

# The Veteran Leaguer



The official newsletter of the League of Veteran Racing Cyclists

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18886 words

## **Objective of the LVRC**

The provision of a programme of competitive and social cycling events for male and female members of 40 years of age and over

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WE'D LIKE TO go to press like national newspapers do, sticking to within a second of the deadline, and screaming 'Hold the front page!' But instead, being human (Yes! we admit it!) and fallible, we do what we can to stick to the *intended* (note that word) publication dates printed at the foot of the next column. But voluntary workers are more affected than most by changing circumstances, and we're usually doing well if we get within a week. The last issue was to have come out on 2nd July, but production took longer than anticipated. The completed Summer issue was collected from the printer's on 23rd July and delivered to regional distributors the following day. Apologies for the delay. After that, delivery to members is down to their regional distributor, so if you're unhappy, take it up with them – but don't forget they're volunteers too. The unwritten rule is: if you think you can do it better, volunteer yourself.

There's a message here for organisers, too: if you want to advertise an event here, make your plans early and advise us as far as possible before the event, don't wait until a week before the deadline – or, as happens, a week after. **If possible, aim at the issue before.**

If you're in doubt about dates, especially of international events, contact the International Racing Sec, the Chairman, or even, as a last resort, the Editor.

Thanks for the results, the stories, the regional news, and especially the photos. Editors can never, never have too much material. In fact there's been so much that, even with 24 pages, we've had to curtail the results and hold over several pieces to later issues. Held-over results will appear in the December issue – late, but there.

It's probable that there will be a proposal at the AGM for a 1-mile grass track championship to be held in Birmingham on a date in June. Think about it, and be prepared to vote at the AGM.

**We welcome all contributions from anyone – letters, comments, results, articles, reports, pictures, even abuse as long as it's in the best possible taste. We'd rather have your stuff handwritten than not at all, but if you can type it or supply it on computer disk we're even happier. Word, .rtf, or ASCII are all fine. Deadline for next issue: 10th December 2001**

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### Additional events

#### Manchester Velodrome Track Training - Winter 2001/2

1. Saturday 3 November 2001 – 3pm to 6pm
2. Saturday 8 December 2001 – 3pm to 6pm
3. Saturday 5 January 2002 – 3pm to 6pm
4. Sunday 27 January 2002 – 9am to 12 Noon

Suitable for all levels of experience, including novices. Enter early – they were heavily over-subscribed last year. Entry fee for each session is £6. Hire bikes £11 per session, £8 for over 60s. State size on entry form and pay on arrival). Use a standard LVRC entry form and send (with SAE) to: Dave Watson, 207 Manchester Road, Greenfield, Oldham. OL3 7HX. Tel: **01457 837113**

### Track Racing for Vets: Manchester Velodrome

**Saturdays 1st and 22nd December, starting 3 pm**  
**Details from Alan Edmondson, 0113-258-7194**

#### *Not in Handbook. Twickenham CC to promote Chobham Road Races, LVRC Rules*

**Saturdays 6th & 13th October 2001**

Entry & details: Paul Gresham, 1 Heath Gardens, Twickenham, Middlesex TW1 4LY **Telephone: 020-8892-1267**

### Chris Knight

On Friday 14th September cycle sport lost one of its most prolific and popular organisers when Chris Knight died of cancer after a long illness. Information from John Bethell on 01625-427273. Donations to Cancer Research. More in our next issue.

#### Deadlines & intended publication dates of future issues

Issue	Deadline	Publication
4/2001 Winter	10 December	3 Jan 2002
1/2002 Spring	9 March	2 April
2/2002 Summer	15 June	6 July
3/2001 Autumn	31 August	27 September

#### Cover Picture

*In a tight finish at Harworth on 1st July Keith Jones takes the A Category Championship from Neil Martin and Nick Giles.*

# Chairman's View: Time for Change?

Having had a forced season away from competition I've had time to observe and think about the way ahead. I am sure it's true to say that the needs of our members are quite different from those that existed when Percy Stallard set the format for our racing 15 years ago.

Certainly in the 10 years that I have been involved, the level of fitness required for a competitive standard in over 50s racing is far higher, and the range of ability has grown. This may be true of the younger age groups but I have no experience of this and those with real competitive aspirations can still compete in BCF events.

It now seems to me that we've got hung up on the fixed age groups set in our rules and it is time to consider groupings based more on ability than age. We need to change the mindset at both ends of the standards of ability in our existing age groups. It just cannot be good for racing if the same coterie of riders win the prizes week in and week out, while those who cannot compete get stuffed every week. Is it now time to insist that both ends of the ability range compete in the age group which best suit their capabilities? Dave Orford organised races on this basis for years.

WAOD in Belgium have no fixed grouping for riders over 56 years of age. Competitors are allocated to the group best suited to their ability, so it's not unusual to find 'juniors' in races for those of advanced age, but you can be sure they would not be there if they were capable of winning prizes in their own age group.

Do we need a rule change to bring this about? We certainly need something to encourage approx 60% of our membership who do not compete on a regular basis. Think about it for the AGM. Perhaps the elite riders could give an example by entering for the race category which gives them real competition. Dave Nie took the lead on this in the mid 90s – it's now time for more to follow.

At the 2000 AGM, it was agreed that we would seek advice on changing the status of our organisation so that we have limited liability. A firm proposal to achieve this will be placed before the AGM.

If you are interested in the future of the LVRC, have ideas or criticism of the way things are organised or progressing, please take the time to attend the AGM and make your views known.

## Point of View

*Tom McCall*

**THE SUBJECT OF** race tactics and protocols seems to have come up time and again recently, and in spite of advancing years, it seems that passions run just as high as they always did. It's a funny old game road racing, and, apart from the usual mutual understanding about not putting our sport, or others, at risk, there are no real rules of conduct in a race. However, if you were to listen to some after-race post mortems, you would get the impression that it was quite the opposite, and that it was a punishable crime not to follow the 'rules'.

Ah, you might say – what rules – yes, what rules indeed! Let me give you a hypothetical example. A breakaway group has developed in a race, and several riders are clear of the bunch in what looks like the winning move. Two riders are stronger than the others, one of these has a better finish than the other (we'll call him Eddy), and of the rest, there will be a gradation from strongest to weakest. As the move consolidates, all of the riders are taking their turn in the line, but Eddy has already 'taken charge', shouting at the others to increase their work-rate. Soon, the strong rider without the finish (we'll call him Jacques) attacks the break on a climb, and the group is in disarray as the top man closes him down. However, one member of the break is dropped in this skirmish. This has already had an effect on the remaining members of the break, but Eddy is in no mood to suffer shirkers, and he again shouts at everyone to start going through and off once more, paying personal attention to two at the back who are missing turns. This process of attack and counter-attack happens again and again. Eddy is on top of all this, but his verbal continues on anyone he considers is not pulling his weight. However, in the late stages of the race, Eddy gets away on his

own and wins, and Jacques is frustrated to be beaten in the sprint by another rider who he considers 'has not done enough' in the race. There is plenty said in the aftermath – Eddy is still upset about non-workers in spite of the fact that he won the race, and Jacques is too, as he got beaten by a rider he considers is not as good as he is.

But let's analyse this. I think everyone's concept of the perfect race is to get in the break, be able to contribute to the work-load, and get a result at the finish. But it just doesn't happen like that. A rider may get into the break, and after that, he may be over-reaching himself, and have to sit in – even for part of the time. He may genuinely be riding at the limit of his capabilities, or he may be a better rider on an off day. Either way, it doesn't give anyone the right to verbally harass that person if they are doing their best, and if that person gets to the finish in a position to get a result, and they may have suffered in the process, there is no rule on earth that says they cannot go for it. Conversely, there may be a crafty rider in the break with a sprint, who is purposely saving himself for the finish. There is still nothing in the rules to prevent this, and it serves no purpose to shout at them. A smart solution is to find a way to break their game-plan – even if it means colluding with others. I have a message for all the Eddies and Jacques out there. Everyone in the LVRC pays their £5 and rides in the best way they can. If you are strong enough to deal with most situations, shut up and just get on with it, and if you are one of those stronger riders who apparently suffers injustices from others, still shut up and devise a better game-plan. We are all fortunate to still be able to take part in our great sport, but some of us should stay in the real world and calm down.

Percy Stallard dies at 92

# Percy, without whom...

**Percy Stallard, the man with the unchallengeable right to be called the Father of British Road Racing, died on 14th August, aged 92. On 7th June 1942 Stallard made history by promoting the first open road race in Britain, over the 60 miles from Llangollen to Wolverhampton.**

Born in 1909, Percy Thornley Stallard was encouraged into cycling by his older brother Dennis. At 17 he rode his first event, a 25, in which he did 1.16.59 – hardly remarkable for the future champion, but Percy always argued that it was encouraging for other beginners. By 1933 he was international class, 12th in the World Road Championship in France. 7th in 1934, he was selected again in 1935 (12th), and in 1937. In 1938 he fell out with his first club, the Wolverhampton Wheelers, and founded the Wolverhampton Racing Club. In 1939 he won the National Championship and was again selected for the World's. The war which prevented this cham-

pionship would be Stallard's opportunity.

From their first appearance in the mid-19th Century cyclists were persecuted by the police, and in 1894 road racing was banned. British cycle sport's governing bodies, the National Cyclists' Union and the RTTC, colluded to keep it banned, and for nearly 50 years only time-trials and closed-circuit races in parks and on airfields were run.

Stallard's experiences abroad had fired him with enthusiasm for racing on the open road as it was enjoyed all over the rest of Europe. He badgered the NCU ceaselessly. Euro-sceptics to a man, they ignored him. Only if 'suitable circuits' could be found would 'massed-start' racing be permitted, they told him.

Stallard was not the kind of man simply to shut up and go away. In wartime Britain petrol rationing had emptied the roads. He saw that there would never be a better chance of getting road racing started in this country, and in 1942 this likeable, uncompromising,

pig-headed, prickly, determined man organised the Llangollen to Wolverhampton road race. Even before it took place the Union had suspended him *sine die*, but he hardly noticed: he was absorbed in his race, fixing up motor-cycle marshals, a press car, changing accommodation, prizes, a schedule.

It was an enormous and unqualified success. There were 29 starters, and large crowds at start and finish, where Albert Price beat Cecil Anslow. The start had been made.

Other races followed, the NCU suspended riders

and clubs, and in November 1942 Stallard was a founder member of the British League of Racing Cyclist, and its Event Organiser.

Never a man to suffer fools gladly, Percy was bold enough to criticise several League promoters, and in October 1943 was thrown out by a Special General Meeting called for that sole purpose. The League's second AGM in December let him back in – a BLRC without Percy Stallard was unthinkable, then. But this lamentable episode was to set a pattern: throughout its life the BLRC wasted much of its strength injuring itself instead of consolidating its gains. Meanwhile the NCU were driven to put on their own events on the open road, or face oblivion: another indirect triumph for Stallard.

The League went from strength to strength, putting on a full programme of single-day and stage races. In 1944 Percy won the National Amateur Road Championship – then sent out a letter to all League members outlining his vision of the future, and announcing his retirement from racing. From now on he would concentrate on management and organisation. He was also the League's International Racing Secretary. Then in 1948 he turned Independent, formed his own team, Ajax Pools, and won the Butlin's Nottingham-Skegness, his last classic victory.

In 1949 he took a BLRC team to the Tour of Poland, and Geoff Clark won two stages. In 1951 he organised the 265-mile London-Holyhead single-day race, solely for professionals and Independents. In 1952 came his greatest triumph as manager, when he took a BLRC team to the Warsaw-Berlin-Prague. Ian Steel won, and Great Britain took the team trophy, now in the keeping of Vic Sedgeley. Later that year he took four of the same team to the Tour of Mexico: Bev Wood got 3rd, and so did the team.

In 1953 the UCI agreed to recognise the BLRC (temporarily). This, Percy always argued, was the beginning of the end. The League would accept compromise, lose its purity. Amalgamation of NCU and BLRC into the BCF wouldn't come until 1959, but it was

pic here

already in the air, and the revolutionary leader would never find it easy to sit down with the establishment. At the 1954 AGM he was not re-elected, and when the BCF was born Stallard was ignored.

Percy was bitter and hurt: he saw it as a betrayal, a selling down the river. He loathed the new organisation, which was in his view nothing but the NCU under a new name; but he wanted to be in there, helping, doing things. It was up to the BCF to come to him – they knew his credentials, his achievements, his great successes. But they never came. Percy drifted away and took up hill-walking, which he greatly enjoyed.

In the 1980s the formation of The League International as an alternative to BCF racing drew him back to the sport, and he promoted for it enthusiastically (if it was anti-BCF then there must be something right about it), outwitting the BCF in their attempts (just

like the old NCU) to stop races taking place. In 1985 he found himself in disagreement with TLI's policies, and withdrew.

In 1986, with Eddie Cook, he set about creating the LVRC for older riders who still wanted a bit of competition. It acquired 147 members in its first year. But Percy wanted personally to make the rules, his relationship with the new body was always difficult, and in 1988 he quit, predicting the LVRC's destruction through compromise. In 1993 membership reached 1000. Seven years later it was over 2000.

He remained a determined rebel to the end. In 1988 the BCF offered him their Gold Badge of Honour – with the OBE to follow if he accepted. Percy refused contemptuously: 'It was not because of what I did but to keep my mouth shut because the LVRC was proving so successful ... they wouldn't wait for 46 years to give it you if it meant anything ... I call it a Badge of

Dishonour.'

He lived out his days in Aethelred Court retirement home in Wolverhampton, a man who would rather die on his feet than live on his knees. In 1994 he wrote to *The Veteran Leaguer*: 'The strongest time of any new body is at the time of its inception when every member is an enthusiast for the cause.' Percy could never accept the accommodations, the compromises, that, it seems, inevitably have to be made as the new body grows. Better to abandon the corrupted body and grow a new one from scratch.

His funeral on 21st August saw a turn-out of great riders, including Geoff Clark, who Percy considered the best BLRC rider ever. Three past LVRC Chairman, Bob Maitland, Harry Hall and Vic Sedgely were also there.

***Percy Stallard, racing cyclist, enthusiast for the cause, born 19th July 1909, died 13th August 2001.***

## Regional News

### Region 1

Throughout the season a number of events were postponed owing to foot and mouth, but run later on other circuits. By the time you read this the AGM will have taken place on 13th September, when, we hope, a guest speaker will be chosen for the Social at Scorton on 1st November. The Circuit of the Fells

will be on 10th October, Caton car park at 10 a.m., details from Harry Benson on 01524-791604.



**Annual Jazz Night**, Thursday 7th February at the Priory, with Harry Colledge and his Band.

**Clubruns**: first Tuesday of each month at the Priory Cafe, Scorton, 10 a.m.

**Meetings**: first Thursday of each month at the Priory, 7.30 p.m. **Harry Benson**

### Region 4

A party of twelve South Manchester Vets all completed L'Etape again in horrible weather. Fellow age-group racer Bill Smith from Bolton tells me he and a colleague also completed it within the time limit, proving that

they've got what it takes, riding up to 10 hours over some of the highest Pyrenean cols in cold wet conditions. Winter runs in the Peak District will seem like a walk in the park in future.

The Woodbank Trophy again attracted many of the LVRC hardmen. The Under 55s was dominated by Nick Yarworth (who took home the Trophy) and Bill Belcher who eventually finished 2½ mins up on former top roadman Russell Harrington (riding his first race for many years). In the over 55s Tony Woodcock and Ray Minovi gave youngsters Les West and Trev Horton some pain but Les got the better of Tony on the finishing hill and won for the second year running.

Good news for Bob Murray, organiser of the popular Cheshire Challenge Race: a surprise wedding anniversary gift from his children – a trip to Las Vegas. Bad news for the Region was that the race had to be cancelled as, despite appeals, a replacement organiser couldn't be found.

As you're probably aware, the World Track Masters Champs (8-13 Oct) will be again be at the Velodrome from 8 – 13 October, so try to get along and support the many LVRC members who will be competing. **Nev Ashman**

### Region 5

The season closed with the Alford Road Race on August 26<sup>th</sup>, followed by the Regional AGM, well supported, with 19 members attending.

Our thanks to Treasurer, John Flear for a professional set of accounts showing a healthy profit for the year, due mainly to rider support for our races – an average of over 100 competitors per event, even excluding the 275 riders for the Tom Simpson Memorial at Harworth on July 1<sup>st</sup>. All Region 5 organisers will receive an automatic £30 payment, subject to annual review, in order to assist with the running of each event. They and the principal Regional Officials will also be given free LVRC membership, as a token of appreciation from the Region. Colin Abdy stands down this year as Event Co-Ordinator and Secretary: the meeting expressed grateful thanks. Colin's probable successor, to be approached shortly, will hopefully continue with his good work. Phil Etches takes over as Regional Correspondent from Yours Truly, who was thanked by the meeting for the Reports during the last 3 years. John Elliott is to draw up a trial points system for awarding prizes on a regional basis over the next year.

Grateful thanks too to Shirley Sutton,

a willing marshal and helper from Region 2 who has supported several of our races throughout 2001.

Finally, a reminder that Membership Application forms for 2002 together with £6 should be sent to Jenny Downing, our Registrar, properly completed and with a stamped addressed envelope for your new race licence in good time for next year. **Rod Forster**

## Region 6

Even with four events lost through foot and mouth, there were 11 days of racing in the Region. We aim to promote on the same scale next year. Our thanks go to all the region's promoters and helpers, many of whom aren't even LVRC members. But in order to ensure future racing in the region it would help greatly if every member in the region could commit himself/herself to helping with at least one event next season. With over 150 members it should be possible – promoters can never get too much help!

A message appeared on the front of the Leaguer a few years ago: 'A terrible thing happens if you don't promote ... nothing.' Let's ensure that our promoters get all the help they can next season. Get in touch with them then the Handbook comes out; or if you're flexible over dates, contact me or one of the region's officials and we'll direct you to an event most in need of

assistance. Have a good break.

**Colin Dooley**

## Region 9 news

Despite early foot and mouth restrictions, racing in Region 9 has now got back to normal with organisers reporting good entries and good racing.

The mid-week races at Hillingdon organised by Doug Collins and Trevor Smith have been well supported again this year. Eastway organiser Norman Bright reports that about 35 riders raced most evenings and 45 supported the series on the last night.

The Ciclos Uno Winter training rides at Eastway will start again in October and continue until March. Normal start time will be 10 am apart from the Cyclo-cross priority days on 18<sup>th</sup> November and 30<sup>th</sup> Dec.

There *may* be two additional late season events at Chobham on 6<sup>th</sup> and 13<sup>th</sup> October. Details from Paul Gresham, Twickenham CC, on **0208-8921267**.

A reminder from Fred Little to race organisers: **please start planning for 2001** – our list of events needs to be ready for the national calendar by the end of November. **John Scott**

## Region 11

Rising veteran star 'Black Boab' Wilson completed his rags-to-riches story when he won the Region 11 Criterium

Championship at Glengarnock, claiming the £12 prize when he crossed the line a clear six seconds ahead of Dave Cochran and David Lang.

'This is fantastic! I am a brilliant competitive racing cyclist!' said the quiet-spoken Black Boab. 'My ability came into question when Ivor (The Engine) Reid signed on, but I tamed him in this 25-mile criterium.'

Two weeks earlier Paul Stubbs, Cycle Force 2000, gave a sharp lesson to the Jocks when he thrashed the field to win the Gateside/Barrmill 2-day stage race, beating our intrepid hero by 1.52. Billy Warnock, Falkirk, took first place in his 50-59 group. Jack Wright, Middridge, took the 60-69 race from Ian Grant, Burnside. The Over-70s was won by big Arthur Devenish by 12 seconds from Jim Reid. For years jolly Jim thought he was a cycling failure, but then he took a course in positive thinking: now he's positive he's a failure. Joe Linden, who hurt his neck in the first three miles, is actually recovered. In all, a great event. The support from the English members was much appreciated. Remember – it's never too late to have a happy childhood.

The AGM will be held (hopefully) in the Johnstone Wheelers clubroom, Johnstone, Sunday 7th October. Details from Chairman Kenny McDonald on **01505-337131**. **George Stewart**

## Obituary

As we go to press we learn of the tragic death of Brian Hawkridge in a collision with a motor vehicle while taking part in a time-trial in Essex on 9th September. Brian was 66, and was the reigning World Masters Sprint Champion in his age group, a title which he won on more than one occasion, and was often a medallist in LVRC Championships.

Brian was, from his teens, a lifelong cyclist and member of the Woolwich CC. An England international in the 1950s, he won several national team pursuit championships on the track. 'He was a tough competitor and never gave an inch in the races,' says Dennis Tarr, 'but off the bike a really nice guy, a great enthusiast for the sport, and a competitor in all disciplines. He will be greatly missed.'

Brian leaves a wife and three sons.

## Thames Velo Dinner

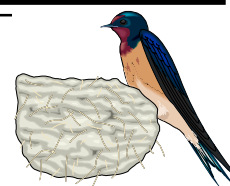
14th December, Guido's Restaurant, 1 South Road, Amersham on the Hill, Bucks. HP6 5LX. £24 per head plus your drinks. Speaker: **Alan Rushton**. To hear one of the most interesting men in Cycling, book now. There's a limit of 80 so first come first served. John Percy, 23 Highway Road, Maidenhead, Berks., SL6 5AE **Tel: 01628 417516**

## Thinking of migrating south for the winter?

or just taking a holiday? Come and join the **San Miguel International Cycling Club**, mainly retired Brits, but also other nationalities. The Club, 4 miles inland from Torrevieja Alicante, leaves every Tuesday and Thursday at 10 a.m. from the square in San Miguel de Salinas for 50 – 60 miles of good pace riding in beautiful Spanish countryside. Plenty of opportunities to race locally throughout the winter and see the Tour of Murcia. Brilliant climate – it rained on only four days in six months last winter. Somewhere to stay? Bring your caravan. Two great sites are open all year at very reasonable long-stay rates. Plenty to do for the non-cyclist – local clubs for walking, tennis, skiing, bowls, bridge, line dancing and coarse fishing.

### Information from:

Sue & Barry Hester, Camping Florantilles, Apdo de Correos 1, Centra San Miguel de Salinas, Torrevieja, 03193 Centra San Miguel de Salinas, Alicante, Spain. **Tel: 0034 620 33 64 57**



## Altitude training, blood doping, and EPO

# Thicker than water

Ray Minovi

### Altitude training

**TRAINING AT ALTITUDE** is far from being an exact science. Individual responses vary widely, and it is very difficult to judge the right interval between training and competition. Several visits to altitude are usually required. *Indeed, many scientists doubt whether training at altitude confers any benefit when the athlete returns to sea level.* For one thing, because of the reduction in oxygen at altitude, the athlete cannot train as hard as he can at sea level, and may actually de-train slightly. Several studies show a *poorer* sea level performance after altitude training. 2000 metres is considered to be the lowest altitude at which a 'hypoxic effect' (adaptation due to low oxygen) will occur.

Another difficulty is that the exact measurement of haematocrit (the ratio of red cells to blood volume) is made more complex because altitude reduces the volume of fluid in the blood. The *proportion* of solid matter (99% of which is red cells) in the blood therefore increases, even though the *actual amount* may remain the same. The haematocrit returns to its normal level quite soon after returning to sea-level. This is not the case with EPO, where the effects continue for some months.

Recent opinion, therefore, is that the athlete should *train* at sea-level, where he can train hardest, and then *recover* (e.g. sleep) at altitude, where his body will be stimulated to produce additional red blood cells. There is no longer any need actually to go up to 2000 metres from sea-level every night, because you can sleep in a de-pressurised (hypobaric) tent which is supposed to have the same effect. These can be bought for around £3000, about the price of a high-quality racing bike. Once again, however, working out optimum schedules is a matter of trial and error, usually over quite a long period. Michael Boogerd used a tent for the first time on the 1999 Tour de France, and the team thought it worsened his performance.

The difference between altitude training and injection of EPO lies in the word 'training': you still have to get out there on the road and, in Lance Armstrong's phrase, 'bust your ass for six hours'. All training confers an advantage on the trainee, and we can all do it. To ban *altitude* training as unethical means you would have to ban *all* training as unethical. The purpose of injecting performance-enhancing drugs is to achieve improvement while artificially accelerating, or by-passing, the normal response to training.

### Blood doping

With blood doping there is no need to go to altitude. Around 900 ml of the athlete's own blood is removed. Smaller quantities don't work. Normally-stored blood 'goes off' in three weeks, and that's not long enough for the athlete to replace the missing blood. That takes around six weeks, so it has to be frozen. After six weeks the stored blood is thawed, rinsed, mixed with saline, and re-injected.

Don't try this at home. Since the athlete has naturally replaced the drawn-off blood, he now gets a lot of extra red cells. There is no question that the method works. 10,000 metre runners showed improvements of *over one minute in their times*, a huge gain.

Donors have also been used in blood doping, though there are risks of error in matching donations. As with all invasive methods there are risks of contamination and infection. However, no test can detect the use of blood doping.

### EPO

Erythropoietin is a naturally-produced hormone that stimulates the production of red blood cells in the bone marrow. Synthetic EPO ('recombinant EPO', or rEPO) was isolated and purified from human urine in 1977. Intended purely for medical use, on patients who couldn't produce enough of their own EPO or who were anaemic, it was commercially available by 1985, and soon in the hands of the quacks who 'look after' cyclists, and who had no idea of its dangers. Combined with steroids EPO is even more powerful. In the late 80s and early 90s the deaths of eighteen young Belgian and Dutch elite riders were attributed to the abuse of EPO. Later a number of Scandinavian orienteers, all in their twenties, died in similar circumstances. There have been no such incidents in recent years, most likely because the doctors have learned how to use it more safely, by lowering the dose and by thinning the blood through hyperhydration, with glycerol, aspirin, heparin and so on. EPO increases maximal oxygen uptake by 6% – 8%.

### Haematocrit and the UCI's 50%

The whole question of haematocrit is surrounded by a mass of misinformation. In a study carried out at South Bank University in 1999, 22 trained subjects were found to have an average haematocrit of 41.7%. Training increases the fluid component of the blood by a litre or more, so that a trained athlete will tend to have a *lower* proportion of red blood cells than will a sedentary person. Very few people have a natural haematocrit above 46%, and altitude training has been found to raise it by no more than 3% (in Norwegian skiers). It can safely be assumed, therefore, that anyone with a level of 50% or more has achieved it by artificial means. Many people assume that since the UCI introduced its 50% level, riders do not raise their haematocrits above that. This is not the case. *That is merely the level below which they must test* and it is why the riders carry their own centrifuges to measure their levels. It has been shown that an athlete can perform at 55%, for instance, and with an hour and half's warning, get his haematocrit down to under 50 by hyperhydration. The UCI's professed aim of protecting the riders' health has, once again, been circumvented by those who are, apparently, willing to ruin their health in order to 'win'. 🚴

# Results

June — August 2001

## National Road Race Championships: Harworth, 1st July

**THE NATIONAL ROAD** Championships at Harworth showed clearly that the circuit, described by someone as 'flat' was perfect for a championship – not so hard that only mountain goats would be left in after a lap, but tough enough to guarantee a deserving winner rather than a wheel-sucker. It also proved that vets are happy with longer races, especially in the Over-60s.

Right from the gun Bob Richards, Nene Valley, rode up the road to a 25-second lead. Daunted by the prospect of 60 hot miles the bunch pattered behind. But on Lap 2 splinter groups clipped off to form a break that looked so promising that the bunch stirred and chased vigorously. As the front made contact, so Ray Minovi, Ben Thomas and Jack Watson clipped off again. Through the finish Tony Woodcock got across with a tremendous effort and the break was set, still with 48 miles to go. They picked up Richards, who hung on, and settled to a four-up, quickly gaining 2 minutes. With the lead nearing three minutes, a chasing group formed of Mick Ives, Nev Ashman, Jack Wright, Ken Haddon and George Bennett. They worked well, and with a lap to go they were at 1.10. But it was too late: the leaders didn't waste time finessing. With 50 metres to go Woodcock seemed to have it won, but Jack Watson surged by in the last 30 metres to take it by a length, with Minovi third and the chasers at 50 seconds.

In the F Category Roger Smith, in some of the best form of his life, took his courage in both hands, attacked at the start, and time-trialled for six laps to hold off a spirited last-lap chase.

Organisation of the day-long races was impeccable: thanks and congratulations to Jenny Downing and her team.

### RESULTS

**A** - 1. Keith Jones, 60m in 2.26.49; 2. Neil Martin; 3. Nick Giles; 4. Mick Williams; 5. Roy Francis; 6. Simon Day; 7. G.Watts; 8. M.Denton; 9. I. Banbury; 10. J.Patterson, all st.

**B** - 1. Vinny Smith, 60m in 2.28.23; 2. Brian Davison; 3. Trevor Cameron; 4. Phil Galloway; 5. Garnet Smith; 6. Stuart Hall, all st.

**C** - 1. Graham Moore, 60m in 2.32.49; 2. Bob Rouse; 3. Barrie Mitchell; 4. Ian Murray; 5. Ken Downing; 6. Terry Devine all st.

**D** - 1. Jeff Evans, 60m in 2.30.15; 2. John Tingle @ 20 sec; 3. Rob Stones@ 1.20; 4. John Blacker@1.40; 5. Mick Holmes@ 1.56; 6. Trevor Horton; 7 Pete Matthews; 8. Richard Abbott; 9. B.Garnett.

**E** - 1. Jack Watson, 60m in 2.43.15; 2. Tony Woodcock; 3. Ray Minovi all st; 4. Ben Thomas@ 5 sec; 5. Bob Richards@ 20 sec; 6. Jack Wright@ 50 sec; 7. Ken Haddon; 8. Mick Ives, st.

**F** - 1. Roger Smith, 42m in 1.58.10; 2. Bryn Davies @ 2.10; 3. Ron Day; 4. Brian Hawkridge; 5. Bryan Bliss; 6. Danny Morgan; 7. D.Smith; 8. J.Warren; 9. A.Russell; 10. B.Lee; 11. A.Edmondson; 12. T.Law.

**G** - 1. Pete Sandy, 36m in 1.30.12; 2. Sid Wilson, st; 3. Derek Smith @ 5.20.

*Bob Richards working hard during his early solo break in the E Cat race*

*The medallists in the G Cat event, L to R: Syd Wilson, Peter Sandy and Derek Smith*

Highgate Circuit Races – Eastway – 3rd June

**Race 1 D/E/F**

**1. K.Haddon;** 2. D.Smith; 3. R.Taub; 4. G.Macnamee; 5. E.Martin; 6. J.Duckworth.  
*Most Aggressive Rider* - B. Dacey  
D - 1. K. Haddon; 2. D. Smith; 3. R. Taub  
E - 1. R.Crayford; 2. D. Friend; 3. F. Little  
F - 1. R.Day; 2. M. Brushett; 3. A. Russell

**Race 2. A/B/C**

**1. N.Yarworth;** 2. P.Chapman; 3. D.Wright; 4. D.Griffiths; 5. J.Baird; 6. M.Docker.  
*Most Aggressive Rider* - P. Chapman  
A - 1. N.Yarworth; 2. J. Baird; 3. M. Docker  
B - 1. P.Chapman; 2. D. Wright; 3. D. Wright  
C - 1. D.Griffiths; 2. C. McSweeney; 3. S. May

Leeds Premier – Follifoot – 3rd June

**A** - 1. D. Stevens; 2. W. Belcher; 3. P. Wakefield  
**B** - 1. Garnet Smith; 2. V. Smith; 3. K. Heslop  
**C** - 1. Ian Murray; 2. B. Mitchell; 3. D. Manham  
**D** - 1. Mick Holmes; 2. T. Horton; 3. J. Evans  
**E** - 1. Mick Ives; 2. J. Watson; 3. B. Burns  
**F** - 1. Bryan Bliss; 2. D. Smith; 3. J. Dowell  
**G** - 1. Syd Wilson

Ray Levers Trophy – West Melton – 10th June

**Race 1 A/B**

**1. David Stevens** (A), 2. Mervyn Sperry (B), 3. Paul Wakefield (A), 4. Vinnie Smith (B), 5. S.Davies (B), 6. M.Denton (A), 7. B.Davison (B), 8. K.Middleton (A), 9. G.Brown (A), 10. P.Stubbs (A),  
**A** - 1. D. Stevens; 2. P. Wakefield; 3. M. Denton  
**B** - 1. Mervyn Sperry; 2. V. Smith; 3. S.Davies

**Race 2 C/D**

**1. Stewart Ackroyd** (D), 2. Dave Hargreaves(C);3.J.Blackler(D); 4. A.Swimby (C); 5. B.Sunter(D); 6. B.Garnett(D), 7. A.Hitchcock(D); 8. D.Maughan (C); 9. J.Clark (C); 10. P.Halliwell (C).  
**C** - 1.D.Hargreaves **D** 1.Stewart Ackroyd  
2. A.Swimby 2. John Blackler  
3. D. Maughan 3. Brian Sunter

**Race 3 E/F**

**1. Mick Ives** (E); 2. Jack Watson (E); 3. Ben Thomas (E); 4. I.Grant (E); 5. H.McGuire (E); 6. I.Moore (E); 7. P.Clarke (E); 8. K.Haddon (E); 9. B.Bliss (F); 10. J.Wright (E),  
E - 1. Mick Ives; 2. J. Watson; 3. B. Thomas  
F - 1. B.Bliss; 2. D. Smith; 3. P. Riley

Millbury's RR – Winchester – 10th June

**Race 1 A/B**

**1. Derek Kilgallon** (A); 2. Richard Collier (B); 3. David le Breton (A); 4. P. Lipscombe (B), 5. B. Cabot (A); 6. M. Fitzgerald (A);  
**A** - 1. D. Kilgallon; 2. D. le Breton; 3. B. Cabot  
**B** - 1. R. Collier; 2.P.Lipscombe;3. M. McManus

**Race 2 C/D**

1. John Williams(C); 2. Alan Dawson(C); 3. Dave Pitman(C); 4. Richard Abbott(D); 5. Dick Naylor(C); 6. Roger Barnes(D).  
C - 1. John Williams; 2. A. Dawson; 3. D. Pitman  
D - 1. R. Abbott; 2. R. Barnes; 3. E. Martin

**Race 3 E/F/G**

1. Roly Crayford(E); 2. Pete Sandy(G); 3. Arnold Russell(F); 4. T. Law(F); 5. P. Gresham(E); 6. B. Staples(F).

E - 1. R. Crayford; 2. P. Gresham; 3. J. Harwood  
F - 1. A. Russell; 2. T. Law; 3. B. Staples  
G - 1. Pete Sandy

North Bucks RR – Astwood – 10th June

**Race 1 A/B/C**

**1. Paul Freeman** (A); 2. Bob Thomson (B); 3. J. Quill (B); 4. D. Wright (B); 5. P. Galloway (B); 6. B. Mitchell (C).  
A - 1. Paul Freeman; 2. P.Taylor; 3. V. Davis  
B - 1. Bob Thomson; 2. J. Quill; 3. D. Wright  
C - 1. Barrie Mitchell; 2. S. Phillips; 3. D. Parry

**Race 2 D/E/F**

**1. Dave Bengfer**(D); 2. Bob Richards(D); 3. Norman Ferguson(D); 4. D. Friend(E); 5. Dave Gretton(D); 6.B. Rains (D).  
D - 1. D. Bengfer; 2. B. Richards; 3. N. Ferguson  
E - 1. Dave Friend 2. E. King; 3. Fred Little  
F - 1. Mike Brushett 2. Keith Gelder

Ad Hoc Fun Day – Preston Arena – 13th June

**Event 1 D/E/F/G**

**D** 1. Pete Matthews; **E** 1. Brian Ellis; **F** 1. Derek Faulkner; **G** 1. Derek Smith

**Event 2 A/B/C**

**A** 1. Bob Pye; **B** 1. Geoff Wood; **C** 1. D. Jones

**Event 3 Devil D/E/F/G**

1. Brian Ellis, 2. Jeff Barber, 3. Fred Smith.

**Event 4 Devil A/B/C**

1. Bob Pye; 2. G. Payne; 3. D. Hargreaves.

Medway Velo Vet Holk – Tenterden – 17 June

**Race 1 A/B/C**

**1. Graham Geddes** (C); 2. Patrick Schils (A); 3. Malcolm Whitehead (B); 4. M. McCalla(B); 5. G.Sims (A); 6. D. Naylor (C); 7. I.Ferrell (A); 8. C. Bateman (A); 9. S.Watson (B); 10. T. Bennett (A).  
**A** - 1. P. Schils 2. G.Sims 3. I.Ferrell  
**B** - 1. M.Whitehead; 2.M.McCalla; 3. C. Bateman  
**C** - 1. G. Geddes; 2. R. Naylor; 3. K.Dolman

**Race 2 D/E/F**

**1. Eric Martin** (D), 2. Barry Packman(D), 3. Tom McCall(D), 4. Roly Crayford(E); 5. B. Bulmer(E), 6. A. Ordidge (D), 7. Dave Smith(D), 8. R. Taub(D); 9. P.Gresham(E), 10. A. Russell(E),  
**D** 1. Eric Martin; 2. B. Packman; 3. T. McCall  
**E** - 1. Roly Crayford; 2. B. Bulmer; 3. P.Gresham  
**F** - 1. M. Brushett; 2. B. Staples; 3. J. Norris  
**1st lady** - Julie Baker

Saignton Road Races, 8 July 2001

**Race 1**

**1. Keith Jones**, 56m in 2. 18. 00; 2. Trevor Cameron; 3. Gordon Smith; 4. R. Pye; 5. B. Pearson; 6. S. Williams; 7. W. Belcher, all st; 8. M. Bethell at 1min; 9. G. Wallace; 10. J. Williams  
A 1. K. Jones; 2. R. Pye; 3. B. Pearson  
B. 1. T. Cameron; 2. G. Smith; 3. S. Williams

**Race 2**

**1. Pete Matthews**, 49m in 2.02.00; 2. John Tingle at 5s; 3. Peter Kay; 4. G. Helme at 15s; 5. P. Maxwell; 6. J. Standley; 7. T. Horton; 8. A. Swimby; 9. J. Williams; 10. P. Bayton  
C 1. P. Kay; 2. G. Helme; 3. J. Standley  
D. 1. P. Matthews; 2. J. Tingle; 3. P. Maxwell

**Race 3**

**1. Mick Ives**, 42m in 1.51.00; 2. Ian Moore; 3. Brian Ellis; 4. Cl. Walmsley; 5. D. Falkner; 6.A. Whitworth; 7. G. Edwards; 8. P. Keeley; 9. I. Grant; 10. N. Ashman.

E 1. M. Ives; 2. I. Moore; 3. B. Ellis  
F 1. D. Faulkner; 2. Ron Birkett; 3. J. Parker  
G 1. Bill Evans

Best before July 2001 Bearley (Stratford upon Avon) – 7th July

**Race 1 A/B/C**

**1. Mac McGready** (A); 2. Barrie Mitchell (C); 3. C.Singleton (B); 4.N.Jones (A);5. R. O'Connor (A); 6. Gordon Smith (C); 7. S. Jones (B); 8.P. Trotman(B); 9.P. Cooke (C); 10.R. Clews (A).  
**A** - 1. M. McGready; 2.N. Jones; 3.R. O'Connor  
**B** - 1. C. Singleton; 2. S. Jones; 3. P. Trotman  
**C** - 1. B. Mitchell; 2. G. Smith; 3. P. Cooke

**Race 2 D/E/F**

**1. Ray Minovi** (E); 2. Roger Barnes (D); 3. Ken Haddon (E); 4. R. Richards(E); 5. D. Birch (D); 6. Dave Elliott (E); 7. Lawrie Hunt (D); 8. David Penn (D); 9. R. Smith (F); 10. P. Fisher (D).  
**D** Roger Barnes; 2. D. Birch; 3. L. Hunt  
**E** Ray Minovi; 2. K. Haddon; 3. R. Richards  
**F** Roger Smith; 2. K. Gelder

Sport & Publicity  
Chiltemer Weekend 23rd/24th June  
Overall Result

**1. Dave McMullen** (C); 2. David Griffiths (C); 3. Richard Abbott (D); 4. E. Martin (D); 5. G. Geddes (C); 6. D. Elliott (E); 7. B. Butterworth (C); 8. G.Mosley(D); 9. K.Dolman(C); 10. A. Russell(F).

**A** - 1. G.Sims; 2. V.Davis  
**B** - 1. Mick McManus; 2. R. Barrowclough  
**C** - 1. D. McMullen; 2. D. Griffiths; 3. G. Geddes  
**D** - 1. Richard Abbott 2. E. Martin 3. G.Mosley  
**E** - 1. Dave Elliott; 2. D. Friend; 3. Bert Waugh  
**F** - 1. Arnold Russell; 2. B.Davies; 3. T.Law

Floricolour Grand Prix – Stourport – 24th Jun

**Race 1 A/B**

**1. Keith Jones**(A), 2. Chris Singleton(B), 3. Martin Bush(B), 4. Steve Bennett(B), 5. Stuart Hall(B), 6. Chris Duffield(A).  
**A** 1. Keith Jones **B** - 1. Chris Singleton  
2. Chris Duffield 2. Martin Bush  
3. Andy Hawkins 3. Steve Bennett

**Race 2 C/D**

**1. Barrie Mitchell**(C), 2. Bob Rouse(C), 3. Roger Iddles(C), 4. Roger Barnes(D); 5. John Williams(C), 6. Phil Cooke(C).  
**C** - 1. Barrie Mitchell **D** - 1. Roger Iddles  
2. Bob Rouse 2. Roger Barnes  
3. John Williams 3. Bill Rains

**Race 3 E/F**

**1. Ray Minovi** (E); 2. Mick Ives (E); 3. Ben Thomas (E); 4. B. Richards (E); 5. K. Haddon (E); K. Gelder (F).  
**E** - 1. Ray Minovi **F** - 1. Keith Gelder  
2. Mick Ives 2. Roger Smith  
3. Ben Thomas 3. Brian Lee

Tour of the Masts – Elswick – 24th June

**Race 1 A/B**

**1. Steve Davies** (B), 2. Roy Francis (A), 3. David Werrel (B), 4. I; Walker (A),5. W. Rodgers (A), 6. C. Bell (A), 7. M. Smithson(B), 8. R. Pye (A), 9. S. Horsey (B), 10. P. Bannon (B).  
**A** - 1. Roy Francis **B** - 1. Steve Davies  
2. Ian Walker 2. David Werrel  
3. William Rodgers 3. M. Smithson

**Race 2 C/D**

**1. Dave Jones**(C), 2. Bernard Garnet(D), 3.

# Ken Smith Memorial 2-Day, Warwickshire

**RUN OVER THE** undulating roads of South Warwickshire (plus the 1 in 6 climb of Sunrising Hill), the Ken Smith Two-Day saw attacking racing in all three events.

**In Race 1** Nick Yarworth seized the initiative by taking the 3-mile prologue TT by 8 seconds from Neil Martin. The afternoon saw him in the key break with Martin, Steve Davies, Nick Giles and Vinny Smith, putting 1.14 into the bunch. On Sunday Martin was unable to drop Yarworth on the big climb, and the same five riders came in together behind Mervyn Sperry and Mark Jones.

## **Race 2**

Barrie Mitchell used his local knowledge to record 7.19 for the TT, but Roger Iddles, despite puncturing 500 metres out, took the first yellow jersey with 7.14.

In the afternoon Mitchell and MI Racing team-mate Phil Cooke set out to gain maximum points in the sprints and KOM competitions, applying constant pressure at the front. At the end of Lap 1 Mitchell kept going to open a 20-second gap. He was joined by Cooke, Dave Hargreaves,

Don Parry and Dave McMullen, and the quintet worked well to the finish where Mitchell took the sprint with the yellow jersey group at 1.38.

Six miles before Sunrising Hill Trevor Horton took off, to a minute lead by the summit. On the hill the field splintered, Iddles stayed in touch thanks to the 39 x 23 he'd fitted overnight.

Over the top the stronger splinters regrouped to form a bunch of 13 which had over 7 minutes by the last prime at Ufton. McMullen, sensing a last chance, jumped away to a short lead but was pulled back by Mitchell. By Southam, 3 miles to go, the group were back together, and Ken Cowdell took the stage from Horton and Mitchell, remnants trickling in at upwards of 8 minutes.

## **Race 3**

Ray Minovi made his intentions clear, winning the TT with 31 sec on 2nd man Jack Watson. His nearest rivals were now more dangerous to each other than to him. In the afternoon's road race Minovi

went clear at half distance with Watson and Ben Thomas. In a frantic chase Mick Ives got across with Ken Haddon and George Bennett. 250 metres out Minovi jumped and held off the others.

In Stage 3 Hugh McGuire clipped off three miles before the big hill, but was caught at the foot, where Minovi pulled away to take the prime from Thomas, Watson and Ives. The four looked secure. But approaching Kineton they were caught by Nev Ashman, Bennett, Bryan Bliss, John Downing, Dave Elliott and Haddon. A mile later Thomas rode off to be joined soon by the Yellow Jersey. They held a 20-second lead for five miles, but along the Fosse Way, with the wind, they began to pull away.

With three miles left they caught the main bunch from Race 2. Thomas took the stage with Minovi on his wheel. The chasers came in at 48 seconds, enough gap for Thomas to move up into second, ahead of Watson, who took the King of the Hills, and Ives, who won the sprints prize.

## **Overall result.**

### **Race 1 - A/B**

1. Nick Yarworth (A); 2. Neil Martin(A); 3. Steve Davies(B); 4. Nick Giles(A); 5. Vincent Smith(B); 6. Mark Jones(A); 7. M. Sperry(B); 8. W. Belcher(A); 9. M. Walker(A); 10. Garnet Smith(B); 11. R. Couldrey(B); 12. C. Bell(A); 13. M. McGready(A), 14. C. Singleton(B); 15. N. Clifford(B), 16. A. Vallance(A), 17. D. Rudd(A), 18. D. Scargill(B); 19. J. Belcher(B), 20. D. Perks(A).

A - 1. Nick Yarworth

2. Neil Martin

3. Nick Giles

B - 1. Steve Davies

2. Vinny Smith

3. Mervyn Sperry

### **Race 2 - C/D**

1. Barrie Mitchell (C); 2. Dave McMullen (C); 3. Phil Cooke(C); 4. Dave Hargreaves(C); 5. Don Parry(C); 6. Roger Iddles(D); 7. J. Blacker(D); 8. R. Pyne(D); 9. K. Cowdell(C), 10. Mike Parker(C), 11. T. Horton(D); 12. Claire Greenwood(C), 13. D. Leyland(C), 14. B. Hodgson(C); 15. L. Hunt(D), 16. H. Canning(D), 17. R. Barnes(D), 18. D. Birch(D); 19. G. Walters(C), 20. W. Rains(D).

C - 1. Barrie Mitchell

2. Dave McMullen

3. Phil Cooke

D - 1. Roger Iddles

2. John Blacker

3. Ron Pyne

### **Race 3 - E/F**

1. Ray Minovi(E); 2. Ben Thomas(E); 3. Jack Watson(E); 4. Mick Ives(E); 5. Ken Haddon(E), 6. George Bennett(E), 7. Bryan Bliss(F), 8. N. Ashman(E); 9. Hugh McGuire(E), 10. D. Elliott(E), 11. J. Downing(E), 12. J. Murphy(E); 13. Bernard Burns (E), 14. Arnold Russell(F); 15. R. Smith(F); 16. Derek Smith(F), 17. A. Neale (F).

E 1. Ray Minovi

2. Ben Thomas

3. Jack Watson

F - 1. Bryan Bliss

2. Arnold Russell

3. Roger Smith

Race 3: Ray Minovi takes Stage 2 from Jack Watson, Mick Ives, Ken Haddon, George Bennett and Ben Thomas

Pete Matthews(D), 4. Gordon Helme(C),  
5. Trevor Horton(D), 6. Alan Swimby(C), 7.  
Dave Hargreaves(C), 8. Cliff Belton(C),  
9. John Butler(C), 10. Brian Cookson(C).

**C** - 1. Dave Jones      **D** - 1. Bernard Garnet  
2. Gordon Helme      2. Pete Matthews  
3. Alan Swimby      3. Trevor Horton

### Race 3 E/F/G

**1. Nev Ashman** (E); 2. Bryan Bliss(F); 3. Ian  
Moore (E); 4. F. Smith(E); 5. G. Bennett(E); 6.  
D. Smith(F); 7. B. Sedgley(E), 8. D.Hamilton(E);  
9. D. Faulkner(F); 10. J. Royall(E).

**E** 1. Nev Ashman      **F** 1. Bryan Bliss  
2. Ian Moore      2. Derek Smith  
3. Fred Smith      3. Derek Faulkner  
**G** - 1. Terry Johnston; 2. Harry Benson

Newbury RR - Boxford - 8th July

### Race 1 A/B

1. Derek Kilgallon(A); 2. Jeff Baird(A); 3. Dave  
Worsfold(B); 4. T. Saunders(A); 5. D.  
Baronowski (B); 6. R. Wilson (B); 7. P. Dean  
(B); 8. A. Bennett (A), 9. S. Bennett (B), 10. P.  
Whitwers (A).

**A** 1. Derek Kilgallon      **B** - 1. Dave Worsfold  
2. Jeff Baird      2. D. Baronowski  
3. Tony Saunders      3. Ralph Wilson

### Race 2 C/D

**1. Tony Woodcock** (D); 2. Ian Jewell (D); 3.  
Richard Abbott(D); 4. P. Foster (D); 5. T. Devine  
(C); 6. R. Barnes(D); 7. R. Crayford(D); 8. S.  
Carne (C); 9. D. Webb(D); 10. P. Cooper(C).

**C** - 1. Terry Devine      **D** 1. Tony Woodcock  
2. Sandy Carne      2. Ian Jewell  
3. Philip Cooper      3. Richard Abbott

### Race 3 E/F/G

1. Brian Hawkridge (F); 2. Pete Sandy (G); 3.  
Dave Brimson (E); 4. J. Harwood (F); 5. B.  
Waugh (F); 6. B. Staples (F); 7. K. Haddon (E);  
8. D. Lambourne (F).

**E** - 1. Dave Brimson      **F** - 1. Brian Hawkridge  
2. Ken Haddon      2. Jim Harwood  
3. Bert Waugh

**G** - 1. Pete Sandy

Tour of the Worlds - Louth - 8th July

**A** - 1. Paul Wakefield      **B** - 1. Steve Wakefield  
2. Ian Harvey      2. Kevin Brown  
3. Keith Middleton      3. Garnet Smith

**C** - 1. John Clarke      **D** - 1. Stuart Ackroyd  
2. Phil Etches      2. John Elliott  
3. Ken Downing      3. Jack Watson

**E** - 1. John Downing      **F** - 1. Derek Smith  
2. Bernard Burns      2. Bryan Bliss  
3. Tony Beech      3. Roger Smith

**G** - 1. Syd Wilson  
2. Derek Smith  
3. John Lawton

Solihull RR Henley-in-Arden 14th July

### Race 1 D/E/F/G

**1. Ray Minovi** (E); 2. Mick Ives (E); 3. Jack  
Watson (E); 4. B. Richards (E); 5. J. Downing  
(E); 6. K. Haddon (E); 7. D. Elliott (E); 8. B. Tho-  
mas (E); 9. R. Barnes (D), 10. D. Birch (D)  
**D** - 1. R. Barnes; 2. D. Birch; 3. H. Canning  
**E** - 1. R. Minovi; 2. M. Ives; J. Watson

**F** - 1. Roger Smith; 2. J. Warren; 3. B. Lee

### Race 2 A/B/C

**1. Nick Yarworth** (A); 2. Trevor Acreman (A);  
3. Steve Proud (A); 4. S. Bennett (B); 5. D.  
Kilgallon (A); 6. P. Trotman (B); 7. P. Cooke (C);  
8. B. Mitchell (C); 9. N.Jones (A); 10. B. Varney  
(A).

**A** - 1. N. Yarworth; 2. T. Acreman; 3. S. Proud  
**B** - 1. S. Bennett; 2. P. Trotman; 3. J. Quill

**C** - 1. Phil Cooke; 2. B. Mitchell; 3. Clare Green-  
wood

Bickerton Races - 15th July

### Race 1 A/B

**1. K. Jones**(A); 2. Trevor Cameron(B); 3.  
N.Russell(A); 4. J. Williams; 5. G. Wallace(B);  
6. G. Payne(A); 7. R. Pye(A); 8. J. Williams(B);  
9. G. Gregory(B); 10. B. Pearson(A).

**A** - 1. K.Jones      **B** - 1. Trevor Cameron  
2. N.Russell      2. Joe Williams  
3. Graham Payne      3. Gordon Wallace

### Race 2 C/D

**1. Pete Matthews** (D); 2. J.Clarke (C); 3. Alan  
Swimby (C); 4. D. Hargreaves (C); 5. A.  
Hichcock (D); 6. D. Jones(C); 7. B. Garnett (D);  
8. J. Leach (D); 9. P. Kay (C); 10. D. Daynes (D).

**C** - 1. J.Clarke      **D** 1. Pete Matthews  
2. Alan Swimby      2. Alan Hitchcock  
3. Dave Hargreaves      3. Bernard Garnett

### Race 3 E/F

**1. Jack Wright** (E); 2. Ken Haddon (E); 3. Jack  
Watson (E); 4. A. Whitworth (E); 5. B. Ellis (E);  
6. B. Sedgley (E).

**E** - 1. Jack Wright; 2. K. Haddon; 3. J. Watson

Follicly-Challenged Race - Ellens Green -  
21st July

**A** - 1. Pete Dickason      **B** - 1. Ron Hewes

**C** - 1. Dave Worsfold  
2. John Shand      2. Colin Bateman

2. Paul Fox  
3. Mark Jones      3. Steve Ferris  
Terry Devine

**D** - 1. Richard Abbott      **E** - 1. Len Benton      **F**  
- 1. Brian Hawkridge

2. Dave Nie      2. Jim Harwood      2.  
Terry Law

3. Eric Martin      3. John Orwin

**G** - 1. Ray Venis      Ladies - 1. Amanda  
McDonnell

2. Eric Clarke      2. Ruth Hutton

Circuit of Brecon Hill - Tewkesbury - 22 July

### Race 1 A/B/C

**1. Keith Lilley** (A); 2. Nick Yarworth (A); 3.  
Trevor Cameron (B); 4. G. Smith (C); 5. D.  
Baronowski (B); 6. J. Baker (B); 7. P. Dean (B);  
8. G. Walters (C); 9. J. Williams (B); 10. S.  
Jones (B).

**A** - 1. K. Lilley      2. N. Yarworth; 3. M. Walker

**B** - 1. T. Cameron; 2. D. Baronowski; 3. J. Baker

**C** - 1. G. Smith; 2. G. Walters; 3. M. Hackley

### Race 2 D/E/F/G

**1. Ray Minovi** (E); 2. Roger Barnes (D); 3. Ri-  
chard Abbott (D); 4. T. McCall (D); 5. D. Elliott  
(E); 6. B. Richards (E); 7. B. Northing (D); 8. D.  
Webb (D); 9. K. Haddon (E); 10. P. Sandy (G).

**D** - 1. Roger Barnes; 2. R. Abbott; 3. T. McCall

**E** - 1. Ray Minovi; 2. D. Elliott; 3. B. Richards

**F** - 1. Roger Smith; 2. Brian Lee

**G** - 1. Pete Sandy

Green Jersey - Eastway - 24th July

**A** - 1. Patrick Schills      **B** - 1. Roger Hargreaves

**C** - 1. Terry Devine      2. Steve Barnsley

2. Steve Mays

2. Dave Wright

3. Richard Fraczyk      3.

Chris Broadway

**E** - 1. Roly Crayford      **F** - 1. Brian Hawkridge

2. Tony Woodcock

Southend "Antiques Road Show" - 29 July

### Race 1 A/B/C

**1. Mick Gray** (A); 2. Patrick Schills (A); 3. Dave  
Wright (C); 4. R. Abbott(C); 5. K. Miller (A); 6.  
S. Smith (B); 7. S. Lovatt (C); 8. R. Hargreaves  
(B); 9. R. Naylor (C); 10. M. Ballard (A).

**A** - 1. Mick Gray; 2. P. Schills; 3. K. Miller

**B** - 1. S. Smith; R. Hargreaves; 3. T. Hutton

**C** - 1. Dave Wright; 2. R. Abbott 3. S. Lovatt

### Race 2 D/E/F/G

1. Shay Giles(D); 2. Tom McCall(D); 3. E.  
Martin(D); 4. T. Maddern(D); 5. B. Hawkridge  
(F); 6. B. Birch(E); 7. A. Russell (F); 8. J. Rusz;  
9. B. Waugh (E); 10. D. Miesner.

Airedale Olympic RR - Milby - 29th July

**A** - 1. Colin Bell      **B** 1. Steve Wakefield

2. Gary Brown      2. Clive Belfield

3. Mark Denton      3. Ian Robertson

**E** - 1. Ken Haddon      **F** - 1. Roger Smith

2. Bernard Burns      2. F.Satterthwaite

3. Ian Grant      3. Bryan Bliss

**C** - 1. Barrie Mitchell      **D** - 1. Stuart Ackroyd

2. Dave Maughan      2. Mick Holmes

3. John Clarke      3. M. Robinson

**G** - 1. Syd Wilson

2. Derek Smith

N.W.Champs - RAF Woodvale - 4th August

**A** - 1. Neil Russell; 2. B. Pearson; 3. K. Gordon

**B** - 1. Steve Jolly; 2. J. Beard; 3. J. Stanistreet

**C** - 1. John Archer      2. G. Standley; 3. D.

Hargreaves

**D** - 1. Jeff Barber; 2. John Kenna

**E** - 1. Pete Miller; 2. Brian Ellis; 3. Ian Harrison

Car Colston - Nottingham - 5th August

**A** - 1. Steve Holmes; 2. Roy Francis; 3. Andy  
Smith

**B** - 1. Vinny Smith; 2. Nigel Clifford; 3. Mick  
O'Connor

**C** - 1. Phil Etches; 2. Ken Downing; 3. Ken  
Cowdell

**D** - 1. Alan Hitchcock      2. Dave Gretton 3.

Bernard Garnett

**E** - 1. Ken Haddon      2. Mick Ives      3. Ben  
Thomas

**F** - 1. Derek Smith 2. John Dowell 3. Brian  
Sedgley

Fareham Whs - Portsdown - 19th August

**A** - 1. Mark Jones; 2. Derek Kilgallon; 3. Pete  
Wilson

**B** - 1. Dave McMullen; 2. Dave Baronowski;

3. Tony Saunders

**C** - 1. Dave Pitman; 2. Paul Ruta; 3. Lindsey  
Ruocco

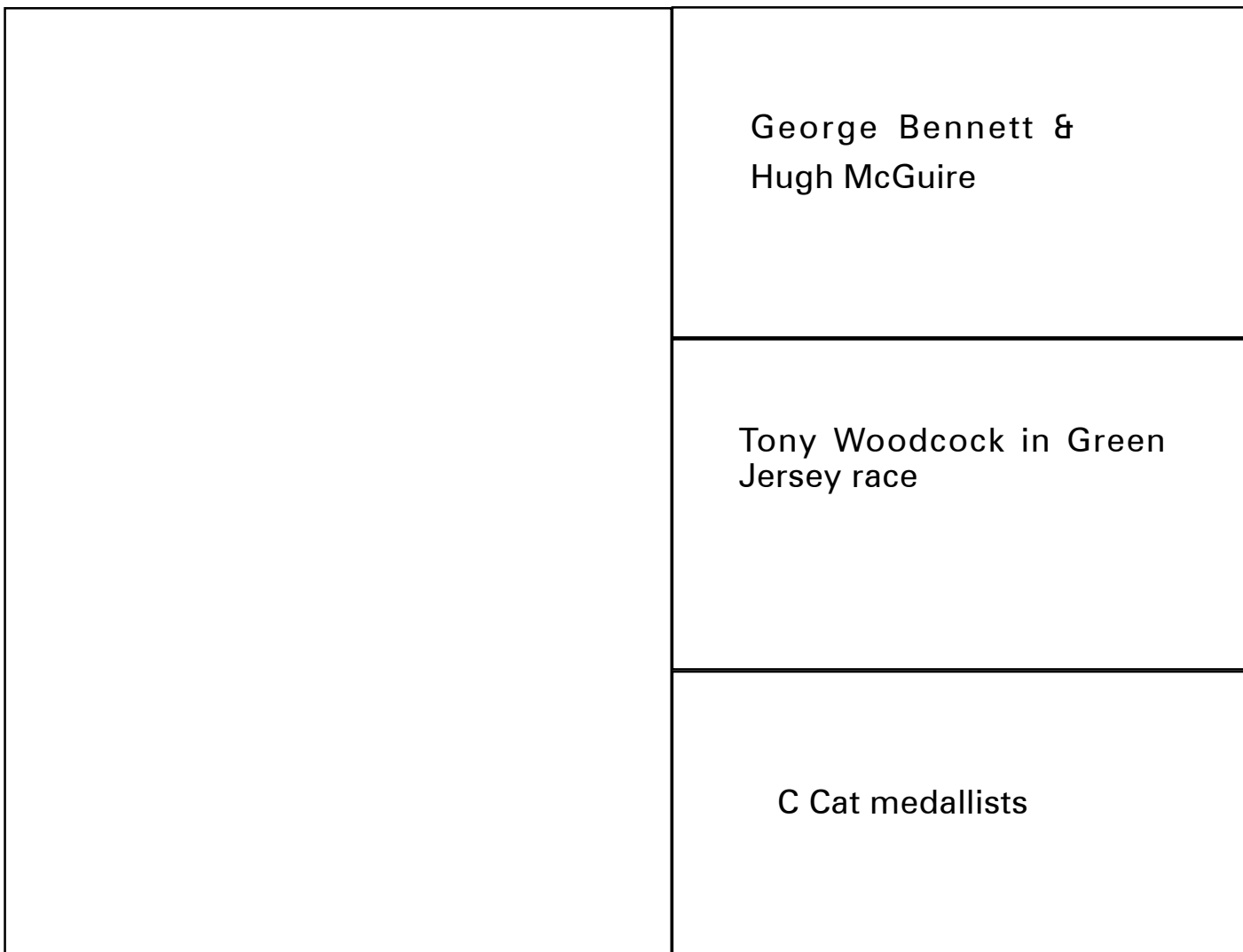
**D** - 1. Richard Abbott; 2. Jeff Garner; 3. Geoff  
Mosley

**E** - 1. John Miller; 2. Paul Gresham; 3. Doug  
McDonald

**F** - 1. Bryan Staples; 2. Roy Savery

**G** - 1. Peter Sandy

# Picture Page



*Above from top right: George Bennett and Hugh McGuire cornering in the ICF Championship at Wetteren; Tony Woodcock leads the group in Eastway's Green Jersey series; C Category medallists at Harworth Bob Rouse, Graham Moore & Barrie Mitchell; Geoff Mosley leads John Murphy up a Chiltern hill in Stage 3 of the Sport and Publicity Weekend.*

Action in Medway Velo's Vet Holk at Tenterden (Kent) in June

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# The Feeding Station

## Wholemeal Bread-and-Butter Pudding

8 slices wholemeal bread  
1½ oz low fat spread  
3 oz (75g) sultanas  
1 tbsp (15ml) brown sugar  
1 pint skimmed milk  
Nutmeg

- ❖ Spread bread with low-fat spread
- ❖ Cut each slice into 4 squares and put in 2-pint dish
- ❖ Scatter sultanas between each slice
- ❖ Beat together sugar, eggs & milk and pour over the bread

- ❖ Sprinkle with a little grated nutmeg
- ❖ Leave to soak for 30 minutes
- ❖ Bake at 350°F/gas mark 4 for 1 hr, until the top is golden.

Make plenty – it keeps in the fridge for several days.

## Nutritional information (per serving):

kCal = 345; protein=17g; Carbohydrate=49g; fat=10.5g;  
fibre = 3.9g Wholemeal Bread and Butter Pudding 3 eggs

## Sources of Iron & Zinc for Vegetarians

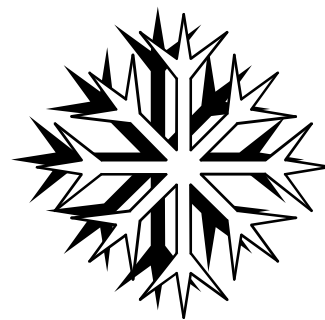
Nutrient	Sources
Protein	Legumes combined with grains or seeds, any plant food combined with eggs or dairy products
Calcium	Dairy products, dark leafy greens, fortified soy milk, legumes, peanuts, almonds, seeds and calcium-fortified fruit juice
Iron	Legumes, dark leafy vegetables, torula yeast, dried fruits, whole and enriched grains, cooking in cast-iron pots. Consuming foods that contain vitamin C (citrus fruits, peppers, tomatoes) with any iron-rich food will improve absorption.
Zinc	Whole-grain products, brewer's yeast, wheat bran, wheat germ, and pumpkin seeds.
Vitamin B12	Dairy products, eggs, nutritional yeast, foods fortified with B12, fermented soy.
Riboflavin	Dairy products, eggs, whole and enriched grains (if eaten in large quantities), brewer's yeast, dark green leafy greens, and legumes.
Vitamin D	Fortified milk, fortified soy milk, and exposure of the skin to sunshine.

Source: *High-Performance Nutrition* by Dr Susan M. Kleiner

*It's not just Siberia that gets cold in January: the wrong combination of wind and temperature can cause problems even in sunny Britain...*

# The wind-chill factor

Ray Minovi



**A**S A JUNIOR I rode out 25 miles one Sunday to the 1955 Cheltenham Christmas 25. Owen Blower and his team-mates from the Leicestershire Road Club had stayed at the Teddington Hands Inn overnight. They came down in their pyjamas, pulled jerseys and woolen tights on over them, put on an extra layer for luck, and went to the start. Unbelievable! Like any real racing cyclist I naturally rode in shorts and a T-shirt. It was a cold day, but it was only after the turn at Gloucester that you realised how bitter the east wind was. The Leicester squad picked up the first three places. I was picked up unconscious at the roadside outside Tewkesbury and revived with hot soup and blankets.

When a blizzard swept the Coventry Easter Monday 2-up 25 in 1994 I was well wrapped up; but I was still foolish enough to refuse an anorak at the finish and suffered badly riding the two miles back to the event HQ. At least one rider was taken to hospital and treated for hypothermia. Even in a small country, where you're never far from some kind of human habitation, it's easy to get dangerously cold in these circumstances.

Most cyclists in Northern Europe do their early basic training from December to March. Here the temperature rarely falls below minus three for very long, but a strong wind can quickly reduce even a plus temperature to a minus. In the mountains and high hills the weather can change very rapidly and violently. The chart below gives a rough guide to wind chill effects.

Wind *direction* can be crucial. Side or tail winds have much less impact than headwinds; the faster you ride into the wind, the more wind-chill is increased. Experienced cyclists try to choose their route so as to go out into the wind and return with it. Any sweat you've worked up won't be as dangerous or uncomfortable when your skin temperature starts to drop. In Britain you're unlikely to get into the area of 'Great Danger', but you could easily find yourself in the 'Increasing Danger' zone, and if you get wet, you're even worse off. Trees give a rough guide to wind speed. At 20 mph, small branches move and dust or snow is raised; at 30 mph, large branches move; at 40, whole trees move. You can just feel a 10 mph wind lightly on your face.

Cold weather clothing should protect all the skin surface. The effectiveness of the insulation depends largely on the layers of clothing and how well they trap the air; though modern developments in thermal clothing have reduced the need for many layers, and are often only tolerable in really cold conditions. Wind-chill has two variables: air temperature and windspeed. Dress appropriately: thermal clothing for low temperatures with little wind (below zero), wind-proof clothing when it's 10° above but blowing at 20 mph.

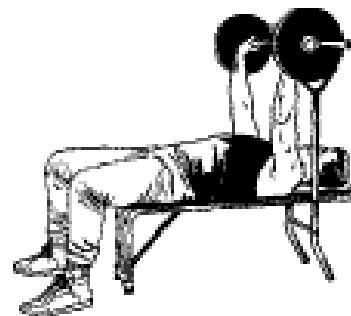
**Never ride without a hat:** the head loses heat rapidly in cold weather. Wear a balaclava if necessary. Knitted gloves will do for most British conditions, but thermal gloves will keep out anything. Neoprene overshoes are the most effective means of keeping your feet warm. If you still suffer from cold feet, wear two thin pairs of socks, another old pair over the shoes, then overshoes.

If the weather looks uncertain choose a predeter-mined route, make sure someone at home knows it, and preferably ride with companions. 🚲

Another way of coping with the worst that winter can throw at you is simply to find a reasonably enjoyable way of staying indoors, well out of it ...

# Weighty Matters

John Bettinson



**I**T FEELS GREAT to put some sharp kit on and wheel my bike out of the shed. In four miles I can reach Greenodd, the southernmost tip of the Lakes, and start to pedal and breathe more freely. Through Newby Bridge and up the quiet, twisty side of Lake Windermere to Hawkshead. The ridge over to Coniston is a tough climb, and I choose to sit on the back of my saddle, pedal pedal pedal and absorb the pain without letting it show before I raise my head for a deep intake of air on the crest. On a late summer evening the low sun casts beautiful shadows over the fells, forests and mountains.

'I know you're always there,' I say to myself, 'but at the moment I have a couple more weeks of the road season to finish off. Then I'll come startling those deer in the woods and trample all over any fresh snow on Helvellyn.

I reckon winter is a time for mending the nets: renovate the bikes, clothing, tools and spares. Clean out the garage and maybe even decorate the house. Go on a short family holiday. Do a course at night school. Visit the doctor, dentist and optician.

This doesn't mean all athletic endeavour has to be put on hold, however. I'll try to maintain my lead in the area Trail Quest series, pick up on all the local Orienteering events (I might just win some), do a few fell races (I certainly won't win some), and I'll pray that the weather won't be as foul for the Karrimor International Two-day Mountain Marathon as it was last year. Different circles of friends. Fresh inspiration.

But there is one other thing I will be doing in the months up to Christmas. It's not affected by the weather, and in fact, if the weather stays bad I can keep it going longer.

When the alarm goes off at 7.30 every Monday, Wednesday and Friday I get up and boogie on down to my nearby gymnasium to do my weight training. At that time in the morning it can be quiet and I very often let my-

self in. Because there are no loose weights supervision is not necessary. Machines are quite safe and much easier to adjust.

I used to go to a scruffy macho gym, young lads, lots of ego preening, heavy weights all the time and diet supplements on sale. Quite intimidating. Different needs, I suppose. I always came out knackered, sweating like a pig, nursing a torn bicep or something, and making little or no progress.

Now I've developed a superb programme which I follow eagerly. For those who have to have the jargon in order to give it some credibility, I can tell you it is periodised and has micro-cycles within its macro-cycles. Sorry, that's the best I can do. It lasts 12 weeks, varies all the time, and promotes both strength and endurance in a whole-body workout. It doesn't make me put weight on, and extra protein and supplements are not necessary. Basically it's doing front of the arms – back of the arms, front of the legs – back of the legs, chest, back and stomach. It may be necessary to improvise on some of the exercises to get what I want as there may not be the appropriate equipment/machine in the gym. But the important thing is to do the exercise *technically* correct. Isolate that muscle and flex it. Don't throw everything into the hat just to lift the weight. There is no shame in taking a weight off. It helps a lot if you can focus your mind

right inside that muscle and watch it working.

At first I used to feel a bit self-conscious of the low weights I managed. There would possibly be a chap (or even a woman) over there coping with much more. Best get stuck in and sneer to yourself, 'I'll have you in eight weeks.' (No! not the woman). The other surprise that awaits you is that on some exercises you're pathetically weak and yet on others you can shift the lot. It proves the point that you need an all-body workout.

During the weeks I see all sorts of people come and go. A tickle on this. A heave-ho on that. A frap on something else, and then a go on the rowing machine. A look around and – oh! Another heave-ho on that one again. Be glad of your programme and stick to it.

The programme specifies the percentage of your one-off maximum on the day (this will hopefully increase over the weeks) and the number of non-stop repetitions which comprise one set. You can do one set and move on to the next exercise until you've done one set of each, and then keep repeating them all until you've done all the sets specified. I prefer to hog the apparatus and do all my sets together, taking a short breather between each. I usually do the bigger muscle groups first when I'm not so tired, but I do vary the sequence.

Weeks	1	2	3	4	5	6	7	8	9	10	11	12
Leg curl	x	x	x	x	x	x	x	x	x	x	x	x
Leg extension	x	x	x	x	x	x	x	x	x	x	x	x
Bench press	x	x	x	x	x							
Leg press	x	x	x	x	x	x	x	x	x	x	x	x
Arm curl	x	x	x	x	x	x	x	x	x	x	x	x
Tricep extension	x	x	x	x	x							
Toe stand	x	x	x	x	x	x	x	x	x	x	x	x
Military press	x		x		x							
Sit up	x	x	x	x								
Dip						x	x	x	x	x	x	x
Lat pull		x		x								

Week		Weight	Reps	%Max	Sets
1	Hyp	Low	20	60	3
2	Hyp	Med	15	70	4
3	Hyp	Med	20	70	4
4	Str	High	10	90	6
5	Hyp	Med	20	75	4
6	Hyp	Med	15	75	5
7	Str	High	8	90	6
8	Str	High	5	95	7
9	Hyp	Med	20	75	5
10	Str	High	8	90	7
11	Str	High	5	95	8
12	Hyp	Med	20	70	4

By the time the young mums have dropped the kids off at school and started to arrive I know I ought to be nearly

finished. Just some stretching before I leave. A good gym usually has some wall charts on this. Weights tend to slow you up by shortening the muscles, and I don't want to go walking around like I've got a roll of invisible lino under each arm, do I?

If you do decide to give it a go and have no previous experience, I suggest you get a qualified coach, or at least a friend, who can run you through the exercises first.

A few notes on the tables. 'Hyp' is hypertrophy: you'll see that these exercises are done with low or medium weights, with fairly high reps. 'Str', or strength training, demands high weights used at low reps. 'Max' is the most you can lift in a single lift. Note that your max will increase as you get stronger.

The benefits? It won't make you better at any particular thing, but it does complement everything else. And I enjoy it – I always look forward to it every winter. 🚴

## More on time-trial pacing

Ray Minovi

I'VE BEEN SURPRISED to find out how many LVRC members are closet time-trialists, despite the Chairman's view, and a lot ride evening 10s. Since my piece on time-trialing in Vol 10.01 a number of riders have spoken to me along the lines of 'I took your advice about making a steadier start and as a result I've been doing personal bests.'

I thought that some of these head-bangers on funny bikes might be interested in a bit of research carried out in 1998 by ABCC Senior Coach Malcolm Firth, using a 10-mile course on the Computrainer. This is a turbo trainer connected to a computer and shows the road on the screen. Malcolm designed a fairly lumpy course, as the profile at the bottom of the graph shows – a lot like the LVRC Champs course in one direction, but without the gale.

The graphs show heart rate and power output of the same rider, in two 10-mile performances, the second done a week after the first.

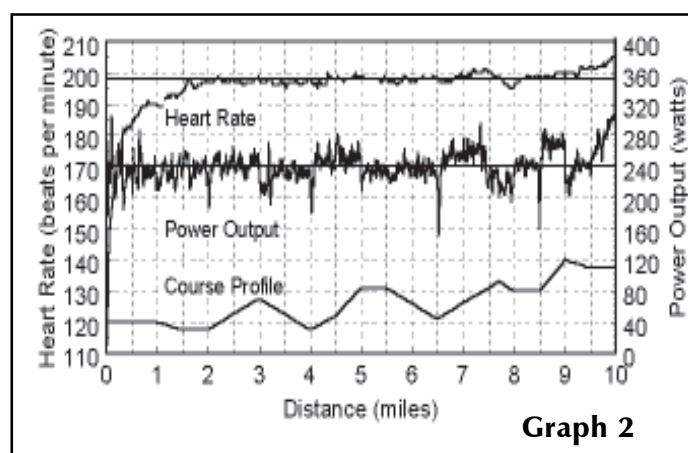
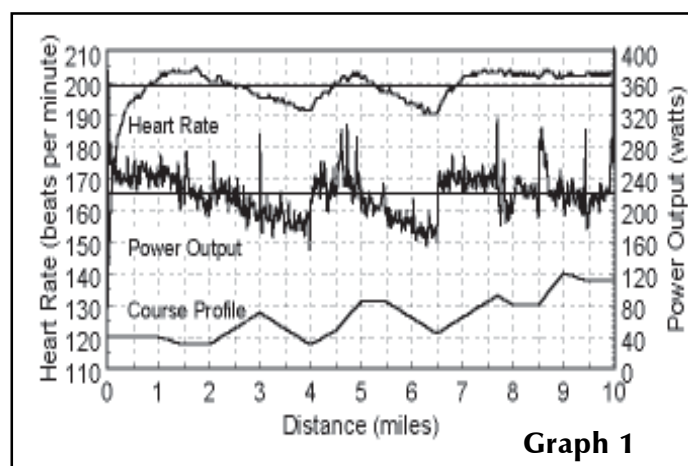
In Graph 1 the rider starts off as if he's taking part in a track handicap. After a mile and a half, he's blown: his heart rate's over 200 but despite his efforts his power output is falling steadily – therefore he's going slower. Around 4 miles, when his power output has fallen to its lowest level and his HR's down to 190, he's recovered enough to flog himself for a mile until he blows again and is forced to slow and recover. At 6½ miles he steadies down to a slow pace, HR of around 205, and erratic power output. Notice that the dips in power output (the jagged middle line) coincide with the dips on the course – it's difficult to maintain a steady power output going downhill.

In Graph 2, our rider starts off much more steadily, aiming at a steady power output throughout. It takes nearly 2 miles for his HR to rise to 200, but then it remains there for the rest of the event. Power output dips again coincide with dips on the course, but output is much steadier. He's able to increase his power output for most of the last mile, when his HR rises again to 205.

The proof that the second ride was much better than the first is in the time: it was 1 min 25 seconds faster.

Now few of us are prepared to spend £1500 on a set of SRM power cranks, so we have to do it by feel. If you ride

your club's (or another club's) weekly 10-mile TT you can learn how best to pace your effort over a period of time.



Breathing rhythm is often a good indicator of exercise intensity. When riding at optimum power output for a 10-mile TT, the breathing is usually fast, deep and exhibits a steady rhythm. If you exceed the optimum power output for more than about one minute, then your breathing becomes shallower and much more rapid, and the rhythm often becomes ragged. 🚴

# Letters

## *From Dave Orford, Belper*

Neil Martin and John Bettinson advocate the single free-wheel for winter. I remember that when Moser prepared for his attempt on the Hour record it was stated that to develop the necessary strength by training uphill, in the saddle, using 53 x 13. My 40-mile ride home from work through the lower Derbyshire Peak District, took in 21 climbs, with Longcliffe (2 miles) the most difficult. Often I found myself on 42 x 24, so I decided to use an old track bike with a single free (46 x 16). On many occasions I thought I would die out there in winter on the moors, but it eventually paid off, as I was using big gears more effectively in time-trials. My purple patch came in August 1990 when I won the International TT at Woesten, the Ronde van Daknam (by 2 min 17 sec), and the WAOD World Championship at Destelbergen (by 2 min 54 sec), all in the space of 10 days in West Flanders. Food for thought!

## *From Dave Orford, Belper*

There is an organisation for veterans (Over 50) which is almost unknown to the members of the LVRC. It is the Fellowship of Cycling Old Timers, FCOT. ***It doesn't promote anything!*** But it does produce four excellent magazines every year, with around 120 pages in each edition. And it is the members who send in ***all*** the material. Latest members are Brian Robinson, Ian Steel, Brian Haskell, Tony Hewson, Bob Thom, Bob Maitland, Roy Cromack, Harry Hill, Harry Hall and Ken Russell – all well known in our sport. It's a good way to keep in touch, once you are no longer in competition. Percy Stallard is there, of course.

For a membership form please contact Jim Tallett, FCOT, 64 Weyland Road, Headington, Oxford OX3 8PD, enclosing a stamped, addressed envelope.

## *From Roger Iddles, Stourbridge*

After reading the latest ***Veteran Leaguer*** I feel it's time to put my points of view about testing and helmets as my name seems to crop up several times.

I feel sad about our chairman's views on time trialling. He is entitled of course to have an opinion but I feel that these should not be published – I thought the views of a chairman should be impartial. What Pete should be doing is promoting cycle racing of all types for the LVRC, not suggesting we go to other organisations.

On the 27<sup>th</sup> of July 2001 I was in the town of Orléans when I noticed that a cycle time trial was being held. I managed to get to the start area where a rider in yellow with a number one on his back was waiting to start.

'Excuse me sir,' I said to him, but why are you riding that silly-looking bike and wearing a hollowed-out tadpole on your head?'

The guy looked at me in disbelief: 'Don't be stupid,' he said in a strong Texas accent, 'you obviously have no idea what you're talking about'. I came away thinking, That guy should listen to our chairman and get into 'proper racing', not 'head banging' – or did he have a point?

Regarding the time trial championships: There were 51 riders on the start sheet. If this is 25% of 'normal', this would give you an entry of 204 riders for a normal road

race. How many organisers get 204 entries?

The '25%' are the ones who race, the ones who ride to their full potential, 'The bunch engines', 'The red liners', call them what you will. The other 75% are the guys who just sit there, week after week, making no attempt to see the front or to make a race. They hope that the race will end in a bunch sprint so they can show how good they are over 200 metres. These guys would do better saving their £5 entry fee and just go on the club run – they could still sprint for the café. Maybe they just like to play at racing by having a number on their back and being able to say to their friends and family that they've been racing. No, of course they don't like time-trials because they cannot hide in them. The time trial is the race of truth. How many of these 75% do we actually see in 'proper racing'?

I did not see many in the Frank Tidmarsh Memorial RR, The Tour of the Abberleys 3-day or the Ken Smith Memorial 2-day, all with their 20% climbs. No, what we did see was the 'head bangers', the '25%'.

On helmets and the TT Champs. The inaugural LVRC National Time Trial Championships were organised by the Coventry Olympic CC on April 22<sup>nd</sup> 2001. The only reference to helmets that appeared on the start sheet was '**No Helmet, No Licence, No Ride**'.

As I have always ridden any LVRC time trial in an aero helmet, including the promoting club's 2-day time-trial stage last year, I didn't think that I would *not* be allowed to use one this time as nothing was stated on the start sheet – not even a reference to rule 19 or 25. I was informed by the event organiser 25 minutes before my start time that I could not wear my aero helmet. Contrary to statements made, I was not offered the loan of a hard shell: the nearest to this was someone saying 'so-and-so has some spares'.

Now, any serious tester will know that the last 30 minutes before you are off is a very important time. Everyone has a routine which is tried and tested and if anything happens to alter this your concentration and focus is broken. This is exactly what happened to me.

This event was my first main aim of the 2001 season. I had trained all winter and especially the last four weeks with this event only in mind. In fact the week before I had driven a 120-mile round trip just to view the course. So when I was told I could not wear my helmet and the organiser was unable to substantiate the rule my mind went and I decided I could not ride.

However, I saw at least one rider going to the start in an aero helmet and decided to drive round the course to see if others, especially the favourites, had been allowed to use them. I did not see all the riders but I did see two wearing them, including an eventual category winner.

I mentioned this to the organisers on my return to the HQ. An emergency meeting was held and it was decided to let things stay as they were as no one else seemed to notice anything incorrect. However, I know what I saw. I went out specifically on the course to look for this. I even gave them the make of helmet in question.

With hindsight I feel the organisers and LVRC committee members took the easy way out because of who the rider was. To disqualify them after the event had finished would

have caused many problems. However, how can you have one rule for one and another rule for another?

Contrary to what has been published, I think Rule 19 does need to be more defined. What degree of protection is meant in 'protective headgear of a member's choice'. Personally, I would bet on my foam-filled Kevlar aero helmet any time against the old type 'hairnet helmet'.

Maybe it's because the riders who ride the 'proper races' wear them that they are still allowed.

**From Ken Hargreaves, Cumbria** (Ex-BLRC, current -RTTC, LVRC, VTTA & Chairman VC Cumbria)

I was astonished to read the Chairman's View in our summer newsletter. I am not commenting on rules issues, but I want to register my disgust at his disparaging remarks towards time trialists, ('not proper racing', silly hats and bikes).

Many LVRC members participate in both disciplines of the sport and enjoy the differences. They are not headbangers and the bikes used are best for the purpose – you wouldn't ride a mountain bike in a road race! Many of the top LVRC riders are also brilliant time trialists. I organise events and participate in all branches of our sport and the parochial attitude which our chairman displays does nothing to encourage recruitment.

**From Keith Tattersall, Group Recorder VTTA, North Lancs**

I have just read the Summer edition of the VL, unfortunately with some disdain, especially the Chairman's remarks regarding 'head bangers' and 'proper racing'.

Until a few years ago I had never ridden a road race, but decided to have a go, which resulted in my meeting some great people and having an enjoyable time. My participation has continued on a very minor scale, but I have carried on with my membership, my small way of supporting the LVRC. Does Peter Ryalls, or anybody else with similar views, realise that, irrespective of what aspects of the sport we may partake in, competitively or otherwise, at the end of the day we are all fellow cyclists? I feel rather sad that the continuity of my membership has been put in jeopardy by no less a person than the Chairman of the organisation.

I must add that the above is purely personal, and in no way reflects the views of the other organisation of which I am an ardent member.

**From Steve Davies, Ferryhill Wheelers, Darlington**

The Chairman's View in the last issue are the thoughts of a man who, in his position, should have kept them as that – thoughts. Pete is a dyed-in-the-wool road-racing man, but the membership voted for a TT championship and Pete as Chairman has to accept it and hold the organisation together, not fuel division because the type of racing doesn't have his personal approval. The time for rhetoric about 'an organisation devoted to proper racing' was during the debate before the vote. Were we formed as a road-racing organisation? Our objective says 'competitive and social cycling events. What did our founders have in mind? And is it not right that we should evolve if other organisations do not give us what we want?

My response to our TT champs were, 'Good, it will be on proper roads, not dragstrips, in LVRC age bands and not subject to standard times which favour the older riders (as in the VTTA)'. It's interesting that the BCF/RTTC are jointly

promoting a National TT Championship, including masters categories, this year. Whose idea was it first?

A championship of this sort will only ever attract a small entry, because no personal bests are available, it's a medal or nothing, and only the lads who fancy their chances will travel. Most riders in the bunches don't ride tests, hate it when one is included in a stage race, and will be indifferent to a national championship anyway.

**From Eric Dyer, Oswestry**

I hope that the 'Chairman's View' in the last issue is meant to be some kind of joke, because I feel that for him to use his column to express what is obviously a very personal and minority view is almost an abuse of his position. However, some members may find his reference to 'proper racing' far from funny, along with his implied advice to organisers not to promote time-trials. How long has it been our policy to try to put organisers off? Have we got such a huge surplus, then? A sort of Euro Organiser-mountain? Perhaps something about what constitutes a 'proper' race can be inserted into the rules so we'll all know in future. And only 25% of a road race field – where and when did anyone last get 200 entries? Recently I had my entry returned because the organiser told me they had already got the maximum of 80. No, Mr Chairman, those of us who regard *all* races as 'proper' think that you're afraid of time-trials because you're no good at them. I believe there's a Greek fable about a fox and some grapes that deals with this attitude.

**From Mick Ives, International Racing Secretary**

I can't believe that I've read the comments from our Chairman in the last issue referring to the first-ever LVRC time-trial championship. His remarks do absolutely nothing for either the sport or our organisation, nor do they reflect the views of our membership. His comments are an insult to the Organiser and the promoting club, the Coventry Olympic CC/Mr Mole.

It was agreed at the AGM in October 2000 that there would be an LVRC time-trial Championship, and Coventry Olympic agreed to promote it, along with their RTTC promotion, on a course designed to suit road riders and time-trialists alike, giving riders with 'silly-looking bikes' no advantage. 51 riders from all over the UK (N. East, Liverpool, S. Wales, S. Coast, London, Essex and Midlands) was more than most RTTC open time-trials receive, and the event recruited several new LVRC members.

The Chairman wasn't there: he didn't see the high standard of promotion. I hope the event continues to be held, but his comments certainly won't help. It would have been far better to say thank you to the Coventry Olympic for promoting the TT Champs, the Criterium Champs, the Hill-climb Champs, the Extran Two-Day, and the end-of-season handicap race. And while we're on the subject of other areas where we might promote events: whether you like it or not, most of our top riders were introduced to the sport through time-trials. It's a pity we don't have more riders who have the ability to ride unpaced rather than glue themselves to a wheel for the entire event. A few time-trials can be part of the LVRC calendar, and would, I'm sure, be welcomed by most members.

**Road race entries**

**Just out of interest, a sample of entry numbers for one-**

**day events the Editor has ridden this year: Region 6 Champs 25; the Frank Timarsh Memorial 48; Circuit of Bredon 51; Woodbank Trophy 52; Lyme RC RR 56; Stratford CC 56; Fabricolor GP 63; Didcot Phoenix 64; Dursley RC 68; Solihull CC 72; Fleche Waltonne 79; Severn Stoke RR 91; Nat RR Champs 248. If you leave out the regional and national championships as untypical, you get an average for eight events of 63.6 entries. This suggests that the TT Champs attracted an entry of 80% of your typical road race.**

#### **From Eric Dyer, Oswestry**

Tom McCall (Point of View, 2/2001) makes several statements which I think are questionable.

1. To call TVM's prosecution 'a witch hunt' suggests they're being unfairly persecuted. Not so: like Festina, they were caught by customs officers at Reims with a bootful of illegal drugs – and they're illegal because they damage and kill people.
2. It's no secret that, far from being cut and dried, altitude training is very hit and miss, and it's very difficult to 'program' someone to benefit on a particular day.
3. Tom confuses blood doping and altitude training. For blood doping you *don't* have to train at altitude. Your body compensates by replacing the drawn-off blood naturally, and then it's squirted back in.
4. If you want a level playing field then you've got to make everyone perform the same standardised training routines to prevent them gaining an advantage. Naturally-talented riders would have to carry weights, like horses – ridiculous, of course.

Surely this is an area where we want expertise, not waffle. Why write if all you can say is 'Something must be going on out there'? (See p 8. Ed)

#### **From Colin Dooley, Birmingham**

Reference Tom McCall's 'Point of View' in the last issue: Willy Voet's account in **Breaking the Chain** shows that the UCI haematocrit level of 50% is meaningless: using EPO and taking measures to ensure compliance were not exactly rocket science. Tom mentions living or training at altitude, and the benefits it can produce ('level playing fields') but these benefits diminish when the rider returns to lower altitudes. But EPO guarantees a benefit 365 days of the year, no matter where you are.

When the public see a cycle race they have the right to know what they have seen: is it pure athletic endeavour, or the product of banned drugs? One typifies one of the finer attributes of human nature, the other a darker and more sinister side – it's merely cheating. At the moment we just cannot be sure what a result is based upon. On the balance of *currently* available evidence, and despite some unfortunate associations, I'm prepared to accept Lance Armstrong's successes in the Tour as due to pure athletic achievement; but in the current climate he and all others in cycling have to accept that in the mind of the public there will be an element of caution when looking at results.

If the riders, sponsors and in particular the UCI don't feel comfortable with this less-than-wholehearted endorsement from the public, then they have to do considerably more than they're doing at present, and not rely for the most spectacular successes against drugs in our sport being achieved

by magistrates and police forces in France and Italy.

#### **From Ray Venis, Horsham, West Sussex**

Regarding my experiences as a lowly G category rider: the five minutes start that we usually get works out very well. You get a long warm-up at your own speed, of course. My last event was Fred Little's 'Antiques Road Show'. The bunch caught me up at a bad moment – a parked car on the left-hand side of the road made me chicken out and take to the grass. However, a massive madsion-style shove helped me on my way when I emerged – thanks to whoever.

The next two laps saw me hanging in there, but then came the crash, and I was hopping round bodies. The bunch had gained too much to be caught. My next lap was on my own, but it gave me the chance to have a pee and a quick word with the ambulance man.

Eventually I looked round and saw a couple of familiar faces, and completed the race with them doing bit and bit. We even got a final sprint! I like the friendly atmosphere and competition, and there is usually a bottle of wine at the prizegiving.

On the way out of the HQ a man making his way to the bottle bank told me how much he hated all cyclists, but it couldn't spoil my day.

#### **From Paul Lipscombe, Jersey (Region 10)**

I've just (28th August) received my Summer 2001 issue of the *Veteran Leaguer*, posted 21st August. Page 7 contains information on all sorts of races that have been and gone.

This is really frustrating for me because I rely on this magazine for information. All my racing has to be planned well in advance due to booking flights and other considerations. What can be done to address this problem?

#### **From Paul Ruta, (Region 10)**

As there are even fewer races in Regions 9 & 10 due to people stopping promoting I wonder if in the next newsletter you can put in a plea for people to organise an event. Somehow we have to try and shame these people who put nothing back into the sport to try their hand but in a gentle nudge way, otherwise we will start, as an organisation, going into terminal decline. As a footnote I only received my *Veteran Leaguer* on the 22nd August and so much of the information on races was out of date. Is there still a problem with distribution?

#### **From Gavin Shaw, Woking (Region 10)**

I have today 25th August received the Summer 2001 edition of the mag. It contains dates and advice relating to events in July and early August. I note that publication date for the Autumn edition is 27 September!

Has something gone wrong or, is this the norm? It took 8/10 weeks for my membership to be acknowledged and required me to make a number of calls to the National sec. I have paid a subscription and would expect the elements of that subscription to be upheld. Due to the late arrival of my membership and the mag I have basically wasted the money. I will not be renewing for 2002 and frankly would expect a refund for the pointless subscription for this year.

**Summer issue reached regional distributors on 24th July: see Editorial.**

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# Good servant, bad master



I WAS RATHER PLEASED to hear Neil Martin, winner of the three-day Tour of the Abberleys, say that he never uses a heart monitor. This nifty bit of technology has its uses, but it has to be recognised that they are fairly limited. They are most useful, not to athletes themselves, but to sports scientists who are conducting tests and compiling data for research papers. Most coaches think that runners and swimmers are better off using a stop watch and accurately-measured distances to set their pace for training.

Athletes are by the nature of their sport 'tuned in' to numbers, and heart monitors satisfy this felt need for quantification by providing steady, more or less instant, feedback. Their principal value to cyclists is that our sport is significantly affected by a range of environmental factors: wind speed and direction, humidity, terrain, air temperature. Heart-rate monitors (HRMs) can thus provide an accurate gauge of the intensity of any given training session, regardless of the external environment. Until the late 1980s even an unreliable heart monitor could cost thousands of dollars. Then reliable, lightweight telemetry systems suddenly became available at a reasonable cost.

Unfortunately, it was obvious from their first appearance that cyclists were choosing them for quite different reasons. They had novelty value, and they became for a time a fashion accessory, a sort of athlete's jewellery. They were, as I've said, a nifty bit of technology. They had a high pose factor. Strapping the transmitter around your chest in the changing room marked you out as one of the elite, a guy so important that your every heartbeat was like gold-dust, to be recorded and treasured.

Now novelty value is not to be sneered at too readily. It can provide a psychological boost, and a psychological advantage is a real advantage. Even the cheaper ones can record your ride, or rides, and provide a limited amount of data which you can look at later and see what your average was, and for how long. What fun. The more expensive ones actually allow you to download the data via an expensive interface with your computer and actually print out charts and tables.

However, I would guess that very few of those who have downloadable monitors ever use that data to plan their future training schedules, or to modify even their next training ride. One of the problems for cyclists was that all the tables for training levels were based on maximum heart rate, a figure that few owners of HRMs ever knew for certain, and not even ascertainable without doubt on a KingCycle test.

There are a good many limitations. Heart rate is sport specific: a triathlete will record different levels in the three different disciplines. The athlete must learn to treat the information with caution. Individual heart rates vary widely. The formula of 220 minus your age is not only virtually useless, it can be misleading. There are well-trained athletes in their thirties who cannot achieve maximum heart

rates of 170 bpm, while some veterans in their fifties can reach 180. Illness (the start of a virus) and fatigue can skew the information. There are numerous ways in which too-close reliance on your HRM can lead you into error.

A three-man group was chasing a break in a road race. They were quite close and visibly gaining when one rider sat up, the chase disintegrated and the break stayed clear. Afterwards one asked: 'Why did you sit up? We'd have caught them in another mile.' The sitter-up replied: 'Well, I looked at my monitor and it said I was on my maximum. I thought, that can't be right, so I sat up.'

Another acquaintance told me: 'I find it very useful for judging my effort when getting across to a break.' Really? Most people find out that they have to get across whatever the monitor says.

Another told me: 'With the HRM time-trialling is cut and dried, there's no longer any problem over pace setting. Determine your maximum, ride at 90 percent, and you'll achieve your optimum time.' The first time he did it he had a tail wind to the turn, but stuck rigidly to his 90%. He got there a minute slower than he wanted to and ended up a fresh tenth instead of a tired second.

Then there was the guy who phoned his doctor with severe chest pains, until he realised he'd forgotten to take off the transmitter in the shower and the strap had shrunk.

When Chris Boardman got a monitor that also showed his calorie expenditure he began to plan to burn 3000 calories on longer rides. If, within half a mile of his home, he'd only burned 2900, he'd ride round the block a few times to get rid of the last 100 calories. This is, actually, rather a sad little story. HRMs seem to have been designed specifically for people with a tendency to obsessiveness.

But HRMs do have their uses. They are particularly useful in riding intervals at predetermined levels (always supposing you know what base you're using to set the level), especially on the turbo-trainer where you're in complete control, with no distractions from traffic. HRMs can prevent you going too hard in training when you should be taking it easy; or taking it easy when you should be going hard. But even if you use a monitor regularly you still have to know what each percentage level of effort feels like, as well as what figures it records. However, the monitor is capable of giving a more objective assessment of whether the athlete's training objectives are being achieved.

HRMs can also warn against fatigue, or the onset of a virus, and so help to prevent overtraining. If your resting heart rate is more than five beats above its current normal level, then you may be tired or unwell. But you can find this out by taking your pulse in the normal way. This is one reason why you're advised to check your resting heart rate daily, always at the same time and in the same conditions.

As long as they take account of their potential inaccuracy, and their other drawbacks, HRMs can be useful for novices. But experienced riders rarely need them.