

# The West Surrey Cyclist



October óDecember 2011

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## **WELCOME TO OUR WORLD**

*Well that's the end of that for another year – Summer, that is. Although it's been a record-breaker only because of its coldness, there have been nice days mixed in and not that much actual rain.*

*One happy memory from this summer is of the warm Sunday morning when I spent an hour standing in the middle of a (mainly) traffic-free Staples Lane along with several hundred others, to watch the Surrey Classic cycle ride storm past at speeds most of us only dream about.*

*I read recently in the press that Surrey is shedding its 'gin and Jags' image and instead becoming known as the foremost county in England for cycling, with a reputation in particular for some of the best racing terrain in the country.*

*Meanwhile, commiserations and best wishes to Phil Hamilton, our magazine distributor, as he recovers from a pothole-induced fall in Suffolk. Even so, he has still managed to do most of the jobs that magazine distribution involves, apart from taking the magazines to the post box.*

## **CTC WEST SURREY 2011**

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## **WHAT WE ARE**

**CTC is the national organisation for all cyclists in the UK and Ireland. It has 70,000 members and affiliates and is the oldest and largest cycling body in the UK. It has a network of local groups of which the CTC West Surrey group is one. It campaigns for both road and offroad cyclists. Membership includes third-party insurance, legal claims advice, travel and technical guidance, on and offroad route information, and a bi-monthly national magazine.**

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**CTC website: [www.ctc.org.uk](http://www.ctc.org.uk)**

**CTC West Surrey group website: <http://ctcwestsurrey.org.uk/>**

**Group history website:**

**<http://homepage.ntlworld.com/chris.jeggo/wsdahist/histarch.html>**

## **DON'T JUST SIT THERE, WRITE SOMETHING!**

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# FROM THE PRESIDENT

**By Bill Thompson**

GREETINGS. When you are awheel how often do you get a response from a -Good Morningø to a passing cyclist? Sadly, I find, not that often. I have even not had a return from a fellow club member. Curiously I have had acknowledgements from Tony Doyle, ex-Professional World Pursuit Champion, who always greets fellow cyclists, and it seems that the more experienced riders are the friendliest. Joggers, fishermen and ramblers are not whereas horse riders seem the most polite.

Geoff Smith asked me which were my most memorable rides; well, I clearly remember riding for the first time without being held up by a parent or adult! But seriously, I think that one is my ride from home in Camberley to coffee in Windsor Great Park via Ascot Gate into the park, then through the wooded area, then the Deer Park and seeing the big herd who are around on a quiet Wednesday morning, the view of Windsor Castle and finally coffee.

I believe that all memorable rides must have good weather. For that reason, in Spain a ride from Gran Alacant at dawn down to the coast as the sun rises over the horizon with a magnificent view over Alicante harbour, then a coffee before getting back to breakfast takes some beating. For a memorable big ride the Cape Argus Event in South Africa along with 30,000 riders climbing Chapmanø Peak ranks high in my memory.

BUT what of the worst rides, strangely too many to remember?

*There's nothing to beat a really lovely ride, whether its loveliness is due to the company, the landscape or the weather or any other factor.*

*But it's strange, isn't it, the way really awful rides can become almost enjoyable memories? I've often found myself thinking, as I've struggled through the sort of ordeal that confirms to non-cyclists that you really are mad, 'This will make a good story'.*

*If you have any memorable rides that you'd like to tell us about, send your accounts to Claire Hooper: [claire\\_hooper2003@yahoo.co.uk](mailto:claire_hooper2003@yahoo.co.uk)*

## **LESLIE HOULTON**

We are sorry to announce the death of Les Houlton at the age of 88, following a long illness. Les joined the West Surrey DA in 1952. When the elected Runs Secretary resigned a short way into the 1990/91 DA year, Les helped considerably by standing in for the rest of the year. He took over as DA President from Harold Coleman in 2000.

A lifelong cyclist, Les never owned a car. He rode with the West Surrey DA until about 5 years ago, when he said he felt he was getting too slow and would spoil other people's rides. Even after that he still used his bike to get around Horsell, where he lived. In the words of Phil Hamilton, 'he was a perfect riding companion when we started with the club, circa 1980's, and very much the gentle man. He will be truly missed.'

## **MY TRIP FROM LANDS END TO JOHN O'GROATS**

**By John Morris**

Firstly, let me thank everyone who sponsored me for this trip. It has raised money for the 'Shooting Star' children's hospice in Hampton.

The route took us from Lands End along the North Cornish coast before turning inland to cross Bodmin Moor, then Dartmoor and into Somerset crossing the Somerset Levels and climbing Cheddar Gorge, then over the Quantock Hills towards the Avon and Severn Bridges and into Wales.

Heading almost due North, we then travelled through the border counties of Monmouthshire, Herefordshire and Shropshire, crossing into Wales on several occasions and passing over the River Severn once again near Shrewsbury, on into Cheshire and through heavily built up areas until we passed into Lancashire crossing open moor land before reaching Blackburn. Still heading North, we entered the Yorkshire Dales and on into Cumbria travelling up the Eden valley with the Lake district off to the left and the Pennines to the right, crossing into Scotland north of Carlisle.

Riding over the Southern uplands towards Glasgow we passed over the Tweedsmuir Hills and through the Clyde valley, negotiating the urban sprawl of Scotland's second major city using cycle paths almost all the way. Once clear of the city we continued heading north along the shores of Loch Lomond through Glen Fruin and over the mountains, via the aptly

named Rest and be thankful Pass, skirting Loch Fyne to the village of Inverary. From here we passed several Lochs on our way to Fort William, the Gateway to the Highlands. Leaving the town we had views of Ben Nevis before following the shoreline of Loch Ness, which nestles in the natural fault line of The Great Glen, then over the hills and down to Dornoch Firth. The final part of the route took us through the most remote and uninhabited part of the trip - around 40 miles of rolling hills with only the hamlet of Crask, which has one house and a pub, before descending to the coastal village of Tongue where we turned North Easterly and followed the coast to John O'Groats.

Without a shadow of doubt the highlight of the trip for me was the day before last, which took us from Evanton to Tongue via Crask and the remote wilderness of the Scottish highlands. Having had lunch at The Crask Inn we started the gentle ascent North under a grey and leaden sky; as we progressed so the northern sky started to clear until we were bathed in beautiful sunshine and the lochs changed from an uninviting grey to an azure blue. Cycling on my own at this point, I started to think how lucky and privileged I was to be in such beautiful surroundings and almost found myself apologising for the way mankind is systematically destroying this fantastic planet that we live on. I found it quite strange, the many thoughts that went through my mind during this hour or so of perfect peace and tranquillity and almost wished that these precious moments would last for ever, but all too soon my bike started to gain speed as I began the descent down to the small town of Tongue and the next night's accommodation. That hour or so was a truly magical and in some ways belittling experience

A few facts and figures :-

Total Cycling time: 93Hrs 48 Mins

Total Kcals Burned: 48,000 Approx

Total Distance: 1,064.4 Miles

Average Speed: 11.2 M.P.H.

Once again thanks to all of you who sponsored me, and many thanks to SurbitonCycles who did a great job prepping the bike, the result of which was that I had no mechanical issues and not even one puncture!

# SEALED-BID AUCTION OF CLUB SHIRTS

By Dane Maslen

THE remaining stock of club shirts is to be sold by a sealed-bid auction.

Several years ago the AGM authorised the advance purchase of a variety of club shirts. In the absence of any sales in the last year, the committee have decided to dispose of any remaining shirts by a sealed-bid auction after the AGM. The shirts are available for sale at the normal price (£24 for s/s, £28.50 for l/s) until the AGM. Any sold in that way will not be in the auction, so if you're desperate to have a club shirt, contact Peter Clint (details on page 2) as soon as possible.

The following basic summer airtex shirts are available:

Size 7 (chest 110-112cm), Short Zip, Short Sleeve (s/s)

Size 10 (chest 117-120cm), Short Zip, Long Sleeve (l/s)

Size 11 (chest 121-124cm), Short Zip, Short Sleeve (s/s)

Size 13 (chest 129-132cm) , Short Zip, Short Sleeve (s/s)

A sizing chart on the internet shows sizes 7, 10, 11, 13 as suitable for people 1.90m, 1.95m, 1.95m and 2.00m tall respectively and gives chest circumferences of the garment of about 107cm, 118cm, 122cm and 130cm respectively. Personally despite being only 1.75m I find size 8 suitable. Perhaps I like my cycle shirts more baggy than most people.

To bid for any of these items, please write your name and your bid(s) on a piece of paper (clearly stating which item each bid is for) and then

seal it in an envelope and give it to the Secretary, or

seal it in an envelope and post it to the Secretary (address on page 2) in a second envelope, or

put it in the box that will be provided at the AGM (this gives you the opportunity to discover what has not already been sold).

Bids will be opened after the AGM. Each shirt will go to the highest bid. There are currently two size 11 shirts: if both are still available after the AGM they will go to the two highest bids. To bid for both of them, make two bids. Do not make a single bid for both shirts!

# THE SEMAINE FEDERALE: EUROPE'S LARGEST CYCLE-FEST

By Paul Gillingham

THE idea of attending Europe's largest gathering of cycle-tourists, the annual *Semaine Federale* in France, came from Alan Holbrook, a veteran of ten *Semaines* and Barry Rolfe, a more recent convert. At coffee breaks on our weekly rides they frequently sang the praises of the *Semaine* and these are men not to shower praise lightly! So the challenge had to be taken up.

So, earlier this year, I found myself signing up online with cycling buddy John for the 73<sup>rd</sup> *Semaine Federale de International Cyclotourisme* to give it its proper title. Neither of us could make the whole week, so we aimed to be there for at least half of it. This year's event and it takes place in a different part of France every year was to be held in Flers, fifty-odd miles south of Caen in Lower Normandy.

We travelled overnight on the ferry from Portsmouth to Caen, had coffee and croissants in the first building evacuated by the Allies in 1944, Cafe Gondree on the Caen canal, and headed south for Flers. It was a tough ride in the heat and lugging camping gear over the hills of the *Suisse Normande*.

Exhausted, we arrived in Flers that evening and went straight to the campsite. It was in the grounds of a school, formerly a manor house, and the officials on the gate initially refused us entry, albeit politely. You need *l'enveloppe* they said and directed us to the Permanence about 400 yards away where we would be issued with the vital *enveloppe*.

The Permanence, or federal village, is the nerve centre of any *Semaine* and this one covered a large area just outside the town centre. Giant marquees, three sports halls, two football fields and other buildings housed exhibitions of the cycling regions of France, communal eating areas, bike shops, bike mechanics and offices. It was here that we were registered as they had all our details and we received the precious *enveloppe*.

The contents of *l'enveloppe* were the first indication of how well the whole operation was organised. Inside were plastic bike tags with the official title of the Flers *Semaine*, a card to fill out in case of medical assistance, meal vouchers for the breakfasts and dinners we'd signed up

for and high-gloss folders with detailed maps for the daily rides both on-road and off-road.

The maps alone were works of art. Colour-coded, they show the routes for each day with exact distances, elevations, a breakdown of all the minor roads to take and the attractions that can be seen on route. All the routes radiate out from Flers and can be extended as you wish. So, for example, you set off on the red route of 30 kms and can switch half-way to the blue route of 60 kms, the green route of 100 kms or the purple route of 150 kms. At a certain village or town where the routes converge there is the *Acceuil*, a central meeting point with food tents, craft and produce stalls highlighting the local area, and entertainment.

Armed with our *enveloppes* we were now warmly welcomed into the campsite. To accommodate the 13,000 cyclists taking part, there are five campsites, dormitories and home-stays. Our campsite was the one closest to the Permanence, the four others being quite a bit further out (a point to watch for future reference as you can't specify when booking online).

The personnel who ran the whole event, both at the Permanence, in the campsites and at the *Acceuils* were the *Benevoles* (volunteers) in their distinctive red t-shirts. There were 1500 of them, male and female, from the three departments of the region ó Lower Normandy, Calvados and La Manche - and they couldn't have been more helpful or efficient.

It was the *Benevoles* who organised and served up the evening meals in the great marquees at the Permanence. This in itself was a triumph of organisation, as they were catering for thousands. As you entered the marquee for dinner, you were guided to your seat along the great tables laid with tablecloths. The seats were packed close together, so you automatically got friendly with your neighbour. There was a bottle of wine for every four people and the courses ó four of them ó were served quickly and efficiently. Two accordionists wandered between the rows of tables serenading the diners with songs from the regions of France.

Breakfasts were self-service and were enough to keep hungry cyclists going for the whole day ó orange juice, cereal, yoghurt, croissants, bread, fruit, coffee, tea and hot chocolate.



**CTC West Surrey Cyclists**  
**ORGANIZED CYCLE RIDES**  
**and events open to all**



**October to December 2011**

West Surrey organize a variety of rides on Wednesdays and Sundays, to suit the ability and inclination of a wide range of riders. The schedules below give details, and an indication of distance and average speed of each ride. However, if you would like to know more, please simply 'phone the designated ride leader.

**Saturday 29<sup>th</sup> October – AGM**

10.30, Bird in Hand, Mayford Green. Your attendance would be very welcome, and is encouraged by free tea and coffee; see elsewhere in magazine for full details.

**Sunday 1<sup>st</sup> January 2012 – Seale Craft Centre**

Traditional festive gathering of riders from all groups, from 10.30 onwards; now West Surrey's largest social event of the year. See Rides List for departure points for groups or go there direct.

**General note for riders** – please see <http://tinyurl.com/pou6zp> re riding in a group; ride leaders should additionally see <http://tinyurl.com/r2unug> for guide to leading a group.

**Evergreens** – gentle cycle ride from Woking's Brewery road car park, start 11.00, along Basingstoke canal tow path to Pirbright for lunch at the Cricketers ó **Thursdays 6 Oct, 3 Nov and 1 Dec**. No restrictions on age or how you arrive at the pub (bike, car, on foot, train, bus or taxi) the aim is to have a convivial get together with kindred spirits.

**WOKING SUNDAY RIDES for Easy Riders and Intermediates**

Morning rides with mid-morning coffee stops. Meet 9.15 outside Boots in Commercial Way, Woking. Leaders: Rico Signore (01483-822240) and Paul Harris (01932-353695).

<b>Designated Coffee Stops</b>			
<b>Oct</b>		<b>Nov</b>	
02	Notcutts GC, Cranleigh	06	Polesden Lacy
09	Windsor Farm Shop	13	Watts Gallery
16	Farncombe Boat House	20	Windsor Farm Shop
23	Museum of Rural Life, Tilford Reeds	27	Seale Craft Centre
30	Poppy's Tea Room, Badshot Lea		
<b>Dec</b>		<b>Sun 1 Jan 2012</b>	
04	Mytchett Canal Centre	<b>Seale Craft Centre</b>	
11	Bocketts Farm	<b>New Years Celebration</b>	
18	Frensham Garden Centre	(and collection in aid of	
26	Savill Garden	Farnham Hospice)	

**SUNDAY RIDES – all day Intermediates**

9.15 start, all day at a pace normally between 11 and 13 mph. Designated direction for the ride, coffee and lunch stops decided on the day. Main contact/organisers ó David Wood/Angela Byrne (01276-451169), e-mail [wsintermediates@hotmail.co.uk](mailto:wsintermediates@hotmail.co.uk) For updates and extra rides see: <http://westsurreyintermediates.webs.com>

Date	Start	Leader	Remarks
<b>Oct</b>			
16	10.00 Micheldever Station	Chris Jeggo	Test Valley
23	9.15 Ash Station	Bob McLeod	Greyscott/Hindhead and beyond
<b>Nov</b>			
27	9.15 Boots Woking (186/005587	Derek Tanner	Abinger Hammer and beyond
<b>Dec</b>			
25	Christmas Day, so no ride		
<b>Jan 1</b>	New Year's Day, 10.30 Seale Craft Centre		

**SUNDAY RIDERS**

All day for the more energetic ó 60 to 90 miles at a steady pace of over 14 mph

Leader: Clive Richardson (01428-724390 or 07811-563234) All rides start at 9.00 unless otherwise stated

Date	Start	Coffee	Lunch
<b>Oct</b>			
2	Farnham Sports Centre	Conkers Hatch GC	Departure lounge café A339
9	Guildford Station	Horsham (café in the Park)	Wiston Tea Room nr Ashington
16	Guildford Spectrum Sports Centre one day sale of cycle spares & accessories, open 10.30. Lunch to be decided on the day		
23	Elstead Green	Midhurst (Tea Pot tea room)	RSPB WigginHolt nr Pulborough
30	Guildford Station	Old Mill café Wisborough Green (A272)	Farm shop nr Newdigate
<b>Nov</b>			
7	Farnham Sports Centre	Café at West Meon	Rake GC
13	Godalming Station	Kirdford Shop tea room	West Dean gdns nr Singleton
20	Farnham Sports Centre	Poppins café Petersfield	Departure lounge café A339
27	Elstead Green	Lasham aerodrome	Frensham GC, The Reeds
<b>Dec</b>			
4	Godalming Station	Petworth	Notcutts GC Cranleigh
11	Farnham Sports Centre	Café, corner of Stn Road New Alresford	Redfields GC Church Crookham
18	Guildford Station start <b>10.00</b>		The Haven PH
25	Christmas Day ó no led ride		
<b>Jan 1</b>	Meet 10.30ish Seale Craft Centre for New Year's Rendezvous		

### FARNHAM WAYFARERS SUNDAY RIDES – for Easy Riders

Approximately 15 to 20 miles at a pace of around 8 mph. All ages and families welcome. Rides take place on the 3<sup>rd</sup> Sunday of each month, and all start from The Maltings, Farnham (186/841465) at 9.30, with a coffee stop later in the morning. Leader: Basia Pietrusiewicz (01252-324357)

16<sup>th</sup> October

20<sup>th</sup> November

18<sup>th</sup> December

### FARNHAM WAYFARERS SUNDAY RIDES

Approximately 40 miles at a pace of around 10 mph. Rides take place on the 2<sup>nd</sup> Sunday of each month, and all start from The Maltings, Farnham (186/841465) at 9.30, with a stop for a pub lunch. Co-ordinator Liz Palethorpe (01252-792187), leaders as stated.

9<sup>th</sup> October - Mark Heal

13<sup>th</sup> November ó Derek Tanner

11<sup>th</sup> December ó TBA

### FARNHAM WAYFARERS MIDWEEK RIDES

Approximately 40 to 45 miles at a pace of 10 to 12 mph. Rides take place on the first Wednesday of each month, and all start from The Maltings, Farnham (186/841465) at 9.30, with a stop for a pub lunch. Leader - Liz Palethorpe (01252-792187)

5<sup>th</sup> October Coffee - Lasham Gliding Club      2<sup>nd</sup> November Coffee - Grayshott Potteries  
7<sup>th</sup> December Coffee - Hedaley Park Hotel

### GUILDFORD AND GODALMING WAYFARERS – Sunday Rides

Half day rides (unless otherwise stated) at a pace of 10 to 12 mph; any ride can be extended to a lunch stop, decided on an ad hoc basis on the day. All rides leave promptly at 9.30  
Group Leader : Peter Fennemore (01483-300689)

Date	Start	Coffee
<b>Oct</b>		
2	Guildford Library (186/998446)	Notcutt's Garden Centre, Cranleigh
16	Godalming, Waverley BC Car Park (186/971440)	Rural Life Centre, Tilford
30	Godalming, Waverley BC Car Park	Coffee: Fair Oaks Airport, Chobham Lunch: Savill Garden, Windsor GP
<b>Nov</b>		
6	Guildford Library	Costa Coffee, Cobham
20	Godalming, Waverley BC Car Park	David & Betty's place (Somewhere over the rainbow í ..?)
<b>Dec</b>		
4	Guildford Library	Coffee: Squires GC, West Horsley Lunch: King William IV, West Horsley ó Pre-Christmas Lunch
18	Godalming, Waverley BC Car Park	The Green Room, Chiddingfold
<b>Jan 1</b>	Godalming, Waverley BC Car Park	Seale Craft Centre ó meet other groups

## WOKING MIDWEEK WAYFARERS

All day rides every Wednesday, with a designated mid-morning coffee break and a lunch stop decided on the day. Rides cater for a variety of levels, as indicated by the second column in the table below. **Paragon Pub** is for those members who like to socialize but may not want a long ride.

**Leaders:** Rico Signore (01483-822240), John Murdoch (01276-856712)

Barbara Cheatham (01483-760974), Paul Harris (01932-353695)

**E** = Easy Riders, **I** = Intermediates, **TA** = train (car) assisted ride, **L** = Longer Distance

<b>October 2011</b>				<b>Paragon Pub</b>
5	IE	Meet: Coffee:	09.45 Chobham War Memorial (186/974618) Savill Garden <b>AGM Midweek Wayfarers</b> (10 mins)	The Royal Marine, Lyne
12 or or	TA IEL IE	Meet: Meet: Coffee: Meet: Coffee:	09.30 dep. Woking Station, arr 10.02 Bentley <b>09.15</b> Pirbright Green (186/946558) Sleaford Country Market 09.45 Pirbright Green (186/946558) Poppyø Tea Room, Badshot Lea	The Red Lion Chobham
19	IE	Meet: Coffee:	09.45 Ripley Post Office (187/052568) Polesden Lacy	The Anchor Pyrford Lock
26 or or	TA IEL IE	Meet: Meet: Coffee: Meet: Coffee:	09.49 dep. Woking Station, arr 10.13 Winchfield <b>09.15</b> Pirbright Green (186/946558) The George, Odiham 09.45 Pirbright Green (186/946558) Badshot Lea Garden Centre	The Swan Ash Vale
<b>November 2011</b>				
2	IE	Meet: Coffee:	09.45 Mayford Green (186/996562) Seale Craft Centre	Cider House Shackleford
9	IEL	Meet: Coffee:	09.45 Send New Inn (187/017561) Café at Abinger Hammer	Percy Arms Chilworth
16	IE	Meet: Coffee:	09.45 Ripley Post Office (187/052568) Bocketts Farm	Windsor Castle Little Bookham
23	IE	Meet: Coffee:	09.45 Mayford Green (186/996562) Farncombe Boat House	The Good Intent Puttenham
30 or or	IE IEL IE	Meet: Meet: Coffee: Meet: Coffee:	09.43 dep Woking Station, 10.07 arr Milford <b>09.30</b> Mayford Green (186/996562) Secretts Garden Centre, Milford 09.45 Mayford Green (186/996562) Seale Craft Centre	The Cricketers Pirbright
<b>December 2011</b>				
7	IE	Meet: Coffee:	09.45 Chobham War Memorial (186/974618) Savill Garden	Rose & Crown Thorpe Green
14	IE	Meet: Coffee:	09.45 Mayford Green (186/996562) Watts Gallery	Cider House Shackleford
21	IE	Meet: Coffee:	09.45 Send New Inn (187/017561) Newlands Corner	Saddlers Arms Send Marsh
28	IE	Meet: Coffee:	09.45 Mayford Green (186/996562) Badshot Lea Garden Centre	The Sun Windlesham
<b>All train times approximate, please check with SWTrains</b>				

The first four days of the Semaine were hot and sunny, but by the Wednesday it turned to rain and stayed that way for the rest of the week. The storms put a dampener on the rides, but not on the enthusiasm of the riders.

You would think that with 13,000 cyclists the roads would be jammed, but this was not the case at all. Riders set off, as they wished, at any time from 6am to mid-day so you were never aware of a great crowd. At most you would be in a peloton, but for long stretches there no cyclists in sight. The D-roads were largely car-free and at tricky junctions there were arrowed stickers on the road, but these were often washed away in the rain, which made navigation tricky even with the maps. There were special road signs advising drivers to beware of cyclists and blue SF warning signs when approaching a steep hill or sharp bend. Main roads were often closed where they coincided with the cycle routes.

Outside farms and in many villages there were old bikes festooned with flowers, paper streamers and sheaves of wheat, often with a guy in full cycling kit sitting astride them. Some villages had created bikes as big as a house and in one garden there was a flower-bedecked mountain bike which had sprouted metal wings.

On the route maps there were lists of special attractions. On one ride, in the pouring rain, I stopped at a village forge to see the blacksmith making nails and, further on, a workshop where an old craftsman was creating sabots from lumps of wood. At Domfront a medieval fair transformed the hilltop town into the Middle Ages; amazingly, though, the stunning Byzantine church atop the hill was made of ferro-concrete in 1926-7, though the fact that it was propped up by huge wooden supports didn't say much for 20<sup>th</sup> century materials or builders.

On the last night there was a final banquet for thousands in the restaurant marquees. Apart from the usual wine and the superb four-courses there was white wine for starters and a serving of strong calvados with sorbet. The two accordionists whipped up more enthusiasm and there was lots of arm-linking and swaying bonhomie. Cyclists are by nature individualists, but the banquet brought a sense of celebratory solidarity to what had been a superb week of riding.

The final Sunday morning saw the Grand Parade snake through the suburbs and city centre of Flers. The sun came out and as the 13,000

cyclists processed through the town in front of big crowds, there was a sense of mutual admiration, the townspeople clapping and shouting *—Merci, Merciø* to us and we in turn waving and shouting back *—Merci a vous, Flers!ø* Each cycling club was dressed in the style of their region, wearing local costume and sporting exotic headgear. The riders of one club carried ladders and wore the black smocks and blackened faces of chimney sweeps, another group were dressed as bumble-bees, another as cows. One club cycled past smoking pipes, proud of a region where pipe-making had been a staple industry.

The *Semaine Federale* had been four years in the making, as it has been every year since 1927 bar the War, and the result is an event of impeccable efficiency. This, and the way the bike is celebrated both in the villages and towns, the courtesy shown by drivers and the magnificent send-off from the city in the Grand Parade, leave you with the feeling that the bicycle is truly appreciated in France. Cyclists, far from being seen as odd eccentrics as they sometimes are in the UK, appear to be venerated for a hobby that really does seem to hold a key to the good life!

## **ROUNDUP OF THE SUMMER RIDES**

The Summer rides appear every year in the list of Dates for your Diary, but I suspect many of us never know how they turned out. Here is a selection of reports, not in chronological order, on this summer's events from the people who organised and participated.

### **THE STONEHENGE 200K, DANEBURY 150K AND ELSTEAD 100 ON MAY 15<sup>TH</sup>**

**By Nick Davison**

#### **Numbers**

**Elstead 100:** 34 finished;

**Danebury 150:** 19 finished;

**Stonehenge 200:** 13 finished

**Weather:** It was pretty good by all accounts with rather a cold wind, especially over the Wiltshire Downs.

**Routes:** We still have a small number of glitches to iron out. Apologies go to those on the Danebury ride, where we should have clarified an instruction to follow the signposts to Longstockø with a left turn. My apologies over the locked toilets at the control in Whitchurch, I have spoken with the toilets manager of the District Council, who will ensure that they will be open next year, assuming that they are still there!

**Next Year:** We are considering adding a shorter route of about 70K for those of you new to audax.

Editor's Note: Extra jollity was added at Alresford, where a festival was taking place. The main streets were closed to traffic but full of stalls and people. It's not often that you have to negotiate a road full of Morris dancers to get out of town.

**Deadline for next issue: December 1<sup>st</sup>. Get your cycling stories in to the editor now: [claire\\_hooper2003@yahoo.co.uk](mailto:claire_hooper2003@yahoo.co.uk)**

# SUMMER NAVIGATOR – 19<sup>th</sup> June 2011 RESULTS

By Arthur Twiggs

Ten people turned up for this ride in spite of mistakes with the date and location of the start point. I have had no complaints so assume that everyone who wanted to ride found the right place on the right day. The rain stayed off and everyone managed to get back within the four hours ó almost! ; And some took it more seriously than others. In hindsight it was quite an ambitious course to complete in the time limit and this will be borne in mind if I do it again.

Name	Member group	time	points	penalties	total	
Mike Batchelor	West London	< 4 hrs.	510	-	510	1.
Peter Scoular	Worcester & Malvern	< 4 hrs.	460	-	460	2.
Mark Beauchamp	North Hampshire	4:02	430	4	426	3.
Roger Philo	West Surrey	< 4 hrs.	400	-	400	4=
Rico Signore	West Surrey	< 4 hrs.	400	-	400	4=
Sue Thorne	West Surrey	< 4 hrs.	380	-	380	5=
Tim Sollesse	West London	< 4 hrs.	380	-	380	5=
Clive Richardson	West Surrey	< 4 hrs.	380	-	380	5=
Mark Heal	West Surrey	< 4 hrs.	380	-	380	5=
Keith Chesterton	West Surrey	< 4 hrs.	310	-	310	6.

# RIDING AROUND

By roving reporter Geoff Smith

THIS year's 100 miles ride (July 17<sup>th</sup>) was a bit special, importantly because there was an official leader. It was not compulsory to ride under Clive Richardson's direction but all nine other hundred milers did join him, and that made the route aspect of the ride very smooth going indeed.

Not that this was true of the actual riding; rough was not the half of it. Pleasant, dry starting conditions soon gave way to torrential rain, huge dollops of it intermittently throughout what turned out to be a very long day. Because, dollops of rain in rarely maintained country lanes means punctures. Between us we sustained six punctures and some riders became so paranoiac about them that they talked guardedly of the P word in case the wrath of the inner-tube god was further incurred.

But punctures ó yes, I had one ó also meant enforced stops. Add on a late lunch and other refreshment and on-and-off clothing delays and we were out for nearly 11 hours. Phew, you might think, but for me, at least, it wasn't. To my surprise I was not that tired at the end; there must be something in taking lots of rest stops after all.

Like everyone, I was mightily pleased that I chose to do the ride despite what turned out to be a completely accurate bad weather forecast. As well as not feeling tired, I was and remain buoyed by the thought that it won't be as wet and mucky again for several years, will it?

IN A technical conversation on the day, one rider asked another: "How do you find those tyres?" He replied: "I just look down and there they are."

HERE's a question for you: When is it time to ditch an old helmet and buy a new one? Obviously I'm talking about an accident-free period. I read in a cycling mag it should be every five years, but there was no explanation offered.

# **TOUR OF THE HILLS**

## **From Don Gray**

There were 130 entries for the ride. Nearly everyone entered online, the first year it has been possible to do this, with only 18 postal entrants and 22 entering on the day. Most of those who entered on the day were the fast riders, suggesting that they use the weather forecast to decide which event to do.

Thanks are due to everyone who helped, particularly the caterers (Pauline, Christine, Sue, Lynnette and Marion). Their efforts before, during and after the event earned hearty thanks and positive comments from many riders.

And another first ó this year we have pictures of the event, thanks to David and Libia Jupe. As well as marshalling they managed to take photos which can be seen at

<http://www.facebook.com/#!/pages/Tour-of-the-Hills/216712681676092>

Please take the time to go and look at them. If this site gets enough visits it will be kept open

Finally, Don emphasises that this event could not have taken place without the enthusiastic help of the marshals out on the course. There were lots of comments from participants about the friendly atmosphere.

## **THE 50-MILE RIDE (April 10<sup>th</sup>)**

### **By Roger Philo**

There's not much I can say about the 50 mile ride on April 10. We had 10 starters from Pyrford and 4 from Farncombe, which is down from last year. I dropped the roadside control in Kirdford in favour of using the cafe in the Kirdford village shop and this seemed to work well, so I'll do the same next year. Thanks go to Dane and Phil for running the Pyrford start. I had a request at the finish for a 35 mile route next year and I will probably arrange one. Unfortunately, it's not possible to have a 35 mile route from Pyrford, via Kirdford to Holmbury St Mary, so it will start at Farncombe. A draft route sheet is attached.

## LOW-FAT CHRISTMAS PUDDING (Serves 10)

### From Rosemary Conley's Low Fat Cookbook

Christmas is coming! This recipe is delicious and fat-free.

3 oz currants	zest of ½ lemon
3 oz sultanas	zest of ½ orange
3 oz raisins	stout to mix
Stout to mix (about 4 tbsp)	4 oz grated apple
3 oz glace cherries, chopped	4 oz grated carrot
3 oz flour	1 tbsp lemon juice
1 tsp mixed spice	2 eggs
1 tsp cinnamon	4 tbsp skimmed milk
2 oz fresh breadcrumbs	2 tbsp black treacle
2 oz dark brown sugar	4 tbsp brandy for serving

1. Put the cherries, flour, spices, breadcrumbs, sugar into a mixing bowl.
2. Mix in the orange and lemon zest, grated apple and carrot and the lemon juice.
3. Add the dried fruit.
4. Beat the eggs and milk together with the black treacle and add to the mixture, stirring well.
5. Add enough stout to make the mixture a moist consistency.
6. Place the mixture in a greased 2-pint basin.

**To microwave:** Cover with a plate and microwave on High for 5 minutes.

**To steam:** Cover with foil or cloth and steam gently for 3 hours (this makes a moister pudding). Or steam in a pressure-cooker, following the manufacturer's instructions.

**To reheat:** pierce several times with a fork, pour over brandy and steam for 1-2 hours.

# THE SURREY CYCLE CLASSIC

By Claire Hooper

PERSONALLY, I think this name is a bit misleading since it's the first (and may be the only) time this event has been run. But you never know, maybe it will become a classic.

After weeks of advance notice of road closures, the weather on August 14<sup>th</sup> was good. I had studied the route and decided that Staples Lane would be steep enough to slow the race a bit and not too busy for spectating. From Newlands Corner a steady stream of pedestrians and cyclists were all heading along the Drovers' road towards Staples Lane and Combe Lane. I parked the bike downhill from the finishing line for one of the intermediate sprints, where the crowds were already 2 deep in places.

Then everyone waited, standing around in the middle of the road gossiping, for the race to head our way. For forty minutes all we saw was a steady procession of police motorbikes (23 in total). Occasionally one of them, or an official car, would stop and tell us to behave and stay off the road, then roar off and we'd all resume our positions. Comparisons were made with the Tour de France, along the lines of, 'When will the souvenir vans come past?' or 'I bet someone will run up the road with the bikes!' or 'Where's the man in the mankini?' or 'Oh look, there are horses to gallop up the field when the race goes past!' (and they did).

The party atmosphere prevailed until a final official motorcyclist warned us to keep off the road as the race passed 'because they'll fill it'. And then the race was there ó well, the breakaway four, anyway ó passing so quickly you'd have thought the road was flat.

Another 5 minutes and several official cars later, the peloton could be seen roaring up the hill, so quick it was hard to take them in, so close that those of us with toes on the tarmac had to step back into the hedges. They were too tightly packed to take in the details of jerseys, bikes or faces ó just an impression of gleaming machines and effortless cycling. A few seconds later, it seemed, all there was to see were the team cars and one last, dogged cyclist not having a good day. And that was that. By 10.30 we spectators were drifting away, some cycling up the hill trying to make it look as easy as the last lot of cyclists had, the rest of us gleefully swooping down. As someone remarked, it was even too early for a coffee stop.

## YOU KNOW YOU'RE ADDICTED TO CYCLING IF....

You hear someone had a crash and your first question is "How's the bike?"

You have stopped even trying to explain to your other half why you need more than one bike...you just go buy another one and figure it will all work out in the divorce settlement.

You buy your crutches instead of renting.

You see nothing wrong with discussing the connection between hydration and urine colour.

You find your Shimano touring shoes to be more comfortable and stylish than your new trainers.

You refuse to buy a settee because that patch of wall space is taken up by the bike.

You have more money invested in your bike clothes than in the rest of your combined wardrobe.

Biker chick means black lycra, not leather, and a Pinarello, not a Harley.

"Four cheeseburgers and four large French Fries" is for you.

You see a fit, tanned, Lycra-clad young thing ride by, and the first thing you check out is his or her bicycle.

You empathise with the roadkill.

Despite all that winter weight you put on, you'll take off weight by buying titanium components.

You use wax on your chain, but not on your legs (girls).  
You use wax on your chain, AND on your legs (boys).

## **CTC West Surrey Group Annual General Meeting**

Our AGM will be at 10.30am on Saturday 29th October at The Bird in Hand, Mayford Green, Woking. There will be free tea and coffee before the meeting (if you want to avail yourself of this, please arrive early so that the meeting can start on time!). We hope that as many members as possible will come to the AGM and then stay for a pub lunch, choosing from the pub's standard menu, afterwards.

Motions for consideration at the AGM must be submitted to the secretary at least two weeks in advance, as should nominations - using the form on the back page of this magazine - for chairman, secretary, treasurer and rides' secretary (all ex-officio members of the committee), other committee members and auditor. Nominations for the honorary posts of president and vice-presidents can be made either in advance or at the meeting.

The current secretary is stepping down and is deliberately refraining from pressganging a replacement, so nominations for this post are particularly important. In practice this probably requires someone to volunteer to be nominated, preferably not leaving it until the AGM to do so.

In addition to the election of officials and the consideration of formal motions the AGM gives members the opportunity to make and discuss suggestions, e.g. about our publications, our social, rides' and events' programmes, and how to attract younger participants. Bring along some good ideas!



## **DATES FOR YOUR DIARY**

**OCTOBER 29th:** AGM, Bird in Hand, Mayford Green.  
Coffee at 10am, lunch to follow.

**New Year's Day at Seale Craft Centre** from 10.30 onwards.  
Leave from Mayford Green 9.45 or Godalming at 9.30.

**Remember – all proceeds go to Farnham Hospice, so eat lots of cake!**

**January 1<sup>st</sup>, 2012:** New Year's Celebration, Seale Craft Centre. All proceeds to Farnham Hospice.

**To find details of most of these events go to:**

<http://www.westsurreyctda.org.uk/> and click on DA Events.

**For the other events, use the links shown above.**



"Isn't it nice to see children cycling to school?"

**Deadline for next issue December 1<sup>st</sup>. Get your cycling stories in to the editor now: [claire\\_hooper2003@yahoo.co.uk](mailto:claire_hooper2003@yahoo.co.uk)**

