



Newsletter

Hours of leisure
Miles of pleasure

NEIL WINS ELDRIDGE

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Neil Harrigan, in his first start of the season for some while, won the Joe Eldridge Memorial Trophy with a 1.02.18 on the Q25/8 course (Molash-Canterbury-Ashford-Chilham) on a cold Sunday morning. Mike Coulter, the previous year's winner, was second in 1.04.43. Graham Terry, 2nd claim member, recorded 1.03.28. The climax to the event did not come until no 80, Kevin Tye, had finished. To that point Pete Tadros had been winning easily with 53.36 and then slowly the last riders time came in – with Tye finishing in 53.35!!!

The new Q10/24 course seems to be successful – at least it saves the rider having to think about the course, as it is literally straight out to the new roundabout at Fenn Bell and then straight back to Grain. Only a couple of marshals needed too. De Laune held an Open on it with Will Manger recording 21.20, and that was at the start of April, so with warmer weather Perhaps there are some benefits to roadworks and roundabouts.

What a difference a week makes!!!!

Would you Adam & Eve itwe've just had to cancel the first Evening 10 on the new course because of men painting on/repainting white lines in the middle of the road..... and not only that there were at least 15 riders – the most we've had for years!!!! Some of us did stay on and work bit and bit round the back road via Allhallows to The Fenn Bell and back again. Well the second 10 was different!!!! A long line of cars parked in the Isle of Grain power station road and 17 starters, 12 from Gravesend. I have been back through my Newsletter records and the closest to this number was 11 GCC members in 2002. Riders bunching up at the start line and talk of needing another timekeeper if the number of riders increases – unprecedented, but long may it continue. It was certainly a good race with the winning time 22.29

If you are intending to come to ride the Evening 10 we are going to park in the road which leads down to the Isle of Grain power station – which is on the right just before you enter Grain village. Look for the cycling turn right arrow.

RACING RESULTS

Time Trials

5/3/11 GCC 10	Q10/24
N Harrigan	23.36
J Tibbs	25.08
M Coulter (V)	27.23
K Ward (V)	28.09
C Bramley	30.08
D Milton	30.34

12/3/11 VTTA 10	Q10/22
M Coulter(V) 4 th OAS	25.04

19/3/11 GCC 10	Q10/24
N Harrington	23.55
S Hunter	26.52
K Ward (V)	28.31
C Bramley	29.46
(G Terry 2 nd Cl	25.07)

27/3/11 V C Elan 22	QS/7
N Harrigan	56.41
M Coulter (V)3 rd OAS	1.00.13

2/4/11 De Laune 10	Q10/24
N Harrigan	23.28
M Coulter (V) 2 nd OAS	24.40

3/4/11 Sydenham Whs	Q25/20
N Harrigan	1.01.23
M Coulter (V)	1.04.00
A Gibson (V)	1.07.19

9/4/11 Lea Valley CC	E2/25
M Coulter (V)	58.50
A Gibson (V)	1.01.11

10/4/11 KCA/Eldridge	Q25/8
N Harrigan	1.02.18
M Coulter (V)	1.04.43
(G Terry 2 nd cl	1.03.28)

16/4/11 West Kent	Q10/22
M Coulter (V) (2 nd OAS)	24.06

19/4/11 GCC Q10/24

J Tibbs	24.06
P Williams	24.11
M Coulter (V)	24.40
P Benson	26.27
S Hunter	26.29
G Moir (V)	26.56
P Ashford	27.40
K Ward (V)	27.34
S Harrington*	28.18
C Bramley (V)	28.54
L Harrington*	29.16
M Harrington*	32.35
(G Terry 2 nd cl	24.45)

* 1st time trials – well done

24/4/11 Addiscombe CC G25/45

A Gibson	1.04.48
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26/4/11 GCC Q10/24

N Harrigan	24.16
P Williams	24.19
J Tibbs	24.21
M Coulter (V)	24.28
G Moir (V)	26.38
K Ward (V)	27.29
S Harrington	28.22
L Harrington	28.31
C Bramley (V)	28.53
M Harrington	32.39

Sportifs

27/2/11 Kentish Killer Sportif 75m

S Hunter	5hrs 37, 42 nd mvet
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20/3/11 VO2 Sportif 74m

J Tibbs -	4hrs 45, 34 th /185 finishers
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10/4/11 Downland Cycle Sportif – 100m

J Tibbs -	6hrs 15 (Canterbury-Rye- R Marsh) (broken spoke on new wheels!)
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This & That

New Members - First a warm welcome to new members – **Edward De-Frayne, Ricky Martin, Steve Harrington, Luke Harrington and Mark Harrington.** We hope you enjoy your cycling with the us, find us sociable and a club that helps you to explore a wide range of cycling possibilities.

Diary dates

- 19 August 2011, venue Brands Hatch circuit, 6.30-8.30

This is the Lions Club sponsored ride where it is open to cyclists to ride the 1.2 mile Indy circuit. Normally we have a good turn out for this event and hopefully that will continue this year. Turn out in club kit and then just cycle round – in a GCC group, use it for training or as a social event. Kids, wives, partners also welcome. It is a sponsored event and forms can be downloaded from www.swanleyandnorthdownslions.org.uk or you can just pay the minimum donation of £10 per adult, £5 for under 14 on the night.

Saturday 26 November While we are on the **diary dates** please note **the Annual Dinner and Prize Presentation on Saturday 26 November** at the

3 July - Air Ambulance 100 cycle challenge. The first Air Ambulance sponsored event over 100km or 100miles around Surrey, Kent, West & East Sussex – minimum sponsorship is £150. Starting point is near Cranleigh in Surrey, registration fee £25. Details at veronicaw@kaat.org.uk

Andy Sangster received this email:

Dear GravesendCC,

My name is Brian Rapley and I am trying to raise awareness of the poor condition of the No1 cycle route alongside the TMC at Gravesend. I have spoken to Mr Alan Kew at Gravesham BC a couple of weeks ago but nothing has happened so today 18/04/11 I spoke to the Gravesend Messenger in the High St Gravesend and asked them to place an article about the cyclepath in the paper. They asked me if I knew of anyone who uses the cyclepath and who would speak to them. As a volunteer with the TMCA many people have said how bad it is and some that they no longer use it. I would be grateful if any of your members would be willing to contact the Gravesend Messenger and put their point of view. I hope this article will prompt Gravesham BC into having the pathway relaid before someone has an accident. Yours faithfully, Mr B.Rapley

Steve Hunter who rode the Kentish Killer sportif in February reports

I did the long route and felt it too!! I was officially entered, my number was 286 and finished in 5:37. Category (MVet) position 42; overall position 139. According to my GPS were the stats for the course were 1579m of climbing, 2920 calories burnt. I tried to embed the profile but it was beyond me.

This was a great start venue and an excellently marshalled course. There were one or two junctions that could have been dangerous but each had a marshal. The ground was slippery and some of the country roads were layered with gravel/shingle and the odd pot-hole. The climbs were relentless and the weather cold, damp and miserable. It took me 3 hours to thaw out; I expect the bloke who we saw at the start line in a tee-shirt and shorts froze on the first fast decent!

Time Trialling - GCC also received this email:

Dear Club Secretary. I have written a book about how to achieve your true potential in time-trialling, available exclusively from my website www.timetrialling.com. I firmly believe it will help to inject some excitement, enthusiasm, increased participation, enjoyment and fulfilment from the sport. If this injection is something that you feel might benefit your club, it would be hugely appreciated if you were able to include an image of the book and a link to my website, on your own website. <http://www.timetrialling.com/wp-content/uploads/2010/11/Official-Front-Cover.jpg> is a URL link to the front cover image, plus I have attached a jpg of same. Thanks in advance for your consideration. Best Regard Adam Topham 07887993563

Help wanted for Ride 24 at Goodwood Motor Circuit - 18-19 June

Helpers need to marshall, registration, and general support at this 24 hour non stop cycling relay. You will be provided with travel and fuel expenses, refreshments, chance to meet Chris Boardman. Ride 24 T shirt and free Zip-Vit energy box worth £10 including water bottles. Interested? Contact sarah@action.org.uk

ARCHIVE TRIVIA *by Roger Stevens*

Although the concept of variable gearing had been around almost as long as the bicycle, derailleur gears were first permitted in the Tour de France only in 1937. [Although they were being used in other events prior to this date]. Before that, the riders had a double-sided rear hub. At the foot of a climb you stopped, removed and reversed the wheel, re-mounted and continued.

In 1937, all riders rode a 'standard' machine - an ALCYON cycle fitted with 'Super-Champion' gears. Ratios were 47 x 15/16/17/18 = 85" to 70". Today, we would consider this just about adequate for an easy morning club-run - not gears to scale an Alpine pass !

Some while ago Roger Stevens sent in an article about saving Herne Hill velodrome. At the time I had enough material but as Herne Hill has been in the news recently here is his article, although events have since happily moved on.....

SAVE HERNE HILL VELODROME *from Roger Stevens*

Roger writes Herne Hill Velodrome is an invaluable, and unique, local asset. It is widely used by clubs in London & the South-East, and is a focus for training young riders. It provides an opportunity for any rider, complete novice or experienced, to develop their skills on the track.

For many years it has been under threat, and lacking in much needed investment. Meanwhile the 'wolves' [= property developers] look on hungrily.

A 'Save Herne Hill' campaign is attracting widespread support. Sports funding is available to renovate the site, if it has a 20+ year lease. But the Dulwich Estate is unable to grant a long lease without evidence of secure funding. CATCH-22 !!
Local residents, borough councils & M.P's together with the Dulwich Estate and British Cycling have all expressed support. Substantial donations have been pledged, but more is needed. Grass roots support is vital.

You can add your support by making a £10/year pledge [no money reqd. now].
Or pledge a one-off donation, of any amount.
Please support this - once this facility is lost, it is gone forever.

For details, visit www.savethevelodrome.com

Since Roger wrote that article Herne Hill has been rescued as you might have heard on the news. If not then British Cycling has stepped in and agreed a 15 year lease with The Dulwich Estate to take over the venue and work will begin in the summer to restore the velodrome. However although the venue has been saved funds are still needed to provide a whole host of other facilities – eg a pavilion. In March Save the Velodrome campaign published details of a feasibility study of a redevelopment of the venue which they hoped would secure the future of the track carried out with the help of the architects of the 2012 Velodrome. These plans provide for a tented pavilion including a café, gym and changing room on one side of the site with a family track passing between the two levels of the pavilion building while inside the track would be a children's cycle track and a bicycle polo area.

So to reiterate Roger's point additional funding is vital to provide the support facilities. Perhaps a donation then?



Photo sent in by Don.
Photo caption then?
Wiggins out to do the shopping?
'Go out and get some milk, Brad'.



A good aerial view of the new Cyclopark. The track layout is definitely discernible and development is continuing apace and currently on schedule.

FIRST AGAIN? *by Don Bardoe*

Over the last 25 years or so I have been the first or last photographer using black or white, colour and of late digital photos of our various versions of open and club events forced on us by the many changes to road lay-outs on the Isle of Grain and also on various versions of the open courses around Kent. I'm not discounting the splendid photos taken by Graeme Moir who uses a far less expensive camera than me, but I think I've at least taken the most photos on our ever changing club courses.

Hopefully latest version of the club ten, held on the last day of the 2010 season using the new R/B at Fenn Corner, was no exception but lets hope it's the last - and it would be very nice if someone arranged for the railway crossings, of which there are two, to remain open during our evening events!

Roger Stevens supplied me with a map of the Hoo Peninsular showing that late 50's club tens held on the Grain course must have had at least one rail crossing not recalled by Peter Chubb in an earlier edition of the club magazine. The rail line passed through Gravesend and Strood on the way out to a very different Allhallows back then, at that time a very basic camping site, now a sophisticated holiday camp.

Riding down to Allhallows with school chums both in my pre-teen and early teen years was considered quite an adventure. Our mothers sent us on our way with expertly made sandwiches and bottled water or Tizer, all packed in old army rucksacks on our backs, the same almost tearful mothers would be relieved when we got home while our fathers would tell them "Don't make fuss, it'll make a man of him, never did me any harm"

My photos show an ever changing range of riders that have joined our club then moved on to, in their minds at least, 'bigger and better things'. Many that showed great promise have ended up in clubs containing more active racing members, do not have a club spirit or even know each other, others have fallen by the wayside and no longer take part in any cycling in any form, we may be a small club but we are perfectly formed!

My photos show the astounding changes to a racing cycle that have taken place in the years I've been taking photos and the materials used, it's not really apparent until one places old photos next to photos or images taken recently, but one thing is certain cycling is no longer a cheap sport, if indeed it ever was!

Triathlon clubs have brought many more women into the sport but alas very few youngsters, male or female. So what is the future got in store for cycling? Well it should be brighter despite our ever crowded roads as far more cyclists of all ages are either taking rides in the country or riding cycles around our busy towns and cities.

In the media recently it stated that many middle aged men who have never ridden a bike or not ridden since they were a child are now buying top of the range models and lycra strips just as born again motor bikers are doing, lets hope we can attract some of them into a proper club.

New members enjoying themselves!



Photos courtesy of Don Bardoe



New members Luke, Steve and Mike Harrington enjoying themselves on the Grain 10 mile TT course. Steve did triathlons and liked the cycling aspect so has come to try other aspects of the sport with the Gravesend CC. Have Luke and Mike come willingly or did they have an arm twisted? We'll catch up with a little more Harrington history in the next Newsletter Steve undertakes photographic assignments and this strip advertises his business, Harrington Photography

Club Runs *by Keith Row*

27/2/11 – The Hills are Alive with the sound of tyres

Well I promised a route of twists & turns and ups & downs and, I don't think anybody was disappointed.

We set off from Cobham on one of our usual routes through the back lanes towards Wrotham. The first few miles are always hard, lots of long drags, but these were only a taster of hills yet to come. We made the top of Exedown then a rapid descent into Knatts Valley. On reaching Eynsford memorial, a sharp left turn and we hit the first of the real climbs. This is the one used by CC Bexley for their annual Hill Climb championship, so you can imagine it was a challenge. All over safely followed by more descents down to the Pilgrim's Way and then more upward drags and eventually reached Wrotham Village.

But no rest as we continued on the Pilgrim's Way to Trottiscliffe and then the real climbing started. A monster of a climb, at least 1 in 4 and from the bottom looks vertical. But we all reached the top and then it was all speed ahead back to Meopham where we all went out separate ways home.

It was a fine turn out this morning – an unbelievable nine! [Keith, Jason, Allan, Steve H, Phil, Kate and two riders out for the first time Peter, Alan and an old familiar face Neil out after an 18mth break, on a sparkling Giant of a bike]. I think all are better climbers now than they were a few hours ago! Promise the next ride will be on a flatter route – may be on my fixie next time!

13/2/11 - Perils of a Late Night

Suffering from lack of sleep this morning. Last night we were baby-sitting in Clapham until gone mid-night, then an hour's drive home. Slept through my alarm and only stumbled out of bed at the time I would normally have left. So a text message to Jason and arranged to meet nearer to Longfield. In the end only three of us out today – Jason, Alan & me. I think the forecasts for wet and stormy weather sweeping the country must have scarred a few away.

We headed off via Sutton At Hone and Swanley to Crockenhill. No major climbs, but plenty of drags and my lack of sleep really told. Lagging behind on every hill and it was quite a relief a few miles later when Alan was forced to stop to fix a puncture and we all had a rest, watching Alan wrestle with his tyres. Back on our bikes and along the Pilgrim's Way, admiring some of the palatial country houses in the distance. From Wrotham, we took the Meopham road back home. Just over 30 miles for me today, but with the cold, the drags and the puncture stops it was enough.

6/2/11 – The Gravesend Express.

Four out today – Jason, Dean, Alan and me. The winds were fierce, but the first few miles were through the narrow country lanes, sheltered by high hedges on both sides. We made rapid progress in spite of the long upward drags and soon we were through Borough Green and West Malling. Out through East Malling and eventually over the A20 and up through Eccles and then the Motorway Bridge and the final climb – our own Col D'Cobham. I made it just over 2 hours today, must be one of our quickest rides this year. But the ride home from Cobham to Longfield was straight into the headwind and it was strong. Glad to be at home now.

30/1/11 – Gravesend CC Reliability Trial

It was cold and a head wind as I rode up to meet the others at Cobham memorial. Jason, Steve H, Steve S, Alan & Phil. Some with sparkling cassettes and colour coded chains, putting my mud-

encrusted steed to shame. Will have to get the vim out when I get home. So on to Shorne Park to sign on. It seemed like everybody who owned a bike was there. Colin, Len my predecessor, Patrick, Kate, Mike, Paul C and soon to be a member – David. I think we can claim a record turnout with 13 GCC members out on their bikes today and there were a few noticeably absent today as well. The future looks bright.

The route took us out into the Grain peninsula right down to Allhallows. The roads were twisty and the winds always seemed against us. The group fragmented and the faster ones went ahead, but like the tortoise and the hare a couple of punctures slowed the speedsters down and we kept re-grouping. The expected tail wind home did not seem to materialise, or I may just have been tiring, but eventually got back to the Shorne Country Park, but only after the climb up Pear Tree Lane.

Outside the park, Ian the event organiser was waiting and handed out the certificates - 29 miles in 2 ¾ hours! And still another 10 miles home – no wonder I feel tired!

23/1/11 - CC Bexley Reliability Trial

The first of the season's reliability trials and instead of our normal meeting place, we assembled at the Horton Kirby CC pavilion to sign on for the event. There was Alan, Dean, Steve H, Phil, Jason and myself. Jason opted for the longer 100k route and was soon off, hoping to hang on to the wheels of some of the 1st Cat roadies taking part. The rest of us, much older & wiser decided on the shorter 50k route.

We were soon off and for a few miles the pace was quite gentle, but eventually a fast moving bunch caught and overtook us. The temptation to raise the pace and try and hang on was too great and before long we were rapidly speeding along. Along the Pilgrim's way, then down to Shipbourne for the half way check, then the climb past Ightham Mote and eventually back along the Pilgrim's Way, through Eynsford and eventually back to the HQ. It had been quite a hard ride and it was good to be back.

There was tea and cakes at the HQ, but for me, I headed off home. On my reckoning, the club would have scored 7 points. It won't put us on the podium, but a good target for next year!

16/1/11 - Mild Days

After a very cold December, at last we had some mild weather. Four today headed off on "Len's Route" (Jason, Paul, Allan and myself). The back roads were full of potholes and very muddy, but all taken in our stride. The pace was hot and we made good progress, down to Wrotham and West Malling. Then the long steady climb through Eccles and over the Motorway Bridge and finally up the last hill back to the memorial.

For some, it might have been a little tough, but with all the Reliability Trials ahead of us, we needed the workout.

9/1/11 – Pssssssssssssss – pop!

What a day - Four of us all eager to get off (Jason, Dean, Paul & myself) and before we even started, Paul's rear was flat. So a quick tyre change and off, but within 2 miles – "Pop", Paul's front tyre went with a bang. Eventually on our way to Tonbridge, but our bad luck struck once more – this time my rear went flat. Once repaired, we made Tonbridge in fine spirit and made a pit stop at Cyclops to buy some extra spare inner tubes. But they were not needed as we took on Exedown and through the back lanes to Longfield Hill.

I looked at my computer – just over 30 miles since leaving Cobham, but with all the stopping, well over 3 hours and by the time I got home just over 40 miles.

2/1/11 – Mystery Ride

After some severe weather, it was quite a treat to get out on the road bikes once more. Five made it to Cobham (Jason, Steve H, Allan, Patrick and myself), with news trickling through that one more (Paul) had punctured at Pepperhill. So we dropped the planned route and headed off to Nell's Café roundabout to join up with Paul. Must admit, I was feeling slightly uncomfortable. After preaching the virtues of a single fixed gear, today I was on my gears bike and Patrick & Paul were both on fixies, putting me to shame.

We tried to get back to the planned route and headed towards Wrotham, but the main road from Meopham had subsided and there was a police blockade stopping us. So a U-turn then into the twisty bumpy little lanes, dodging pot holes and 4X4's. Eventually we made it to the Pilgrim's Way and then onto Otford. Along the way we caught up with an old club mate from the Gemini (Ray Harrod). Hard to believe, but I remember a trip with Ray, to watch the "World's" at Leicester, back in 1970. Was it really 41 years ago?

By now, the Christmas inactivity was beginning to take its toll, so a right turn and straight back through Eynsford and Horton Kirby, back to Longfield and for me home.

A good start to the year

New and returning members at the 1st TT on Grain



Steve Hunter making a TT Appearance.



Peter Ashford finding out that tri-bar style would help



Paul Benson making his summer return after a winter of rugby. What happened to the time – trial bike of last season?

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	
April	3	19 th Rand C/T Anserienne	Oye Plage (C)	15/30/60/90km
		Rand de Printemps	Nordausque (StO)	15/40/80
	10	Rand de Quatres Saisons	Le Touquet	30/60/90
	17	Les Coteaux de la Hem	Zutkerque (C)	30/65/90/+MTB
May	1	Rand e la St Michel	Roquetoire (StO+)	15/30/50/70/+MTB
		Rand du Vent Tilleul	Dainville	30/65/95/+MTB
		Sur les traces de Napoleon	Le Portel (B)	50/90/150
	8	Rand des 2 Caps	St Martin Boulogne	50/80/120
	15	Rand de la Biche	Samer (B)	30/60/90
	22	Rand de la Baie St Jean	Wimereux (B)	30/70/100
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)	40/80/100
	21	11 th Rand La Croisetteoise	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 & Audomarois	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

(Fauquembergues-Desvres- Fauquembergues-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

May	2	Deal Tri Club	10	Q10/4	17.00
	3	Gravesend C.C.	10	Q10/24	19.00
	4	Wigmore C.C.	10	Q10/22	19.00
		Kent VTTA	10	Q10/38	10.00
		C.C. Bexley	10	Q10/26	19.15
		Thanet R.C.	10	Q10/31	19.00
		Ashford Whs.	10	Q10/38	19.00
	5	Catford C.C.	10	Q10/3	08.00
		San Fairy Ann C.C.	10	Q10/22	19.00
		Sydenham Whs.	10	Q10/18	19.00
	6	Rye and District Whs.	10	Q10/33	19.00
		V.C. Deal	10	Q10/42	18.30
	7	De Laune C.C.	15	Q15/20	08.30*
	10	Gravesend C.C.	10	Q10/24	19.00
	11	Wigmore C.C.	10	Q10/22	19.00
		C.C. Bexley	10	Q10/26	19.15
		Thanet R.C.	10	Q10/31	19.00
	12	7 Oaks Tri	9.5	QS/30	19.15
	13	Rye and District Whs.	10	Q10/33	19.00
		V.C. Deal	10	Q10/42	18.30
	17	Gravesend	10	Q10/24	19.00
	18	CC Bexley	10	Q10/26	19.30
	19	G S Avanti	10	Q10/26	19.30
	24	Gravesend	10	Q10/24	19.15
	25	CC Bexley	10	Q10/26	19.15
		Wigmore/SFA	10	Q10/22	19.00
	31	Gravesend	10	Q10/24	19.15
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

S E OPEN & ASSOCIATION EVENTS 2011

May	1	Kent C.A.10 (A)	Q10/22	07.30	£8
	8	Wigmore C.C. 25 (B)(ECCA BAR)	Q25/8	06.30	£7.50
	14	C.C. Bexley 10	Q10/22	07.30	£8
		Tricycle Association 10	Q10/22	07.30	£7
	15	VTTA (Kent) 30 (S/T)	Q30/2	06.30	£8/£16
	22	SFA. 50 Solo and Tands (B) (ECCA BAR)	Q50/11	06.00	£8/£16
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	2	14
Overshoes		M	1	12.50
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
		L	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