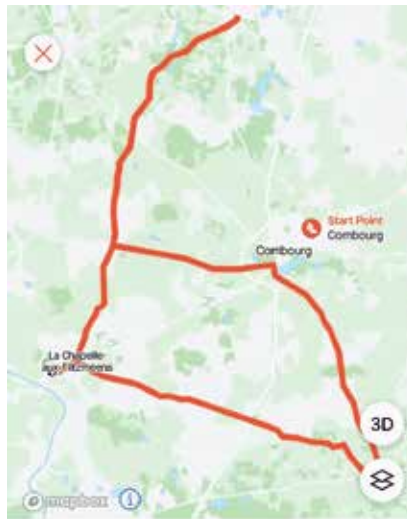
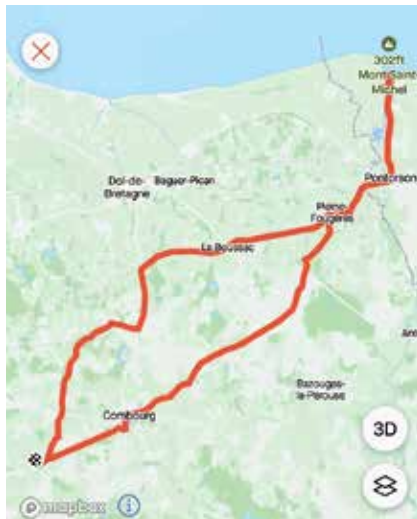
Normandy Beaches

You can extend your trip to take in the

important history of the Normandy landings. If you watch the mini-series of "Band of Brothers" before you go, you will have a new understanding of the towns of Sainte-Mère-Église and Carentan. Then head along the coast to the invasion beaches where the liberation of France and the rest of Europe took its foothold, breaching Hitler's Atlantic wall: Omaha Beach, Utah Beach, Gold Beach, Juno Beach, Sword Beach and the cliffs of Pointe du Hoc. Beaches where thousands of brave men died for our freedom, liberating us from evil and where you can still see the scars of battle on the buildings.

Huge man-made monoliths are scattered across the sand, the remnants of the Mulberry harbour. You can see a section of this just offshore from Dymchurch - the engineers at the time were unable to float it across to France.

I hope I have encouraged you to visit Brittany and Jersey. If you do, I am confident you won't regret it.



Two lovely routes from Combourg



Farewell Mont St Michel...for now...

Clockwise from top: Mark Vowells remembers; a good turn out; winter sunshine by the signpost; the whole group remembers; at the Rose and Crown afterwards; Pat's family.



IN MEMORIAM: PAT HILL

BY JOHN LONGBOTTOM,
VICE-PRESIDENT

On Wednesday 8th February 2023, a group of Kent cyclists, along with some of Pat's family, assembled at the cyclists' memorial seat at Haffenden Quarter, Smarden, to unveil a memorial plaque to Pat Hill following her death last year.

Along with 33 cyclists, (mainly from our club but also some from the Southborough and District Wheelers and Kent Cycling Association) Pat's two brothers, sister, sister-in-law and niece assembled at the memorial seat. It was erected initially to remember a member of the Southborough and District Wheelers who sadly passed away at the young age of 44 in 1973 while on a cycling holiday abroad. The bench was made by a member of the of his club, with a dedication to Alan "Lou" Bathurst carved into the backrest.

The position chosen for the bench is significant because this spot was where the Kent Cycling Association 12 hour time

trial started for many years; it was also on the finishing circuit where riders rode their time out after completing various legs of the course that, at the time, covered the whole of Kent. Approximately 200 miles were covered before the riders returned to where they started. They entered a finishing circuit of about 12 miles. 12 timekeepers were spaced at one mile intervals to monitor the riders' progress up to their allotted 12 hours riding time.

Before the bench was here, the wide grass verge was used as a meeting point at the start of the event. Following her integration into Kent cycling in the early 1970s, Pat instigated a tea tent to provide refreshments for the marshals and helpers during the event. She ran it for many years here and at other Kent time trial events, with the help of Therese Mason and family, and many other ladies from the SFA. It is fitting that we can have a

memorial plaque on the bench to remember Pat by, alongside three other significant Kent cyclists who have subsequently joined Alan "Lou" Bathurst:

- Alan "Lou" Bathurst and Warwick "Spyder" Dunford were both Road Time Trials Council/ Cycling Time Trials District Secretaries for the South East District.
- Geoff Jones was an official in both the Kent Cycling Association and the Kent group of the Veteran Time Trials Association.
- George Cheeseman was a member of the Southborough and District Wheelers who spent many years maintaining the bench in good condition.

Thanks go to the SFA Board and Kent Cycling Association for funding the plaque and to the Southborough and District Wheelers for giving permission to fix the plaque.

V-EVERESTING

BY DAVE RICHARDS

This isn't going to be your usual article about a ride through the beautiful Kent countryside, or a scenic route along twisty mountain roads during a cycling holiday.

You will not read about a café that you must visit, or a leafy cycle path you have yet to discover. **This is about how I spent 16 hours in my dining room, turning the pedals and wishing I had never heard of this particular challenge...**

"None of this is ideal preparation for this kind of ride"

This was totally different to most of the riding that I do: turbo sessions very rarely last more than 45 minutes for me and normally consist of high intensity intervals, or perhaps a Zwift race. Outdoors, I regularly compete in time trials and hill climbs, with the occasional 50 or 60 mile ride at the weekend. None of this is ideal preparation for this kind of ride.

The Hollingbourne prequel

I first heard about Everesting during the first Covid lockdown. Lots of riders, both pro and amateur, were attempting it. It's a very simple idea: ride up and down the same hill until your accumulated elevation equals Mt. Everest – 29,029 feet. I tried it once in real life, a couple of years ago on Hollingbourne hill. 54 repeats and 100 miles amounted to 20,000 feet, just over two thirds the height of Everest. I gave up

at that point. My standard 34/30 lowest gear was too high, meaning I had to stand up on the steeper sections; my cadence was too low which hurt my knees, and Hollingbourne hill goes from not steep enough at the bottom to too steep near the top. A consistent gradient - and therefore level of effort - is what you need for this. Also, it was dinner time.

A bit of a racket in the dining room

Everesting can also be attempted on Zwift, or other similar virtual cycling apps, where it is known as a vEveresting. The rules for an official vEveresting say trainer resistance has to be set to 100%, which I tried a few days before the attempt. My wheel-on Saris M2 trainer seemed to lock almost entirely solid at that setting on a gradient of 10%. It was as though the back brake was jammed on and I had to nearly double my FTP just to keep moving. Clearly this was not going to work, so reluctantly I put the resistance back to 50%, knowing that I would not be able to claim an official vEveresting. The climb I would use is Alpe du Zwift, a replica of Alpe d'Huez. 8.5 ascents are required to get to 29,029 feet.

On the day, my alarm went off at three am, giving me enough time to eat some pasta and have a coffee before the ride. Calibrating the trainer before four am was a little worrying, given that I had to spin it up to 21 mph. This makes quite a noise, and everyone else in

the house was obviously still fast asleep. As, presumably, were the neighbours on the other side of the dining room wall. Luckily, no one appeared to ask me what I was doing making such a racket.

More pasta, more coffee

The first ascent was fairly straightforward. I chose a gear that would keep me in high zone one or low zone two, depending on the gradient. I stared at the screen in front of me, the plan being to watch my avatar cycling until I couldn't stand the boredom, at which point I would start watching some YouTube videos I had saved for the occasion. The first ascent took 83 minutes, then a quick U-turn under the banner at the top before the descent. Official vEveresting rules (which I was following with the exception of the trainer resistance) allowed me to get off the bike while my avatar descended. A descent takes about 11 minutes, giving me time for another bowl of pasta and more coffee before getting back on the bike.

I remember ascent number two being extremely easy, given that I was now fully warmed up but not yet fatigued. In fact, it was hard not to let enthusiasm get the better of me. I had to force myself to keep the watts the same as the first ascent. Somehow, my second time up the mountain was only 0.1 of a second away from the first climb. The





hardest part of the second time up and down was eating yet another bowl of pasta during the descent. I knew I had to keep shovelling food in, but my stomach was full and it was a real effort. This is a problem I have every time I do an all-day ride (which isn't very often).

"A welcome distraction...I thought"

Ascent number three was when the first doubts about whether I would be able to do this started to creep in. My watts had started to drop slightly, meaning I was now in zone one more often than I was in zone two. I knew this ride was going to be extremely difficult, but I had expected to get a little bit further before it started to hurt. By this point, I had been going for over four hours and had yet to watch anything apart from my avatar setting a less than blistering pace on the mountain. YouTube would be a welcome distraction at this point, I thought. This meant only having Zwift on my phone screen, while I watched something else on the television in front of me. Someone had uploaded the complete broadcast of a sporting event I had yet to watch in its entirety, with over three hours of coverage. It was the 2022 Indianapolis 500, a very long motor race. I thought this would be perfect to take my mind away from the endless pedalling and consumption of various disgusting sugary snacks. Sadly, the plan failed completely and I was only able to watch about half an hour. For some reason, not being able to see my progress made my legs hurt even more, and when the resistance increased on the steeper sections I had to stare at a tiny phone screen to make sure I wasn't pushing too hard. I had to give up distracting myself and go back to watching Zwift.

"I told Hayley this was a stupid idea and that I was going to quit"

The next time up the mountain was much

the same, without the prospect of watching anything other than my avatar. Luckily, my family were up by now and I was able to talk to my wife Hayley for a bit. She was sitting at her computer in the dining room, meaning she had to listen to me complaining while she was trying to work. After the fourth descent I was not even halfway, and had been riding for well over seven hours. One hairpin into the fifth ascent, in the tunnel, I stopped. I told Hayley this was a stupid idea and that I was going to quit. It wasn't even a proper vEveresting, so what was the point? Luckily the feeling didn't last long. In fact, I regretted considering quitting as soon as I had said it. After a quick break I resolved not to look at the watts any more, and just keep turning the pedals. I asked the other riders on Zwift for advice and someone told me to just zone out and stare at the floor. Luckily I used to have a desk job so am well-practised at this. Ascents five and six thus passed with my arms on the bars and my forehead on the stem.

"I was long past caring about power, cadence, or finishing in time for dinner"

By the time I was at the bottom of ascent number seven, I was just beginning to think that I might actually be able to finish the ride. I no longer had any idea how many watts I was doing, nor did I care about being overtaken by a runner. The fact that I probably still had about five hours to go was not a pleasant thought, so I tried not to focus on that. This ascent was the slowest, taking nearly two hours. At least the fact that I was long past caring about power, cadence, or finishing in time for dinner meant that I was finally able to watch television. A bit of comedy saw me to the top.

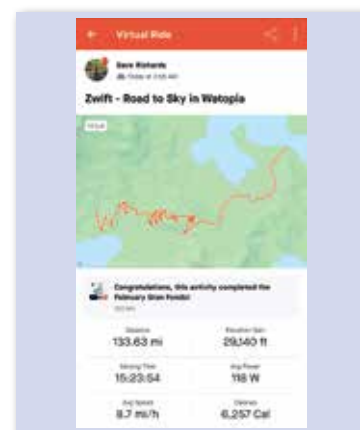
"The last half ascent seemed to take forever"

I don't think I looked at Zwift much at all on the eighth ascent. I know I wasn't watching television, I remember that much. I expect I

had my forehead on the stem again, although I couldn't say for certain. Strava tells me I went a bit faster than ascent number seven, at just over four mph. No wonder the Zwift runners were overtaking me. Getting to the top for the eighth time meant all I had to do was descend, before climbing halfway back up again. The last half ascent seemed to take forever. Stupidly, I didn't have anything to eat before I started it, even though I knew it would take around an hour. For some reason, even though I had felt full for the last 15 hours, I was suddenly starving. This meant I had to stop with only a few hairpins to go in order to eat a sandwich. I probably could have continued without doing this, but I really didn't want to fail this close to the end. Zwift told me when I had got to 29,029 feet, but I had to keep riding as I needed to get to at least 29,129. This was because getting to the bottom of the mountain for the first time at the start of the ride meant climbing nearly 100 feet. Several times during this pointless endeavour I thought about how I might feel if I made it to the end. As I climbed past 29,129 feet I didn't really feel anything. There was no joy, no emotion at all really. I just wanted to get off. I had covered 133 miles in just under 16 hours and missed an entire day of my weekend.

I will never, ever do this again on Zwift. I will never even attempt half the elevation on the turbo again. If anyone else is thinking about having a go at vEveresting, I would urge you not to!

That said, I have a real life Everesting planned later this year on a hill near Ashford.



RACING



BY REUBAN DAVEY

A season opener on 5th March had me lined up at Preston Park. The race was dynamic with somebody always trying to break clear. Southborough Wheelers and Team TMC used their strength in numbers to try and force splits and stall the chase whilst their riders were up the road. Most moves were brought back, however one Southborough rider crept away with 15 minutes to go to stay clear and win. I came eighth overall, not having time to unleash my full sprint whilst battling for position in the final corner. Happy to take three BC points as a Cat Two early in the season.

Photos: MicksPics



TRACK REPORT

BRITISH MASTERS CYCLE RACING OMNIUM COMPETITION, GERAINT THOMAS VELODROME, NEWPORT. SUNDAY 5TH FEBRUARY 2023



BY BARBARA WILES,
TRACK SECRETARY

This year was the first time the event was run in the modern Olympic format of four bunch races on a single day.

Previously, it has been the old two day omnium format of two bunch races, a flying lap, a time trial and a pursuit, so it was a completely different competition. As SFACC track secretary, I was the sole entrant from our club racing team at this event, but did have coach Geoff Wiles there for moral support and technical assistance.

"A little daunting at first"

With only seven women racing, we were split up to race with the men by age group. This meant I was racing in a group of 18 riders, 15 of whom were men! This was a little daunting at first, as I had never ridden with most of them, nor had I raced in such a large group. It was a steep learning curve.

First up was the scratch race. A simple format; riders all start together and the winner is the first over the line after 30

laps. Next up was the tempo race which was a new event to most people. It was a 25 lap race, with a point for the winner of every lap, save the first five laps. With four really strong riders in the group, the rest just had to leave them to go for the points and treat the race as another scratch race.

"The Devil"

After a short lunch break, came the elimination race, also known as "the Devil". I had done some useful tactical work at a training session the week before, so was able to conserve some energy and managed to stay in the race to take eighth position.

"a super frame...encouraged me to try even harder"

The last race was the points race, with everyone starting the race with the points they'd earned from the three previous races. There were 40 laps, with a sprint lap every ten laps and points for the first four over the line. I was racing for the first time on my new Dream track frame, supplied by Bush Healthcare, with Geoff's solid disc wheel, so really felt the



part. It was a super frame that encouraged me to try even harder and gave me confidence. I managed to stay with the bunch throughout and never lost a lap, finishing in 13th position in my mixed group of 18. I won my age group prize easily, (being the only one in it), so came home with a prize bottle of Prosecco. The best prize, however, was the praise of my coach and feeling proud of the way I'd ridden. What a fun day!

Photos: Alex Rotas





Heading towards the Col du Tourmalet



FAST INTERS PYRENEES TOUR 2022

BY DUDLEY CURTIS

Sunday 5th June - A "Gentle" Pyrenean Introduction.

As some of our numbers had yet to arrive a "non-signature" ride was planned.

A slow roll out in cool and damp conditions greeted us on the very quiet roads heading up to Lourdes along the valley of Gave de Pau. Passing through these delightful villages, not a soul was seen apart from a couple of local cyclists. After a much-needed coffee in Lourdes we headed to the famous Pilgrimage site – unfortunately not open this early on a Sunday morning!

The roads now started to dry out as we touched on the start points of such famous Pyrenean climbs such as Aubisque, Soulor and Spandelles. The next goal was to find a decent lunch stop and the village of Arcizans suited the bill – "Bar Chez Pierrot" in fact. With rising temperatures, seating outside was obligatory and all enjoyed the dish of the day, washed down with..... full fat Coke. Enjoyable sweeping descents were now in order, just the ticket after a full lunch inside, then stopping for a brief photo opportunity in the village of Saint Savin.

Distance 46.7 miles 4,331 ft at 14.1 mph

Monday 6th June - Col du Tourmalet

With this monster of a Hors Category Mountain quite near our chalet it just had to be climbed early on. We had over 1,000 ft of climbing even before the actual climb started - just to warm us up!! Bypassing the town of Luz St Saveur and with a gentle-ish drag up to Barèges, our merry band of

climbers split up into our own world of pain and staggeringly beautiful views. Malcolm and Dudley took the super scenic route of the "Voie Laurent Fignon" (old Tourmalet Road) whilst the others took the more direct route to the top. Both groups marvelled at the wonder of this giant Col of the Pyrenees, including a sneaky view of the Pic du Midi de Bigorre Observatory through the snow-capped peaks. Quite frankly the last few kilometres on this climb were purgatory for some (me!) and we were only too pleased to arrive at the summit café, which provided some much-needed Coke and light snacks.

With windproofs donned, the group plunged down the east slope as one to the ski station of La Mongie, passing through the village of Gripp at more than 40 mph, before coming to Ste Marie de Campan. This is the location of the famous (in cycling only) demolished forge in which Eugene Christophe used a local lad to pump the bellows to repair his damaged front forks. Of course, after such exertions on the mountain, lunch was in order and was taken at the "Les Deux Cols". The portly manager did try to engage in some Franco-Brit banter (Brexite / Rugby) but it all fell on deaf ears! However, he did warm to us once he discovered our prowess, having ridden the Tourmalet earlier in the day.

After the long lunch break we headed off north and quickly came into contact with the entire French Rugby team doing their summer job of driving the most enormous but very docile cattle to higher pasture through the village of Galade. Don't mess with these guys - they were huge and armed

with the biggest staves I've ever seen, probably to keep in check any itinerant English cyclists.

Bypassing the beautiful town Bagnères de Bigorre and taking the quiet but lumpy lanes south east of Lourdes, we headed to the valley of the River Gave de Pau.

Distance 62.5 miles 6,814 ft at 12.6 mph.

Tuesday 7th June – Luz Ardiden

Another fast run up the Luz valley to the start of another classic climb: Luz Ardiden (8 miles at 7.4% average with 3160 ft of ascent). On the lower slopes in 2003 Lance Armstrong was taken out by a musette held by a spectator; however, nothing marks the spot today!

The weather was a little bit on the misty side once we left the quiet villages behind; the last four kilometres of the climb were shrouded in heavy mist. This was a real shame, as the views to the east are apparently spectacular. We all spread out in our familiar order on the mountain deep in our own thoughts (lunch... when will it level out to a mere five percent and not eight percent...) but all were determined to make it to the summit. Being last up a long climb does have its advantages: you don't have to wait at the top in the cold for the others to arrive! The rest of the group were huddled in rain jackets in the shelter of the deserted ski station, patiently awaiting the arrival of the last two riders. A quick turn around was needed, as it was cold, damp and very misty. Gloves were needed on the descent because of the windchill - especially on the first five kilometres down from the summit.



The Cirque du Litor

We re-mustered at the base of the climb before a quick trip across the valley to Luz St Sauveur for the lunch stop. La Terrasse in the town square fitted the bill. We soon polished off a very decent three courses with coffee too. We know how to live!

Distance 38.1 miles 4,662 ft at 12.2mph

Wednesday 8th June - Rest Day / Short spin out

This was a traditional rest day to reinvigorate us all. We had a later breakfast with some gentle exercises on the balcony while thinking of the next day's Queen Stage. Several of our number decided to undertake some active recovery with a short trip up to Lourdes on the cycle path (former railway line) with a view to meeting up for a long lunch stop in Argelès Gazost. We also took the opportunity to do a little shopping for some local wine and souvenirs. We arrived back at the chalet in time to catch the last few kilometres of the Dauphiné. The cook of the day made a chilli con carne which was gratefully received. Post dinner we watched the original "Top Gun" in the chalet "cinema". During the film an unlikely bedfellow crept into Eamonn's bunk,

a giant grasshopper. We called in our resident enviro expert, Rick; he soon had this Pyrenean insect returned to his natural habitat.

Thursday 9th June - Col de Spandelles / Col du Soulor / Cirque du Litor / Col des Bordères

The day opened with mist gracing the mountain tops out to the west and with the sun breaking through some low cloud. The day looked a good 'un. Passing the outskirts of the beautiful town of Argelès Gazost into the quiet lanes before the Col De Spandelles itself (nice area to live- lots of lovely chalets) we happened across the dreaded "Route Barée" signage. A brief chat with a very friendly lorry driver involved in the road upgrade for the forthcoming TdF had us climbing off and walking a short distance past the works. A short time later we were established in almost bottom gear, a nice steady drag out of civilisation heading into the absolute beauty of the pine-forested Soum de Granquet. Arriving at the summit you could not help but marvel at the view which greeted us – simply staggering! We took care on the descent, as the road had been surface dressed recently. The Tour must be in town

soon...shame they don't come to Kent as often...maybe we'd get better surfaced roads...

Re-mustering at the valley below, Anthony reminded us that we had a vertical kilometre of ascent to the top of the Col De Soulor... better get pedalling then. This was a beautiful climb, a Cat 1 apparently, so no real lung-busting ramps - just a nice and steady six to seven percent. Around the two kilometres to go mark the "scar" of the Cirque de Litor was visible in the distance. It looked almost impossible to cycle along. The café at the Col du Soulor was busy but had enough on offer to replenish our carb stocks before our attempt to reach the Aubisque. After successfully negotiating the famous balcony road of the Cirque de Litor, admiring the views and the drops too...a team of roadworkers reminded us of Route Barée! So, not being to reach the top of the Aubisque, we turned tail and retraced our tyre tracks to the Soulor once again. We had a wide, sweeping descent to the village of Arrens-Marsous before ticking off another summit, the Col De Bordères. It was well off the beaten track too. We wound our way along the valley of the D103 to Sireix, and from there back onto



The Fast Inters at the Gorge du Luz and before the descent of the Tourmalet



The Gorge du Luz

home territory of Argelès-Gazost.

Distance 51.5 miles Ascent 8,110 ft at 10.2 mph

Friday 10th June – Hautacam

Full of high-quality rice and a “little” French red wine, we had been teased by Hautacam, as she overlooked our chalet. Another mammoth day was mooted - a trip to the Spanish border up the Pic de Tentes and we could marvel at the Cirque de Gavarnie. Maybe next year! Hautacam won by a narrow margin. Warming our legs up via the cycle track to Argelès-Gazost did the job prior to the climb itself, starting at the village of Ayros-Arbouix. It was an Hors Category climb of 15.5k at seven and a half percent average with a maximum of ten percent....a good final mountain to end a great week. The weather had

steadily improved during the week and the day was blessed with wall-to-wall sunshine and warmer temperatures. The lower slopes were quite docile but heading up to six kilometres to go the ten percent ramps came thick and fast. However, we were rewarded with some magnificent views across to the Aubisque in the far distance. I was thinking we had actually got to the summit - how wrong I was. In fact, there are two. We had reached the Col de Tramassel, which meant a further monumental two kilometres of climbing! Rob and I politely declined and sat down to take in the views.

Distance - 32 miles Ascent 4,137ft at 11.0 mph

Climber of the week - Eamonn

Friendly Rivalry on the climbs - Rick / David

BBQ Chef and Wine connoisseur - Rob

Tail End Charlies on the climbs - Malcolm and Dudley

Filming and Route Master – Anthony

Tour Jersey Design - David

Check out our Fast Inters You Tube Channel - videos from this trip and many more
<https://youtu.be/sk2xzrk2pjnk>



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CYCLOCROSS!

BY JAMES WILSON

This was my first season of Cyclocross. I'd bought a gravel bike at the end of 2021 and had thoroughly enjoyed myself on the green lanes and byways of Kent last summer.

As Autumn approached it was suggested to me that Cyclocross was "the most fun to be had on a bike" and that apparently all I needed was some appropriate tyres (max 33mm width) and I'd be good to go.

The London and South East Cyclocross League runs from early September through to mid-February, with an event pretty much every

Sunday in between. Participants are sorted by age-group, with races lasting an hour for the Elite men, 40 minutes for us oldies.

My first race was blasting around the grounds of a secondary school in Sandwich, after which came a woodland course in the Ashdown Forest. Herne Hill Velodrome hosted a couple of races, both incorporating the infamous climb of 'Big Bob'. There were two races in Dover - one in horrible weather conditions - and one at the old coalfield at Betteshanger. Each course put up a unique challenge.



All photos by Matt Bristow unless otherwise credited



The Lydden Hill event on December 18th was selected as the San Fairy Ann Cyclocross Championship Race. The weather was atrocious. While the rest of the world were at home in the warm watching Argentina beat France in the cup final, seven Fairies fought to stay upright on a ludicrously slippery course while Mother Nature threw rain horizontally by way of a bitterly cold wind.

I must admit, the chequered flag at Lydden Hill was a welcome sight. During the race I'd come off twice – thankfully at low speed – so was caked in mud as well as cold and wet through. Despite this, I was grinning from ear to ear.

First across the gloomy finish line was Matt Lacey – our new champion.

The season drew to a close last month at the South of England Showground at Ardingly in West Sussex. This event was a team format requiring three riders per team. Such is the popularity of Cyclocross at San Fairy Ann we entered three teams – A, B and C.

The SFA squad congregated in the car park on what was a pretty chilly Sunday afternoon. Phil and Simon had arrived early and managed some practice laps, thus providing some insight as to the nature of the course. This feedback led to the customary discussion regarding optimum tyre pressures, after which race numbers were pinned to jerseys and we made our way to watch the end of the race preceding ours.

A large indoor sandy section immediately caught my eye, but the rest of the course we could see from our vantage point looked technical with lots of twists and -turns but relatively straightforward. With the recce party confirming it was a flat course with no hurdles and a long tarmac section, the main topic of conversation thereafter reverted to clothing options to keep warm.

The event was running a bit behind schedule and consequently there was only enough time for one practice lap before we lined up on a staggered starting grid with 70 or so other nervous and excited racers.





Photo: Mrs Wilson



With the start line sensibly positioned at the beginning of the tarmac section, the bunch start was strung-out into pretty much single-file as we entered the first sand-shed section before exiting to the loose-gravel switchbacks. Congestion at these hairpins presented an equal chance of an overtake or a tumble, so defending your line whilst trying to anticipate that of the riders ahead was akin to negotiating the Champs Elysées in rush-hour...on ice.

I can't deny that I was anxious each time I headed down the deep sand of the 15m long back-straight, but I followed the pre-race "head-down, full gas" advice of a more experienced team-mate and successfully negotiated the hazard without too much drama.

There's little respite in Cyclocross, and the 50-minute race flashed by in an exhausting instant.

Congratulations to SFA B for finishing 11th overall, ahead of SFA A in 14th and SFA C in 18th.

With this being both the last race of the season AND Sean's birthday, we popped to the pub across the road for a well-deserved pint and post-race analysis - a fine way to conclude proceedings.

We've all got an eye on a new piece of cycling kit. Those 33mm tyres transformed my gravel bike into an altogether different animal and gave my winter weekends access to a cycling discipline that, as predicted, turned out to be enormous fun.

I can't recommend Cyclocross enough – roll on September!



Team Champs Squad, left to right: Phil, James, Mike, Matt, Jeremy, Simon, Marcus, Tom, Shaun

Photo: Dave Cross



The signpost to



Gorge....ousness

B+ AND MIDWEEKERS' TOUR OF THE MENDIPS



WHAT NO CHEDDAR?

By Jonathan Leeson

The 3rd to 5th March was set as the SFA B+ and Midweekers' opportunity to live it up in Portishead, Somerset and also to meet up with a past member, Jo Carver. Jo has moved to cider country with her husband Pete, two children and cats.

Jo had done a great job pre-booking a couple of restaurants and planning two routes, one hilly and long, one not so hilly and shorter.

The gang (names mentioned throughout) arrived at various times throughout Friday. Lisa and Rachel started off the weekend with an ice-

cold dip in the lido. We always knew they were a bit mad! Apparently, it's quite refreshing and good for you.

Sarah and I arrived at the Poacher Inn, the starting point for our ride on Saturday. With a few hours to spare, we started on the local Butcombe bitter. As expected, we were soon joined by most of the party.

The evening meal consisted of beer and pizza: are you getting the idea now? Bing kindly went to Bristol Station to pick up Maria and nearly lost out on a pizza. We pushed back the start to 9:30am so Stephen could enjoy his pub fry up, which looked very tasty.

Saturday 9:30am arrived. The 14 strong (or at least keen) riders set off to explore the Mendips and the prize of the day - the climb through





Cheddar Gorge. Martin and John joined the group, as they had both stayed with family the night before.

Tony has stated that nobody wants to read boring ride reports (you can get all the stats and more from Strava)...so here are the fun bits.

First off, we were puffing before we got out of Portishead, due to a cheeky climb out of town, and we were soon smelling the Somerset air, or more precisely, cow poo. Can't beat the farmers for placing cowpats in strategic positions on the road.

Our first stop was Blagdon Reservoir. I couldn't help myself from taking part in my only mini sprint across the bridge. Later I found it was a Strava marker. Jill got the famous Haribos out and Jo dashed off to bushes and found a portaloo. She is marking that spot for future

reference. Sarah also went off in search of Jo, but ended up sprinting up the hill and left everyone behind. We now know what focuses the mind.

Rock of Ages, not the musical (no Tom Cruise in sight) but the first big climb came next. Maria showed her cards and shot off in front with everyone else in hot pursuit.

Priddy Hill gave me a great opportunity to capture a few shots as riders climbed the short steep rise. Jill always appreciates those.

Wookey was our lunch stop and it was well-deserved. John was first to order his latte and true to form was last to receive it.

Jo and Rachell decided it would be fun to do a glove swap and spent the rest of day wondering who had whose gloves.



All at the pub



Hi there!



Lisa doing what Lisa does...



Clifton suspension bridge



Next was the iconic ride that is Cheddar Gorge, number one on the official 100 climbs. No idea why it's number one but it's very pretty and it is a must do. Lisa was taking action shots as we went by.

Then came the big downhill. All was going well until one of party decided to try hedge diving and completely disappeared. We blamed it on the magic mushrooms at lunch time. Jonathan has now purchased upgraded brake blocks for Sarah; next up is a new bike.

Fortunately, we had no other major events, although there were plenty of tired legs at the end. Richard and Tony did a great job keeping the team moving along at the end.

The evening saw a trip to the Portishead Marina for a well-deserved meal and the odd beverage. Being so close to port a few rums were in order at the Siren; Jonathan Engwell seemed to be enjoying his tipples. There were a few thoughts of clubbing but I'll leave that for others to update on.

On Sunday we all went to Jo's for bacon butties and then set off on a not so hilly tour of Bristol. The Clifton Suspension Bridge was the highlight. Stephen heard that his son had passed his driving test. He had to bail out early in order to get the car insurance sorted out (and no doubt raid his life-savings to cover the premium for a seventeen-year-old driver).

We found people making their own progression during the morning once riding in the countryside beyond Bristol. We stopped for lunch at Clevedon lido... no guesses as to who popped into the water.

Finally, we all said our goodbyes at the pub in Clevedon. Until next time, we have plenty of memories.



Ride 1: Distance 106km, Ascent 1500m, Average Moving Speed 20.3kph
 Ride 2: Distance 54km, Ascent 600m, Average Moving Speed 22.4kph

THE CAR AGE



BY BOB WATTS
AUDAX AND SPORTIVE COORDINATOR
DATELINE 1.4.2023

The M45 has had its day. One of Britain's very first motorways, opened in 1959 to connect the M1 with the car manufacturing hotspots of Coventry and Birmingham, it was effectively bypassed by the M6 in 1972 and lost even more of its *raison d'être* when the M40 opened in 1991.

It has become one of the least-trafficked motorways in the UK, where you can pass along its whole eight miles barely seeing any other cars. Indeed, there are tales of approaching drivers waving to each other while sharing that moment of connection and solitude. Michael Rau, who is one year older than the M45, confesses he has, "a huge amount of affection for it".

But what to do with a redundant motorway? There has been talk that it should go, like the M10 and M41 have gone (except as Manchester postcodes!). Remarkably, apart from the central barrier this is one of the few completely unchanged UK motorways, where untended trees overhang the still-existing hard shoulder – a unique taste of motoring in the fifties and sixties – and Historic England has considered giving it listed status. Coventry City Council ambitiously wanted to go further by applying for world heritage status, "To allow tourists to recreate the golden age of motoring in the Midlands, once the car manufacturing capital of the UK."

And a museum is planned, with a working title of Car Age, where the M45 crosses the trackbed of the iconic Great Central Railway (motto: Forward) – the last intercity mainline to be built in the UK and the first to be closed, by Beeching after barely 60 years. The museum promoter has already negotiated loans of a Hillman Minx and Standard 8, both made in Coventry, from Coventry Motor Museum. "I want people to be able to re-live the exciting modern development of the motoring age in the sixties and seventies, be able to sit in an Austin Allegro (ours is a very rare model still with square steering wheel!) and relish the smell of the fresh plastic – which we have faithfully recreated. To be like the family politely asked to eat up and move on by a traffic cop while picnicking on the central reservation in the early days of the M1. We will reinstate a length of Great Central trackbed with rusting rails and buddleia growing between the sleepers; there will be a decaying tram and a sculpture made from a pile of shabby old discarded bicycles. The museum will show how the 1960s car age brought joy and so many wonderful benefits to so many people."



"one of the least-trafficked motorways in the UK"

Rugby Cycle Campaign Hub takes a different tack and has lobbied hard, and it seems successfully, for the M45 to be turned into a cycle track when it is closed for good. I spoke to the Hub chair, Frank, who recognises the benefit Kent Cyclopark has brought after the A2 was diverted. "We want to see this road repurposed for time trials, cycle racing, learning to ride and cycle touring". The Driver and Vehicle Standards Agency has other ideas: training motor vehicle learner drivers at high speeds as they are clearly not allowed on open motorways; and helpfully reinforcing Highway Code rule 163 concerning the 1.5m and 2m passing distances. But this would "put cyclists at risk," Frank Lee stated.

Also from Rugby Cycle Campaign Hub, Isabel exudes her own brand of zeal and venom – which she calls veal ("Because I always have a beef!"). When I spoke to her at the very beginning of April, she launched into a passionate advocacy for more cycling initiatives like the successful one in her own village: "When people see York Idding they say "I don't believe it." This is a one way street where cycles are on the ascendency and it is only a matter of time before they will be kings of the road and those in cars will feel like second class citizens. It took sixty years from carriage to car age. In the sixty years since we have passed from car age to car rage and carnage. From Red Flag to red Jag to red rag. Now, finally, it is the bike age. Two wheels are taking over the world!" said Isabel Ringgin.

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BY STEPHEN HARMER

PR Lotion has been on the market for a few years. The trial box of five single use sachets I received have the Amp Human name and logo on the box, but Amp Human merged with a company called Momentous a little while ago.

I first heard of Amp Human (and now Momentous) from their sponsorship of the 'Cycling Podcast'. They now sponsor the podcast, 'Geraint Thomas Cycling Club'.

I heard - and still hear - the claims made by Geraint Thomas on his show about how good PR Lotion is. Straight away I switch to sceptic mode. G would say that wouldn't he? After all, you don't bite the hand that feeds you.

I doubt I would ever have tried this product, but in January this year Momentous were promoting an offer of five single use sachets for just the cost of postage. I decided to give it a try. Fundamentally, it was because this year I am trying to do as much intense early season indoor training on our Tonbridge School sports centre Wattbikes as I can not only physically manage to do, but also fit in. My training has caused delayed onset muscle soreness (DOMS), general fatigue, and a little lower back discomfort, so I thought, let's try this product and see if I notice a positive change in how it makes me feel, and how quickly I can recover.

How does PR Lotion work?

PR Lotion is - basically and simply - baking powder; sodium bicarbonate. Of course, there are other ingredients that form PR Lotion. It works by direct application through the skin to your chosen sport's working muscle groups. The human body naturally produces bicarbonate which neutralises acid, reduces fatigue and reduces muscle soreness. Applying PR Lotion through the skin directly means the product is fast acting. You avoid taking bicarbonate via the stomach and it gives you the ability to train harder and recover faster. The ingestion of bicarbonate through the stomach can be extremely unpleasant and can lead to stomach pain, stomach cramp, vomiting, and diarrhoea. Not what

you need before a race, time trial or even a sportive!

The Amp Human claims are:

- PR Lotion gives you more efficiency and power, rep after rep, helping you lock in bigger gains.

- Clinically proven to unlock 16% more power and 25% more max high-intensity intervals.

- Reduces post-workout soreness so you can get back to peak performance faster.

- Athletes who applied PR Lotion experienced 53% reduction in Delayed Onset Muscle Soreness (DOMS) after high-intensity time trials.

Did it work for me?

My original trial was with five single use sachets. Applying PR Lotion is easy. They instruct you to knead the sachet briefly before use. I just put it on the heater in my office for a couple of minutes and gave it a quick squeeze. I did not think a single sachet would go very far but it is more than enough to apply to both legs and my lower back. Rub it well into the areas you want to treat. With me it is the tops of my thighs that are the main area to get very sore. PR Lotion rubs in quickly and without mess, although ideally you need to wash your hands afterwards. Do this quickly, as it is designed to be waterproof. I apply it anywhere between sixty and thirty minutes before exercise.

"Yes, for me it does work"

Now, I have no idea if with PR Lotion I can unlock 16% more power overall or if it adds 25% to my power during intervals! To be honest, at 57, with a full-time job and four young children, plus trying to squeeze in riding and training, I feel lucky if I even make it to the end of each day! But in using it, I do find a reduction in DOMS and my legs do not ache quite so much as they do when I do not use it. So yes, for me it does work. I have recovered faster using it. My cycling goal this year is to be fitter and faster come early summer. I was just shy of a gold medal finish time at the Club Sportive last year and if this helps me shave off a bit more time to achieve my goal then what's to lose?

PRODUCT REVIEW: PR LOTION

If you are looking for some strong TT times this year, give it a go. If you want to ride more miles this year but, like me, recovery takes longer as each year goes by, give it a go. I do feel I have benefited from using it and have purchased a bottle to continue with it. Anyway, I have found it much easier to get hold of than EPO and Tramadol and unlike these, PR Lotion is competition compliant and can be used on race day.

Cost

Any marginal gains come with a price - and PR Lotion is no exception. It's not cheap! You can purchase a starter kit for around £46 which includes five sachets and a 300g bottle. This will be good for (depending on how much you use) twenty plus workouts. Momentous also offer a monthly subscription for £25.50 with a bottle delivered to your door. A single bottle costs £30. Even at this price if you are keen on improved performance and you only get half the increase in power it's a win. There are other price offers on the Momentous website. Think how much you might spend on wheels, aero equipment and apparel - would you get this much return for your money?

www.livemomentous.com



ONLINE SHOPPING!



BY NATALIE CEENEY

Where to shop for cycling gear?

Well, of course, most of the time you wear your club kit. But where are the best places to shop for cycling gear when you're not cycling with the club? **Natalie investigates how to get the best cycling gear for your money, and gets tempted along the way....**

Sports Pursuit (sportpursuit.com)

A **member only site** that hoovers up last season's stock across well known brands. When I looked last they had Vulpine, Rivelto, Mavic, Castelli, Alé, Pearl Izumi and Rapha at massive discounts. This Santini jacket caught my eye... £59.99 reduced from £150.



Ebay (ebay.com)

For those who don't use ebay regularly, it might surprise you to know that **around half of their products are brand new, and often sold at a big discount**. But the real bargains are second hand. I know none of us will want second hand cycling shorts, but tops and jackets on the other hand... How about an XL Castelli jacket with bidding starting at £20?



Wiggle (wiggle.co.uk)

As well as retailing a wide variety of cycling brands, Wiggle also make dnb, which is a good, medium tier cycling brand with a great range of colours. Their sales are really good too. I'm coveting this thermal jersey by Sportful at £36, reduced from £130....



Stolen Goat (stolengoat.com)

Some of the most colourful and stylish jerseys I've seen on a bike come from Stolen Goat. High quality but pricey – although not if you buy from their outlet where there is over 60% off everything. Jerseys reduced from £80 to £30 for both men and women.



Assos factory outlet (swissiconic.com)

Another quality brand, with fantastic shorts (almost as good as my Rapha ones!). To get up to 65% off, visit the factory outlet online. Top quality cycling bib shorts for £56 anyone?



Push the boat out!

Rapha (rapha.cc)

Rapha has its devotees, and does produce beautiful cycling clothes for both men and women. The quality is high too. The Rapha cycling shorts I bought in the sale five years ago are still the most comfy shorts I have. But the prices can be eye watering. The insider's trick is to look on their website for the 'archive sale'. You can get excellent last-season products for half price or less (I have my eye on these shorts for just £30...)





THREE TOP TIPS TO PREPARE FOR RIDING A TRACK BIKE



BY BARBARA WILES,
TRACK SECRETARY

SFACC has exclusive use of the London Velodrome on 17th June. As you are probably aware, you can't bring your road bike. You'll need to ride a fixed wheel track bike (available for hire). So what is so different about a track bike, and how can you prepare so that you can make the most of the session?

Although a track bike has different features, here are three exercises you can do on your road bike, on the road in the weeks beforehand, to ensure that you are track ready:

1. On the drops

On the track, you cannot ride with your hands on the brake hoods, because there aren't any! You need to be in an aero position on the drops, so ride that way on the road to get used to the position and ensure you are comfortable. You may need to do some hamstring stretches if you have tight hamstrings.

2. Spin

You have only one gear on the track bike so, if you want to go faster, you have to spin your legs faster. No changing up to the big ring for

the sprint. You sprint in the same gear as you started in. The track hire bikes are geared at around 86", so practice spinning that gear on the road to ensure you can spin away from your club mates.

3. Don't stop pedalling

Track bikes have no freewheel. If you try to stop pedalling, the bike will kick back and you may find yourself (and your club mates around you) on the deck. Practice riding in a low gear on the road, using variation in cadence to change your speed, rather than stopping pedalling or using the brakes to slow yourself down. On the track, you'll have no brakes. You need to adjust your speed by changing your cadence. This is also good practice for riding in a group on the road; no-one wants to sit behind someone who keeps freewheeling!

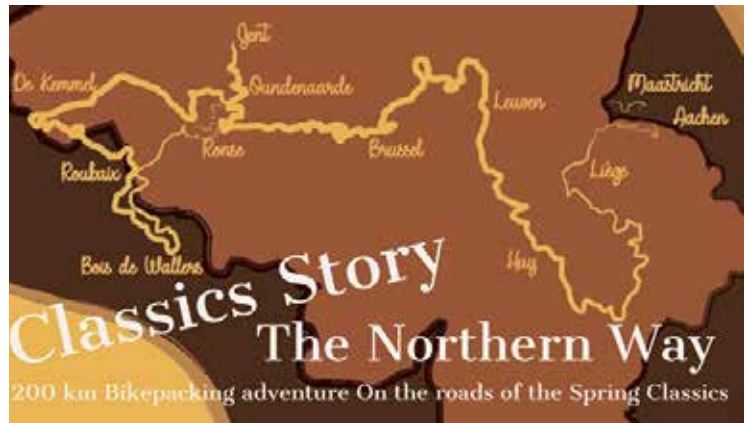
So, with just these three simple exercises, you can be ready to enjoy your track session. Don't forget to book your place now: <https://membermojo.co.uk/sfacc/store>



GEARING DOWN FOR THE NORTHERN CLASSICS



BY BOB WATTS
AUDAX AND SPORTIVE CO-ORDINATOR



Belgium is a country I know only as a caricature. Chocolate, cobbles, industrial-strength beer made by monks, frites with mayonnaise, obsession with cycling, multilingual - so each city has three different names.

Is it actually two different nations: Wallonia and Flanders? And does it really have just one famous personality, the incomparable Eddy Merckx?

It is a place I have cycled little, yet it has a rich cycling culture going back to the very beginning of cycling itself. Home to Liège-Bastogne-Liège and Flèche Wallonne; the Amstel Gold Race is run on the day of the post-ride party, which takes place in a renowned cycling café bar.

Of course, bergs and cobbles will feature throughout, just like in Paris Roubaix, Gent Wevelgem and Kuurne-Brussel-Kuurne. This time my preparation extends beyond studying the map, making a plan, getting

the bike ready and travelling to the start. This time I need to learn how to ride cobbles. The internet has so much on this and the consensus is go fast – to skim over the cobbles – and stay relaxed. Surely an oxymoron? Anyway, after a thousand kilometres or more I expect to be gearing down for the tough stretches, not gearing up.

Starting at the seemingly unpronounceable 't Kuipke – the velodrome famous for the Six Days of Ghent – one day after the pro riders have conquered the Tour of Flanders, this 1200 km self-supported cycling adventure will feature parts of all the previously mentioned Northern Classics, and several more too.

Although this will be the fourth edition, I love it that only eleven have previously finished within the time limit. Exclusive. Watch out for the next Milestone to see whether I add to that number.



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OBITUARY: ALAN ALLDRIDGE

27 SEPTEMBER 1936 - 2 JANUARY 2023

BY MARK VOWELLS

As reported in the last Milestone, we are very sorry that Alan Alldridge, a former club member, has passed away following a period of ill health. The club was well represented at Alan's funeral at Vinters Park on 8th February.

Alan was a life-long cyclist, and his riding began in his early teens when he joined the Barming Lions CC, a youth cycling club founded by his older brother, Arthur. Sixty or more years later Alan was still regularly out on his bike with friends, and it was only health problems a few years ago that eventually stopped him from riding. Alan recorded many high mileages in his early cycling days, including a touring holiday with the Barming Lions, and at least one early-start run with our club to Pangbourne Lane to watch the Bath Road '100'. This was an annual ride led by Frank Ford and the club always rode home again the same day! Despite this, once involved with racing, Alan preferred short distance time trials and track racing to anything longer. He was a very strong 10 and 25 miler and a powerful track pursuiter. He was also a very good all-round clubman.

Alan first joined our club in 1951 and quickly took to time trialling. He won the Gilbert Novices "25" Trophy in 1952, with a time of 1-07-10, and he was Junior Best All Rounder in 1953. He retained this title in 1954, also taking the Junior Track Championship that same year.

Alan had entered the sport in the days when few cyclists owned cars, and most racing involved weekends away. This meant a ride on the Saturday afternoon to overnight accommodation at somewhere like Chilham, Farnham or the Southend Road, a very early start for the time trial next morning, and then a long ride home. Those racing would often meet up with the all-day Sunday club run on the way home or ride together to the coast and back. All riding was completed on fixed wheel machines, with racing wheels held on sprint carriers attached to the front spindle and handlebars. Alan thrived in this environment and his move up to the senior ranks coincided with a period of great racing

success for the club, both in time trials and on the track, with riders like Roy Manser, Rod Overton, Dick Wallis, Dick Bradley, Roly Crayford and not least Alan himself, featuring in many individual and team wins.

Closer to home, Alan set a new senior club "25" record of 58-45 at Headcorn in an evening club event in June 1957. As winner on the night, he had for once managed to beat Rod in a time trial, and it was Rod's club record he had taken. The undulating Headcorn courses must have suited Alan as he also recorded his personal best "10" there – a short "23", at around this time. Grass track racing was another popular feature of the club's racing in the 1950s, and Alan took part in many of the meetings, often held within local fêtes and fairs, at venues like Rye, Faversham and the Police Headquarters in Maidstone. As Track Racing Secretary he would have been heavily involved in arranging the club's track programme each year. During a club trip to the Isle of Man Cycling Week, Alan raced in a pursuit against the then future world champion, Tom Simpson!

Alan did step up to the longer distance time trials and he recorded a 2-11 "50", and 4-40 "100". It is interesting to note that while he was not particularly seen as a sprinter, he won the club's Overton Five Miles Cup, a bunched track event, in 1956. Almost certainly contested on grass that year, the competition for the trophy would have been very strong. In the same season, Alan recorded a very fast club tandem "30" record time of 1-04-18, riding with Brian Veitch.

Alan's first phase of racing ended in 1958, although he was back to record an "out of the blue" 1-1 "25" in a club event in 1961. Then he married Liz in 1963; family life and work took over for the next few years. He continued cycling to work though, and in 1969 he re-joined the club, initially via the Saturday afternoon club runs, before returning to racing in 1970. By then Alan had become what we now call a "time-crunched" cyclist and he trained accordingly. This meant hour long sessions in his lunch break from work, out along the Tonbridge Road and back. It gave him enough fitness

to take the club evening points trophy in 1971, and the following season, he and Geoff Hodgson took the Club Tandem "30" Championship, with a time of 1-08-44. This was another evening club event and my records show that Ray Whibley and myself were second with 1-08-46!

In 1974, and once again out of the blue as he had not been racing, Alan recorded a fast 59 minutes "25" in an evening event on the Cobham-Bexley "25" "dragstrip". Then, for no reason that I can recall, he stopped racing; I am fairly sure this was his last ever time trial, certainly the last serious one. Alan had gone out on a high note but he was certainly was not lost to the sport; he still went on club runs and a few years later he introduced his daughter Anita to cycling. She too went on to have a successful racing career. Alan also helped me on many occasions over the next few seasons in longer distance time trials, often handing up my feeds in "100s" and "12s".

Although never an official cycling coach, Alan was one of my mentors, together with other senior club members. He was an excellent wheel builder, an early exponent of interval training, and he had sound ideas on training schedules, diet, and rest and recovery, all of which I was able to build into my programme.

Aside from racing, we continued to cycle together regularly for many years, often on Sunday mornings and sometimes meeting the club at the elevenses stop. After retirement from work Alan also rode with an informal mid-week group. Eventually, health problems brought his riding to an end but at that point he was at least able to substitute walking for cycling as a means of exercising. Although Alan's club membership eventually lapsed, he always remained a 'Fairy' at heart, and his interest in the club and the members endured. Although rather frail by then, he was able to make it to Roly Crayford's funeral last September.

By 2020 Alan's wife Liz was also suffering with health problems and she passed away in May of that year. We offer our deepest condolences to Anita, to Alan's niece Jan, and to all the family and friends.



Left: Alan Alldridge

Right: (from left) Tom Veitch, Andy Avis, John Kavanagh, Alan Alldridge, Tony Bell, Pete Avis, Jack Mummery, John Longbottom, Mark Vowells, Paul Skinner, Matt Smith and Ray Whibley. Taken at the start of a club '10' on the Linton course in 1970. Pictures courtesy of Kent Messenger





AUDAX



BY BOB WATTS
AUDAX AND SPORTIVE CO-ORDINATOR

The Audax season runs year-round. Indeed, one favourite is completing a 200km event in each calendar month for a year, which gives you a Randonneur Round The Year award. For the rest of us, the season is just kicking off, in my case with "Tom Jackson's Wye Wednesday" which took place on Ash Wednesday.

Tim Decker was helping at the start and had baked large quantities of tasty bread pudding and flapjack. 74 of us left the Velopark – an excellent venue for these events – at 7:30 in mizzly weather to head south then east to Tenterden and the seaside at Hythe, returning through Wye and Staplehurst.

Tom had convinced the Savannah Café in Tenterden to serve breakfast to the multitude, which they did with calmness, humour and speed, and without having to resort to the five loaves and two fishes. And all for just a fiver.

It was a fine route, along many familiar lanes plus a few I have never travelled before, including one near Sellindge with full mohican grass growing up the middle. The day passed pleasantly, despite the on-and-off rain, until hitting the rush hour nearer Maidstone. But while waiting at traffic lights I was astonished to hear a blackbird singing its heart out in the dark, in the rain, in February, beside one of the busiest junctions on the A20 at Aylesford.

Back at the Velopark there were hot drinks and snacks and talk of Paris-Brest-Paris, as this is one of the qualifiers. Now it is in the bag, I can look forward to Qualifier Two on another of Tom Jackson's events: the Oasts and Coasts 300 in April.

This year the Club has two of us entering PBP, as Tom Humphrey is also gearing up for it. Roll on August!



Tom Jackson's Wye Wednesday

Distance:
200 km (208 km) in 13h30

Time:
07:30 to finish by 21:00

Starting from:
Gravesend



...at 7.30 in mizzly weather...



Hi Caroline

Here are some pics taken today - 4th March
not from a club run, just some Fairies doing their own thing.

Martyn Peal and Ron Lee coming up Bow Hill,
Wateringbury. Martyn and me in the mirror near
Marden, and Martyn outside the old house on the
junction of lower farm road and Chart Hill Road.

Cheers

Dave Law



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BY: PHILIP THORPE
DIRECTOR OF CLUB RUNS

SFA GROUP RIDES

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

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

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

Group	Start Time	Speed	Distance	Coordinator	Start Location
A Group	9.00 am Saturday	18-20 mph	50-60 M	Simon Charlesworth	Marden Station
Fast Inters	8.30 am Saturday (9.00 am Dec-Feb)	16-19 mph	50-60 M	Dudley Curtis	Marden Station
Inters +	9.00 am Saturday	16-17 mph	50-70 M	Vacancy	Marden Station
9 am Inters	9.00 am Saturday	14-16 mph	45-70 M	Kevin Griffiths	Marden Station
10 am Inters	9.00 am Saturday	14-16 mph	50-70 M	Vacancy	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.**

INTERS

Date	Coffee Stop	Distance	Ascent	Average Speed	Number of Riders
17th and 14th January	Rides cancelled due to heavy rain				
15th January	Non stop via Benenden and Wadhurst	50 miles			2
21st January	Ride cancelled due to ice			17.	
28th January	Environment Centre, Singleton	43 miles			5
4th February	Spadeworks, Offham	46 miles	2,000 ft	15.2 mph	6
11th February	Kemsing Italian Deli	54 miles	3,080 ft	13 mph	2,710ft
18th February	Church Mouse Tea Rooms, Chilham	59 miles	2,870 ft	15.7 mph	6
25th February	Old Post Office, Woodchurch	49 miles	2,083 ft	15.6 mph	8
4th March	Brogdale, Faversham	54 miles	1,550 ft	15.2 mph	4



FAST INTERS

Date	Leader	Route	Distance	Average Speed	Ascent	Café Stop
15th January	Eamonn	Battle	59 miles	16.1mph	4,764ft	Bodiam / Marden Café
20th January	Shaun / Jeremy	Bedgebury Forest				Bedgebury Cafe
28th January	Paul	Edenbridge / Peshurst	54 miles	17.5mph	2,400ft	Four Elms Nursery
4th February	Eamonn	Chilham / Wye	60 miles	17.5 mph	2775ft	Badgers Hill Farm Shop
11th February	Rick	Ham Street	52 miles	18mph	1,300ft	Ham Street Garden Centre
18th February	Dave	Tenterden / Wittersham	50 miles	17.8mph	2,710ft	Bodiam Castle NT Café
25th February	Eamonn	Appledore / Tenteren	52 miles	17.6mph	2,800 ft	Silcocks Farm Shop
4th March	Dudley	Wye Downs	60 miles	17.5mph	2900ft	Perry Court Farm



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INBETWEENERS

INBETWEENERS RIDE SUMMARY BY PATRICK O'DONNELL BOURKE

There have been only two Inbetweeners' leaders in the last few months, Patrick O'Donnell Bourke and Mark Bromwich. This is all going to change as we enter the Spring - Phil has woven his magic and a few "volunteers" will be having a go at leading.

The Inbetweeners' cycling year started slowly with rides on 31st December and 7th January both being called off due to rain.

Saturday 14th January proved to be another washout, but a few hardy individuals ventured out on Sunday 15th January led by Patrick, and managed a 45 mile ride stopping at Hawkhurst fisheries.

No ride on **21st January** – too icy.

On **28th January**, Patrick led a group of three on a 45 mile ride stopping at Amy's Pantry in Tenterden. We achieved a good average speed, mainly because pedalling fast was the only way to keep warm.

On **4th February**, Mark led a ride initially advertised as 40 miles stopping somewhere near West Malling. Somehow, this turned into a longer ride stopping at Rusthall. As befits a ride led by Mark, there were "lots of low gear opportunities".

On **11th February**, Patrick led on a 51 mile ride via Ham Street Garden Centre – a ride characterised by Patrick's chain being determined to leap off his bike every few miles. Needless to say, said chain has since been decommissioned.

On **18th February**, Mark led on a 45 mile ride. This time we did make it to a café near

West Malling – not Offham Spadeworks as planned because it was heaving with cyclists and citing a 50 minute wait for orders – but Tiffin Café in East Malling, which proved very welcoming and well worth another visit. Somewhere near Plaxtol, we lost Dominic Walsh, another victim of chain problems.

On **25th February**, Patrick led a group of seven on a 50 mile ride via the Greedy Goat in Ticehurst. There were lots of hills, and as a result more than the odd curse.

On **4th March**, Patrick led a group of five on a 50 mile ride via Woodchurch Old Post Office café. We hadn't booked and our hearts sank as we approached the café and saw a large group of cyclists from Ashford – but luckily they had started out much earlier than us and were just leaving the café.

SUNDAY INTERS

Date	Start point	Coffee Stop	Distance	Ascent	Speed	Weather	Riders
26th February	Marden Library Carpark	Bredgar Farm Shop and Café	56 miles	2,750ft	15mph	Overcast and cold	Eric Watts Andrew Nannery
5th March	Marden Library Carpark	Oxford Pond Café	56 miles	3,850ft	15mph	Overcast and cold	Eric Watts , Vince Chittenden, Anita Clifford, Matt Vousden





The group at Chiddingstone Church...-- and Post Office

B+GROUP

Date	Leader	Start	Break	Distance	Average Speed	Ascent in ft	Number of Riders
14th January	Maria Marchesini	Boughton Monchelsea	Penshurst	Ride Cancelled			
21st January	Tony Palmer	Wateringbury	Penshurst	25.1 (Ride abandoned)	12.5	885	10 riders
28th January	Richard Ramsden	Paddock Wood	Chiddingstone	40.75	13.00	2,515	9 riders
4th February	Jonathan Engwell	Aylesford	Meopham	37.12	13.7	2,082	9 riders
11th February	Anita Clifford	Marden	Ham Street	50.32	14.7	1,187	8 riders
18th February	Richard Ramsden	Yalding	Newenden	49.13	13.3	3,284	6 riders
25th February	Jill Edmans	Boughton Monchelsea	Woodchurch	42.85	13.4	1,726	10 riders
4th March	Neal Corby	Penenden Heath	Sheerness	53.64	12.3	2,680	3 riders
4th March	Jo Carver	Portishead	Cheddar Gorge	65.60	12.1	5,246	14 riders
5th March	Jo Carver	Portishead	Clifton Suspension Bridge	35.14	13.1	1,546	10 riders



Hot woman with chocolate...

B+ GROUP RIDE SUMMARY BY TONY PALMER

Not unsurprisingly, the weather controlled the group's activities during this reporting period. Only one ride - 15th January - was cancelled, due to overnight icy conditions. That said, the ride the following week was abandoned, after the temperature dipped during the ride, with two riders suddenly "losing their respective rubbers on the road". After inspection of the resulting damages to limbs and helmets, Tony's strategy to return to base by only using major roads avoided further incidents. Unfortunately, the Cake Monster had to return home hungry!

The balmy dry February days encouraged many riders to leave their winter hibernation dens prematurely, so the group's rides were well attended for this time of year. March may prove more inclement.

Most of the group scarpers off to the Mendip Hills, for the initial outing in March leaving Neal Corby, Barbara Hutton and the Cake Monster to carry our flag. Please see the separate report on the joint B+ Group and Midweekers' Group tour of the Mendip Hills Tour on page 22 (written by Jonathan Leeson and validated by Steve Hargreaves) as to why we deserted our posts.

Penshurst Place Gate





B GROUP

B GROUP RIDE REPORT 11TH FEBRUARY BY CLIVE BRADBURN

I know of a valley enchanted

A valley of crystalline streams

A valley of Kent in a mountain

I call it the Valley of Dreams.

This is the first verse of a poem by the Artist Donald Maxwell, written in 1927.

The B Group followed much of the Valley of Dreams from the manhole where it meets the Medway at Tovil up to the sites of at least 13 mills that once produced or prepared wool, Fullers Earth and paper. It was only a short 31 mile ride in total, but there were a few hillocks along the way, including Bow Hill, and just before the coffee stop, Tea Saucer Hill at Bockingford. I was pleased that everyone got to the top without having to stop.

The highlight of the day came soon after Barming Bridge, the suburbs of Maidstone. Being my home town for much of my life and knowing most roads, lanes and byways, I decided to descend the short Unicomes Lane which I believed met the tow path by the River Medway. While I had never been on this particular lane, we were lucky enough to have Dick N on the ride. We were in an area of his childhood and he recalled the fun he had on this natural playground. So with great confidence we slowly descended this pot-holed and very rough steepish pathway. We all very sensibly went very slowly with the exception of one our downhill experts

who threw caution to the wind and came past us all like a downhill skiing slalom champion. Once all were safely down and onto the towpath, I suggested that maybe taking the hill that fast was a little dangerous. However, he told me that it wasn't intentional as it turned out to be a lack of co-ordination between this hands and the brakes! Luckily, all was well in the end.

We had a few stops along the valley by the River Loose for a local history lesson and after the success of Tea Saucer Hill we were at the coffee stop. It was the first time we have ever visited the Y Centre cafe and I think it was generally well-received. This was despite the fact that the staff weren't expecting any of us, let alone the eleven that filed in. I had arranged it a few days before but the staff member I told on that day failed to pass on the message to the weekend team. However, the service was very good and the bacon baps were just right.

Next it was down Old Loose Hill with sight of the lovely causeway in the River Loose, then under the Thomas Telford viaduct bridge that carries the A229, then up to Chart Sutton and Sutton Valence. From there more well-riden country lanes back to Marden.

It was a privilege to have a few well known and experienced SFACC members with us today, mainly more used to riding in faster groups, but I hope they enjoyed this little excursion into a historic and picturesque part of Kent.

B GROUP RIDE REPORT 25TH FEBRUARY

A rolling 32 miles led by Alex today. The 13 riders enjoyed some excellent country lanes with some great animal sightings in the Benenden area. Some of the group were lucky enough to see some stags in the woods but most of us caught a glimpse of llamas, or were they alpacas? I never know the difference. At one stage I was riding with Alex when we briefly saw a massive bird of prey in the hedgerow. We had to discount a golden eagle for obvious reasons, but I explained to Alex that it was most likely a very large buzzard. However, I was caught out when I pointed out the bird's partner flying high above. My knowledge was severely challenged when the high flying bird turned out to be a small aircraft, probably out of Headcorn... I will leave bird spotting to others in future!

It was nice to meet riders who joined us today: some I have never ridden with before and some I haven't seen for a while. The staff at Silcocks café were excellent as usual, especially as they had other clubs descend on them. Group photos were taken just before Silcocks, thanks to Graham, our resident photographer. A chilly north headwind met us after the coffee stop, but it didn't deter the friendly banter on the way back to Marden.

Thanks again to Alex for an excellent ride.





The group at Upnor

MIDWEEKERS

JANUARY 2023 to FEBRUARY 2023

4th January – East Malling to Knole Park by Mark Eyres

21 riders turned up for the first Midweekers' ride of 2023. The planned route was from East Malling to The Brewhouse in Knole park. Martin P volunteered to lead the faster pack with the remaining group splitting into two, one being led by Russell and the other by myself.

Whilst the weather was unseasonably mild, there was a strong south westerly making riding conditions difficult heading along the Pilgrims' Way to Wrotham. Sadly, after a few miles one of our riders was feeling under the weather, so wisely decided to turn back, kindly escorted back by our own Guardian Angel, Rachel. With the hedge-cutting season in full swing both Frederiek and Brigitte were cursed with punctures.

The cafe stop at Knole was great with ample seating both inside and out and the cycle back was without incident. Whilst the ride was only 30 miles long, it felt a lot tougher with the strong headwind and a relatively lumpy 2,400 feet of ascents at average of 11 mph.

11th January - Aylesford to Shorne by Russell Chidwick

Another great turnout of 19 at Aylesford on what was to be a short sunny break in the wet and windy weather of the week. Four riders opted to go with Jonathan E on a faster ride with two groups of seven opting for a slower-paced ride. Our route

took us out through Wouldham and Rochester and our first castle of the day to Strood where some had their first sighting of the decommissioned U-475 Black Widow Russian submarine moored in the Medway. The route continued through the Medway City Estate rather than the 12% narrow climb of National Cycle Route 1 to the again narrow and very muddy NCRI to Upnor and its cobbled High Street. Upnor Castle provided a great photo shoot overlooking the Medway and St Mary's Island. After Higham it was the long climb to Shorne Woods Country Park for a great café stop. Our return took us down Cobhambury Road and Warren Road to join the dreaded A228 before we joined Pilgrims Road and the deepest lake of the day - which we all got through. Many peeled off en route back to Aylesford. This left just a small gathering to chat over our exploits. We were still dry; it was only the those that rode in who got a soaking. 32 miles with 1,800 feet of ascent at an average speed of 11 and 13 mph.

18th January - Yalding to Hildenborough

by Jonathan Leeson

Nothing like a chilly start to get you moving. It was minus four degrees when I woke up. I knew straight away today's ride was going to be touch and go. I sent Sarah (my wife) to do a recce run to check conditions; feedback was better than yesterday. The ride was on but wisely most of the group decided to avoid the cold and icy conditions. Laurence and Richard cycled from Hildenborough to Yalding Station,

and I planned to meet them en route, at least to allow the ground to warm up. I set off from Cripple Street to meet them. Conditions for me were very sketchy with lots of black ice where water from the previous day had frozen. I got to Hunton Hill and wasn't about to attempt a high speed downhill with evidence of frozen water. I checked in with Laurence and Richard who were warming up at Tea Pot Island and they decided to head home. I did the same and together we nearly completed all the route! The good news is we got home with no issues and can ride another day. Thanks to Laurence, Richard, John G and Mark for thinking about joining the ride.

25th January – East Malling to Hildenborough

A dull and very cold morning saw 21 riders set off from East Malling in three groups. Jonathan Engwell led the "fast riders" with seven, whilst Brigitte, who had organised the route, and Mark E, led the equally divided others. All went well until the descent of Oxenheath Road, near West Peckham when John G came a cropper on an icy patch, fortunately without injury but with damage to his clothing. Steve Hargreaves from the fast group phoned to advise of the danger, but before messages could be passed to both the other groups, Brigitte came off at the same place. Mark E immediately telephoned his wife, Paula, who came out and very kindly drove Brigitte to Maidstone hospital, looking after her there and driving her home afterwards for what turned out to be a fractured upper

arm. Whilst waiting at the scene, and with Brigitte and fellow riders getting very cold, a postman in a van stopped and provided her with two warm coats, which was very much appreciated. The first group had already carried on for their stop at Ridings Cafe, Hildenborough. However the 14 who remained decided that a closer stop at Poulton Wood Golf Club would be welcome in order to get warm. Sally had a slow puncture and asked if she could mend it in the reception but was told they did not want dirty bikes inside and to repair it outside. However, just with the tyre alone and some helpers she came inside to fix it – it was cold outside! She was met by Mr Grumpy who complained about having to Hoover the carpet even though there was no mess. An uneventful return for all groups thereafter, with various mileages and several dropping off on route. We wish Brigitte a speedy recovery which we understand is going well although her "Cycling India" trip has had to be postponed.

30 miles with 1,445 feet of ascent at an average of 13.5 mph for the faster group.

1st February - Hollingbourne to Singleton by Richard Valentine

With the cold January behind us there was a sense of slightly better weather ahead and a start at Hollingbourne Railway Station car park attracted a big group of 20 initially with an additional three joining en route. Therese Hammond, a rider and a member of the Medway Valley Rail Community Partnership,



East Malling start for the ride to Knole Park



Moody Merit Shield Winner - Most Improved Rider - Sally Talbot demonstrates stretching

was keen to show everyone the work taking place to restore the station building, derelict for 32 years, into a community space and café. Hopefully it will be a good coffee stop when it opens later this year. With such numbers, the groups were divided into three. Russell had organised the route and led one, with Paul Sullen taking another and Jonathan Leeson the faster riders. Even before leaving the car park Jonathan had a puncture; his group was plagued with numerous punctures throughout the ride. It was a lovely route out on dry roads via Kingwood, Grafty Green and Shadoxhurst which took everyone, including the riders who joined en route, to Footprints Café, at the Environment Centre, Singleton. The staff reacted excellently as the place was packed with other cycling groups and motorists attending a speed awareness course. An uneventful return, except for Jonathan's fast group with their punctures, via Pluckley and Sandway.

A distance of 38.5 miles with 2,116 ft ascents at varying speeds.

8th February – Wrotham to Hawley by Richard Valentine

It was with a certain amount of trepidation that, after several had pulled out prior to the start due to a heavy overnight frost, 12 carefully set off from Wrotham. A faster group of three led by Martin Phelps and the remainder led by Richard V all headed for the intended stop at Hawley Garden Centre café. As it turned out the roads were

dry, with just occasional frost in the gutters. It was a pleasant main road route via Ash, Longfield and Horton Kirby with the only incident being Steve getting a puncture. Martin's group were very unimpressed with the café whose staff seemed unhelpful regarding bike storage. As the café was packed, they decided to go back to Turners Café in Horton Kirby which catered for them well. Richard's group also made a change of plan and on passing through Sutton at Hone, he noticed that the Community Library had a café. What a great little stop it turned out to be! The staff could not have been more accommodating. We will certainly use it again. With the sun out and warmth in the air, it made the mainly uphill slog back including Mussenden Lane and Ash seem that much more pleasant. A distance of 29 miles and 1,800 ft ascents.

15th February – Yalding to Penshurst by Martin Phelps

One foggy morning in West Kent. Never let it be said that the SFA Midweekers are fair weather cyclists. There were 25 intrepid riders at the start from Yalding Station, ready to battle with a little bit of fog (well quite a lot really) on our route to the Kingdom Café above Penshurst. A great turn out.

This week's leaders, Martin Phelps, Anthony Palmer and Russell Chidwick set off with their respective groups into the gloom on the 20 mile, quite challenging, ride (for me anyway) to the lunch stop. We

were rewarded after about 10 miles when the fog lifted, and we were blessed with beautiful clear blue skies for the rest of the day. It was good to have a brief catch up with Chris Bishop when we went by his home.

There was only one minor hitch when John G stopped to sort out a tyre issue, but he told us to carry on as he would catch us up. He nearly did too, even though he didn't really think he would. In his own words, "I was just cycling along trying to look cool, expecting the next group to come past at any time". Cool John? This is the SFACC!

The weather was so lovely up at Kingdom that we all sat outside overlooking the valley below. There was also some good discussion about The Milestone over lunch. I'll quote Jill who I think has the right idea: "I like lying in bed at night reading The Milestone".

The return trip was somewhat less challenging and all groups made it safely back to Yalding in good time.

36 miles with 1,600 feet of ascent at average speeds of 15, 13 and 12.5 mph.

22nd February - East Malling to Lullingstone by Russell Chidwick

With Angie filling the need for a leader at short notice a great route was devised taking 15 of us to Lullingstone Country Park. As usual we split the group with Martin P leading the advance party and Angie the majority. We

all enjoyed the great run down Knatts Valley and through the idyllic villages of Farningham and Eynsford where we opted for the bridge instead of the ford. At our stop at Lullingstone Country Park it was great to meet up with Graeme Harris who has been off cycling since Christmas Eve following a serious knee injury. Our lumpy return took up to Shoreham then along the Pilgrims Way.

36 miles with 2,500 feet of ascent at average speeds of 11 and 13 mph.

1st March – Hollingbourne to St Michaels by Russell Chidwick

We met at our new regular start point of Hollingbourne Station. We had 17 riders for our ride to St Michaels, Tenterden. With a new mission to create some Strava segments for a future SFACC ride which involved riding along parts of the A274 and A28 we had an alternative quiet lane route for the majority; thanks to Marjorie for leading this. Having been well looked after at Silcocks with a room to ourselves it was a mainly flat ride with just the climb of Church Road, Grafty Green to Boughton Malherbe on our return. A highlight of the ride was meeting up at the top of the climb by the church and the impromptu demonstration of stretching by Sally and Rachel.

Rides of 40 miles and 37 miles with 800 feet of ascent at averages of 14 and 12 mph.

Kingdom Café, Penshurst





The group at East Farleigh Bridge

D AND D+ GROUPS

BY RICHARD VALENTINE

SATURDAY 15TH JANUARY

The usual D rides were cancelled the previous day due to the heavy rain, but it didn't deter 14 from joining Jo Ellesmere on a Sunday at Aylesford for a joint group ride in better conditions. Inevitably there were loads of large puddles to contend with, but fortunately without any problems. Jo led with half and Richard V took the second group out to Poult Wood Golf Club via Offham and Crouch. Bearing in mind the café hadn't been notified in advance, they were totally unfazed, perhaps because there was no golf due to the course being waterlogged, and the service was excellent. An equally uneventful return via Mereworth and Kings Hill, with several dropping off en route. A distance of 30 miles and only 1,500 ft ascent.

SATURDAY 21ST JANUARY

On a cold sunny morning, with the temperature hovering around freezing, 19 riders assembled at the Weald of Kent Golf Club. Mike

Lambourne set off with a group of six on a fairly challenging D+ ride, taking them over the ridge then continuing via some very icy lanes up Hollingbourne Hill to their very welcome stop at the Bredgar and Wormshill light railway café. An uneventful return despite the road conditions in parts and the general descent back to the start. A distance of 30 miles and 2,100 ft ascent.

By contrast, Trevor Baker attracted a larger D group for a very flat ride, initially intending to go to Brookside Nursery, East Peckham. However, after a couple of miles and one lady coming a cropper on an icy lane, it was unanimously agreed to stay on the better main roads and do a loop for a stop at Headcorn Aerodrome, which was appreciated. In fact some ate outside in order not to get too warm and comfortable inside the café. A very easy ride of only 22 miles and 740ft ascent.

SATURDAY 28TH JANUARY

The weather marginally warmed up after last week's ride, but 21 riders still donned very warm

clothing at the Yalding start. Mandy took her first D+ lead with a group of seven and took them on an uneventful ride to Bedgebury Pinetum where they were looked after very well. A few lumps both ways around the Goudhurst area with an overall distance of 32 miles.

Angie stepped in at late notice to lead the 14 D group riders using a Club library route to Cranbrook and the Food for Thought café in the High Street. A nice flat route out via Marden, Frittenden and Sissinghurst. Despite being quite a large group the café was very accommodating, putting out seats for those wishing to sit outside. A nice return with the only hilly bit being around Curtisden Green. A distance of 33 miles without incident.

SATURDAY 4TH FEBRUARY

A Mote Park start for both groups, with Richard V leading a group of 15 D+ riders and John Blakeley volunteering to take seven. On a dull mild morning, both headed south out of the park via different routes but going down Weirton Hill, for Richard's stop at

Teapot Island, Yalding and John's at the ever popular Headcorn Aerodrome. Both returns meant having to get over the ridge and to the finish, with similar speeds and distances of about 30 miles. Richard B had the luck of the day, after discovering that he had lost his mobile phone in Maidstone, he subsequently learnt that it had been found and it was returned to him.

SATURDAY 11TH FEBRUARY

A total of 24 turned up at East Malling, including Phil Thorpe who joined Tony Munn's D + lead of 15, whilst Angie O'Flaherty led 9 on the D ride. She took the group to the recently opened Knole Park café, a distance of 32 miles. Tony took the plus riders for a lovely break at Shoreham Aircraft Museum Café, a slightly longer distance of 34 miles and 2,140 ft ascent at 12 mph average.

SATURDAY 18TH FEBRUARY

Richard V led a group of six on the D+ ride on a quite lumpy route from Staplehurst to the Corner Cafe at Hawkhurst crossroads, via Frittenden, Biddenden and Benenden. A really nice and

Bredgar and Wormshill Light Railway Café



Hawkhurst Crossroads Café





Shoreham Aircraft Museum Café

The group at East Malling

efficient break. The lumps continued back via Colliers and Curtisden Greens. The only incident was Russell's free wheel failing about four miles from the finish, which meant he was unable to pedal, so Trevor Ingram pushed Russell with one hand resting on his back almost to the finish. Fortunately it was on very flat country lanes. A distance of 31 miles, 1,700 ft ascent.

Trevor Baker led the D Group with 14 on the ride from Staplehurst with the ladies outnumbering the gentlemen. His route took them for a very pleasant and interesting stop at Tenterden Light Railway Station Café, where fortunately a steam train came in, which is always appreciated. A distance of 30 miles and 1,275 ft ascent without incidents.

SATURDAY 25TH FEBRUARY

By Russell Chidwick

Wrotham to Lullingstone D Ride

Ten elected to join Russell on a short but steep ride which after the climb of Wrotham Hill took in the delightful coast down through Knatt's Valley, a first for many, including Andy L who had spent his youth nearby. A great café break at Lullingstone Country Park before the inevitable repayment of climbing back up from the valley. Having chosen to take the right in Eynsford up Bower Lane, it was at first a steep climb then, what seemed a relentless climb, playing cat and mouse with delivery vans. It was a great memory lane route for Andy L. Then we were back at Wrotham, having completed the 22 miles with a total ascent of 1,800 feet at an average of 11 mph.

Tony Munn led the D+ Group initially with 8 from Wrotham, going in the opposite direction, and was joined by three others

at West Malling. It was then on to East Farleigh and along the River Medway towpath to a new stop at the basic but very reasonable Lockmeadow car park cafe in Maidstone. The flea market was on in the main hall, so it was quite busy. The return continued along the towpath, avoiding the fishermen and dog walkers, to Sandling, then up the very quiet, virtually one way, Old Chatham Road to the Lower Bell, Wouldham and Snodland. At Birling, several dropped off, then it was up to Wrotham via Pilgrims Way. A distance of 33 miles and 2,000 ft ascent at about 12 mph.

SATURDAY 4TH MARCH

A cold morning welcomed 12 riders at Lenham, where John Blakeley led the D group for a ride stop at Headcorn Aerodrome Cafe. An uneventful but picturesque and quiet route via Pluckley, Egerton and Headcorn with a meeting up with other SFA members also welcoming the warmth that the café provided. The return's only bit of leg crunching was from Pye Corner and up Windmill Hill to the Pepper Box Pub. Well done Shikha and John, the leader, for his encouragement to get her to the top without getting off. A distance of 30 miles and 1,360 ft ascent. Also well done to Sally and Mark, who are in training for the forthcoming London Ride 100, as they went and did the complete route again afterwards. No wonder Sally got the most improved club rider award of 2022.

By Russell Chidwick D+ Ride

Lenham to Brogdale, Faversham

A great gathering of the Ds at Lenham with 13 opting for the ride to Faversham lead by Russell. The usual climb of Hubbards Hill, a first for some,

was followed by the great run down to Faversham with a little sunshine. Coxett Hill with its moments of 15% gradient was just one of many steep ascents on what was a great route before the café stop at The Courtyard Coffee Shop at Brogdale where tables had been reserved and we were made very welcome. A well-disguised pothole caught some out after leaving, then a steady climb back, with some more steep bits before Stalisfield and the lovely descent of Hart Hill. Mainly considerate motorists and tractor drivers made for a safe and pleasant ride with the only exception being a very impatient driver overtaking Wendy as she was turning right off the A20. Sadly this near miss

of the day marred our great ride. 31.5 miles, average mph 16 and 2,119 ft ascent.



At Poult Wood Golf Club

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C GROUP

Date	From/To	Distance	Ascent	Speed
14th January	Headcorn to Ashford	23 miles		
21st January	Yalding to Borough Green	24 miles		
28th January	Wouldham to Gravesend	28 miles		
4th February	Barming to Hildenborough	37 miles		
11th February	Headcorn to Bethersden	32 miles		
18th February	Yalding to Snodland	30 miles	1,021 ft	9mph
25th February	Charing to Ospringe	26 miles	1,150 ft	9mph
4th March	East Malling to Trosley Country Park	31 miles	1,283ft	9mph



C GROUP RIDES SUMMARY

14th January: Mary led a group of nine and intended taking us to Wetherspoons in Ashford, but as the weather was getting cold and a bike went into a puddle covering a pot hole, we cut the ride short and went to Headcorn Aerodrome Café.

21st January: George led a group of eight riders to the Village Tea Shop.

28th January: Sandy led a group of seven to Nell's Café at Marling Cross, along the way stopping to read the plaque on the remaining wall of Rochester Castle. The castle was built of stone by Gundulf, Bishop of Rochester, to command an important river crossing. It endured three sieges. The castle was entirely redundant by the 16th Century and stones were removed from the curtain wall to build what was then the new fort at Upnor. The City of Rochester originated from a Roman settlement. It was walled in the third century, but was largely abandoned in the early fifth century. Passing under Strood railway arch, we then stopped on the riverside walk way to view the submarine U-475 Black Widow, a Soviet navy submarine from the Cold War period. It was built in Leningrad and commissioned in 1967, and served in the Soviet Baltic fleet before being used as a training vessel for crews from overseas, until it was decommissioned and sold in 1994. It was first moored near the Thames Barrier as a

museum ship and finally came to rest in Strood in a derelict state and has been there since 2004. The owners are hoping to restore it back to a museum. In defiance of Russia it is flying the Ukrainian flag.

4th February: Joan led a group of eight riders to Hildenborough Golf Club.

11th February: Mary led a group of seven riders to Ripley's Garden Centre. It was great seeing at least three buzzards along the route. One sitting on the branch of a tree, with what looked like a mouse in his beak. Wonderful to see these birds are flourishing in our area.

18th February: George led a group of five to the Mood Lift Café, which seems to be a hub for the local community. Great welcome and we put our bikes in the garage for safe keeping. The route took us over the Medway crossing four bridges - Peters Bridge, East Farleigh Bridge, Allington Lock and Twyford Bridge, and once across the Beult at Yalding.

4th March: Sandy led a group of seven. It was a cold day, but fortunately there were one or two hills to warm us up. We had a pleasant stop at the Country Park Café.



EASYRIDERS+



Date	From/To	Distance	Ascent	Speed
7th January	Lenham to Headcorn	21 miles	857ft	10mph
14th January	Boughton Monchelsea to Brenchley	24 miles	N/A	10mph
21st January	Marden to Cranbrook	26 miles	N/A	9mph
28th January	Shipbourne to Chiddingstone	26 miles	1,600 ft	9mph
4th February	Yalding to Poult Wood	25 miles	594ft	11mph
11th February	Senacre to Lenham (Bow Window Tea Room)	31 miles	832ft	10mph
18th February	St Mary's Platt to East Malling	20 miles	896ft	10mph
25th February	Appledore to Lydd	27 miles	127ft	10mph
4th March	East Malling to Snodland (Mood Lift Café)	24 miles	1,250ft	10mph

EASYRIDERS + RIDES SUMMARY

During the period 7th January to 4th March we had eight ride leaders starting from nine different locations. The normal turnout was 10 to 15 riders but it was left to a few hardy souls (four or five riders) in the very cold, frosty days of January.

Except for the occasional puncture, we had no incidents on the road other than the odd insult from passing motorists.

A highlight of the coffee stops was the newly opened Tiffin Teahouse in East Malling – excellent service and they even provided a birthday cake for us to enjoy.





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 8:30 am.

SATURDAY 15TH APRIL
Leader: Andy Lewis

SATURDAY 22ND APRIL
Leader: Dudley Curtis

SATURDAY 29TH APRIL
Leader: Anthony Bell

SATURDAY 6TH MAY
Leader: Rick Bayne

SATURDAY 13TH MAY
No run - SFACC Sportive on Sunday

SATURDAY 20TH MAY
Leader: Eamonn Driscoll

SATURDAY 27TH MAY
Leader: Alastair Simpson

SATURDAY 3RD JUNE
Leader: Paul Jenner

SATURDAY 10TH JUNE
Leader: Andy Lewis

SATURDAY 17TH JUNE
Leader: Dudley Curtis

SATURDAY 24TH JUNE
Leader: Anthony Bell

SATURDAY 1ST JULY
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: Vacant. The Inters+ group is without a group co-ordinator at this point and the riders are currently riding with the 9am Inters. It is hoped that the group can be reformed in spring when more riders come out and someone volunteers as group co-ordinator. Please contact Philip Thorpe: philipthorpe@btinternet.com

Saturday 9am Inters

Slower than the Fast Inters and faster than the Inbetweens. Around 14 to 16 mph and covering 45 to 70 miles with a café stop.

Co-ordinator Kevin Griffiths
m: 07718 804234

e: kevin.paddockwood@talktalk.net Meet at Marden Station at 8.45am for a 9.00am start

The 9am Inters are now an amalgam of the 9am Inters, 10am Inters and the Inters+. Each ride will be monitored and, if required, the group will be split to keep the ride manageable.

Saturday 10am Inters

Slower than the Fast Inters and faster than the Inbetweens. 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: Vacant

Sunday 9am Inters

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

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

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

SUNDAY 2ND APRIL
To: Rye
Leader: TBA

SUNDAY 9TH APRIL
To: Mark Cross
Leader: Eric

SUNDAY 16TH APRIL
To: Faversham
Leader: TBA

SUNDAY 23RD APRIL
To: Broad Oak

Leader: Eric

SUNDAY 30TH APRIL
To: Winchelsea
Leader: TBA

SUNDAY 7TH MAY
To: Hartfield
Leader: Eric

SUNDAY 14TH MAY
To: Trosley
Leader: TBA

SUNDAY 21ST MAY
To: Dymchurch
Leader: Eric

SUNDAY 28TH MAY
To: Jarvis Brook
Leader: TBA

SUNDAY 4TH JUNE
To: Westeham
Leader: Eric

SUNDAY 11TH JUNE
To: Battle
Leader: TBA

SUNDAY 18TH JUNE
To: Ham Street
Leader: Eric

SUNDAY 25TH JUNE
To: Penshurst
Leader: TBA

SUNDAY 2ND JULY
To: Faversham
Leader: Eric

Inbetweens

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.

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

SATURDAY 15TH APRIL
Leader: Martin Horne

SATURDAY 22ND APRIL
Leader: Patrick O'Donnell Bourke

SATURDAY 29TH APRIL
Leader: Jacqui Smith

SATURDAY 6TH MAY
Leader: Patrick O'Donnell Bourke

SATURDAY 13TH MAY
Leader: Mark Bromwich

SATURDAY 20TH MAY
Leader: Patrick O'Donnell Bourke

SATURDAY 27TH MAY
Leader: Dominic Walsh

SATURDAY 3RD JUNE
Leader: Patrick O'Donnell Bourke

SATURDAY 10TH JUNE
Leader: Ann Fuller (from HoK)

SATURDAY 17TH JUNE

Leader: Patrick O'Donnell Bourke
SATURDAY 24TH JUNE

Leader: Mark Bromwich
SATURDAY 1ST JULY

Leader: Patrick O'Donnell Bourke
SATURDAY 8TH JULY

Leader: Jacqui Smith
SATURDAY 15TH JULY

Leader: Ann Fuller (from HoK)
SATURDAY 22ND JULY

Leader: Martin Horne
SATURDAY 29TH JULY

Leader: Patrick O'Donnell 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 1ST APRIL
Leader: Brian Kavanagh

From: Yalding
To: Wye

SATURDAY 8TH APRIL
Leader: Jonathan Engwell

From: Charing
To: Hawkhurst

SATURDAY 15TH APRIL
Leader: Richard Ramsden

From: Paddock Wood
To: Penshurst

SATURDAY 22ND APRIL
Leader: Rachel Charcon

From: Marden
To: Chilham

SATURDAY 29TH APRIL
Leader: Bryan Kavanagh

From: Marden
To: Tenterden

SATURDAY 6TH MAY
Leader: Jonathan Engwell

From: Blue Bell Hill
To: Oare

SATURDAY 14TH MAY
SFACC Sportive
SATURDAY 20TH MAY

Leader: Maria Marchesini
From: Charing

To: Elham Valley
SATURDAY 27TH MAY

Leader: David Pickett
From: Box Hill

To: Surrey Hills
SATURDAY 3RD JUNE

Leader: Neal Corby
From: Bearsted Green
To: Seasalter

SATURDAY 10TH JUNE

Leader: Phil Harvey
From: Boughton Monchelsea
To: Faversham

SATURDAY 17TH JUNE
Leader: Maria Marchesini

From: Marden
To: Battle

SATURDAY 24TH JUNE
Leader: Tony Palmer

From: Wateringbury
To: Ticehurst

SATURDAY 1ST JULY
Leader: Anita Clifford

From: Gravesend
To: Essex Away Day

SATURDAY 8TH JULY
Leader: David Baylis

From: Yalding
To: Bodiam

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.

Please refer to the B Group calendar on the Club website for up-to-date details of ride starts and leaders.

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

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, D and Easyrider group riders. Full details are on the MW Ride Calendar. Please do check for updates.

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

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

WEDNESDAY 5TH APRIL
East Malling

Leader - Jonathan Leeson
WEDNESDAY 12TH APRIL

Hothfield
Leader - Jonathan Leeson

WEDNESDAY 19TH APRIL
Marden

Leader - Rachel Chacon
WEDNESDAY 26TH APRIL

Box Hill - Surrey 3 Hills
Local Ride - East Malling

Leaders to be confirmed
WEDNESDAY 3RD MAY

Ditton to Gravesend
Leader - Richard Valentine
WEDNESDAY 10TH MAY

Headcorn
Leader - Mike Lambourne

Please, for the latest updates, check our Club Runs calendar on the website:
www.sanfairyancc.co.uk

* = please note that parking charges apply



WEDNESDAY 17TH MAY

Aylesford
 Leader – Jonathan Engwell

WEDNESDAY 24TH MAY

East Malling
 Leader – to be confirmed

WEDNESDAY 31ST MAY

Yalding
 Leader – Martin Phelps

WEDNESDAY 7TH JUNE

Gravesend to Hanningfoeld, Essex, using the ferry to Tilbury
 Leader – Richard Valentine

WEDNESDAY 14TH JUNE

Lenham
 Leader – Mike Lambourne

WEDNESDAY 21ST JUNE

Canterbury to Deal
 Leader – Russell Chidwick

WEDNESDAY 28TH JUNE

East Malling
 Leader – John Gibbons

WEDNESDAY 5TH JULY

Boughton Monchelsea - Whiteways Farm
 Leader – Jill Edmans

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 15TH APRIL

Reculver Car Park to Sandwich
 Leader: Russell Chidwick

SATURDAY 22ND APRIL

Weald of Kent Golf Club
 Leader: Keith Dampier

SATURDAY 29TH APRIL

Yalding Station Free Car Park
 Leader: Peter Waring

SATURDAY 6TH MAY

Mote Park Pay and Display Car Park
 Leader: to be confirmed

SATURDAY 13TH MAY

Ham Street Car Park.
 Leader: Russell Chidwick

SATURDAY 20TH MAY

Staplehurst, Bell Lane Free Car Park.
 Leader: Neil Hunt

SATURDAY 27TH MAY

Wrotham, Old London Road
 Leader: Richard Valentine

SATURDAY 3RD JUNE

Lenham, Dickley Lane Free Car Park.
 Leader: to be confirmed

SATURDAY 10TH JUNE

Snodland, Brookland Lakes to Cyclefest Maidstone
 Leader: Richard Valentine

SATURDAY 17TH JUNE

East Malling, King and Queen Car Park
 Leader: Tony Munn

SATURDAY 24TH JUNE

Barming St Andrews Road
 Leader: TBA

SATURDAY 1ST JULY

Paddock Wood, Maidstone Road Car Park
 Leader: Peter Waring

D Group Saturday

Rides of about 25-35 miles and 11-13 mph, with a refreshment stop. Occasional '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 15TH APRIL

Reculver Car Park to Sandwich
 Leader: Russell Chidwick

SATURDAY 22ND APRIL

Weald of Kent Golf Club
 Leader: Trevor Baker

SATURDAY 29TH APRIL

Yalding Station Free Car Park
 Leader: Tony Munn

SATURDAY 6TH MAY

Mote Park Pay and Display Car Park
 Leader: John Blakeley

SATURDAY 13TH MAY

Marden Station Car Park.
 Leader: Richard Valentine

SATURDAY 20TH MAY

Staplehurst, Bell Lane Free Car Park.
 Leader: TBA

SATURDAY 27TH MAY

Wrotham, Old London Road
 Leader: Jo Ellesmere

SATURDAY 3RD JUNE

Lenham, Dickley Lane Free Car Park.
 Leader: Richard Valentine

SATURDAY 10TH JUNE

Snodland, Brookland Lakes to Cyclefest Maidstone
 Leader: Tony Munn

SATURDAY 17TH JUNE

East Malling, King and Queen Car Park
 Leader: Richard Valentine

SATURDAY 24TH JUNE

Barming St Andrews Road
 Leader: TBA

SATURDAY 1ST JULY

Paddock Wood, Maidstone Road Car Park
 Leader: Richard Valentine

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 15TH APRIL

From: Yalding
 To: Spadeworks
 Leader: Joan

SATURDAY 22ND APRIL

From: Bearsted
 To: Frankies
 Leader: Jim

SATURDAY 29TH APRIL

From: East Malling
 To: Otford
 Leader: Mike

SATURDAY 6TH MAY

From: Charing
 To: Charing - Coronation Ride
 Leader: Sandy

SATURDAY 13TH MAY

From: Chestnut Street
 To: Oare Creek
 Leader: Mike

SATURDAY 20TH MAY

From: Headcorn
 To: Woodchurch
 Leader: Kris

SATURDAY 27TH MAY

From: Linton CP
 To: Pembury
 Leader: George

SATURDAY 3RD JUNE

From: to be confirmed
 Leader: Miire

SATURDAY 10TH JUNE

From: Weald of Kent Golf Club
 To: Lower Ladysden Farm, Winchett Hill
 Leader: Sandy

SATURDAY 17TH JUNE

From: Egerton
 To: The Bake House Biddenden
 Leader: Sandy

SATURDAY 24TH JUNE

From: to be confirmed
 Leader: Miire

SATURDAY 1ST JULY

From: to be confirmed
 Leader: to be confirmed

SATURDAY 8TH JULY

From: Blue Bell Hill
 To: Sittingbourne
 Leader: George

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 15TH APRIL

From: Marden
 Leader: Gail Crutchfield

SATURDAY 22ND APRIL

From: Whitstable
 Leader: Colin Bays

SATURDAY 29TH APRIL

From: Wouldham
 Leader: Anne Dalby

SATURDAY 6TH MAY

Possible Coronation Ride
 Leader: to be confirmed

SATURDAY 13TH MAY

From: Marden
 Leader: Nick Crutchfield

SATURDAY 20TH MAY

From: Headcorn
 To: Anne Dalby
 Leader: Kris

SATURDAY 27TH MAY

From: to be confirmed
 Leader: Charles Goode

SATURDAY 3RD JUNE

From: to be confirmed
 Leader: Julie Burns

SATURDAY 10TH JUNE

From: Appledore
 Leader: Colin Bays

SATURDAY 17TH JUNE

From: Boughton Monchelsea VH
 Leader: Michael Trevillion

SATURDAY 24TH JUNE

From: Mote Park to Yalding
 Leader: Dave Percy

Mountain Bike Group

Club Mountain Bike rides will be on a monthly basis.

There are two 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.

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

Virtual Zwift Group

Every Thursday evening at 6:30pm for one hour. Also Sunday morning at 9.00am

Location Zwift (see website 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

SUNDAY

9:00am

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 six 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 19TH APRIL

Rose and Crown, Mundy Bois

WEDNESDAY 26TH APRIL

Woolpack, Benover

WEDNESDAY 3RD MAY

West End Tavern, Marden

WEDNESDAY 10TH MAY

Pittlands Café, Churn Lane, Horsmonden

WEDNESDAY 17TH MAY

Lord Raglan, Rabbits Cross

WEDNESDAY 24TH MAY

Hawkenbury Inn, Hawkenbury

WEDNESDAY 31ST MAY

Rose and Crown, Mundy Bois

WEDNESDAY 7TH JUNE

Woolpack, Benover

WEDNESDAY 14TH JUNE

West End Tavern, Marden

WEDNESDAY 21ST JUNE

Pittlands Café, Churn Lane, Horsmonden

And so on in strict rotation. .





EVENTS

APRIL		10 WEDNESDAY		28 SUNDAY	
01 SATURDAY		7.00 pm	Club 8 mile Time Trial Q5/35	6.00 am	KCA 50 mile Time Trial Q50/11 Ham Street
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_	13 SATURDAY		6.00 am	KCA 50 mile Time Trial Road bikes only Q50/11 Ham Street
02 SUNDAY	KM Big Bike Ride, Deal	3.00 pm	Medway Velo Club 10 mile Time Trial Q10/24 Grain	6.00 am	KCA 50 mile Time Trial Tandems Q50/11 Ham Street
08 SATURDAY		3.00 pm	Medway Velo Club 10 mile Time Trial Road bikes only Q10/24 Grain	11.00am	RideLondon-Essex 100, 60, 30 mile challenge or FreeCycle
6.15 am	Catford CC 10 mile Time Trial Q10/19 Tonbridge By-pass	3.00 pm	Medway Velo Club 10 mile Time Trial Tandems Q10/24 Grain	31 WEDNESDAY	
10 MONDAY		14 SUNDAY		7.15 pm	Club 8 mile Time Trial Q10/44
8.30 am	Thanet RC 2-up TTT Q5/18 St. Nicholas at wade RAB	6.30 am	Gravesend CC 25 mile Time Trial Q25/8 Challock	JUNE	
16 SUNDAY		6.30 am	Gravesend CC 25 mile Time Trial Tandems Q25/8 Challock	03 SATURDAY	
7.00 am	KCA 25 mile Time Trial Q25/3 Ham Street	8.00 am	San Fairy Ann CC Sportive In aid of the Kent, Surrey & Sussex Air Ambulance From: Marden Station Car Park	3.00 pm	CC Bexley 10 mile Time Trial Q10/24 Grain
7.00 am	KCA 25 mile Time Trial Road bikes only Q25/3 Ham Street	17 WEDNESDAY		3.00 pm	CC Bexley 10 mile Time Trial Road bikes only Q10/24 Grain
7.00 am	KCA 25 mile Time Trial Tandems Q25/3 Ham Street	7.15 pm	Club 8 mile Time Trial Q5/35	3.00 pm	Tricycle Association 10 mile Time Trial Tricycles only Q10/24 Grain
22 SATURDAY		18-21	Club Training Tour to Costa Brava Organised by: Stephen Harmer stephenharmer1@icloud.com	04 SUNDAY	
7.00 am	West Kent RC 10 mile Time Trial Q10/24 Grain	21 SUNDAY		7.30-9.30 am	Rye and Back (see SFACC website) Headcorn Aerodrome
7.00 am	West Kent RC 10 mile Time Trial Road bikes only Q10/24 Grain	7.00 pm	Medway Velo Club 25 mile Time Trial TT bikes Q25/3 Ham Street	8.30	K20 Sportive, Marden Scout Hut
7.00 am	West Kent RC 10 mile Time Trial Tandems Q10/24 Grain	7.00 pm	Medway Velo Club 10 mile Time Trial Road bikes only Q25/3 Ham Street	07 WEDNESDAY	
23 SUNDAY		7.00 pm	Medway Velo Club 10 mile Time Trial 2-up TTT Q25/3 Ham Street	7.15 pm	Club 8 mile Time Trial Q10/44
7.00 am	VTTA (Kent) 30 mile Time Trial Q30/3 The Street, Johnsons Corner	7.00 am	Medway Velo Club 10 mile Time Trial Tandems Q25/3 Ham Street	10 SATURDAY	
7.00 am	VTTA (Kent) 30 mile Time Trial Tandems Q30/3 The Street, Johnsons Corner	7.00 am	Medway Velo Club 10 mile Time Trial Tandems Q25/3 Ham Street	10.00 am	Maidstone CycleFest
8.00 am	Tricycle Association 25 mile Time Trial Tricycles only Q25/8 Challock	24 WEDNESDAY		-4.00 pm	The club will have a promotion stand. Please plan your club run to visit us at Jubilee Square during the day.
30 SUNDAY		7.15 pm	Club 8 mile Time Trial Q5/35	11 SUNDAY	
6.30 am	Wigmore CC 25 mile Time Trial Q25/8 Challock	27 SATURDAY		7.00 am	VTTA (Kent) 25 mile Time Trial Q25/8 Challock
6.30 am	Wigmore CC 25 mile Time Trial Tandems Q25/8 Challock	2.30 pm	Southborough & District Wheelers 10 mile Time Trial Q10/33 Leigh Green	7.00 am	VTTA (Kent) 25 mile Time Trial Tandems Q25/8 Challock
MAY		2.30 pm	Southborough & District Wheelers 10 mile Time Trial, Tandems Q10/33 Leigh Green	7.30 am	Channel Rotary Cycle Challenge St Mary in the Marsh, Romney Marsh
03 WEDNESDAY					
7.00 pm	Club 8 mile Time Trial Q5/35				

EVENTS



14	WEDNESDAY
7.30 pm	Club 8 mile Time Trial Q10/29
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
	Fairies Flat Five Audaxes
2.00 am	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.sanfairyancc.co.uk/events/
21	WEDNESDAY
7.15 pm	Club 25 mile Time Trial Q25/15
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
28	WEDNESDAY
7.30 pm	Club 10 mile Time Trial Q10/29

KEY	
	ALL CLUB
	ROAD RACE
	SPORTIVE
	AUDAX
	TIME TRIAL
	TRACK RACE
	OFF-ROAD
	volunteers are needed

SFA SPORTIVE

Entries to the Club Sportive on 14 May are now open through British Cycling: <https://www.britishcycling.org.uk/events/details/277503/>

Following the remarkable popularity of the one-off Epic 160km Centenary option in 2022 we are bringing it back, while keeping the traditional 115km Classic and 85km Scenic options too.

Something for everyone! As ever, we aim to keep away from the busier roads while passing through pleasant Kentish villages and countryside. The start/finish will again be in Marden (but at the Memorial Hall this time) and every single penny after expenses will go to the Air Ambulance, Kent Surrey Sussex. We hope to raise even more than the £5,000 we achieved last year.

Will you be on the start line with your club mates?

Great cause, great route, great people.

Channel Rotary Cycle Challenge 2023



Sunday 11th June

Start & finish on the beautiful

Romney Marsh

The flattest cycle ride in the country - probably

www.channelrotarybikeride.org.uk



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