



The West Surrey Cyclist

**April – June
2013**

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WHAT WE ARE

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

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CTC West Surrey history & archives website:

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

WELCOME TO OUR WORLD

Don't panic! I haven't redesigned the front page, merely tried to come up with an alternative format that can be used with a picture that's in portrait orientation. Chris Juden offered me the photo for the magazine soon after our ride (I'm afraid that's me spoiling the picture in the middle). It's such a great picture that I felt I had to come up with a design that would allow it pride of place on the front cover. I set to work immediately and was pleased with the result. Then CTC changed its logo and I had to redo the design with less satisfactory results. Bah! So much for the advantages of planning ahead.

*Speaking of the new CTC logo (you **had** noticed that it had changed, hadn't you?), the November issue of The Beech Leaf, the monthly magazine of CTC South Bucks (yes, their poor editor has to cajole enough contributions out of their members to fill a magazine every month – I must find out where he gets his thumbscrews), contained a letter that was critical of the strapline "the national cycling charity" on the new logo.*

Up until then the only thought I'd given the new logo was that its increased width was going to mess up the existing designs of both the front cover and the rides list, but the letter prompted me to concede that the writer had a point. Shouldn't CTC have some message more important to convey in its logo than that it is a charity?

The RSPB, of which I am a member, recently changed the strapline on its logo from "for birds, for people, for ever" to "nature's voice". Both give an indication of the RSPB's work or aims. The strapline "working for cycling" on the old CTC logo also did so. Isn't that a more important message to convey?

Changing the subject completely, please heed the request in the article below. In recent years the organiser of the Tour of the Hills has had to spend far too much time running round at the last minute trying to find sufficient volunteers for the event to run smoothly. Twice in the last three years the gaps had to be filled by neighbours and family members. We ought to be ashamed of ourselves.

DON'T JUST SIT THERE, WRITE SOMETHING!

All contributions are welcomed by the editor. Please send them to editor@ctcwestsurrey.org.uk.

TOUR OF THE HILLS - MARSHALS REQUIRED

By John Murdoch

It was truly encouraging to hear at the AGM the clear view of members that this flagship event of West Surrey should continue, at a time when, it is fair to say, its future was uncertain – not for lack of riders, but with the need for volunteers to make it happen.

But with Don Gray agreeing to continue in a lead role, having delegated the marshal deployment to myself, and Louise Gagnon stepping forward to take on the catering, all systems are now most certainly “go”.

However, now is the time for you to note the date in your diary if you have not done so already – Sunday 18th August – and to volunteer to help out. I am planning to reduce the number of manned controls, but plenty of volunteers will still be required to make sure that all goes smoothly again this year. So, please let me know that you can help by contacting me now (before you forget, I know I would!) on johnmatsouthview@btinternet.com or 01276-681131.

It would be wonderful for me to be inundated with responses, to save **me** from contacting **you!**

LETTER COLUMN

Congratulations indeed on the January-March 2013 issue. I know only too well the amount of work you would have had to put in to come up with something of this excellent quality, and the result is certainly appreciated by this former WSC editor of 11 years' standing.

The various pieces and their presentation follow style well, which means they flow. Literals and other textual errors are slight and the only mild criticism I have is the over indulgence by some contributors in the use of the exclamation mark. This is rarely needed and in my view should generally be confined to one word exhortations.

On a personal note, I enjoyed your own piece on the 100-mile reliability ride. Yes, I did go on ahead of the depleted group at Milford but beer was unfortunately not the spur and indeed not taken at the finish. It was just that I was fairly tired, had just stuffed an energy bar down me, and reasoned that stopping at the Milford shop with the others would have been counter productive. My self-abused body was telling me to keep on going and the surprise was that I finished at Pirbright before the others had caught me.

I then, for the first time in my life, had a Red Bull. Wowiee!

Geoff Smith

Thank you for those kind words, but without the contributors to the magazine I would be reduced to ensuring that all the blank pages followed the same style – admittedly an easier task, but one that would produce a more boring result – so the credit should mostly go to all those that write articles, no matter how short, for the magazine.

I too like to be sparing in my use of exclamation marks, but I'm happy for contributors to express themselves as they wish. Mostly my editing is restricted to correcting any obvious errors that I or the spell-checker spot and rephrasing text to save the odd line or two and thereby prevent an article from overflowing the end of a page.

Readers with a good memory will note that you have gently corrected an inaccuracy in my article about the reliability ride. I incorrectly said that you parted company with us when I had my puncture. I had forgotten about the stop at the shop at Milford. Let that be a lesson to all contributors. Don't delay writing your articles. Do it now!

ZAGG INVISIBLESHIELD, A REVIEW

By Dane Maslen

I'm not a great fan of touchscreens but last year I bought a GPS with one. Based on previous experience with a Pocket PC I decided that it would be a good idea to take steps to protect the GPS's screen to avoid it becoming scratched and marked in the coming years. After some rummaging on the internet I found a suitable product, the ZAGG invisibleSHIELD. Reviews of it split into two basic groups:

- Easy to apply and is unnoticeable once applied.
- A nightmare to apply and looks awful once applied.

My conclusion from this was that some dexterity would be needed to achieve good results. This was somewhat worrying as that is a skill I am considerably underendowed with. Nevertheless I went ahead and ordered one for my Garmin Oregon.

The product consists of a thin plastic film with self-healing properties, a small bottle of liquid and a small squeegee. I read the instructions: clean screen, wash hands thoroughly, spray liquid on fingers, remove film from backing material, spray liquid on back of film, carefully apply film onto screen, use squeegee from centre outwards to remove bubbles, expect any remaining microbubbles to disappear over the next couple of days. It all seemed fairly straightforward so I set to work.

Just after removing the film from the backing material I encountered my first problem: I'd forgotten to spray the liquid on my fingers. What I now needed to do was hold the film in one hand while using the second to spray liquid onto the fingers of the third. Not being Zaphod Beeblebrox, I had to settle for spraying liquid onto the fingers of the hand that was holding the film, all the while trying to minimise how much of the film was being handled by unsprayed fingers.

First problem overcome, I started to apply the film to the screen and encountered a second: I hadn't lined it up properly so it was going on skewed at an angle. Attempting not to exert too much force lest it stretch the plastic, I carefully peeled the film back off the screen and tried again. Though not perfect, my second attempt was much better: almost all the screen finished up covered and almost none of the film overlapped onto the

surrounding casing.

Setting to work with the squeegee I eliminated the bubbles. Er, well, I thought I was eliminating the bubbles. In fact when I had finished there were still several large ones towards the centre that were now completely immovable. The screen looked awful. My fears about my dexterity seemed to have been justified. I put the GPS to one side and went to bed.

The following morning I noticed that all the bubbles had shrunk slightly. The instructions had said that microbubbles would disappear within a day or two. Could it really be that the same was going to prove true for the monsters that I'd managed to create? I crossed my fingers and waited. After about a week all the bubbles had indeed gone and only one imperfection remained, a trapped speck of dust. Presumably it had stuck to the back of the film during its extended spell of being waved around in the air while I belatedly sprayed my fingers with liquid.

But for the small blemish caused by that speck of dust I am very pleased with the result. The GPS screen is still very easy to read and I no longer have to worry about the screen being scratched by anything that the GPS might come into contact with. Maybe the sensitivity of the touchscreen is slightly reduced by the presence of the film - I never used the GPS before applying it so I can't be sure - but if so, it's certainly not by much.

If I managed to get good results despite such incompetence during the application of the film, I can't help wondering what those reviewers who described the result as 'awful' must have done. Perhaps they were simply too impatient and didn't allow time for bubbles to dissipate before ripping the film off in disgust. I would now definitely recommend the ZAGG invisibleSHIELD as a way of protecting the touchscreen of any expensive device.

ZAGG sell kits for a wide range of devices, the price varying from device to device (a typical kit costs about £13 - a small extra cost for an expensive device, but not for a cheap one). One must of course buy the appropriate kit to obtain a correctly sized plastic film for one's device. For some devices the kits include films to protect not only the touchscreen but also the rest of the device from scratches. I am far from convinced that this makes sense: I've seen reviews suggesting that much greater care is needed when applying such kits lest bits of film be prone to peeling off from the corners of the device.

ANNUAL DINNER REVIVED

By John Murdoch

Many club members, including myself, no doubt joined the club after the last club dinner was held. I understand that they were quite an occasion, with speeches, toasts, and jolly japes – a bit like Masons on Wheels. Even if it was inappropriate to revert to precisely the same style, it seemed that there was support for reviving some form of dinner. Personally, I think that such a gathering is worthwhile and potentially enjoyable for a number of reasons – time to talk and socialise without conversations being broken by lack of breath or shouts of “car up”, the ability to involve non cycling partners and attempt to persuade them that we are not as mad as we seem (a tough one, that), and engendering club support right across all the different groups.

The initial apparent support for the concept did falter a bit with the notification necessarily coinciding with the pre-Christmas alternative priorities, but with encouragement from ride leaders, we ended up with a very healthy 42 attendees.

Whilst annual awards had already been presented at the AGM in November, in an understandably somewhat perfunctory manner, I felt that it would be appropriate to use the dinner to present some alternative awards, and in doing so honour some of those who have contributed so much to the Club over the years. The Wooden Crank was also re-awarded after engraving, which also gave the opportunity to retell the story of how Don Jones became such a worthy “winner”. The full list of awards presented is as follows:-

Wooden Crank: Don Jones. For leading his group of cyclists into an Old People’s Home when looking for a suitable coffee stop (no doubt having decided that it was in such an establishment that they would blend in best of all).

The (General) Haig Award: Liz Palethorpe. In recognition of her unstinting efforts over many years in keeping the Group’s Western Front in continuing good health.

The Mountain Goat Award: John Findlay. In recognition of his climbing skills, and in acknowledgement of the time he has to wait at the top of hills for the leader to appear.

The Cut and Paste Award: Geoff Smith. In recognition of his journalistic abilities, and for maintaining the life blood of the group over so many years.

The History Award: Chris Jeggo. In recognition of his achievements in looking after the old assets of the group, a task otherwise left to ride leaders.

The Inspiration to Others Award: Ron Richardson. For always living life to the full, and dealing with the vicissitudes that life can bring with fortitude, good humour, and a few extra miles on the bike.

Tour of the Hills Gold Medal: Bill Thompson. An honorary award in recognition of his major contribution to the club over many years, not least his ever enthusiastic and cheerful support for the Tour of the Hills, in whatever capacity is required (Bill, please note that you will need to ride the ToH in under 5 hours in 2013 to earn a matching medal).

Feedback indicates that, having revived the dinner, we should continue to hold one on an annual basis, and I am sure that we can learn from putting the toe back in the water in 2013. Any comments/views/suggestions would certainly be gratefully received before the planning begins again.

PHIL HAMPTON MEMORIAL RIDE

Now in its eleventh year, the Phil Hampton Memorial Ride is held in memory of CTC member Phil Hampton who was killed by a lorry driver in 2002. Every year it raises funds for the Cyclists' Defence Fund, which was set up by the CTC to help cyclists who may be the innocent victims of road accidents.

As usual this year there is a choice of 30 miles or 50 miles but this year these are new routes. The event will start as usual at 10am from Four Marks Village Hall, and refreshments will be available before and afterwards.

Entry is by a minimum donation of £5. You can enter on the day but to receive a route sheet in advance, please complete an entry form and send it with a £5 cheque (and SAE for a paper copy) to Dan Montgomerie at 23 Tower Street, Alton, Hampshire GU34 1NX. GPX files are available to download from the website at www.nhampshirectc.org.uk.

CYCLE CRUISING

By Geoff Smith

You flog your legs out over the French Pyrenees from left to right and back again and few fellow cyclists bat an eye. You take some mostly undemanding bike routes out and back from luxurious accommodation courtesy of a cruise ship and every cyclist you know is interested, even four years on. There has to be a serious message within this perfectly true personal observation.

Chatting with new pals at a recent West Surrey coffee stop I found myself relating yet again the pedalling delights of western Norway, Iceland, bits of Scotland and Ireland, and many of the Baltic countries, all as part of cruise-ship holidays. But then I realised it is only the first named on this list that I have written of in the WSC thus far.

So come with me on my easy-riding adventures – and yes, of course they are adventures as they all take in unknown territory.

Norway was back in 2008 and remains the cycle-cruising biggie. I will never forget battling through the swirling early morning mist to get to North Cape, the top of mainland Europe – well, actually, it's on an island but it is connected to the mainland by a tunnel. And actually it is not even the true top of that island, any more than John O'Groats is the northernmost point of mainland Scotland.

It was not just getting there and back to Honningsvåg, the most northerly village in mainland Europe – well, actually it is not etc etc. What made it so great was the mass adulation I received from the coach excursion cruisers who passed me and then greeted me at the Cape. Bit like Bradley Wiggins on the Champs Elysee. Not bad for a 14 miles bike ride, but it was mainly uphill and a bit scary. I bravely forswore an invitation to coach it back to the ship and received even more adulation when arrived by bike, including a certificate of achievement from the captain. Well, after he was prompted, it has to be said.

The following year it was Ireland (Dublin), Scotland (Mull and Ullapool) and a circumnavigation of Iceland. Do I have to remind you that it was the ship that did the circumnavigating? But there I was cycling every day and it was very satisfying geographically, what with recent eruptions, new land and all.

It was Iceland that came closest to matching the scenic glories of cycling in Norway. For me though, the singular memory was watching Debbie cycling ahead and being dive-bombed by the arctic skuas just as the guidebooks invariably mention. She was up ahead on a dead straight coastal road and I much enjoyed all the action. These roadside-nesting birds tolerate the occasional car but do not like cyclists. Always wear a helmet in Iceland, not for the traffic but definitely for the birds. Did I get dive-bombed? No fear, forewarned is forearmed and I put the hammer down, yelled a few messages of greetings at the feathery folk, and got the heck out of their way.

The Baltic countries were raided in 2011 with cycle-friendly cities such as Tallinn, Riga, Copenhagen and Helsinki, contrasting with the remote and rural hinterlands just minutes away from the centres by bike. Just don't do St Petersburg by bike... Our cycling enabled us to delve for ourselves into the culture and history of Estonia, Latvia, and Lithuania, and better understand the dreadful predations suffered by their oppressed people in most of the 20th Century. Cycling visits to these three small countries are wholeheartedly recommended. There is also the thought that your tourism spending is really important for their economies and truly valued by the inhabitants.

We used the ship's own bikes for the aptly named "Contrast of the Americas" trip in October 2012. By great good fortune, the old functionary mountain bikes which the ship previously offered to game passengers had just been replaced by shiny new £700 jobs. These were mountain bikes too but much more sophisticated and better shod than those we had earlier unhesitatingly spurned. We soon found a pair which suited, made a few adjustments including locking up the unnecessary front suspensions, and bagged them for the duration.

We had flown to Halifax, Nova Scotia, and the riding started bright and early the next day along a fine waterfront. Among the back-of-town shops I spotted an upmarket cycle store called CycleSmith – how good a name is that? Before leaving Canada we also took in the small townships and surrounds of Digby, "scallops capital of the world", St Andrews, and New Brunswick's capital city of St John.

Two stops in Bermuda followed – great for swimming and to go round on bikes; highly expensive to do much else. Then it was the Bahamas. On the face of it, nothing special there for cycling but we did do memorable battle

with a cyclone on our outward ride in Grand Bahama, and had our reward at another idyllic and deserted beach. Finally, we were in Havana, Cuba, and settled for the exhausting included coach tour as I felt the city was just too hot and clammy for cycling unless you are really obsessed. Safe enough, though.

So there you have it. Go cruising and take your bike. You sometimes have to argue your corner with various ship's officers and so-called welcoming hosts, but we are used to doing that at home with some cafés, hotels, traffic officers, and various jobsworths. Taking bikes on cruise ships is not the norm so you often have to politely cajole to get what you want. Getting bikes ashore on tenders is often something I have had to work at, but I have not failed yet. If they wanted to, the cruise companies could very easily offer full-scale cycle-cruising holidays with suggested routes and offering proper backup for cyclists while ashore. Now wouldn't that be a good idea?

IN CASE OF EMERGENCY (ICE) 1

Phil Hamilton

Do you really know where you are when out on your bike? “Of course I do” you say, “I cycled here and am quite capable of finding my way home.” Meaning that you are aware of the route you used to get to where you are and how you could return home (by reversing that route if necessary), but the question is “Do you REALLY know where you are – and could you tell the emergency services where you are?”

If the question raises any doubts in your mind, be reassured that the emergency services can find you if you contact them on the, free of charge, EU emergency phone number 112 (rather than the UK number of 999). Operators can pinpoint you in two seconds and get you whichever services you require.

Here's hoping you never need them.

Ed: Phil's article prompted me to read up on the emergency numbers (did you realise that 999 was only extended nationwide as recently as 1976?) on the internet. In the UK a call to 999 from a mobile can be pinpointed as accurately as a call to 112. Nonetheless 112 is the better number to remember as it is valid across the EU and also in various other countries.

A VISIT TO THE VELODROME

By Julian Allen

Having watched our cycling Olympians and needing something memorable to end the holiday I tried to book the 90 minute taster session at the Calshot velodrome for myself and two daughters. My wife wanted to be official photographer. Courses seem few and far between, you can't book on-line but the person at the other end of the phone was extremely helpful and we managed to get the required number of places right at the end of the school holiday – on a Friday evening.



Finally the time arrived, a mix of nerves and excitement – we donned our kit and turned up to Calshot – which, if you've never been to it, seems to be at the end of the world - and it is a cavernous hanger of a building. We checked in, made final preparations, waited and exchanged nervous smiles with the other participants. The instructor arrived and ushered us into the velodrome. Introductions – 8 out of the expected 10 had turned up and we were all roadies. By one of those odd quirks of fate, three of the other

participants also came from the Guildford area. Helmet check, select shoes if you don't use Look Keo2 cleats and then select the bike. Get saddle height sorted. Never having ridden a fixie it was quite a sight, no brakes, no STIs, no front and rear mech, no cassette, no QRs and all looking amazing clean because the bikes have never been ridden outside.

Lesson 1 – do what you are told. Lesson 2 – learn what the different bits of the track are called. Lesson 3 – learn how to get on and stop. Quickly learn how useful a freewheel is. Clipping in and stopping whilst the pedals are going around feels weird. Daughter struggles a bit with clipping in. This is going to take some getting used to but after a little bit of practice can manage it easily. Ability to ride very slowly and not wobble is a major asset. Lesson 4 – ride round in circles in the middle of the arena so the instructor can gauge our level of confidence. All going well so we split into two groups of four.

Lesson 5 – first four on the bikes and evenly spaced around the blue band (côte d'azur) – nice and steady and all on the flat. Get to see how steep the banking is. Slight apprehension but the physics says you will stay up and anyway, they can do it on the telly. Other four get their turn. Lesson 6 – on the track proper, follow the black line speeding up and slowing down. The former is easy; I'm quite good at that. Slowing is a new skill to be mastered. Miss the brakes. I can see why the Olympians keep on going around a few times after a race. You can feel the pressure build up on the knee joint if you try to stop pedalling. Good news, the instructor is satisfied. Lesson 7 – same as last one only faster and on the red line. Seriously large grin beginning to form. Can really start to feel the forces acting on the body especially as you come off the bend. Hard to hold the line. Lesson 8 - same again but faster, half way between the red and blue lines. Large grin formed. Focus on holding the line out of the bend.

Lesson 9 – going to be last one as timing is running out... what, we've only just begun! 75 minutes vanished in an instant. Lesson 9 – one person on the track at a time and you can go flat out. The instructor calls out where to be on the track, “black line”, speed up, “red line”, faster, faster, “half way between the red and the blue”. If you didn't know what the banking was for you do now. Keep pushing, “blue line” – half way up the banking 45 degrees. Amazing. Grin ear to ear. Heart pumping hard with the exertion and with the thrill of it. Feel the force! “Come down half way” yells the instructor, “red line”, “black line”, “off”.

Pack up and feedback. No accidents, well done. Roadies- get on the drops and stay off the (non-existent) hoods. Focus on even pedalling – you can hear the difference on the boards as the pedals go around. Otherwise well done. The next level focuses on moving around on the track when riding in groups. Have a safe trip home!

Feedback from the daughters – “Dad, that was awesome. Can we come again and do the next level, plllllllllllllleeeeeeeeeeeeeaaaaaaaaaaaaaaase”. Pictures on Facebook at Vicky Pendleton sprint speed – well done official photographer.

Lesson 10 – this is going to seriously damage your wealth. Next level booked for January.

When are they opening up the Olympic Velodrome?

OLYMPIC CYCLING LEGACY EVENT

By Richard Ellis

Exciting news in (local) cycling world: according to a recent issue of CYCLING WEEKLY the Olympic Road race will be repeated this year - and probably many future years.

Apart from an elite cyclists' race there will also be a separate race for 25,000 cyclists on the course of which 5000 will be riding for charity. Sorry to say that a further 30,000 cyclists who put their names in a ballot were disappointed - that counts me out then!!

The route is almost the same as the Olympic road race - except that they may include 3 laps of Leith Hill - but goes up to Newlands Corner (instead of Staple Lane) and does a further loop from Abinger Hammer to Holmbury St Mary and Ockley before heading north to rejoin the A25.

Looks like it's going to be an annual event. This year it's on Sunday 4th August - so West Surrey groups please don't arrange rides on this day!

Reckon some of the miserable locals will be protesting soon about their civil liberties as there will be massive road closures.

Ed: I managed to find some recent information about this event at http://www.tourofbritain.com/_ns_news/ but nothing more recent than August last year on Surrey County Council's website.

BICYCLE ICYCLE

By Mark Waters

The Bicycle Icycle 2013, our early season hilly 70km warm-up event, will take place on Sunday 7 April starting at 09.30 hours from the organiser's house. The route will remain unchanged from last year and we are hoping for a repeat of last year's good weather. It promises to be an exciting occasion: will last year's record 18 entries be smashed? Will the course record of 3 hours 55 minutes be overturned? Will CTC's Tourist Competition winner Mike Batchelor's tights be even more colourful than last year?



Last year's tights

This last question brings up a crucial matter, as far as events generally are concerned: there is uncertainty as to the current status of the CTC's Tourist Competition (formerly known as the 'DATC'). We sadly lost Bob Kynaston recently, who ran the competition for many years, and no successor has yet been appointed. This could have a bearing on the number of entries from people outside our own local group who enter any of our events which are part of the tourist competition. Organisers of all our events should be alert to a possible downturn in numbers, although audax events may suffer less.

Members not familiar with CTC's Tourist Competition may be interested in a brief description: local groups all over the country organise events which are open to all. One of the purposes of such events is to encourage members to travel around and ride with other groups and their members. What most participants are not aware of is that, once they have entered one such event, their 'eventing' is then recorded. All events ridden score points and these accumulate through the season, which runs from March to October. There must be a huge number of CTC members out there who have been taken completely by surprise when an A4 brown envelope landed on their doormat telling them that they had competed in the competition and come in xxth place. I know I was back in 1992 or thereabouts; I was even more surprised to learn that I'd come 10th - an achievement I never beat in subsequent years. The top places are fought over fiercely with the winner and runner-up being separated by no more than a single point. Members may remember West Surrey's glory days back

in the 90s when the DA won the team event over a succession of years.

Returning to the Bicycle Icycle, please contact the organiser for an entry form; advance booking is always welcome and helps the organiser greatly. Entries 'on the line' will also be taken.

Organiser: Mark Waters, 4 Quarry Hill, Godalming GU7 2NW
markw48@gmail.com

RIDING AROUND

With Geoff Smith, editor 2000-2010

Something happened the other Sunday which overrode everything else that I currently celebrate in our ever-evolving wacky world of cycling. Two of our West Surrey congregation actually imbibed beer at the coffee stop.

You may recall my concern in a previous issue that I had been the only person to drink alcohol at a well-attended pub lunch stop with the Wednesday group. I wondered then what on earth was happening to our fraternity.

Since then I can report that I have not again been the sole cyclist beer drinker at our lunchtime hostelrys, so my concern was unfounded. But beer at the coffee stop? – That was something else.

Naturally, I approached the happy swillers, to congratulate them, to envy them their boldness, and to express the wish that I had been similarly emboldened. As you may have reasoned, we were in an actual pub but this was not a first for our coffee breaks. It is just that I not previously seen any of our number enjoying beer on such an occasion.

The jolly twosome, both males, not that any significance should be read into this, modestly assured me they were not trying to establish a precedent, nor making any kind of meaningful statement. They had simply grown tired of waiting for their coffees to be dispensed by the hard-pressed manipulators of the one coffee machine and allowed their baser instincts to take over.

Maybe so, but it brought joy to my heart. Next time our coffee break is in a pub mine's a pint.

ELSTEAD AUDAXES

By Nick Davison

The Elstead Audaxes (Stonehenge 200k, Danebury 150k and Elstead 100k) will be run on Sunday 19th May from the Youth Centre in Elstead as usual. Start times will be 8.30, 9.00 and 9.30 respectively. Entries will be accepted on the day with a £1 surcharge to the entry fee of £5. Paypal online entry is possible on the Audax website.

NOTES FROM THE AGM OF 03/11/2012

Ed: Nick Davison sent me the draft minutes of the AGM and suggested that I extract any information that I thought might be of interest. In some instances this has required some paraphrasing of the minutes.

[From the treasurer's report] The assets stood at about £5000. It was explained that this had built up over the years when the CTC grant was very high which was based on the membership. Last year the grant had reduced to £200 which is the standard for all groups. The main income came from the two audax events organised by the group.

[Presentation of trophies] The following trophies were awarded:

Bill Inder Trophy to Clive Richardson
for the best Sunday attendance.

George Alesbury Tankard to Neil Eason and John Findlay
for the best Wednesday attendance.

Keith Parfitt Memorial Pot to Roger Philo
for organising and helping at events.

Bert Bartholomew Trophy to Bob McLeod
for being the oldest rider to complete the 100m reliability ride.

Several nominations for the Wooden Crank, for the most amusing blunder during the year, were received from the floor and after a vote it was agreed that Don Jones be awarded the trophy (he led a Sunday ride into a retirement home near Fontwell).

[From Any Other Business] Richard Bates, one of the CTC councillors for the South East region, reported on CTC campaigning work for cyclists and

noted that there was no Right to Ride representative nominated from this group.

John Murdoch had received the first order of club shirts from Ocado, which were duly distributed and demonstrated. Future orders would require a minimum batch size of ten shirts, though this could be a mixture of short/long sleeve priced at about £36.50/39.50, depending on Euro exchange rates.

Mark Waters stated that he was looking at putting copies of *The West Surrey Cyclist* on the website. Geoff Smith said that putting it on-line would lead to the paper version dying. It was agreed that both the printed and on-line versions would be adopted.

(Ed: I wasn't present at the AGM so couldn't add to this discussion, but it's certainly my belief that we should continue to produce a printed version of the magazine for as long as there is any demand for it)

There was a discussion around improving publicity and all members were requested to assist particularly in Bike Week (15th to 23rd June).

In view of the late opening and poor service from the present pub landlord, it was agreed to seek a new venue for next year's AGM. A local golf club was mentioned: the committee will investigate.

IN CASE OF EMERGENCY (ICE) 2

By Phil Hamilton

Do you carry sufficient identification, and medical/allergy information with you when you are out cycling. I know I don't, but am debating how to present the information that may be needed in an emergency, when I may not be able to communicate with my 'rescuers'.

Those of you with a smartphone can now download a free app (Ride ID) into which you load all the relevant data, and the emergency services will go looking for the information when they locate your phone.

'Dog tags' are an option for those without smartphones, or a piece of paper with relevant details in a suitable 'pocket' may suffice.

Whatever you favour – sort it out today.

I hope you'll never need it – but it might save your life.

DATES FOR YOUR DIARY

Sat 23rd March: The Phil Hampton Memorial Ride, 10:00, Four Marks. Check 'Other events' at <http://www.nhampshirectc.org.uk/> for details.

Sun 7th April: Bicycle Icycle (70km), 09:30, 4 Quarry Hill, Godalming. (Mark Waters 01483 414307, markwaters@ctcwestsurrey.org.uk)

Sat 13th April: Cycle Jumble, Ripley Village Hall, 09:00.

Sun 21st April: 35/50-mile Reliability Rides, start 08:00-09:00 from Meadow car-park in Godalming or Pyrford Common car-park. (Roger Philo 01483 233381)

4th-6th May: Anne & Derek Tanner are organising an event centred on Merthyr Tydfil for rides on the Taff Trail and Brecon Beacons National Park. Please contact them (annederekin-wsda@yahoo.co.uk) if interested.

Sun 19th May: Stonehenge 200, Danebury 150 and Elstead 100 from Elstead Youth Centre starting at 08:30, 09:00 and 09:30 respectively. (Nick Davison 01428 642013, stonehenge200@ctcwestsurrey.org.uk)

19th-23rd June: Bike Week.

Sun 18th August: Tour of the Hills. More details next issue.

Deadline for next issue is 1st June. Get your cycling stories in to the editor now: editor@ctcwestsurrey.org.uk

The editor welcomes contributions of all types. If you have photographs that could be used to illustrate your article, feel free to send them too. Whether they are used or not will depend on space constraints. All contributions will be acknowledged when received.

ANNUAL SUBSCRIPTION FOR PRINTED COPIES OF THE MAGAZINE AND RIDES LIST IS £4. Send a cheque payable to 'CTC West Surrey Group' to Phil Hamilton, 165 York Road, Woking GU22 7XS.

PDF COPIES OF THE MAGAZINE AND RIDES LIST ARE FREE. Send an email to the editor (see above) to be added to the distribution list.

Front cover: Sunday Riders near Rogate in October (photo by Chris Juden)