



Gravesend CC est. 1923

Newsletter

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www.gravesendcc.org.uk

Hello again, hot on the heels of the last issue comes this month's scribble. Short month February so what better way to fill this than:

CYCLE JUMBLE

Every year we have a Cycle Jumble, expertly organized by Roger Stevens. This is one of our best events is usually very well attended and attracts a wide following of buyers.

Think Car boot fair but only cycle parts, frames, wheels, etc. Basically it's a chance to offload all your spares that you don't need in one place. You can even show up on the day and sell from a pasting table outside.

You will find a number of bike shops adopt this and offer a wide variety of kit, inside the hall there will more sellers who will be selling from the pre booked tables. You can also sell from the Club Table if you want, please contact Roger direct for this.

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Tips – most buyers (including sellers) are interested in buying Campagnolo kit of all shapes and sizes. However, if you have vintage stuff to sell you will get what you want for it without selling fees here. Like-wise if that's what you're after then this is the place to be. There is also an emerging market for vintage MTB kit (26" wheel)

I went to last years event and can say that it was very busy from 7 am through to about 11am.

The event this year is on Saturday 22nd February at Southfleet Village Hall. There is parking available at the event, or if you fancy ride along. It would be nice to see more GCC members at the event.

Refreshments are provided by Andy Sangstar and are very popular, gotta love those bacon butties.

This year's event has been well advertised on Facebook as well as specialist Jumble websites like the Campoldy website. There have been flyers left at cafes and advertising in Cyclopark. So hopefully see you there, although I may not make it this year I know that Mike will be there and probably joined by a large number of GCC members.

So for this issue I thought I would muse about upgrades and new wheels and possible new bikes on the horizon and anything else I could think up.

Next month we have a guide to cafes – sort of where and what they serve type of thing from close by to far away.

Remember this newsletter is put together for you the GCC members and without you lot we are not a club. Therefore, if you are doing a ride then let me know, if you are doing an event – let me know.

I am thinking of doing the chase the sun event this year – if I can get fit and on the bike by the end of this month then I will hopefully have enough time to train for it and get myself in the right place the event.

What events have you entered? When you know let me know and if possible send some pictures on the club what's app page, otherwise it will be just pictures of Jason at a café and the odd picture of a train here and there.

This time of year, I look to what I'm going to run this year, and change some parts on the road bike, last year I upgraded my chain-set to R8000 this year I'm changing my wheels. Still running Ultegra but looking to buy a new bike this year (in the right size) and possibly sorting out some kind of winter commuter – although the latter may well be a cyclo-cross type beast. Allowing me the chance to ride all road as opposed to just road. Like one of these maybe.



However, if only choice was that simple as for between £2k and £3k you can pretty much get anything you want in a reasonable package. So do I go for steel, Carbon or Titanium.

I am looking at Steel framesets at the moment – really like the Holdsworth (Planet X) frame with internal routing running Ultegra

R8000 for about £2k but I also like the Ribble Titanium offering at £2 and a half on 105. Choice is the problem as for the same money there are loads of Carbon bikes for the same money on 105 or Ultegra and getting upto 3k you can get Giant's or Specialised's with discs, you get the picture.

I think I may wait till the NEC show this year and then see what next year is offering before buying my next ride. Either way I will be spending between £2k-£3k. More than likely it will run disc brakes as this is the way most bikes are heading – however the rim brakes do offer considerable weight savings and would allow compatibility between the wheels that I have.

So what wheels do you run? Most of us run 2 bikes (although I currently have one and about 4 sets of wheels). There have been long conversations on the GCC what's app page about the benefits of different wheel systems and how they can benefit you depending on the conditions.

I have found that my Shimano RS10's work better in the winter as they have drain holes in the rims so that water can run out of the rims in heavy rain.



Mavic's do not have this feature. Even the top-drawer Mavic Carbon cosmic rims do not have this feature – I imagine that it is only the domain of the aluminium rim as the holes will not compromise the structure of the rim. The problem with aluminium rims is they contain the water so you will have to regularly remove your tyres to maintain the rims. I don't know about Hunt rims – although these are among the best of the made to measure wheels you can buy.

However, I recently purchased a set of Shimano RS 11's as an alternative to the Mavic Cosmic WTS wheels I tend to use in the summer – and they definitely appear to be lighter.



Although I have never had issues with the Mavics so it will be interesting to see how the RS 11's perform.

The RS 11's have drain holes too – so an interesting development to incorporate a useful feature on what is a standard wheel. They must be good as they are fitted on most mid-range bikes £2k - £3k.

Either way this winter has seen no fancy upgrades or new additions just a clean bike with a drivetrain that works and being Shimano it's easy to clean and apart from the front mech (I hate setting that up) relatively easy to sync the gearing.

Still run the same crappy Garmin 510 that has now adapted a mind of its own and does whatever it feels like doing as opposed to anything else – I just wish I could go for a ride on the thing outside instead of 30 minute turbo sessions, due to knee rehab.

I have found over the years that strength in a bike is more important than weight saving. Losing the weight myself will be the performance gain that I will get this year and that is my goal. I want to get back on track to where I was in 2014 – and then hopefully I will not be last to the top.



Climbing, hopefully I will be climbing back on the bike this month. I do so hate injuries that prevent you from getting back to normal. The last proper ride I could do was in September last year. It's nearly 5 months now and my knee is only just getting better. I do hope to be back out soon but have suffered so many setbacks I've lost count.

Fingers crossed.