



THE SQUIRREL

Winter 2013



Always be in the right gear

A message from Jeanette Barber, who's taken on responsibility for all our club kit orders.

"First of all, I want to thank Tim Seddon (and Julie) for all their hard work over the last eight years managing the supply of club kit. You did a great job (and I now realise how time consuming it can be)! I have taken over as club kit coordinator and a large order was submitted at the end of July which should be with us in October. I have ordered some extra kit, so if you didn't get an order form to me I may still have what you want. Keep an eye on the stock kit list on the Seamon's CC website (which I keep updated). In future, there will be two main orders submitted each year. There is a two-three month delay from ordering to receipt, so one order will be at the **end of June** (kit should arrive end September/early October) so this is the one where you should order winter kit and one at the **end of January** (kit should arrive end March) so this is ideal for ordering summer kit. I will make announcements and post reminders on the club website news page and on Facebook a few weeks before these orders go in, so everyone is aware that an order is about to be sent. You can, however, submit an order to me at any time and if enough people want items I will put in an interim order. Otherwise I will hang on to your order and deposit and it will be included in the next order. Please do have a look at the club website (use the "gear" tab) as there is a lot of useful information there, including the order form, size guide etc. If you do not have access to a computer/printer, ask me for an order form (my contact details are in club handbook). Sometimes members have kit that they wish to sell on. There is an area on the website where you can advertise it. Just email me the details at kit_orders@seamonscc.co.uk (or let me know some other way) and I will add it to the relevant page (do not forget to inform me when it has sold so it can be removed)."

SKIN SUITS. I will be placing an order for skin suits at the end of December, so that they arrive in time for the 2014 time trialling season. If you want one please ensure that you send me a completed order form and deposit by the end of the year. You can now choose between four different types of chamois pads (see order form).

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Cover: Andy Swain riding the West Cheshire 12Hr - See pages 14-15.

Meet your clubmates.. Sean Davenport



Hill climb champion and winner of the M&D Wagstaff Trophy for the district's best first-year rider, Sean Davenport reveals the secret of his success is vanilla slices and the love of a good breakfast. Plus a record collection with nothing pre-dating the 80s.

When and where were you born?

15th August 1996, Warrington Hospital.

When did you first start cycling, and what was your first club?

2009, I started off with a small group in Lymm, then soon after joined Seamons when I wanted to start racing.

What was your first race?

The club 10.

And your first win?

M&DTTA U16 Championship.

Which performance do you rate as your best?

A 58:42 in the club 25, fuelled by vanilla slices.

What is your favourite training/touring ride?

Brickworks, Pym's Chair, Goyt Valley, Cat and Fiddle then back via Macc Forest and Langley.

What is your favourite meal?

Breakfast. If not: lasagne, chips and peas.

What were you like at school?

Loved the sciences and sport (still do), though not a great fan of essays (still don't like them either).

What kinds of books do you read?

Sports autobiographies.

What kind of music do you enjoy?

Alt/Indie rock mainly: Arctic Monkeys, The Strokes, Elbow, The Stone Roses, Franz Ferdinand and Kings of Leon.

And your favourite type of TV programme?

Pretty much anything except soaps and talent shows. Homeland, Sherlock and

(Continued on page 4)



Where am I?

This place sounds like it should be somewhere Frodo might have visited. We don't think he did but if Tolkien ever visited the Peaks, he could have just dropped the name of this high-placed village straight into his epic.

Answer on Page 7

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Have I Got News for You are definitely up there though.

Which newspaper do you read?

Does ProCycling count?

What is your ideal holiday destination?

I saw an article recently about cycling in Norway, and that looked fantastic.

Do you have any hobbies apart from cycling?

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Wishing I was cycling? I do a bit of running in the winter too.

Who would play you in a film of your life?

I'd like to think Brad Pitt.

What is your greatest fear?

A world filled with younger siblings.

How would you describe yourself in a Lonely Hearts column?

Ah. I probably wouldn't be brave enough. If I had to, tall, rich GSoH (you don't have to tell the truth do you?)

What is your most unpleasant characteristic?

I am reliably informed that it is getting grumpy when I'm tired.

Which characteristic do you most dislike in others?

Dishonesty.

Who would you most like to have met, and why?

Eddy Merckx, if only to ask him what was up with his seat?

What was your most embarrassing moment?

Falling off a horse whilst it was standing still.

Four words to describe yourself:

Rather be out riding.



Moving to the Dark Side

By Karen Popplewell



Every winter, there is always a period of ice and snow, which leave us skinny-tired roadies sticking to the main roads at best; or stuck on our turbos, at worst. One racing friend was prescribed four-hour turbo sessions by her coach! Imagine that horror!

Last year, when the weather turned for the worse, I tried my hand at a bit of mountain biking. My mountain bike was a £200 special from Evans – Andy calls it “the Nail” or “the Snotter”. It has barnacles growing on the forks. It’s not a good bike.

As for the rider...well, I’m a pretty good match for the bike; previous technical riding experience limited to the Trans Pennine Trail between Alty and Lymm. When Andy invited me to Sherwood Pines trail centre, I imagined romantic, wide, sweeping forest roads, a fragrant carpet of pine

needles – think Centre Parcs adverts. What I got, was something very different!

We started on the red run – OK, why not? It was a dark autumn evening, made more gloomy by a canopy of thick forest – my view lit by a small light stuck to my helmet. I’ll describe it in one word – terrifying!

What kind of hell had he brought me to? Rocks, tree roots, tight bends, MUD. There was one steep, rooted incline where I struggled to gain traction and keeled over, bashing my hip quite badly. The sod made me get off and do it again! Well, I stuck it for just over an hour, until my nerves couldn’t take any more. We made it back to the car on fire roads; me a quivering wreck in need of a glass of strong stuff!

Take Two was a night-time loop of around 15 miles, comprising paths, bridleways and farmers’ fields in the Doncaster area. Again in darkness but by this time I’d invested in a good front light, so visibility wasn’t as much of a problem. Remember that time last year, when it rained for what seemed like weeks? Well this ride came just after that.

The first part was easy – just like the TPT in fact – but we were soon into the trees on twisty single-track. Andy cycled down two flights of stairs. STAIRS? Can bikes do that? I balked at both and started giving him dirty looks and muttering under my breath. My second fall came in a boggy farmer’s field where my wheels skidded and slipped – how could this ever be fun?? We cut the ride short and returned home via the pub (another

glass of strong stuff needed).

Our third ride was when snow had descended. We didn't fancy an icy half-day ride to Beeston, so headed to Macclefield Forest instead. It all started well – a lovely smooth climb through forest, turned into a stony climb and then came the boulders...but I was coping! Pedalling nicely; the grip of death on the handlebars had relaxed a bit and I was getting somewhere. That was until we came to the steep descent, which was in fact a stream. A frozen stream. I froze too. I watched Andy ride off with ease and the tears came again – frustrated with myself for letting fear get the better of me. I didn't get as far as clipping in and I walked/slipped down. Andy had a slight coming together with a boulder – he is mortal after all! We continued on to finish the trail – the rest was less technical and actually quite enjoyable. But short! That was a lot of fuff for 70 minutes riding, 20 minutes crying. The pub lunch in Langley was enjoyable though!

Shortly after that, the weather improved. Long road rides were once again a wonderful and safe possibility. The mountain bike went back to family riding duties on the TPT. The bad experiences continued to niggle me, though. I hated that it had got the better of me. So, a couple of weeks ago, I decided to have another try. At the end of August on a lovely, fine summer's day, we went to Llandegla, a trail centre in North Wales and very close to the Llangollen return route. The first thing to say is that the café and facilities are amazing – huge slabs of homemade cakes and tray bakes for £2.50! Good coffee! You can also find clean toilets, bike racks, a bike shop and bike cleaning facilities here.

The trail starts with a three-mile sapping climb through forest and gravelly terrain. The feeling of the bike moving around

immediately set me on edge and negative voices started to fill my head:

“You're never going to enjoy this; you're never going to be any good at this.”

As I reached the top of the climb, I saw that it led on to a series of berms (steep banked corners), one rolling into the other. As it was the top of the hill, there were crowds waiting (and watching) and no possible way to avoid riding it. Deep breath and away...Well, it wasn't fluid and wonderful, but I survived!

Onto the start of the ride and opting for the more sensible blue run, which starts with a series of “reverse gradients” – these are a quick succession of very steep humps, perhaps 4ft high.

Again, not much style; but with a bit of swearing the odd yelp, I was past them and onto the blue run. By definition, a blue run is fairly easy, but to me it felt incredibly technical – twisty corners, gravel, roots, rocks, tree stumps; only ever inches away from peril...but I was doing it. Yes, I got overtaken by a 10-year-old, and a dog, but I made it! Let's go again – the second time was so much better. I reached the bottom realising that I was really smiling! For the first time, I was enjoying riding a mountain bike!

One of my many mistakes last year was not to keep going when confidence was lost. I was determined not to make the same mistake again, so we tried the Llandegla blue a week later. Andy lent me his Giant Anthem – a full suspension cross country mountain bike – much better! The first few corners were again taken very cautiously and I felt those familiar nervous feelings and prickles in my fingertips. Confidence returned more quickly this time though and soon I was swooping round the course; I started to attack it. Andy went off to investigate the red run and I did a couple

more runs of the blue. Apparently the red is a whole new world of boulders and big drops – I may not be ready for that just yet! After just 21 miles of riding, I was aching; physically and mentally tired (two laps would have been enough) – it's an amazing, whole body & mental workout. I came to an important decision: it was time to retire the Snotter and upgrade.

The new Giant Trance got its first outing on Wednesday, again heading for bridleways and fields of Doncaster. Very dry and dusty conditions this time, so a completely different traction challenge.

There is so much to learn – so many skills to develop. I love that! I refused the stairs descent (I'm just wasn't ready for that ANDY!), but I practiced some 1ft drops off the decking, which gave me some belief that the stairs might be doable next time around.

So what's next? Practice, lots of practice! Racing is over now so I'm riding just for fun at the moment. We will build up to some riding in the Peak District – I have bought some books with fantastically scenic routes in Dark Peak. The routes are graded (blue, red, black) so we'll start with the blue routes and build from there (let me know if you're interested in joining us).

Mountain biking will never take over from road riding and my big dream is to get into touring (I love maps, plotting routes, the freedom of cycling and exploring places under my own steam) but I hope it'll help me build my bike handling skills for the road (yes, they are needed on the potholed J29!) and keep me out on my bike, working off the sherry and mince pies and having some fun when the world turns white in December!

New Club Records

4 August 2013

Congratulations to Karen Popplewell on setting a new women's club record at 50 miles of 01:59:01 in the BDCA event on the A50/6 course.

11 August 2013

Congratulations to Karen Popplewell on setting a new women's club record at 25 miles of 00:58:05 in the Derby Mercury event on the A25/11 course.

15 September 2013

Congratulations to Chris Siepen, Dan Mathers and Paul McAllister on setting a new club team record at 25 miles of 02:43:16 in the Stone Wheelers event on the J5/8 course.

(Continued from page 11)

It usually means that the rider who is being 'half wheeled' has to ride a lot harder

to keep up. Some of our members are so good at this we have a Trophy for it !



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An A to Z of cycling (pt.2)

By Jeanette Barber



NIPPLE - it's what attaches your spoke to the rim of the wheel. By turning the spoke nipple you increase the tension of the spoke. Make sure

you have your wheels checked at least once a year.

NOVICE - a rider who has no previous performances in a Time Trial. Sometimes there is a prize for the fastest Novice.

NUOVO RECORD - a groupset made by Italian component manufacturer Campagnolo.



OPERATION PUERTO - Spanish investigation into widespread doping in sport. Centred around Dr Fuentes & his methods. Lots of cyclist

named & implemented in the investigation.

ORDINARY - another name for the Penny Farthing. Ridden in Knutsford once every 10 years.

OSYMMETRIC CHAIN-RINGS - shaped to remove the dead-spot at TDC/BDC and gives the equivalent of 56-tooth ring with 48-tooth across the bottom. Its not round, not quite oval, sort of egg-shaped.

OMT - 'Old Market Tavern' where club members congregate after club night on a Friday night.

OBW - 'Old Bleeding Wolf' - This is where we meet on a Thursday usually at 9.30 a.m. for an impromptu ride. Very confusing for newbies as the pub is no longer there and I don't think it was called that, I'm sure it was just The Bleeding Wolf. FYI it's

the junction of Ashley Road and Park Road, Hale.

OMERTA - A code of silence that did/does exist in the pro peloton to protect drug cheats. At one time breaking the code would've rendered a rider virtually unemployable & ostracised from the sport.

OMNIUM - a multi-stage event that differs from a stage race in that points are assigned for placing in each stage rather than a time. Therefore a rider may win with a slower time than another rider, but more points. Conceivably a rider can win the omnium without finishing each event.



PELOTON - the big bunch of riders in a road race. Sometimes called the bunch or pack.

'PRESTA' VALVE - Also known as 'French' valve.

PARIS-BREST-PARIS - Historic, and totally crazy randonneuring event.

PANNIERS - for carrying gear when touring.

POINTS - The best clubman (woman) trophy is won by the member with the most points. They are awarded for such things as taking part in a clubrun, attending at the club on a Friday night and taking part in a club activity such as marshalling at a race. Dave Barker is the keeper of the register.



QUICK RELEASE - the device which locks and unlocks the hub of your wheel into the frame. Invented by Campagnolo.

nolo after he couldn't undo the wing nuts on his wheel during a race.

QUEEN STAGE - The stage of a multi-day road race which includes the highest point reach of the whole race. Also usually, but not always, the hardest stage of the race. Called the Queen stage because of the current monarchy with Queen Elizabeth being the one with most power. Likewise the Queen stage has the most power to affect the overall of the stage race.

Q FACTOR - lateral distance between the pedals.



ROLLERS - used for indoor training when the weather is foul.

ROAD RASH - skin damaged by contact with the road surface after a fall from the bike.

REYNOLDS TUBING - steel using in manufacture of bike frames.



SPRINTER - a rider who can accelerate to a high speed, over a short distance. Mark Cavendish is the World's fastest sprinter and won 5 stages in this year's Giro d'Italia. Some people can be really annoying, they sit in the bunch all day then sprint past you as you grovel up the railway bridge at Hale at the end of a club run.

SHIMMY - the bike develops a high speed harmonic vibration that can turn into a violent wobble enough to throw the rider from the bike. Usually happens at very high speed descents - theory goes you grip the top tube between your knees to stop it, but speaking from experience, its

almost impossible..

STAGE - Races which last for more than one day are made up of different 'stages' and every riders time is added to their previous time. It is the rider with the lowest time overall who wins the race. So it is possible to win a stage race without actually winning a stage !

"STOPPING" - if this is what they lead riders of the group shout as they approach a junction, everyone behind stops. They don't think 'I can't be arsed' and ride out into the junction followed by half the club run.

SEAMONS CYCLING CLUB - a great bunch of people who all have one thing in common - the love of bike.

SHIMANO - Japanese manufacturer of components.

SEAT POST - attaches saddle to frame.

SIGNAL - a hand movement or vocal command used to indicate to other road users your intentions - not to be confused with the two fingers signal to indicate your distaste of someone else's manoeuvre.

SHIFTER - used to change gears.

SOCIAL RUN - a leisurely way to spend a Sunday morning.

SUNTOUR - quality Japanese component manufacturer from yesteryear. The "Superbe Pro" groupset was a thing of beauty & rivalled the best that Campagnolo & Shimano had to offer.

SRAM - The new kid on the block. Good quality components although their bottom brackets are made of cheese & the upshifts sometimes feel as though yr snapping teeth off the sprockets...

A-Z...



TIME TRIAL – Race on your own against the clock. Riders set off usually at 1 minute intervals. Standard distances are 10, 25, 50 and 100 miles and 12 or 24 hours.

TdF - Tour de France.

'**TESTER**' - old school slang name for time trial rider.

TYRE LEVERS - used for prising tyre on/off rim when changing an inner tube.

TEMPO - riding near the limits of your aerobic threshold, the idea being to develop endurance at what should be a reasonably uncomfortable pace (i.e. should be able to ride 1hr at this intensity if riding alone). Forms the backbone of post-winter training with the aim of getting faster over the same duration or holding the same intensity for longer before moving into training for speed work.

TOE CLIPS - Old fashioned means of attaching shoes to pedals

TURBO TRAINER - a device you sit your bike on so that you can train indoors when the weather is bad through winter, or when it's school holidays and the kids are all home :-). Great for interval training. I'd never do much more than an hour but I've seen that Dave Lloyd has been putting in 5 hour turbo sessions through winter...NUTS!

TRIPLE CHAINSET - a really good idea if you're crap at climbing. There are 3 chainrings usually with 30/40/50 teeth on, this means that when combined with a cassette with a largest sprocket of say 28 teeth you

can climb Alpe d'huez. Triples are not as popular as they were as more riders favour a compact chainset.

TUBS- short for Tubular Tyre. A tyre which has the innertube sewn into the outer casing. They fit onto a different shaped rim to a clincher tyre, & are either glued onto the rim or stuck on with sticky tape. Mostly used by Racing Cyclists.

THRESHOLD POINTS - when you exercise your body uses different fuel sources to provide energy to the muscles. at a certain Heart Rate your body changes from using body fat and carbohydrate to provide energy (Aerobic) to other sources (Anaerobic) When working anaerobically your muscles produces Lactic Acid and it is only a short time before you have to slow down. By training at your Threshold level, you can increase your ability to ride fast aerobically.

TWO-UP / 2-UP - a form of Time Trialling where 2 riders race together as a team. One rider rides behind the other for a short time then goes through to the front whilst his / her teammate rides in the slipstream and recovers a little. By doing this the overall speed can be higher than a single rider can maintain. Be careful going home and telling your partner that you've "done a 2-up today" if they are a non cyclist.

TLI - stands for The League International, an organisation that promotes Age Related Road Racing in the UK. Nigel Harrop is organising the Seamons TLI Road Race in June, see our website for more information.

THROUGH AND OFF - is how riders in a

race change place at the front of the bunch. When the pace is high, riders are 'strung out' into a single line. The rider on the front does a short turn at high pace, then moves to the side and eases off, at the same time the 2nd rider in line comes to the front and does their turn before moving to the side. So everyone moves THROUGH to the Front then swings OFF.

TANDEM - a bicycle made for two.

TITANIUM - Awesome metal used to construct high end bikes. Arguably the best material for bikes.

TRUING STAND - frame to put a wheel in to allow it to be tweaked so that it is running straight.

LTEGRA - a groupset made by the Japanese company Shimano. It is one of the better quality groupsets found

on the more expensive bikes.

UCI - Union Cycliste Internationale, world cycling governing body.

UNDER THE HOUR - it's what every time triallist tries to achieve, a 25 mile time trial completed under 1 hour . Some riders can do it every time they race whilst others never achieve it. To be able to do this on our local TT course is an excellent ride.



UELTA A ESPAÑA - Tour of Spain. One of the big three Grand Tours. Usually won by

charged up Spanish lads who the anti doping authorities appear not to notice!

V-TYPE BRAKES - Used on mountain bikes before disc brakes became popular.

VELODROME - indoor racing track.

VENTOUX - a cruel mountain in Provence... the clue of the cruelty is in the name... venteux, meaning windy... It is also barren and exposed. It is where Tommy Simpson died, pushing his body beyond the limits, and a monument has been positioned to where he fell - riders often pay some homage to him as they ride past, even in the Tour (David Millar always pays his respect). There are a few sportif type competitions on the climb - there are three routes to the top, and if you can make all three in a day a certificate is earned... and there is an annual '24' in which riders try to climb it as many times as possible. It is a real bucket list climb.

VO2 MAX - won't attempt to explain, it's the maximum volume of oxygen your body can absorb. The higher your VO2 max, the more likely you'll be good at cycling fast.



HEEL - two normally although one for a unicycle and three for a trike.

WHEEL SUCKER - a derogatory name given to a rider who sits on someones wheel and won't go through to the front of the group to do their turn on the front.

WHEELIE - to lift up the front wheel and continue to ride using only the back wheel (not seen on Seamon's club runs)!

WATT - measurement of power produced when pedaling.

HALF WHEELING - (I know it should have been on H day) This is the annoying habit of riding slightly in front of the rider that you are supposed to be in a pair with.

(Continued on page 7)

Bike v Car

By Bob McPartland

(former traffic Policeman)



There have been a few inci-

dents recently involving cyclists and cars, where the cyclist has come off worse. Remember the Manchester Wheelers rider and the French driver in Hale? There was also a crash in Comberbach in the summer where a car overtook a cyclist on the opposite side of the road to us, causing the 50-Milers to slam on.

But what should you do if you are knocked off your bike or have to take evasive action to avoid a collision? Do you know what the legal responsibilities of the car driver are?

Section 170 (1) Road Traffic Act 1988 clearly states what a Road Traffic Accident is and what a driver has to do following an accident.

Section 170 (1) states that if owing to the presence of a mechanically propelled vehicle on a road or other public place an accident occurs whereby personal injury is caused to a person other than the driver, or damage is caused to a vehicle or (damage is caused to an animal other than an animal in or on that MPV, or trailer drawn by that MPV, or to any other property constructed on, fixed to, growing in or otherwise forming part of the land on which the road or place in question is situated or land adjacent to such land.)

So what does all that legal speak mean? Imagine this scenario – a car driver overtakes a group of cyclists then cuts back in sharply to avoid a car coming in the oppo-

site direction, sound familiar? The car does not collide with any of the cyclists but they all brake hard and one falls injuring their wrist. It was the presence of the car that caused the accident, it does not matter there was no actual collision. As a result someone other than the driver of the car has been injured.

So what are the driver's legal responsibilities?

The driver must:

- Stop
- And if required to do so by anyone having reasonable grounds (you) give their name and address
- the name and address of the owner of the car (if different)
- the identification mark (registration number)
- And because an injury has been caused they must produce their Certificate of Insurance.

If the driver does not provide the details required then they must report the accident:

- at a police station, or
- to a constable, and
- must do so, as soon as reasonably practicable, and
- in any case within 24 hours.

If a driver in this example either fails to stop or does so but refuses to give their details then you should ring the police at the time and say that you want to report a fail to stop injury accident.

Be prepared to give as much detail as possible about the offending driver and car. As soon as practicable make some notes about the incident for future reference.

In this scenario if there had been no injury but damage caused to a bike then the driver still has to stop and give their details apart from their insurance.

London-Edinburgh-London 2013

a volunteer's story

By Dave Barker



This is getting to be a habit. In the last Squirrel I was knackered near Sinderland Tip. This time something similar happened near Doncaster, but it wasn't a case of legs gone, more a feeling of total fatigue; an overwhelming desire to get off and go to sleep on the grass verge. Cue for internal dialogue: "But you've only done about thirty miles; what's the matter with you?" Then I did a quick recap of the events of the last week and the critical bit of me was forced to concede that this might not be a case of weak will and lack of backbone.

This was happening on the first Friday of August. The previous week had been a bit unusual.

Saturday. I rode to Piccadilly, got the train to Doncaster and then did about 45 miles to Market Rasen, where the local comprehensive had been hired as one of the controls on London-Edinburgh-London (LEL), the super-endurance Audax classic which in international terms is ranked next to Paris-Brest-Paris; but, because the Brits cannot bear to be outdone by the French, it has to be 200km longer (1,400 versus 1,200). Riders have less than five days to complete it.

I arrived about 4pm to find that boxes containing 200 air beds had to be humped into the sports hall and un-

packed, the beds inflated, set out in serried ranks and labelled in such a way that, in the gloom at 2am on Sunday night, the volunteers wouldn't get confused and either wake up a snoring Russian who wanted to leave at 4am instead of the Italian who had asked for a 2am call, or, for that matter, at 1am try to put an American into bed with either of them.

Others were in the kitchen, sorting out the catering arrangements; and then there were the geeky types responsible for the computing and communication systems. Welcome to LEL 2013.

Sunday. From early morning two dramas were unfolding about 250 km apart. About a thousand riders were leaving London in smallish groups over a five-hour period and started to head north. In Market Rasen the last desperate preparations were being made for the tidal wave that would hit us between early afternoon and midnight. In my case it meant helping to unload stacks of Tour de France-type barriers off a trailer; then we had to set them up so that they functioned as bike stands.

For others it was full-on in the kitchen and dining hall; the mechanic's station was set up; the vital communications network linking all the controls was – eventually – up and running; the bag-drop was set up in the gym (van arrived, hundreds of bags containing clothing and other bits and pieces were unloaded and arranged in such a way that each rider's bag could be quickly identified and retrieved when he/she came for it).

At 1.30pm the first arrivals clocked in, a bit earlier than expected thanks to a big tailwind. At first everything was very relaxed and under control but the pressure was steadily building. By 5pm it was utterly frenetic.

I spent the whole of the late afternoon and

(Continued on page 20)

West Cheshire 12-hour

Photos courtesy of Darren Buckley



On a sunny but blustery day Seamons members turned out in numbers to ride and support those riding in the West Cheshire 12-hour.

Seamons took the second team prize, being pipped to the first place by Wills Wheels, whose fastest rider couldn't quite match Dan Mathers' 262-mile ride.

The event was won in 288.01 miles by Grigor Wallace (Team Midland Racing).

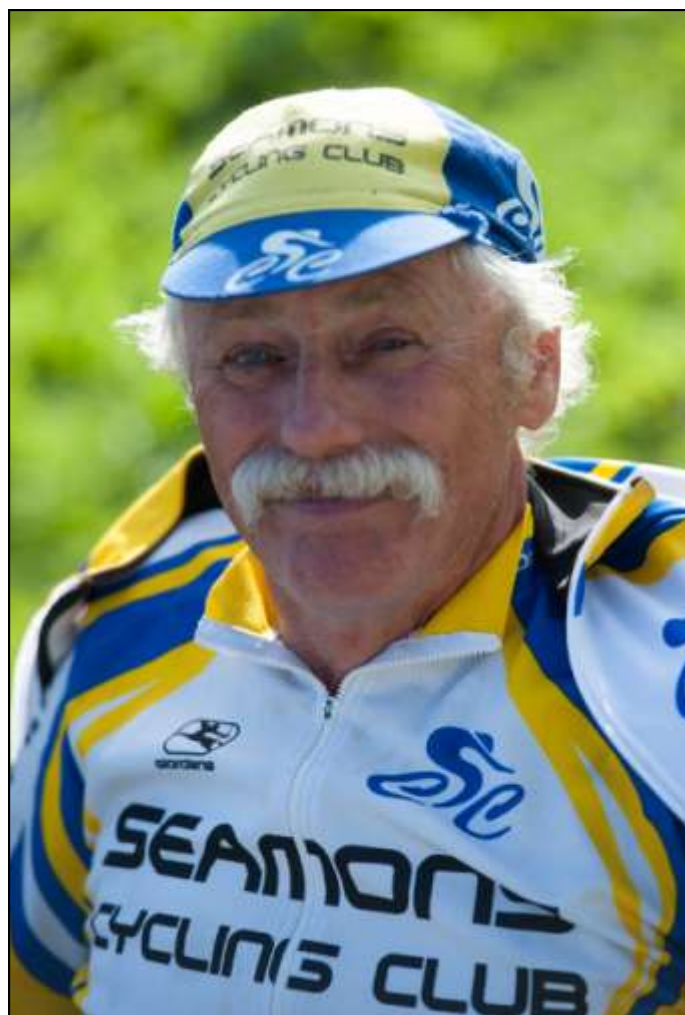
Rider	Distance	Position
Dan Mathers	262.20	7th
Dan Snape	245.22	12th
Steve Stoddart	237.66	20th
Andy Swain	229.60	23rd
Phil Holden	223.07	25th
Andy Whitehead	215.79	35th





Photos opposite: Andy Whitehead looks fresh (top); Dan Mathers focuses on the road ahead (bottom left); Andy Swain puts the miles in (bottom right).

This page: Karen Blenkinsop serves up Pepsi for Steve Stoddart (above); Dan Snape coasting into the feeding station (below left); Phil Holden looking relieved (bottom right).





BICYCLE Quarterly

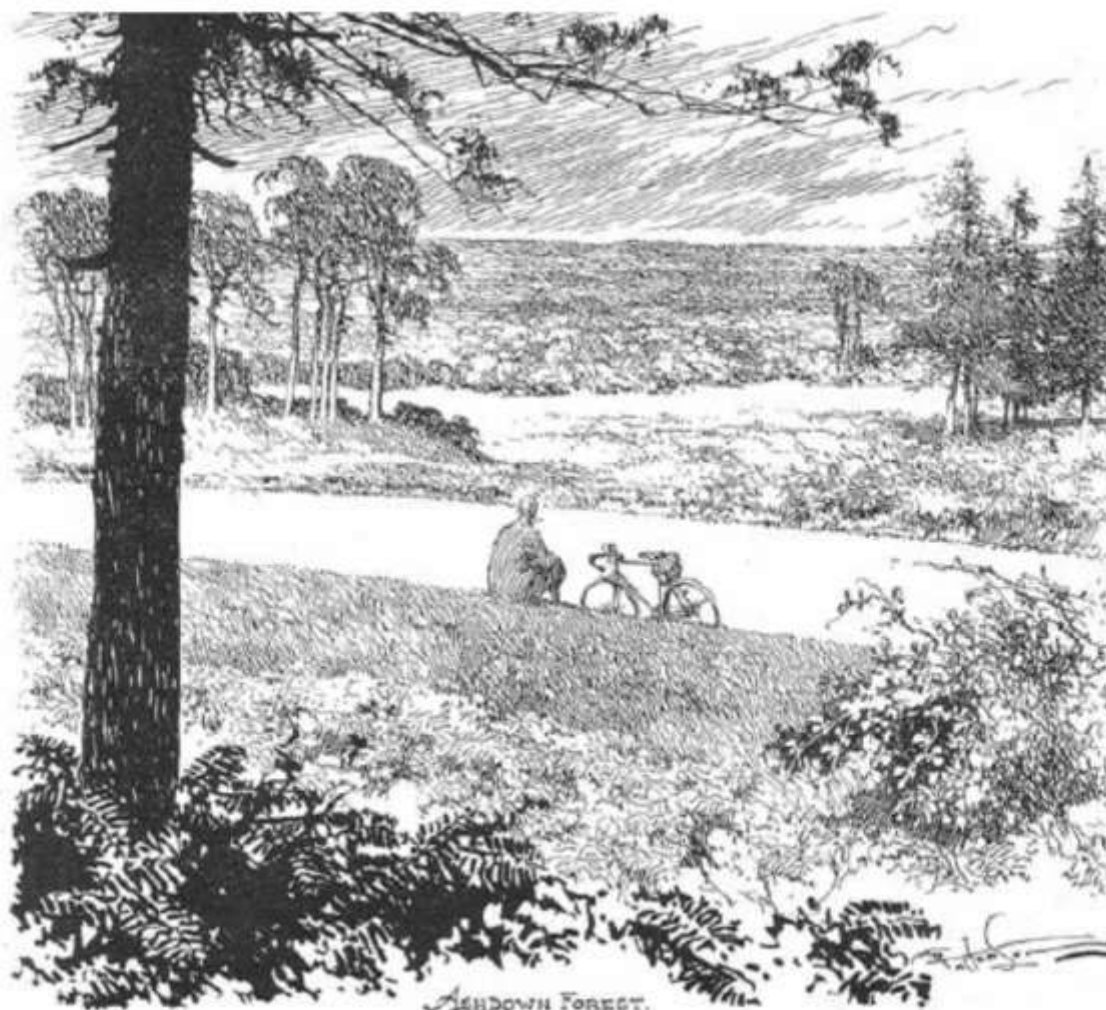
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Ashdown Forest.

Optimizing Your Tire Pressure for Your Weight

by Jan Heine

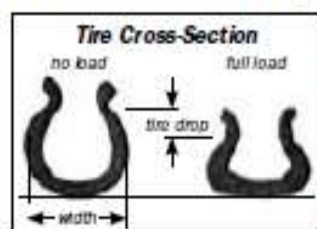
Inflating your tires to achieve 15% tire drop will optimize your bicycle's performance, comfort and handling. Our tests of tire resistance have shown that tire resistance is high at very low pressures. As pressures increase, tires roll faster, but the performance levels off at a certain pressure. Beyond this point, higher inflation brings only negligible performance improvements.¹

Optimum pressures

Riding your tires at this "cut-off" pressure optimizes both comfort and performance. At lower pressures, you roll slower. At higher pressures your bike is no faster, but much less comfortable.

Our tests of the same tires at various pressures determined the optimum pressure for each tire **for our rider/bike combination**. How does this translate for other riders and other tire widths?

I compared our results with Frank Berto's charts for tire drop, and found that the "cut-off" pressure corresponds roughly to a



tire drop of 15%. Perhaps not coincidentally, 15% is the tire drop recommended by several tire manufacturers.² Tire drop is the amount the bicycle is lowered as the tires deform under the load of bike and rider.

Tire drop

Measuring tire drop is not easy. Fortunately, Frank Berto already has done it for us. The chart below shows the pressures required for different rider/bike weights to achieve a tire drop of 15% with tires of various widths. Berto measured this for 700C tires, but the values apply to other tire sizes as well. Note that the weights are wheel loads, not the weight of the entire bicycle.

Determining the wheel loads of your bicycle

Depending on your bike's weight distribution, achieving the optimal 15% tire drop may require different pressures in your front and

rear tires. To determine your weight distribution, place one wheel of your bike on a scale, the other on a block, so that both wheels are level. Have a helper hold your bike upright, and sit on your bike (with any load you will carry) in your standard riding position. The helper notes the reading of the scale. Then turn the bicycle around and repeat for the other wheel. Use these wheel load readings to determine your inflation pressure for each wheel.

As a first approximation, you can use the values we measured for a variety of bicycles:³

Bike	Load	Weight distribution	
		Front	Rear
Randonneur bike	front	45%	55%
Racing bike	-	40%	60%
City bike	rear	35%	65%

Over- and underinflation

The table below shows that narrow tires require very high pressures, otherwise the tire drop exceeds 15%. On the other hand, wide tires do not require high pressures for optimum comfort and speed. Inflating tires to the maximum pressure recommended by the manufacturer tends to underinflate narrow tires and to overinflate wide tires.

Conclusion

Tire pressures that correspond to 15% tire drop will optimize your bike's performance and comfort on average road surfaces. On very rough roads or unpaved roads, it may be useful to reduce the pressure. On very smooth roads, increasing the pressure slightly may improve the performance of your bike.

Notes:

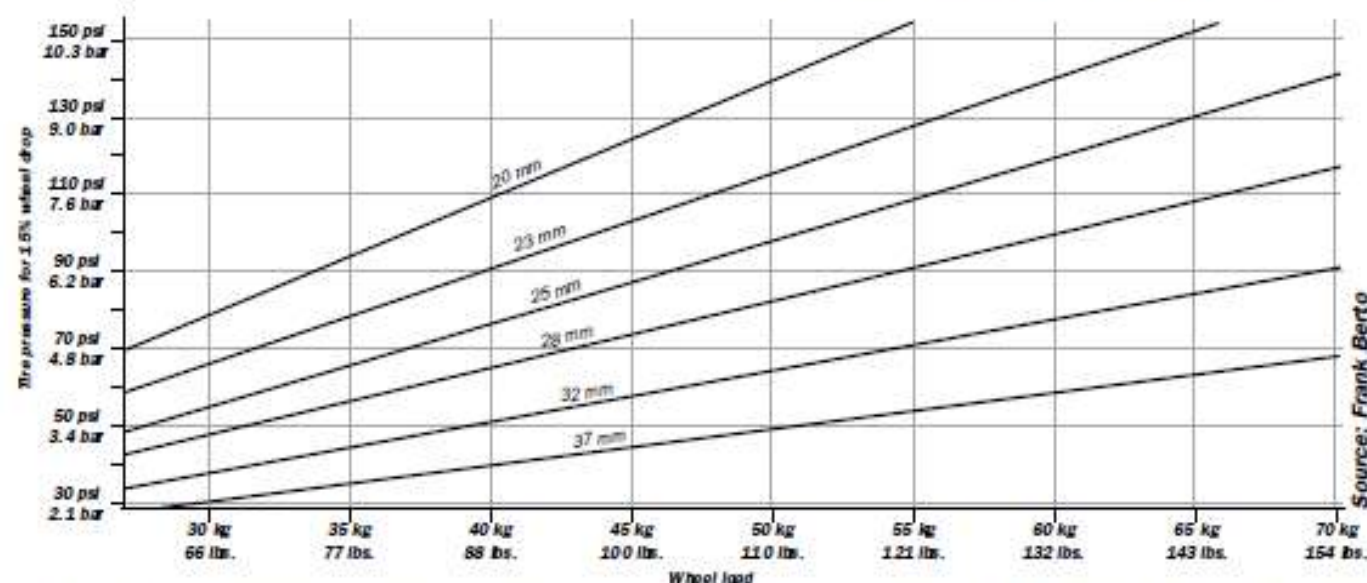
This article was reviewed by Frank Berto.

1 At higher pressures, internal losses due to flexing of the casing decrease, but suspension losses due to vibrating and bouncing of the bike increase. See Heine, J. and M. Vande Kamp, 2006: The Performance of Tires. BQ Vol. 5, No. 1, p. 1.

2 Berto, F., 2004: Under Pressure. Australian Cyclist March/April 2004, p. 48.

3 Heine, J., M. Vande Kamp, A. Wetmore and A. Spence, 2007: Optimizing Bicycles for Carrying Heavy Loads. Bicycle Quarterly Vol. 5, No. 3, p. 37.

4 For tires mounted on rims of appropriate width for the tire width.



Tire inflation for 15% wheel drop in relation to wheel load and actual tire width.⁴ Example: Rider and bike weight: 100 kg. Weight distribution: 45%/55%. Wheel loads: 45 kg/55 kg. Tire pressures for 20 mm tires: 125 psi/155 psi. Tire pressures for 37 mm tires: 45 psi/53 psi. For heavy riders/bikes, narrow tires require very high inflation pressures, and wide tires are a better choice.

Cyril the Squirrel

Club mascot & agony uncle



Dear Cyril,

My friend is so stupid. He is quite posh, drives a German car and has several nice bikes. The other day he bought a brand new Italian bike from a shop on Deansgate, it cost him nearly six thousand quid (oh, how they must have laughed). To get away with it, he told his wife that it was in the sale because of the faulty wobbly forks and rear stays... Just like she told him that the Louis Vuitton handbags that she buys are in the sale because they only have brown leathery ones left... No Cyril, that's not the stupid bit... He put the bike in his garage and told his son, another keen cyclist, "whatever you do, don't take my new bike out for a ride."

Later that week he returned from a business trip to find his lovely new carbon fibre cod-piece had a crack near the seat post and well-scuffed handlebar tape, scratched right brake lever and a grated saddle. He marched straight to his son's bedroom, burst in (like he was in the Sweeney) and shouted, "What part of 'don't take my new bike out for a ride' did you not understand?!!"

I had to laugh at him as it was obviously the "don't part.

- Colin Nargo

.oOo.



Dear Cyril,

I have written to you several times with jokes and funny problems and had no reply. How will I know if you are receiving them? - Peter Downt

.oOo.



Dear Cyril,

Old people can sometimes talk sense. I feel I must share my Mum's Mum's story to back this bold statement up.

"Never trust an American"... That's what my Gran (my Mum's Mum) always said to my Mum about American men (at every given opportunity) in case my Mum ever nearly forgot. If I didn't know Gran better I would say that she is bitter about something from a long time ago and has been hurt by one in the past but NO! - She was right all along.

Just look at this list of flawed American cyclists who we trusted; Tyler Hamilton, George Hincapie, Bill Clinton, Lance Armstrong, Floyd Landis, Crystal Cox, Jonathan Vaughters and many more.

If only Pat McQuaid had spoken to my Gran a few years ago the world of Cycling wouldn't be in the sorry state it is now.

- Tex Lee Aison

Dear Tex,

I have always felt the same and they can't build a bike to save their life. - Cyril

P.S. I think Bill Clinton was a shamed Cricketer or something, he is definitely not into cycling. Crystal Cox was an Olympic runner who's dreams were shattered when the authorities saw right through her and stripped her of the gold medal ...AND she isn't a man.

Dear Cyril,

In reference to your reply to the letter above your reply, the sport that wimpy scoundrel of a man Clinton got involved with was most certainly not Cricket! - Hilary

p.s Boy Ohhhh Boy.. there was a bike involved alrighty, a big fat village one!!

A 12-hour day

By Dan Snape

Months before going into the 12hr I had done a lot of preparation: the Tour of the Berwyns (130 miles), Manchester to Blackpool and back (142.5 miles) and then finally the M&D 100, which I did in 4hrs 22mins 30seconds. With all the training I had done as well, for me personally, I felt very confident going into the event

It was the early hours of Sunday 11 August and up & down the country riders and helpers were getting ready to head off to Lynn's Raven Cafe Prees, where the event was taking place.

Seamons had six riders in the event: Dan Mathers, Dan Snape, Steve Stoddart, Andy Swain, Phil Holden, and for his first time, Andy Whitehead.

At 6:01am the first of 70 riders went off on their way, heading for a long day on the saddle. As riders & helpers were wishing us the best of luck, Andy Swain turned round to me and asked: "Well Dan, what are you hoping to do?"

Me: "I would be disappointed if I don't do over 240."

I think he took that on board as he went off from the start like a rocket!

My time came to go was 6:51. Paul Barber was out helping me all day and staying at Prees island, which turned out to be a perfect spot the whole day for us.

As I set off I felt relaxed, comfortable & focused on my job ahead. I had a few songs in my head for company: It's a long way to Tipperary, and I drove all night, by Roy

Orbison. I was also thinking nothing about what Andy Swain had asked me at the start.

The first few hours passed quickly and with 44 miles covered I was happy so far; riding along and giving the thumbs up and letting on to other riders if I passed them on my side or if they were coming the opposite way.

Dan Mathers, who started 13 minutes behind me, came past when I had covered 47 miles; to keep Dan off my wheel for that long was very pleasing. At 52 miles I was passed by Neil Skellern, the last rider to start, and who I thought would win the event overall and actually finished second.

The weather conditions were not too bad throughout the day. It started a bit overcast and we had a couple of showers in the morning. They moved on and it turned out to be a warm and clear day.

We were now over halfway and every rider I saw was doing okay. But all of a sudden, I saw Andy Swain just ahead of me, 6 ½ hrs in and over 140 miles covered for me.

He looked to be suffering with cramp as I rode up alongside him. I ask him if he's okay and he replies: "I'm okay, you keep going."

I was feeling fine myself but wondered now if I was approaching a bad spell myself. I'm pleased to say I didn't have one the whole event.

At the finishing HQ, the rumour was that Andy was all ready to give up at 170 miles but thanks to all the help and encouragement from Paul Barber,

and a change of bike, he carried on to the end.

Throughout the day more and more club members came out to watch and help: Darren Buckley, John & Carol Pardoe, Malc McAllister and Dan's mum and dad, joining all the others already on course from the start: Paul Barber, Chris Siepen, Karen Blenkinsop & Gemma Mathers. Back home, Jeanette Barber was phoning Paul up find out what was happening and keeping everyone updated on Facebook. When I finally got home and saw all the messages on Facebook from club mates it was just so overwhelming.

Now, well into the final couple of hours, and news was spreading that all six Seamons riders were on the finishing circuit and were still riding strong, including Andy Swain.

Regrouped at the Tilstock HQ, we sat with tea and cake and congratulated each other on a job well done, especially Phil who rode his best 12hr since 2005. He put that down to not riding the 24hr and having ten days in Portugal instead!

To end the day on a high note, Dan Mathers, Steve Stoddart and I won the second team prize.

(Continued from page 13)

evening keeping five massive water containers filled up. It was difficult to see how all the other helpers were coping. The best indicator was the queue for food which never seemed to get above 15/20, a fantastic tribute to the efforts of the kitchen staff (two chefs and three kitchen porters who were contracted; plus several volunteers).

By about 9pm the queue was at last getting shorter; we had weathered the storm.

Nevertheless activity continued at a lower level of intensity well into the small hours. Although most riders pushed on to Pocklington (next control) and beyond, some decided to cat-nap on our immaculately inflated, arranged and labelled beds; there were no reports of Americans being put into bed with Russians or any other kind of dubious coupling.

I'm not sure when I got to bed, but whenever it was there was still a fair bit going on.

Monday. When I got up all the riders had left; volunteers emerged one by one, bleary-eyed, to exchange the equivalent of war-time reminiscences. This was our day off, with a thousand randonneurs doing their own thing up north and no one and nothing to bother us – except for the question: how long would it take the front-runners to cover the 900 km up to Edinburgh and back again? The money was on Tuesday morning – pessimists said 3am, optimists thought mid-morning.

I got into tourist mode; first, into Market Rasen for a nice civilized coffee with an Australian woman whose husband was riding and who was helping us out at the control while he was away; then 70 miles round the Lincolnshire Wolds. It was a lovely day out, but one thing became painfully obvious once I left the sheltered surroundings of the school. The wind would make LEL a ride of two halves – going north to Caistor, I found 20 mph was no problem, while I was struggling to maintain 10 at times on the way back; so EL would take a lot longer than LE and would be best tackled in compact groups rather than alone.

Tuesday/Wednesday. These two days passed in a bit of a haze, to be honest. Some things definitely happened on Tuesday, like the arrival of the Flying Dutchman, others on Wednesday, like demand for beds seriously exceeding supply that

night. But otherwise I'm struggling to recall what happened when.

But I do know that on Tuesday we had the kitchen crisis and I realised how nice it was to be a mere foot-soldier, not a general in charge of the whole operation. The details are a bit hazy but essentially involved a 'misspent' day off, several pints, a bottle of vodka and a sacked assistant chef (I think it was during the build-up to the crisis that I convincingly beat him at pool).

And also on Tuesday just after 10am the Flying Dutchman arrived. Our sophisticated communications system had informed us that at about 6am the first rider had reached Pocklington about 40 miles to the north; two more were on their way from Thirsk to Pocklington; then there was a very slowly growing wave of riders – at Thirsk, at Barnard Castle, at Brampton etc etc.

We decided to give him a big welcome. I went up the road to accompany him over the final section to the control. He appreciated the company and the rapturous welcome he received. By then he was about 1,150 km into the ride in about 54 hours, but he was still able to chat to us in very good English and then to his wife in Dutch on his mobile.

Over the two days I switched seamlessly from dining hall duties to keeping the water containers filled up to guiding night time arrivals to empty bike parking spaces. At slack times it was possible to provide a highly personalized service, as when a group of Italians wondered whether we had a supply of plain chocolate and coke; we didn't but it didn't take long to pop to the supermarket and return with a tenner's worth – the result being four or five very happy Italians. It was also nice to chat to local riders such as Jim Gresty, John Jackson, Mike Wigley and Ade Hughes; to renew acquaintance with Paul

O'Donoghue from Ireland and Richard Leon from France whom I'd met or ridden with in LEL back in 2001; and to practise my French with guys from Troyes and Grenoble.

Throughout Tuesday and Wednesday we were entertained by Lucy, the polyandrous Pole, whose boyfriend was riding. She worked almost non-stop to help keep the control functioning, breaking off only to warmly embrace each and every Polish arrival (about 25 of them). It became a ritual. 'Is this your boyfriend?' 'No ... well, they're all my boy friends'. When he eventually showed up, the real deal got the biggest round of applause after the Flying Dutchman. Her enthusiasm was totally understandable. She was a founder of Randonneurs Polska, the new Polish Audax. To have so many starters and finishers in a big international super-endurance event was a dream come true.

Over the two days the pressure was steadily building without ever matching the intensity of Sunday. It peaked on Wednesday evening and night when we ran out of beds; riders were to be seen cat-napping on chairs in the dining hall or laid out on the floor in the gym.

Thursday. The vast majority had left well before dawn, aiming to be comfortably inside their time limit at the finish (about 118 hours, so the actual cut off varied because of different start times). We were swapping stories and starting the 'decommissioning' process (eg taking down the bike-stand barriers). A woman arrived in Macclesfield Wheelers kit. I walked with her towards reception in the dining hall. Suddenly she burst into tears, put her arms round me and said she was out of time and they wouldn't let her continue. I tried to be reassuring: "Let's see what they say; they won't necessarily pull you out; if it would help I could ride with you to the next control." "Oh, would you?"

The volunteers on the control were merciful and I was committed – change kit, eat, bike and bottle ready, route sheets sorted for both directions; Becky and I were on our way.

When we got to Kirton, Becky's deficit was about 90 minutes less than it had been at Market Rasen. Fine, but the wind was a killer and it looked like she would not have company or a wheel to follow thereafter; sadly she had to pull out in the early hours of Friday morning near St Ives.

It was OK for me because I had a tailwind back to Market Rasen, got in 87 unexpected miles and avoided most of the decommissioning duties; but I still joined the few remaining volunteers for a meal in Market Rasen that evening.

That ought to have been the end of the story but for a truly bizarre episode. As I was walking back to the school and bed at about 9.30 I saw a rider come in from the north, turn left on the LEL route, get off his bike and examine what might have been a route sheet. I hesitated then wandered over. "Excuse me; I've been watching people doing something like that for the last five days; I've been on the LEL control at Market Rasen." A strong foreign accent (Israeli, it turned out): "I am on LEL." Mordechai was out of time and rolling steadily home, aware that the controls were now well and truly closed. He got an unexpected bed for the night in the near empty school dormitory and was gone (having left me a nice note) by the time I surfaced next morning.

Friday. Final job: I helped Damon and Fran clean out the commercial chip fryer; then got changed and started to roll back to Doncaster.

All in all and on reflection, it was no great surprise that seven days non-stop action and disrupted sleep patterns were starting to catch up with me ten miles from the

station. By next day though it looked like a fantastic way to have spent a week.

My first time on the Bishop's Castle weekend

By Michele Smith

It was my first cycling weekend with Seamons, and I can't wait for the next! I didn't know anyone, but I do now – what a warm welcome – soup, smiles and friendship on arrival.

The exhaustion from a hard week at work evaporated as soon as I saw the view from the cabin. The real ale in the gorgeous Bishop's Castle pubs we visited also helped!

Those of us who wanted to, set off early the next day to cycle the undiscovered Shropshire countryside. We rode on quiet roads, stopping for tea (and cake) and then for lunch and had a fab morning – talking, cycling and playing childish games – racing to be first past the village name signs!

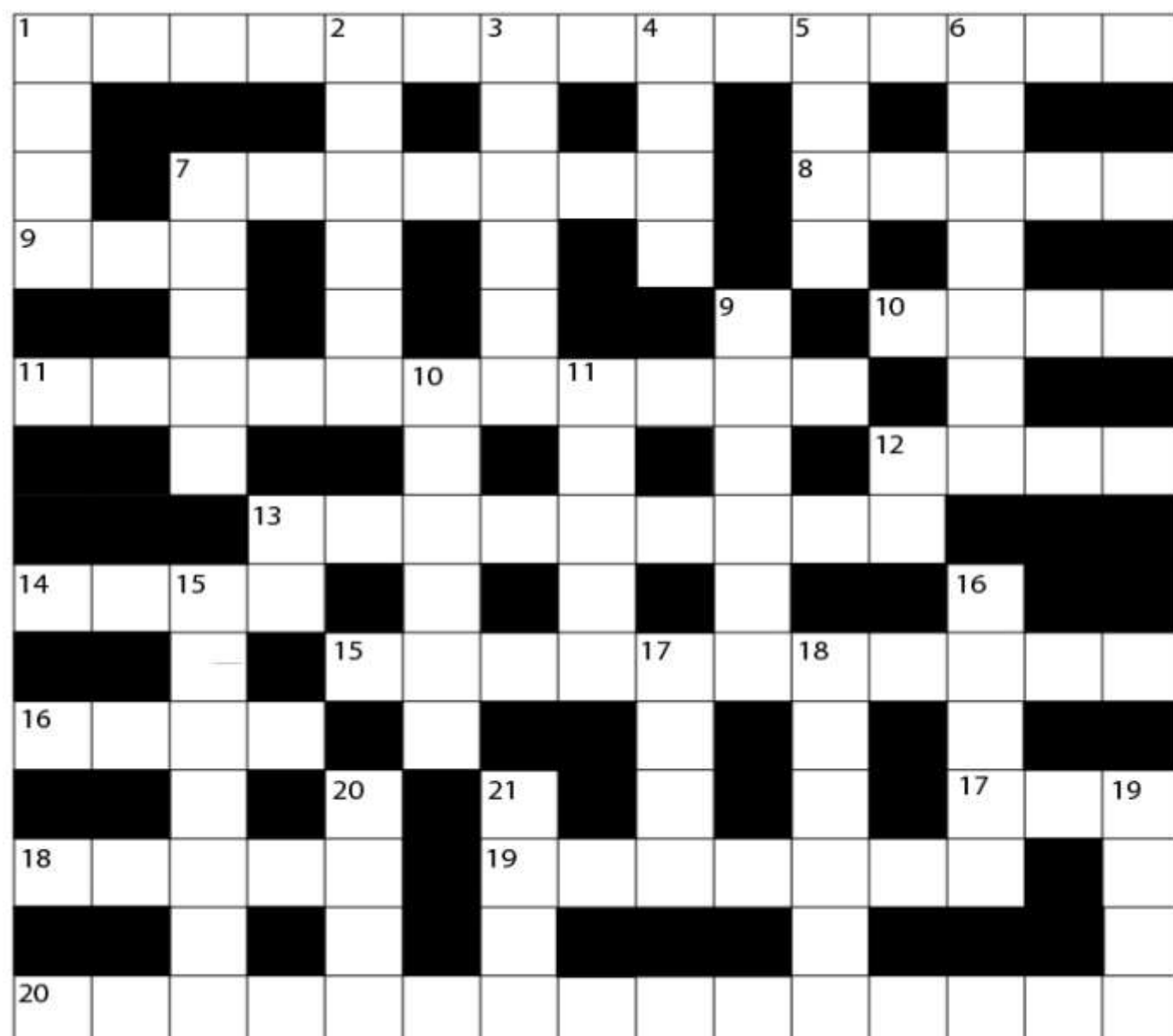
The afternoon got even more beautiful but more challenging as we took on the Shropshire hills. 3,000ft and 50 miles later, I was overjoyed at the achievement, but there were more than a few curses on the way (poor John!)

Gordon got me up – steadying my pace so that I didn't burn out after 50ft. Dave and John just powered ahead having fun. But we all made it and celebrated with fish and chips and beers with the rest of the gang at the Michaelmas festival in Bishop's Castle.

Thank you Gordon and Karen for organising it – I can't recommend it enough!

We need more Seamons weekends – it's fun!

Crossword



Across

- 1) Rouge to snapes to, what will normally occur when you're last man off (anag) (4,2,2,4,3)
- 7) Club formed in 1948
- 8) Save now for a bike shop mix-up
- 9) Initially where the 'Friday Nighters' might be after 10
- 10) It's from Kendal but it's not cake
- 11) Often heard said by those from 10 across? (3,2,1,5)
- 12) One-time pro cycling team sponsor
- 13) A rear light... (4,2,3)
- 14) Home of the Woodbine Café
- 15) What something that's broken often is?
- 16) ____ Wright Bike Shop
- 17) Mr Wallach wouldn't lie down
- 18) TDF stage winner and famous wine bar!
- 19) 1961 - the Club's 30 mile record holder
- 20) German 'black chili' hoop (11,4)

Down

- 1) How most time trials are ridden?
- 2) Cart skips for tyres to make them?
- 3) Gun rod mixed up in kind of coffee
- 4) Stop rearranged as TI Raleigh DS
- 5) Keeps the bar in place
- 6) A standing one given to the winner
- 7) Say it's mixed up, but keeps the seat in place
- 9) This year's '12' hour novice
- 10) Lager, race in the Netherlands
- 11) Holder of Club 24 hour record
- 12) Watch TV anytime (abbr.)
- 13) Also known as chronic fatigue syndrome (abbr.)
- 15) French for group of riders
- 16) In gel rearranged our RR
- 17) ____ Doyle MBE
- 18) Oar led gave up something tough?
- 19) E I rose for an evening get together
- 20) Mix it as to give half an Italian wine
- 21) Partly capable of having the power

Photo Round-up

Photos courtesy of Carol & Johnny

West Cheshire 12-hour



Andy Swain



Andy Whitehead



Dan Mathers



Dan Snape



Phil Holden



Steve Stoddart

The Fun 10





At the start of the Chairmans 100
Rackhams



Junior Track Night 2013



At the top of the Club Hill Climb



Seamons TLI Road Race 2013

Club Hill Climb - Results



1	Sean Davenport	00:02:43	Junior	23	Simon Woodthorpe	00:04:08
2	Sam Rowlands	00:02:47		24	Robbie Lee	00:04:11 Junior
3	Eamon Mallon	00:02:49		25	Paul Lomas	00:04:17
4	Jeff Briggs	00:02:52		26	Matt Whittley	00:04:26 Junior
5	Andrew Smith	00:03:02		27	Pauline Atkinson	00:04:28 Lady
6	James Tucker	00:03:16		28	Rob Gibson	00:04:33
7	Marco Pani	00:03:17		29	John Verbickas	00:04:45
8	Dave Williams	00:03:20		30	Matthew Spooner	00:04:48 Junior
9	Ciaron Berry	00:03:23	Junior	31	Craig Lyons	00:04:53 Junior
10	Melanie Bailey	00:03:30	Lady	32	Philip Owen	00:04:55 Junior
10	Peter Jones	00:03:30		33	Grace Rogerson	00:06:09 L Junior
12	Keith Bailey	00:03:32		34	Trevor Griffiths	00:06:12
13	Alex Jones	00:03:33	Junior			
14	Warren Frost	00:03:36				
15	James Sayer	00:03:37				
16	Tim Whittley	00:03:38				
17	Richard Harries	00:03:43				
18	Alex Coon	00:03:49				
19	Mark Woodbridge	00:03:57				
20	Richard Goddard	00:03:58				
21	Neil Rothwell	00:04:02				
22	Tim Seddon	00:04:04				

Weather Conditions: Sunny, Slight Breeze





The Juniors



Tim Seddon



Keith Bailey

Shorts & longs

Choosing the right kit before a ride is as important to a run's enjoyment as is having the right bike cleaned and fettled, an appropriate destination chosen and the correct cake selected at the cafe. Predict what the elements are going to do in four hours' time, dress correctly for just that eventuality and will feel as smug as you are warm/dry/cool/just right.

Of course, performance clothing has helped a lot these days and those who follow these things keenly – and have the right job to afford it all – can spend less time looking out of the window wondering what they might be subjected to weather-wise later in the day. It's not so much cheating, more a slipping of standards that's become accepted over the years. A bit like using Garmins to find your way instead of maps, sextants and the stars.

For one nameless rider, he combined both traditional cycling values and the touring section's legendary inventive cheapness with a nod to the modern. Having heard club mates extol the virtues of the different types of 'technical base layer', he focused on what, for him, was a clever and simple solution.

No merino wool undergarment for this chap. No. He knows exactly how to trap the body's warmth next to his skin. He's straight to Asda for a pack of three string vests. Good for him. But please stop showing them to people in the cafe.

Poor old Dave Barker. The fun of the annual trip to Bishop's Castle was marred for him when he realised he'd misplaced his mobile phone. That Dave is not a fan of this type of electronic fetter made the loss even more frustrating; here he was annoyed to be looking for something he hated but now couldn't do without. A rifling through his saddlebag, kit bag and campsite bedroom revealed the

awful truth: he'd left it at the lunch stop. Except he hadn't. A phone call quickly confirmed that no phone had been handed in and none could be seen under the seats where we'd eaten. Hmmm.

Dave realises after another four or five searches through all the places he's just looked that the only possible place it could be is where there'd been a 'taking a layer off' stop on that day's ride. It must have fallen out of his bag. The group heads off into Bishop's Castle for a night of sophisticated culture, Dave heads off in the car, up the A49, to the corner where we'd stopped about five hours previously for the wardrobe change.

When he returns he's just as glum as when he'd driven off into the evening sunshine in the opposite direction to the fun and the beer. No phone.

Several of us had tried ringing it and one even texted it to leave a message for whoever had found it. No mean feat if you consider less people have Dave's number than do the Queen's. Several weeks later and, in passing, Dave's asked if he's ever going to replace his phone or has he now got an excuse to never have one again? No need, he proudly announces, the phone's turned up. Where? In the boot of his car. I think the phrase that's often used to describe this phenomenon is 'Boy Looking'.

Pete's marvellous mystery runs continue to confound with their devious routing to unusual, for us, destinations.

Stopped for a banana break during the last one, Johnny Coles confesses that he's never been to where we are now.

"I thought you knew everywhere," quipped one Tourer. Quick as a flash, John replies: "I do know most roads. Just not this one."

Cafe corner

By Cafe Queen



Marmotte: top of alpe d'Huez, the Marmotte riders arriving. View directly across to the ridge of Villard Reymond.



Cayolle Fours: looking down on the hamlet of Fours and a great cafe/bar.



Tournehem: near Calais, cycling friendly "estaminet" = hostelry.
Aurel snack/velo booster - a quick fix.





CLUBS RUNS LIST



	Half day	Tempo	Touring	50-Mile	Social
3rd Nov	Prees	Congleton GC	Meerbrook	Church Minshull	Pott Shrigley
10th Nov	Delamere	Chestnut Cntr	Summertrees	Jodrell Bank	Sutton
17th Nov	Buxton	Beeston	Blaze Farm	Utkinton	Dones Green
24th Nov	Two Mills	Rose Farm	Barthomley	Sutton	Aqueduct*
1st Dec	impromptu	Dagfields	Hayfield	Manley	Allostock
8th Dec	Kelsall	Malkins Bank	Jodrell Bank	Malkins Bank	Jodrell Bank
15th Dec	Christmas Grotto	Christmas Grotto	Christmas** Grotto	Christmas Grotto	Christmas Grotto
22nd Dec	Blaze Farm	Impromptu	Dones Green	Jodrell Bank	Impromptu
29th Dec	Roaches	Impromptu	Blakemere	Impromptu	Allostock*
5th Jan	Cat & Fiddle	Delamere	Higher Poynton	Sutton	Jodrell Bank
12th Jan	Manley Mere	Astbury	Rose Farm	Cotebrook	Grasslands
19th Jan	Audlem	Manley Mere	Tigers Head	Astbury	The Wizard
26th Jan	Radway Green	Rose Farm	Beeston	Dones Green	Sutton*
2nd Feb	Jodrell Bank	Chestnut Cntr	Gawsworth	Walk Mill	Dones Green

* Last Sunday of the month the Social runs are longer and are not advisable for less experienced riders.

** Touring section runs start at 09:30 until the first Sunday in March when they revert back to 09:00.

Nuts

By Lomas

