



Newsletter

Hours of leisure
Miles of pleasure

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Well done to Jason who has just achieved his PB of 23.42 on the new Q10/24 course – the Grain to Fenn Bell and back. The course is proving popular with a good turn out. To celebrate his success Jason has acquired a ‘new’ red Look time-trial bike.

Welcome to Richard Bettany, our cross-country/MTB bike rider. Pictured here with his Giant XTC, 36 front ring, 11-36 rear, Richard rides in the National and Southern Countries XC series. He finished 10th in his last SC ride (from 40 competitors) but punctured while in 10th in the previous race. He rides in the Masters, 29-39, age group but is disadvantaged somewhat in that being at the upper end of the age range he has to compete against younger rides who have dropped from the Elite category. He rode this bike in the Evening 10 and recorded a very good 26.57. His next race is in the National XC series but is threatening to get more serious on the time-trial scene. Richard always rode but has only ridden and raced seriously over the last two years



Sadly we have to report the passing of Bill Taylor, 96. Bill joined before the War and ran a youth section after the War. Ian will write in more detail in the next Newsletter.



Results

Sportif

Wiggle Dragon 120km, Wales

K Savage 3rd lady 4hr 29

Cross Country

Southern XC - Crow Hill

R Bettany 10th (/40)

Time Trials

30/4/11 Hampshire RC P881/10

A Gibson(V) 25.55

1/5/11 KCA 10 Q10/22

M Coulter (V) 24.19

J Tibbs 24.40

K Ward (V) 28.04

3/5/11 GCC 10 Q10/24

N Harrigan 23.48

P Williams 24.21

J Tibbs 24.28

M Coulter (V) 24.29

P Benson 25.44

L Harrington 27.30

K Ward (V) 27.55

S Harrington 28.14

C Bramley(V) 29.27

M Harrington(V) 31.26

4/5/11 CC Bexley 10 Q10/26

P Benson 25.41

7/5/11 VTTA 25 E2/25

M Coulter(V) 58.36

A Gibson(V) 1.02.03

8/5/11 Wigmore 25 Q25/8

M Coulter(V) (5th OAS) 1.02.28

10/5/11 GCC 10 Q10/24

J Tibbs 24.25

P Benson 24.48

S Harrington 27.46

K Ward(V) 27.51

L Harrington 28.06

M Harrington(V) 33.07

11/5/11 CC Bexley 10 Q10/26

P Benson 24.08

14/5/11 Lea Valley CC E2/10

M Coulter(V) 24.24

A Gibson(V) 25.16

17/5/11 GCC 10 Q10/24

P Benson 24.57

J Tibbs (stopped L/crosg) 25.02

L Harrington 27.21

S Harrington 27.36

K Ward (V) 27.55

C Bramley (V) 29.19

M Harrington(V) 32.43

18/5/11 CC Bexley Q10/26

K Ward 28.44

24/5/11 GCC 10 Q10/26

J Tibbs 23.42PB

M Coulter (V) 24.16

P Benson 25.14

L Harrington 27.11

K Ward(V) 27.34

C Bramley(V) 28.52

M Harrington(V) 31.56

25/5/11 CC Bexley Q10/26

C Bramley(V) 30.36

31/5/11 GCC 10 Q10/24

J Tibbs 23.55

P Williams 23.55

P Benson 24.50

R Bettany (V) MTB 26.57

K Ward 27.09

L Harrington 27.10

S Harrington 27.36

C Bramley(V) 28.40

5/6/11 KCA 50 Q50/11

M Coulter 2.17.07

7/6/11 GCC 10 Q10/24

J Tibbs 23.59

P Williams 24.39

P Benson 24.49

K Ward(V) fxd 28.17

C Bramley 30.10

8/6/11 CC Bexley Q10/26

M Coulter 25.07

This & That.....

Thanks to Graeme Moir for organising and running the KCA 10. Thanks to his band of helpers Wendy..... and Mrs Sangster for doing the refreshments, Colin Pearson, Don Bardoe, and Len Brown for the marshalling and Ian Stone, Gordon Hymes, Roger Stevens and Dave Abbotts for the timekeeping.

Welcome to Richard Bettany to Gravesend CC. Richard's forte is XC/MTB riding.

Condolences to the family of Bill Taylor who died last week aged 96. Bill was our oldest surviving member

Can you – help with either of the Open events? The first is the 25 on Sunday July 17th down at Chilham, near Canterbury – contact Andy Sangster on 01474 707747. The second is the 10 on Saturday August 20th at Grain – contact Ian Stone on 10634 220281.

10 Success – the GCC 10 on the Grain course is proving popular. The largest consistent number of Gravesend riders for some years and Jason Tibbs has just got his PB on there. So far we have had 75 entries, yielding £187.50, though £75.00 will have to go CTT. **Thanks** to Ian for timing, Roger, Steve and Luke for marshalling and Don for photographing – some of the latest 'angles' being very good.

Well done to Paul Clarke and Paul Benson for making it to Herne Hill. Those that couldn't make it missed good morning. We are looking at going again though.

Good luck to Steve Hunter, Luke and Steve Harrington who all have triathlons coming up in June. Keep us posted with news and results please.

Don't forget – the Air Ambulance Double 100 (m/km) on Sunday July 3. Contact Veronica Wisman on 01622833833 or veronicaw@kaat.org.uk. There is a minimum sponsorship of £150 though. And the Lions Club sponsored Cycle Ride round Brands Hatch on Friday August 19th 6.30-8.30. Minimum donation of £10. For this you can just turn up on the night and pay. We usually have a good turn out for this so please make a note in your diary.

Commiserations and a free Specsavers eye check to our rider who felt a natural attraction to the back of a parked car!

Don't forget – France and the St Omer cycling week

Steve Hunter writes

"I have just returned from a Triathlon Holiday - running and swimming optional. I did 411km over the week with nearly 10km of climbing in fantastic scenery of the French Alps and 'tour climbs'. Ran 18k and swam 5k. The weather ranged from 26°C Sunday Monday to 3°C at top of La Plagne and snow on Wednesday!

Paul Morgan runs the cycling tours with friends and provides an excellent home atmosphere and home cooking (cakes are delicious) tailored for cycling and exercises. We were treated to:

Col du Petit St Bernard @ 30km and 5%, 2200m alt.;

Cornet De Roselend @ 20km and 7% 1968m alt., followed by a sharp 3k diversion climb through a beautiful village. We had a non-optional road race with Albertville Triathlon Club for 20km when they tried to drop us off their pack (55kph though a 50 zone - hilarious!!!);

La Plagne @ 17km and 1259m of relentless climbing and once used as Lance's training hill - straight out of the house 19°C to the top 3°C;

Col de Madelene @ 26km and 6-7%, followed by a little 10km climb of Notre Dame du Pre 8.5% to test the tired legs over the hill back to Macot.

I can honestly recommend these tours: <http://www.triathlonholidays.co.uk/> (Paul Morgan)

Now back to British roads and traffic!! See you on Sunday.

Archive Trivia *from Roger Stevens*

CYCLISTS ARE A NUISANCE

This is part of an article that appeared in a Canadian newspaper. Reprinted in the Editorial of 'Cycling' with a suitably strong response. Date? APRIL 1950 !!

Not all motorists think like this, but we all know from bitter experience that a sizeable minority still do. Will we progress? Other countries have a better attitude; perhaps there is hope.

The thing that is wrong about the whole picture is that the whole Dept of Highways is busy stressing safety, there is not enough being done to help highway safety become an actuality. One of the worst menaces on the road back to the operator and other drivers is the bicycle. This vehicle is bad enough when experienced in the city but on the high speed highways of today it has become a problem to every driver of a private car.

On the modern highway with a great deal of passing being done by fast cars it is hated to see a bicycle in time to either miss it or stop. At night these are almost invisible until a driver is right on top of them.

Times have changed. There was a time when both the bicycle and the horse were part of the national transportation picture. Today they are a nuisance and regulations in the interests of safety so that they should be kept of the highway.

Club Runs *by Keith Ward*

27/3/11 – Spring Classic

Today, the first day of British Summer Time, and waiting for me at Cobham were Jason, Alan and Kate. The route chosen was a little special and a little longer than usual. We headed off through Longfield and Horton Kirby, crossing the A20 and through Eynsford. Turning off towards Shoreham the climbing began. Up and down we went and out of the valley to cross the A21 and into Halstead. The roads were really pleasant and we saw lots of other cyclists out, but lots of long drags until we reached the high point of the route and we could see for miles over Surrey. Approaching Whyteleafe, we descended – a very rapid and steep drop and then we were there at Whyteleafe on the A22. A short stretch on the A22 and we were back onto the country lanes and the penalty for that rapid descent was of course an equally long 8% climb back to the top of the hills. From here it was a brisk ride back and eventually we were back at Eynsford.

One of our longest rides this year – almost 60 miles and over 4 hours non-stop – no wonder I'm now feeling tired!

Wouter Weylandt 1984-2011 *from Ian Whitehead*

Usually during my midday break you will find me either in one of Ghent's leafy parks or I may be found lunching on the St. Pietersplein. Both are convenient walking distances from work, both have different characteristics and both are equally as pleasant. The St. Pietersplein is in the heart of the student area of this university town. St Pieters church, the size of a small cathedral, dominates the square. During lunchtime the square is busy with students clattering over the cobblestones on their bikes en route to another lecture or returning home after a night on the tiles. In the evening the cafes on St. Pietersplein are full with those same students spending their grants on beer. But my lunchtime on Wednesday 18th May was one like no other.

A week earlier Wouter Weylandt was tragically killed on the descent of the Passo del Bocco during the Giro d'Italia. He had been a professional cyclist for four years, first with Quickstep and from this season with the Schleck brother's Leopard Trek team. He was only 26 years old, born in Ghent and lived in nearby De Pinte, near St.Martens Latem. I never met him, infact I think I only actually saw him on one occasion, at the Quickstep team presentation last year, but I have friends here that knew him well, either as a training partner or as a competitor before he turned pro.

Weylandt's funeral was on 18th May in St. Pieters church. I decided to take my lunch break that day on St.Pietersplein, just like I have dozens and dozens of times before, only this time gone were the students on those old bikes, instead the square was taken over by TV outside broadcast trucks, barriers, photographers standing on aluminium step ladders and hundreds, maybe even thousands, of people all watching a giant TV screen that was relaying pictures to them of what was happening inside that church. Despite all of these people it was the quietest I've ever known that square. But should I really be here? Should any of those people really be here? It's not a carnival. A man is in that church laying in his coffin, his family are in mourning.

A while later some barriers were moved, an orderly queue was formed and many people from the square who had been there long enough were allowed into the church. Was this a display of Belgian Catholicism, or was this just a bunch of cycling groupies wanting to be part of the day? I looked on. The sombre people in that queue walking into the church shortly left fighting back tears. They all returned to the crowd and looked again at the TV screen.

Then we waited and waited. Immaculately polished hearses took their positions. The many floral tributes that lay outside the church were placed on the cars. The coffin of Wouter Weylandt, carried by Tyler Farrar, Iljo Keisse and other close friends, was taken to the hearse. As it left the church the silence from outside was broken. The people in the crowd on the St.Pietersplein started whistling, cheering and applauding, just as if Weylandt had won the Tour of Flanders. As Weylandt's coffin was put into the hearse those cycling buddies that carried it, fearsome sprinters, tough climbers, broke down and cried, arms around each other in support. The applause died down, then the silence was again broken, the square once more erupted with cheers, ringing around the walls of the medieval buildings. Weylandt's pregnant girlfriend had now left the church, by herself, looking dignified, but moved quickly into one of the waiting black Mercedes limousines.

After the close family had left, the hundreds of mourners that had sat through the service inside the church poured onto the square. Among them, Frank Schleck, Fabian Cancellara and Tom Boonen. For a moment in time they were no longer world famous sportsmen, only their sun tanned, thin faces stood them out in the crowd, these were now mourners at a funeral. This was not an international cycle race where they would normally be hounded by fans and autograph hunters. These were left alone today and became 'ordinary' people.

Maybe it was morbid curiosity that carried me to the St. Pietersplein that day, but for me the most moving sight was not the sight of Weylandt's friends breaking down in tears as they carried his coffin, nor was it the sight of his girlfriend, carrying the child that will never know it's father. No, it was the display of dignity and respect shown to their hero by those thousands of people on the St. Pietersplein. **R.I.P Wouter Weylandt.**

(For those not in the know Ian was a former active member of Gravesend CC, now working in the cycle trade in Ghent. He previously owned Ruxley Cycles in St Mary's Cray)

"What a difference a day made" Mike Coulter

Some alliteration? From Suffolk to Samer; A11 to A16; CTT to cyclotourisme; eyeballs out to eyeing the scenery; protein to patisserie – the differing 'joys' of being a cyclist in the UK and France. Seems I'm on my hobby horse again – or, as a cyclist, pedalling the same old story again!

Saturday saw me (with Reg Smith) travelling round the M25, M11 and A11 (a 140 mile round trip) to ride a 10 mile TT on the E2, in cold and windy conditions.

Still someone has to keep Hutchinson up to scratch (pun?) – pushed all the way for his 18.55!! The HQ is a long way from the start, even by car, and as Reg and I were opposite ends of the field, and as soon as Reg had finished we were away. I doubt there were any PBs, but there were many disappointed faces after battling the wind to record a slow time – except for the likes of Hutchinson of course! Then think of the petrol costs and race fee and the time taken up..... Why do they ..tut, tut.....we do it?

When *twenty fours hours* later, in Samur, just inland from Boulogne and only 25 minutes from the Tunnel, you could enjoy a 30, 60 or 90km ride for 1E on virtual traffic free (drag free - and that's another complaint about the E2 now, the lorries are giving us too much room!!), quiet and very scenic roads. To be fair though when I drove down for the 7am Tunnel shuttle there were stretches of the M20 with no traffic on it and not because J9-10 was closed.

The signing-on process and area was not as lively and personable as previous French sorties, but there was coffee, squash, chocolate and cakes to send you on your way, and at the control point half way round. By the time we arrived, 9am, strawberry sellers were already established in the town square but apart from some cyclists there was not much sign of other life. There was a great variety of cyclists out to – most well within the confines of any description of *cyclotouriste*.

Just follow the coloured arrows painted on the road for your chosen distance.

An interesting ride, surprisingly up and down, but noticeable for the lack of traffic. I suppose they keep the same route year on year, but it must have taken some time to i) find the routes and then ii) go round and paint all the arrows at nearly all the road junctions. You need to be careful – as I have found out – not to assume that any cyclist in front of you is i) also on the event ii) doing the same distance, as in chasing them down you may well miss an arrow on the road – experience talking! Then having chased them down and ploughed on, there is then a paucity of arrows. Stop. Look at the route card and in the worst case scenario try to relate to a map by which time those you previously whizzed past appear. Ask if it is the 60km route and they look at you non-plussed. Ask some more riders – no, we are just out for a ride. Where do you want? Ah, Bournonville; oui, return to Cremarest, left at the crossroads and then left again.

When you get back to the crossroads there's that little green arrow lying there just waiting to jump up and politely suggest that *more haste*..... There was one saving grace to this in that a club group I had passed earlier, had also gone astray but via a different route to me. We had a chat and I was able to relay the directions I had been given about returning to Cremarest.

Then there is the situation where you ride along and, not seeing arrows, becoming a little doubtful about being on the right road or the organiser's ability to mark the road properly, and the up pops a little arrow – oh yea of little faith!!

The scenery is marvellous as I said in the previous article. Fields with hedges, cows with infinite varieties of black, brown and white, manure which smells of manure, churches, little village squares..... . It is not that the scenery around us here is any less interesting, for me the issue is the traffic. Even small country roads are used as cut-throughs and drivers here have little patience. The day after I returned I was on a single lane road with a driver trying to get by. Eventually he squeezed by, giving me a mouthful in the process, then went another half mile with me only yards behind before stopping, completely blocking the road, while he opened his gate. Thankfully discretion was the better part of valour, but it merely reinforces the pleasure of riding in France

Then once back and signed-off, although no necessity to do so, with the town square packed with cars, church bells ringing, cafes open, it was a big difference to being parked up on the roadside at the start of the previous day's 10. Instead of chocolate flavoured whey protein, café-au-lait, a Kronenberg and croissants sitting in the sun watching Samur go by. If the weather's good next weekend I'll be back again, Wimereux, this time. (I went but it there was a very strong wind but got in with a Club group so there was bit and bit for the last 20 miles which was a good workout).

A day did not make a difference to one variable – I hesitate to say the only constant over the twenty four hours - the tester's bete-noire – the wind; rest assured it blows just as strongly in France as in the UK!

FRANCE 2011

The bracketed letter after a place name indicates the nearest large town. A + indicates that it is further than the indicated main town. I have made a rough calculation that Boulogne (B) is approximately 20 miles from the Channel Tunnel, Le Touquet (LeT) 35 and St Omer (StO)30 miles, Calais (C). MTB means there are MTB routes/distances as well.

Date	Event name	Start venue	Distances	
June	2	Le Portel Bonningues	Le Portel (B)	50/75/100
	5	La Francois 1 st	Ardres (C)	25/65/95
		La Reinnette	Boulogne	50/75/100
		La Carre des Vallees	Ardres (C)	25/60/100/150
		Les Rives de L'AA	Gravelines (C)	20/40/60/80/110/MTB
	12	Defi des monts et vallees du B	Boulogne	65/95/115/125/152
		La Loconessoise	Longuenesse (StO+)	25/55/80/110/MTB
		Rand Souvnr Maurice Poiret	Calais	30/70/100
	19	Rand de al Fete de Peres	Calais	20/30/60/90
		Rand de monts/forets d'Artois	Isberques (StO+)	18/37/65/90
26	Balade Etaploise	Etaples (LeT)	30/60/90	
July	3	La Ronde des Clochers	Hazenbrouck (StO+)	30/60/90
		Rand de la Ducasse	Aire (StO+)	20/30/60/80
		Rand de la Mouette	N-Hardelot (B)	30/60/80
	10	Rand des Estivants	Cucq (LeT)	30/60/90
	14	A la source de la Lys	Merville (StO+)	18/35/60/70/80/105/MTB
		Rand du Marquenterre	Berck (LeT+)	45/90
	17	Rand Estivale	Le Portel (B)	50/75/100
	17-24	St Omer cycling week	St Omer	see separate attached details
	24	Rand de la Fete de la Moule	Wimereux (B)	40/70
	August	14	Rand des Monts	Cucq (Le T)
21		11 th Rand La Croisette	Croisette	15/30/50/85/100/MTB
		Rand de l'Oree du Bois	Berck (LeT+)	45/90
28		Ronde des la Fraudeurs	Steenvoorde (StO+)	25/50/80
Sept	4	Cape Gris Nez & Audomarais	St Omer	30/45/70/100/136/153/MTB
	11	Ronde de 4 Rivieres	Sallaunmines	30/45/60/100
	25	Ran d'automne La Mere	Boulogne	60/70

NB: *This listing is a selection based on my possible ride preferences and the ease of getting to a destination. Don't forget also the hour's time difference. I usually ride a max 100km which leaves time in the afternoon to sample French culture and cuisine! There are many more ride possibilities within the Pas de Calais and the Nord. For a full listing try the www.ffct.org site.*

St Omer cycling week - distances up to 120km each day; also MTB routes

(For more detail contact Alain Lambrecht 03.21.98.80.53 or 06.10.38.74.94 or <http://scr-saintomer.herebo.com> or scr.saintomer@gmail.com)

17 July – Sunday: Aire & Artois – south from St O

(Aire sur Lys-F-Palfart-Estree-Blance-Roquetoire-Rerescure)

Following the market gardening suburbs, hidden between the centre of St O and the marshy area, continue your route towards Aire sur Lys, a historic town with a rich and well established heritage, between the hills of Flanders and Artois. Food stop – Roquetoire with its 12th century church and tower.

18 July – Monday: Lumbres - north west from St O

(Eperlecques-Audricq-Ardres-Guines-Zudausques)

Beyond the small valleys or the passing of the Aa, pedal to the heart of Lumbres before going back to the Trois Pays.

19 July – Tuesday: Marais Audomarois-Houblon – east from St O

(Noordpeene-Wormhout-Hazenbrouck)

This circuit will take you to the heart of the Marais Aaudomarois, a magical place, before criss-crossing the routes of Flanders.

20 July – Wednesday: - south from St O

(Therquanine-Bomy-Crequey-Azincourt-Bomy)

After having reached the green town of Bomy cycle eagerly from one valley to another of the Ternoise and the Crequoise, passing by the Planquette. This is the day's menu for discovering the charm of yesteryear along these valleys of peasant houses of mud, wattle and daub, chapels and chateaux

21 July – Thursday: south from St O

(Clairmarais-Perescure-Roquetoire-Helfaut-Longuenesse)

Go close to the national reserve of Romelaere and the forest of RC before discovering various mills and craft and artisan businesses of the Aa valley.

22 July – Friday: south from St O

(Ecques-Estre-Blance-Bomy-Lisbourg-Fruges-Therouanne-Wizernes)

Leave for a short journey to the valley of the Lys and follow the archeological remains of the Marinie before returning through a countryside of woods and open spaces.

23 July – Saturday: south from St O

(Fauquiembergues-Desvres- Fauquiembergues-Lumbres)

All along your route discover two natural energies – the water of the heart of the Aa and the graceful wind of one of the largest wind farms in France in the canton of Faurquembergues.

NB: you can just turn up on the day at the velodrome, choose a distance, sign on and pay 5E and off you go following your chosen distance coloured arrows on the road – or more likely the hundreds of others.

GCC RACING PROGRAMME 2011

(to be confirmed)

March	5	10	Q10/24	1400
	19	10	Q10/24	1400
April	10	25(Champ/Eldridge)	Q25/8(KCA)	0630
	12	10	Q10/24	1830
	19	10	Q10/24	1900
	26	10	Q10/24	1900
May	3	10	Q10/24	1900
	8	25 (Champ)	Q25/8 (Wigmore)	06.30
	10	10	Q10/24	1900
	17	10	Q10/24	1900
	24	10	Q10/24	1915
	31	10	Q10/24	1915
June	5	50(Champ)	Q50/11(KCA)	06.00
	7	10	Q10/24	1915
	14	10	Q10/24	1915
	21	10	Q10/24	1915
	26	100(Champ)	Q100/5(KCA)	06.00
	28	10	Q10/24	1915
July	5	10	Q10/24	1915
	12	10	Q10/24	1915
	17	25 (Champ)	Q25/8(GCC)	06.30
	19	10	Q10/24	1915
	26	10	Q10/24	1915
August	2	10	Q10/24	1915
	9	10	Q10/24	1915
	14	50 (Champ)	Q50/1(KCA)	06.30
	16	10	Q10/24	1915
	23	10	Q10/24	1845
Sept	3	H/C(Snr Champ)	QHC/1	1400
	10	10	Q10/24	1400
	11	25(Champ)	Q25/12(VTTA)	07.30

S E CLUB EVENTS 2011

June	1	Wigmore/SFA	10	Q10/22	19.00
		CC Bexley	10	Q10/26	19.30
	7	Gravesend	10	Q10/24	19.15
	8	Wigmore/SFA	10	Q10/22	19.00
		CC Bexley	10	Q10/26	19.30
	14	Gravesend	10	Q10/24	19.15
	15	Wigmore/SFA	25	Q25/20	19.00
		CC Bexley	10	Q10/26	19.30
	19	Catford	10	Q10/3	0800
	21	Gravesend	10	Q10/24	19.15
	22	Wigmore/SFA	10	Q10/22	19.00
		CC Bexley	10	Q10/26	19.30
	25	Catford	10	Q10/18	0730
	28	Gravesend	10	Q10/24	19.15
	29	Wigmore	10	Q10/22	19.00
		CC Bexley	10	Q10/26	19.30
	July	5	Gravesend	10	Q10/24
6		Wigmore/SFA	15	Q15/20	19.00
		CC Bexley	10	Q10/26	19.30
12		Gravesend	10	Q10/24	19.15
13		Wigmore/SFA	10	Q10/22	19.00
		CC Bxley	10	Q10/26	19.30
14		Sydenham	10	Q10/26	19.30
19		Gravesend	10	Q10/24	19.15
20		Wigmore/SFA	10	Q10/22	19.00
		CC Bexley	10	Q10/26	19.30
24		Catford	10	Q10/18	08.00
26		Gravesend	10	Q10/24	19.15
27		Wigmore/SFA	10	Q10/22	19.00
		CC Bexley	10	Q10/26	19.30
28	G S Avanti	10	Q10/18	19.30	
30	Catford	10	Q10/24	14.00	
August	2	Gravesend	10	Q10/24	19.00
	3	Wigmore/SFA	10	Q10/22	19.00
		CC Bexley	10	Q10/26	19.30
	4	7 Oaks Tri	10	Q10/26	19.30
	9	Gravesend	10	Q10/24	19.00
	10	Wigmore	10	Q10/22	19.00
		San Fairy Ann	10	Q10/5	18.30
		CC Bexley	10	Q10/26	19.15
	11	G S Avanti	10	Q10/26	19.15
	13	De Laune	10	Q10/22	08.30
16	Gravesend	10	Q10/24	19.00	

S E OPEN & ASSOCIATION EVENTS 2011

June	2	V.C. Elan 10 (75max) (1 of 4)	Q10/30	19.00	£7.50
	5	Kent C.A. 50 (A)	Q50/11	06.00	£8
		Tricycle Association 50 - only	Q50/11	06.00	£7
	9	V.C. Elan 10 (75max) (2 of 4)	Q10/30	19.00	£7.50
	12	G.S. Invicta 25 Solo and Tandem (B)	Q25/8	06.30	£8/16
	16	V.C. Elan 10 (75max) (3 of 4)	Q10/30	19.00	£7.50
	19	VTTA (Kent) 25 Solo and Tandem (B)	Q25/8	06.30	£8/£16
	23	V.C. Elan 10 (75max) (4 of 4)	Q10/30	19.00	£7.50
	25	Thanet R.C. 10	Q10/42	15.00	£8.00
	26	KCA. 100 (S/T) (B) VTTA Kent Champs.	Q100/5	06.00	£8/£16
	Tricycle Association 100	Q100/5	06.00	£7	
July	2	San Fairy Ann. 10 Solo and Tandem	Q10/22	07.30	£8/£16
	3	Thanet R.C. 25 (B)	Q25/8	06.30	£8
	9	GHS 10 SEDC Championship	Q10/42	14.30	£2
		Kent C.A. 10	Q10/42	15.00	£8
	10	VTTA 10 Kent Group Championship (S/T)	Q10/30	07.00	£8/£16
	17	Gravesend C.C. 25 (B)/(C)	Q25/8	06.30	£8
	24	VTTA 50 Kent Champs (S/T)	Q50/11	06.30	£8/£16
	31	De Laune 25 (ECCA BAR) (B) (J)	Q25/8	06.30	£8
August	6	VTTA	Q10/22	07.30	£8
	14	KCA	Q50/1	06.30	£8
	20	Gravesend	Q10/24	15.00	£8
Sept	3	Velocity	Q10/22	07.30	£7
	4	KCA 12 hr		06.00	£12
	11	VTTA	Q25/12	07.30	£8
	18	KCA	Q25/10	07.30	£8
	25	West Kent GP des Gents & 25	Q25/12	07.30	£15/8

GCC CLOTHING

Armwarmers		S/M	1	14
Sweatshirt/fleece	l/s	M	1	15
Polo-neck shirt	s/s	L	1	12
Jacket Roubaix		M	1	47.50
		L	1	47.50
Jerseys	l/s	l/z 3	1	35
	s/s	s/z 4	1	30
		M	1	37.50
		L	1	37.50
Bibshorts		2	2	20
		M	1	44
		L	1	44
Gilet		M	1	32.50
Skinsuit		4	1	40
	l/s	6	1	30
Shorts - (non bib)		3	1	15
		4	1	15

OLD STOCK/DESIGN

Shorts		5	4	10
		6	1	10
Skinsuits	s/s	3	2	30
	l/s	6	1	20

Clothing Manager: Derek Wright 01474 834201