

The Sprocket

HIGH WYCOMBE CYCLING CLUB news and information

ISSUE 7
May 2005

BUCKS CYCLE CENTRE

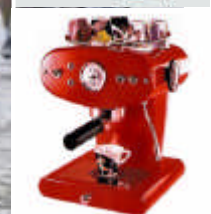
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- THIS MONTH...
- ARCHER INTERNATIONAL ROAD RACE REPORT
 - HWCC VICTORIES IN ROAD AND TIME TRIALS
 - LONG DISTANCE EVENTS - THE IMPORTANCE OF FUELLING
 - NEWS & EVENTS ○ THE CAFE STOP EXPERIENCE
 - CLUB RUNS ○ ANTELOPE 3-UP TEAM TT
 - KIT REVIEW ○ DIARY OF OUR CONTINENTAL PRO
 - SEX PISTOLS ○ RACE RESULTS
 - CYCLING ELECTIONS ○ TOUR OF BRITAIN

2005 Giro D'Italia

Can Simoni stay ahead of the young challengers?
7th - 29th May



HWCC RIDERS IN ACTION!

Images Courtesy: (c) D Sackett
www.cyclingphotos.org.uk

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For full results, news and updated info
<http://www.highwycombecc.org/>



DIARY OF YOUR LIFE

CLUB EVENTS

Wednesday evenings are club nights at West Wycombe Village Hall. Supervised turbo training sessions designed for the up and coming racing season. Bring your bike, turbo, kit etc to get some good training.

Also, the Computrainer League is starting now so contact Dave Johnson for your place in the heats.

SUNDAY CLUB RUNS & RELIABILITY TRIALS

Meet in High Wycombe High Street at 9am on Sunday mornings. ALL welcome members and non-members alike.

See the page in The Sprocket for more details.

OTHER EVENTS

Fred Whitton Lakes Challenge 114miles
Central Central Division RR Championship
Long Crendon School

3.4.W.J 80Km 10:00 £10.00 [£15.00]

E.1.2 120Km 10:15 £10.00 [£15.00]

Closing date: 1/5/05 Cheques to: High Wycombe

CC Harry Henley, 11 Bell Lane, Princes

Risborough, Bucks HP27 0DD 01844 346465

Road Races

It's all kicking off now, plenty of local road racing starting this month.

See http://www.britishcycling.org.uk/calendar/2005/road_mayl.html for a full calendar

Other

NATIONAL

8th May Lincoln International Road Race

14th-15th May National MTB XC Round 2

21st-22nd May National MTB Downhill Round 3

28th May National BMX Round 2

30th May National Grass Tack Championships

INTERNATIONAL

UCI Pro Tour Check out Eurosport for schedules

07.05.2005	29.05.2005	Giro d'Italia
16.05.2005	22.05.2005	Volta Ciclista a Catalunya
05.06.2005	12.06.2005	Critérium du Dauphiné Libéré
11.06.2005	19.06.2005	Tour de Suisse
19.06.2005	19.06.2005	UCI ProTour Eindhoven Team Time Trial

High Wycombe Cycling Club Principle Officers

President	: Gordon Wright
Chairman	: Alan Hillier
General Secretary	: Margaret Wright
Treasurer	: Paul New
Editors	: Neil Wragg & Paul Morrissey

EDITOR'S PAGE

Racing time is here, well for some of us at least. Even if you haven't raced before you should seriously give it a go, a time trial or get a day road race day licence and have a crack at a novice race on the hillington circuit ,,Just do it im rubbish and I do it .

So , Uncle Chippo has packed it in then , we shall see , we have a report from him in this months edition and im sure these will continue maybe we will get him to club dinner ay , who knows .

Also , chuck that Polar Heart rate Monitor (Ebay the thing) and get yourself a proper training tool , once set-up the Suunto reviewed in this issue will improve the way you look at data from training and help you tailor a schedule, have a chat with me or raggy if you want more info .

CHIPO

sprocket@highwycombecc.org



I was working in Milan when Lance Armstrong announced at a press conference that he will retire after the 2005 Tour de France, win or lose.

The media in Italy went into a frenzy and it was on every TV show and news bulletin. It literally took over all the news reports and every other story seemed to get pushed way down the list.

Well, it's not as if there was any other news that weekend in Italy, apart from the conclave meeting in Rome to elect the 265th Pope, that's all!

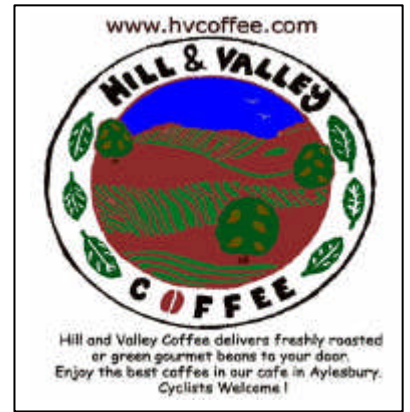
Speculation is rife at the moment as to who is on form and who is falling behind. Armstrong couldnt retain his Tour of Georgia title but it did go to his teammate Tom Danielson so you could say that everything went to plan but would you believe him?

No-one has seen much of Ullrich so no form to judge but the Tour is still ages away. The Giro D'Italia however is on this May and will be a very closely fought battle all the way. Defending champion Cunego is great to watch and is performing well as is Ivan Basso, third in last year's TdF but up for a Giro win on home turf. Both of these though will have to fight the two time winner Gilberto Simoni, the older, more experienced leader of Cunego's own team will have to assert his authority on his own teammate if he wants to regain his title.

Heroes this month go to basically loads of HWCC riders, there have been stacks of fantastic results already and the season is only two months in! Steve Golla, Graeme Arnold, Dave Roberts, Phil Crouch, Paul Mace, Morrissey & Trish have all been put through the mill in the early road races whilst Dave Johnson, Clive Nicholls, Neill Coventry have been doing the same in the TT's.

Also big welcome to all the new members joining each week. There seems to be a queue forming in front of Margaret every Wednesday night at the moment!

RAGGY sprocket@highwycombecc.org



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Email : beans@hillandvalleycoffee.co.uk

May's Edition of 'High Wycombe HISTORY'

To be an HWCC rider, ya gotta know the history.....

FEBRUARY 1976

12th: The Pistols (who have now done a dozen shows) support Eddie And The Hot Rods at the 'Marquee'. Lydon walks offstage and sits in the audience, then throws Jordan (who works at McLaren's shop) across the floor, chucks chairs around and smashes Eddie And The Hot Rods' equipment. N.M.E. journalist Nell Spencer reviews the gig under the headline: 'Don't Look Over Your Shoulder But The Sex Pistols Are Coming'. "Actually, we're not into music," Steve Jones tells him, "We're into chaos."

14th: The Pistols play a Valentine's Ball at Andrew Logan's studio in Butler's Wharf. When Jordan jumps on stage, Lydon rips her clothes off and starts smashing the band's equipment. The Pistols also play a Valentine's Dance, supporting Screaming Lord Sutch at High Wycombe College. Lydon's microphone goes dead so he starts to smash it up, resulting in a brawl between the PA company and the Pistols' entourage. It's the first big fight at a Pistols gig and, through it all, Lydon keeps on singing "No Fun".



MARCH 1976

30th: As a direct result of the High Wycombe gig, Ron Watts books the Pistols for his '100 Club', on Oxford Street. Lydon is so drunk that he can barely remember the words to the songs, but when Matlock starts having a go at him they get into an argument that ends with the singer storming off stage and running out of the club. McLaren finds him on the street, waiting for a 73 bus to take him home to Finsbury Park, and tells him: "Get back on that stage or that's the end of you." He does.

TOM BOONEN DOES THE DOUBLE!

By Anthony Tan & Tim Maloney

The 24 year-old golden boy of Belgian cycling, Tom Boonen, who rode an amazing Tour of Flanders last weekend to become one of the youngest winners of 'De Ronde', today won his first Paris-Roubaix with another flawless display of power riding, becoming only the eighth rider in history to do the Flanders-Roubaix double.

"This is more than unbelievable. Everything went as I expected it would," said the beaming Boonen post-race, engulfed in a horde of team staff, journalists, photographers and fans.



Boonen gets some encouragement en route
Photo ©: Roberto Bettini/
www.bettiniphoto.net

Last year's winner of the Junior Paris - Roubaix, Britain's Geraint Thomas is steadily riding back into form after an operation to remove his spleen last month. Falling debris from a lorry on a training ride last month smashed into his forks and left him critically ill in hospital. Geraint is now back in training and on the road back to race fitness according to coach Heiko Salzweidel.

Britain had 3 riders in the top forty this year.

Alex Atkins in 15th, last years second place Ian Stannard in 33rd and Steve Burke in 38th.

Suunto T6 deal at Cycle Care EXCLUSIVE TO HWCC Members!

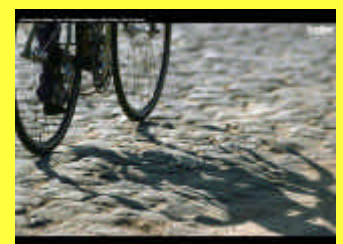


The ad above has been scanned from the latest Snow & Rock catalogue. The 'Ultimate Personal Training watch' as they describe it is on sale for **£375** from Snow & Rock.

Not surprising as this is the list price in all the shops BUT your Sprocket has secured a deal with CYCLE CARE in High Wycombe to offer the Suunto T6 at an amazing **£ 255 !**

That is an amazing £120 off what you would pay if you weren't a member! Buy one of these and that pays for your membership for the next SIX years!

No other device will give you all the information for you to get the best out of your training. VO2 max, Respiration rate, Oxygen & Calorie Consumption all now available without a laboratory.



FORTHCOMING SOCIAL EVENTS

Etape Endurance Evening Presentation

At the club one night in May - TBC
Various experts on long distance riding will be giving talks and bringing samples to help your preparation for such an event. Talkers include:

Simon Jackson

- 2nd Placed Brit in last year's Etape du Tour

Science In Sport

- The UK's leading Sports Nutrition experts.

Dr Gordon Wright

- British Cycling coach and coach to current National Time Trial Champion.

Suunto Sports

- Manufacturers of the leading training tool and heart rate monitors.

Thai Social - Sunday 8th May

We're planning to go to Anong Thai on Sunday 8th May, eating at 7.30pm. This is a new restaurant, very near Cyclecare, on Desborough Road, and comes highly recommended by club members. We will have to pre-book tables, as the restaurant seats a maximum of 35 people. It would be great if we could fill the restaurant!

Please let me know by Wed 4th May if you would like to come. Feel free to bring partners/friends (especially prospective new members!).

Wycombe & Marlow Sports Council Awards Ceremony Friday 13th May

Simon Jackson has won an award from the above group for his fantastic achievement in the 2004 Etape (2nd British rider!). He will be presented with his award, along with other winners on Fri 13th May. At this presentation, there will also be a quiz and a buffet (apparently it was fantastic food last year!). Tickets are £10.

It would be great to be able to support and recognise Simon for his achievement, and an opportunity to promote our club amongst other local sports clubs (we may even be able to tempt some away from their current leisure pursuits....!). Please let me know by Wed 4th May.

Annual Club Awards Dinner - Saturday 26th November

Put this date in your diaries now! This will be the Annual Club Awards dinner.

trish.hicks@travelodge.co.uk



MORRISSEY ON COFFEE

I love coffee, it's a fact I have to face up too, it makes my heart run faster and speeds up my metabolism and it tastes sooo damn good, well some does.

Like all things in life some coffee is the pits and needs to be thrown away, so I was pleased to find that we have a local importer and roaster of fine coffee products.

Its simple as pie to get hold of the stuff, visit the web site

<http://www.hvcoffee.com/>

And order away.

The problem is which blend etc to select, so in view of this and so that SPROCKET luvies of coffee can benefit from my experience I have reviewed a selection of the blends they make.

BRAZIL-Bourbon fazenda cachoeira- Dark Roast

Brazil produces 30/40% of the world's coffee. Practically all of Brazil's coffees are dry processed when hulled.

Because of this, they are not really considered to be the same quality as washed Arabica Coffees. A Brazilian coffee bears either the name of the state where its grown or the port through which its shipped (bet you didn't know that one). Brazilian Coffees have flavours referred to being soft, hard or Rio. The soft flavoured coffees are mostly grown in Sao Paulo and exported via Santos.

The best of these soft coffees are described as being nutty and smooth with a Medium acidity and body.

Hard Brazilian coffees have quite and astringent smooth feel as opposed to the softs which, like me, are smooth baby.

Dark roast has to be my favourite blend actually, I love a strong coffee with a good kick (this is obviously dependent on how you have/make your coffee I have mine Americano style) the taste is slightly dry with a good deep strong taste and the smell is to die for.

The Bourbon certainly had that nutty/earthy taste I love so get a sprocket thumbs up.

Tico Suave – Costa Rican Dark Roast

Costa Ricas coffees production can vary in flavour to be honest depending on coffee cultivar, altitude and on which side of the country they are grown.

The best quality coffees come from the higher altitudes about 1200-1700metres on the pacific side of the country which has a dry season from December to March.

These coffees are known as SHB (strictly hard bean). The regions of the Tres Rios and Tarrazu around the capital city of San Jose are the home of Costa Ricas two greatest Coffees. These coffees are noted for the consistency in the cup, acidity and the very fragrant Aroma.

On the other side of the country the high grown atlantic (HGA) coffees are produced at around 900meters. These coffee slopes are subject to rain most of the year. The coffees produced here have a good acidity but less body and aroma than the pacific growths.

The lowest quality coffee, low grown Atlantic (LGA) grown also on the atlantic side of the country at about 150-600 metres are described as having a greenish flavour with little body or flavour.

The Tico suave I guess comes under the High grown Atlantic side of Costa Rica, it tasted good but for a dark roast was too mild for my pallet the aroma was ok though and not as mild as the coffee, ok but not my favorite, it gets a Sprocket Nod but not a stamp.

sprocket@highwycombcecc.org



PAUL MORRISSEY



L'ÉTAPE DU TOUR

Mourenx > Pau - 179 km

Lundi 11 juillet 2005

ENERGY DEMANDS OF LONG DISTANCE EVENTS

OR "WHERE DOES HE GET HIS ENERGY FROM?"

By Dr Gordon Wright ABCC Csci CChem MRSC MBA Ph.D

Following a conversation with Gordon Wright about the 10 HWCC riders planning to complete the Etape du Tour this year and the energy sources required for such a demanding event, initial calculations indicated that the energy demand of the Etape could be 500 to 600 kcals per hour. Given the terrain some HWCC riders could be out there for 8 to 9 hours even possibly 10 hours. So some serious consideration of fuel source is critical.

"I've never ridden the Etape but would like to one day before old age finally overwhelms me. I have however, ridden several 12 hour TTs way way back and road raced up to 120 miles. So I understand the problems from a riders point of view," says Dr Wright. "A successful Etape, amongst many things, clearly relies on good endurance fitness, constant full hydration and meeting the energy demand. The latter poses some very interesting questions and a consideration to the many variables that impact on the situation, eg: age, weight, fitness, efficiency, ability to be the saddle for many hours etc etc.

A rider taking 8 to 9 hours at 600 kcals /hours will have an energy demand in the order of 4,800 kcals to 5,400 kcals." That's a lot of energy to find. The big question is how will such a demand be met out on the road.

An example of energy sources at the start of the ride could be :-

Stored body glycogen will yield about 2,000 Kcals but using all of it will leave the tank empty and serious hypoglycemia will rapidly set in.

Two bottles [750 mls each] with 10% glucose polymer will yield some 500 to 600 kcals – depending on the type of polymer, eg PSP22 HiFive etc

Three energy bars will yield maybe 900 kcals.

Three energy gels about 300 Kcals [but these should be part of the emergency reserve].



"If a rider started with a full body store of glycogen plus what is carried in the pockets and bottles based on the above example it comes to 3,800 kcals. So there could be a shortfall of up to 1,700 kcals. This shortage would ultimately result in either (a) a very serious case of the 'bonk' and a probably a DNF or (b) a serious loss in performance and a dramatic reduction in speed and probability finishing well outside the time limit. Three or four more energy bars might just cover the deficit but the rider could still be sailing close to complete depletion in the closing stages," according to Dr Wright.

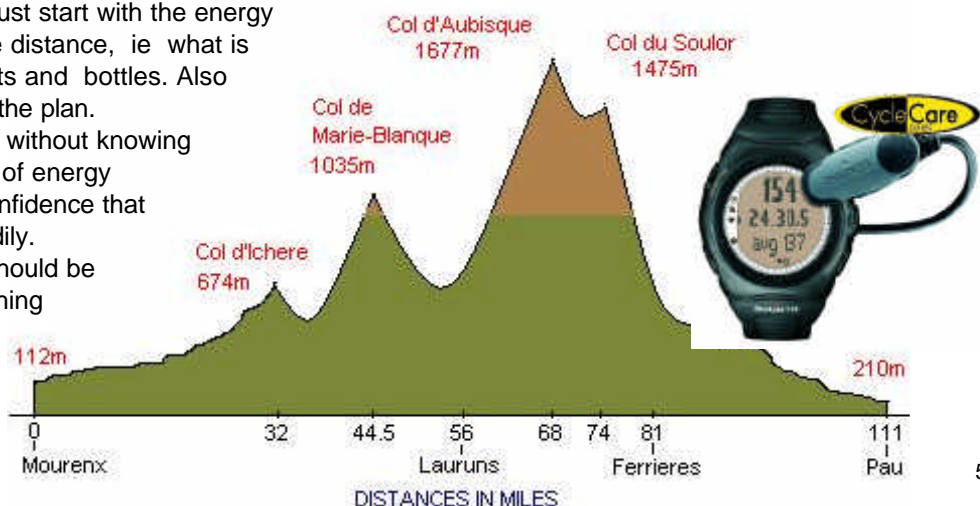
"The saving grace could be utilising the body's fat stores, but effective utilisation of such a source will depend significantly on the type of training leading up to the Etape, and whether or not the body has been conditioned to burn fat and spare some glycogen. One pound of body fat can yield some 3,000 kcals so more than enough to cover the deficit-providing the body can burn it in the circumstances. The main source of fat for fuel is intra-muscular triglycerides not subcutaneous body fat.

Another consideration to remember is the harder the riding effort the more the body will go for glycogen as the preferred fuel source until it is depleted. Ride much slower and more fat can be mobilised, but riding slower might mean not achieving the time limit, or the desired personal target.

Another consideration is the rate at which fluids can empty from the stomach. Fluids should be isotonic to enable fast emptying which means fairly dilute solutions. That of course reduces the calorie delivery from the stomach per hour. This can be estimated but I don't have figures to hand at the moment."

So from the above it is clear that the wise rider will have a strategy and game plan because without dedicated HWCC team roadside support each rider must start with the energy source that will take them the whole distance, ie what is stored in the body and in the pockets and bottles. Also an energy reserve should be part of the plan.

Personally I would not want to start without knowing I had access to at least 5,000 kcals of energy source in carbohydrate form plus confidence that my body would burn fats quite readily. Relying on the Etape organisation should be limited to regular water supply, anything else is far too risky.



Gordon.



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50th Archer International Grand Prix (Premier Calendar #2)

Sunday 3rd April; Buckinghamshire;

Report and photos by British Cycling road and track correspondent Larry Hickmott

This years 2nd round of the **British Cycling** Premier Calendar series, the Archer Grand Prix was memorable for many reasons. Not only was it the 50th and the final one organised by Stuart Benstead, the race saw the return to the winners podium of John Tanner who didn't have the best year in 2004 but after the Girvan and the Archer in 2005 is looking in very good form. Too good for all his rivals on the tougher than ever course of the Archer which also had the bonus of bright sunshine after a week of rain. Having just been through the pictures of the event, what is also quite outstanding is the special ride by a number of riders.



Photo: © 2005 Larry Hickmott

No doubt there are many more but, the top young rider was Tom White (6th) who cut his teeth on the track but is now proving to be somewhat of a revelation on the road as he continues his progress to making the GB team for the Beijing Olympics in 2008. His spot as best young rider may however have been rivalled by World Team Pursuit Champion,

Ed Clancy, who less than a week after returning from Los Angeles, was right up there until a crash took him out on the approach to the finishing circuit. I should also mention the ride by Matthew Stephens which was special indeed and there are few better road riders from GB than this cyclist when he's on form. It was great to see him back where he deserves to be, at the front of a race. Fuji rider Gareth Jones also surprised a few people with his 5th place but the most remarkable thing about the event though was the comeback by both Kevin Dawson and Jon Dayus, second and third respectively.



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With two laps to go, the pictures reveal a trio off the front, Matt Stephens, Julian Winn and John Tanner. At

that point I walked back to the finish and like most, thinking the race was about to finish, headed for the finish line. Surely they couldn't be caught but they were after Tanner split them on the dual carriageway and among those who made their way to the

front of the race (except for Tanner who lead alone) in the space of 10 miles was Dawson and Dayus. It must have been quite a stunning chase to witness and Dawson made it a 1-2 for Planet X with his second place after John Tanner claimed the top spot.



Copyright 2005 © Larry Hickmott



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HWCC riders in the Junior Archer RR



There was also another two races on in the morning of the International Archer GP, the Junior Archer & the Spring RR.

High Wycombe CC had four riders in the Junior Archer RR.

Neil Wragg, Steve Golla, Phil Crouch and Graeme Arnold started the Junior which was 5 laps of a 10 mile circuit taking the riders up through Seer Green, through Chalfont St Giles before tackling the 0.5km 10% Gore Hill. Then down the A355 to Beaconsfield and back up into Seer Green.

Graeme and Phil were both casualties to Gore Hill. Phil's gear cable 'snapped' going up Gore Hill - which 'explains' why I saw him carrying those wire cutters in his back pocket!

Neil Wragg finished anonymously in 22nd position after getting dropped in the last 20 yards up



Gore Hill on the final lap and waiting for the main bunch to help chase back the break. Steve Golla, after repeatedly shooting off the front of the pack to try and break us all finished in 13th position. Out of the 60 starters only about half the field finished.





In April Clive Nicholls won the Border 15, just 2 seconds ahead of the second place rider. Dave J also rode well to come 4th.

Also well done to Dave Roberts finishing in the main pack at the recent Milton Keynes RR.



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In case you missed the article in the Bucks Free Press last month

Golla achieves his own personal goal

STEVE Golla won Sunday's Thames Velo Road Race.

The High Wycombe Cycling Club member beat 80 all-comers to win the 43-mile race in Oxfordshire.

He won it after a thrilling final mile in which he came out of a bunch of four with 400 metres to go. And his bravery paid off as he sailed across the line a clear winner.

He was one of seven Wycombe riders on the starting grid.

His High Wycombe team mates Neil Wragg and Graham Arnold finished a few places back in the large pack having ridden consistently throughout the race. Trish Hicks and Phil Crooch finished just off the pace, and Paul Morrissey and Dave Roberts called it a day on the second lap.

For Golla it was his second road race



Tour de force: Steve Golla (holding the bike), and the rest of the High Wycombe team

Cycling

placing of the weekend having sprinted into third place 24 hours earlier in the Milton Keynes circuit event at the Milton Keynes Bowl.

It completed a good week for Golla. The previous weekend he had paired up with Dave Johnson for the Willesden CC 2up team time trial held at Cheddington, where they covered the 30-mile course in 72 minutes and 41 seconds to finish second in the club placings and the third fastest team overall.

Meanwhile, the 73-mile Thames Velo race for elite, first and second category riders, was won by National Time Trial Champion Stuart Daugerfield, coached by Wycombe President Gordon Wright.

Antelope RT 3UP 50km TTT Results

- 1 Sean Yates, Christian Yates, Peter Tadros In Gear RT / In-Gear Cycle Sport 01:08:51
- 2 Simon Ambrosini, Simon Saunders, Ed Perry Russell Page SP Systems / Wightlink RT 01:10:29
- 3 Steve Freeman, Antony Stapleton, Ian Browning Chelmer CC 01:13:28
- 4 David Johnson, Steve Golla, Paul Mace High Wycombe CC / Amsphere "A" 01:14:24**
- 5 Mark Andrews, Mike Portlock, Mark Rosser Merthyr CC / Taff Vale Cycles 01:16:15
- 6 Russell Cooper, David Griffiths, Ray Healey Twickenham CC 01:18:04
- 7 Jonathan Marchini, David McGaw, Daniel Colegate Oxford University CC "B" 01:20:41
- 8 Brian Smith, Robert Watson, Sean Wheatley North Hampshire RC 01:21:28
- 9 Mike Clutton, Steve Leonard, Matthew Legge Charlotteville CC "A" 01:21:33
- 10 Paul Morrissey, Paul New, Colin Fury High Wycombe CC "B" 01:24:48**

A great display of strength by the club in the AntelopeRT 3UP team time trial.



Many thanks to D Sackett

www.cyclingphotos.org.uk

[where you can purchase your copies of these photos](http://www.cyclingphotos.org.uk)



Food Nutrition Review**Powerbar Protein Plus (Chocolate)**

Yeah, any excuse to test food products, no to be honest my poor recovery from long rides and races brought me to looking at a better way of recovery than sprawling out on the sofa and eating loads of pasta after my shower etc.

Any, the review

This isn't a chocolate bar like a Yorkie or a Fruit and Nut, this bar has a job to do and that is help your body to recover, lots of scientific stuff on the web site but basically it's a low fat, high protein bar. We all need proteins for recovery and taking them in this form (or via a specific drink) works a treat.

This product does work to be honest I have been on these for a couple of weeks now (yep I have bought them myself, no bloody freebies) and using them for recovery has made a marked difference to how I felt the next day so I suggest you all get along to a shop that does them and buy a shed load (especially with the racing season in full swing) Flavours are chocolate and vanilla, I prefer the latter, they don't taste fantastic but with a cup of tea/coffee after a ride they are the best plus the benefits are great .

Powerbar Protein Plus Fast Recovery Drink

An alternative to choc bar I guess but unlike Rego its tastes great (Rego makes me Gag), you can add this stuff to Milk or have it with Water (why) and together with Dr. Lothar Heinrich, the sports doctor of the T-mobile cycling team, PowerBar would appear to have developed a recovery drink that actually accelerates recovery after training and racing rather than having to sleep on it. Obviously this is my opinion but I have tried a load and this stuff does what it says on the Tin.

Sports Balm Muscle Recover (www.sportsbalm.com)

In November on a charity ride to Wales (detailed in sprocket at the time) I experienced my first massage (no champagne special), which was fantastic and made a huge difference the next day, the product used strangely enough was Sports Balm Muscle Recover. So after several months of suffering not taking a scientific approach to recovery my body wasn't very happy at all, so a long with the Protein recovery approach I got some sports balm (massaging my own legs this time), wow, why did I take so long to do this.

The difference I huge, honest, I can walk down the stairs the next day after a ride as before it was ohh, ouch arrgh etc, it is also the choice of Freddie Viana (US postal and Discovery Channel masseur/soigneur) Muscle Recover oil was specifically developed in order to stimulate soft tissue repair after strenuous exercise and to improve recovery time. The unique, powerful combination of active ingredients; Arnica, Mistletoe, Juniper Berry, Rosemary and Tea Tree, allows Muscle Recover oil to penetrate deep within the muscle and target the affected areas (Steady!!!). Through this deep penetration, the transport of metabolite stores is accelerated, the lymphatic system stimulated and the capillary permeability factor increased, giving the muscles the best possible recovery time to restore their strength.

Muscle Recover Oil has been tested worldwide over many years and tried and proven by our masseurs plus world-class athletes, including Tour de France cyclists, who've named it their "personal masseur in a bottle." Muscle Recover Oil uses a blend of high quality vegetable oils as base oil, wherein the essential ingredients become homogeneously absorbed and work optimally in this unique, potent combination. These essential, active ingredients continue to work as long as the oil stays in contact with the skin. The constitution of the oil ensures that the oil / skin contact remains for as long as possible, enhancing the active recovery process whilst improving recovery time. Not only is Muscle Recover oil suited to all skin types, the skin functions themselves are supported and improved through the use of Muscle Recover.

De chippo says GET IT it works!!!!!!! Plus you smell GOOOODDD



PPE'S FOR GENERAL RACE USAGE....	
1. I havent had a very good training camp this year so im riding like a dog ?	12. My second hand 26 inch wheels won't let me go over 100rpm they go all funny and my racing wheels are in the bike shop being fixed
2. The powerbars arent working properly .	13. My Girlfriend doesn't like me racing.
3. My bikes not tuned to race over 120k.	14. I can't race my mums is in the car.
4. My oversized stem is tritchy so I can't change gear properly.	15. I just got in and have been out on the lash all night i cant race as I don't want to lose my licence???
5. Dont know how i missed the break i guess i wasn't concentrating i was comparing the hills to the ones i train on	16. I don't race .
6. It's my sisters bike and she wont let me race (but I would beat you anyway)	17. Come on this bikes like me a cruiser not a racer...
7. My lube i put on this morinig is crap so it's not worth racing anyway today	18. Race , you got to be joking these rims are too expensive get a life .
8. Its too hot - and this bloody team kit doesnt work efficiently at cooling me down ?????.	19. My trainer says i have to treat this as a recovery ride.
9. Oh its a race ?	20. bugger i forgot my licence
10. Mum thought it would rain so i have come to watch on my bike instead.	B- bugger i forgot to register my licence again
11. My lucky shoes are bust so i cant race today , no way .	C- aahhhh no shoes
	D ahhh no helmet
	E --- ahh i forgot my bike
	F --- ahhh im at the wrong race
	DE Chippo



KIT REVIEW

Since reviewing the Suunto's T6 heart rate monitor there have been many comments about the EPOC results that it produces for you. In use I have now started to find this invaluable so I'll explain a little further.



What is EPOC? EPOC, Excess Post-Exercise Oxygen Consumption.

EPOC is short for Excess Post-exercise Oxygen Consumption and indicates the amount of extra oxygen your body needs for recovery after exercise. Due to the physiological training load caused by the exercise, your body consumes more oxygen after exercise than during rest. The more strenuous the exercise, the higher this extra consumption of oxygen (EPOC) is after exercise and the more your body's homeostasis is disturbed.

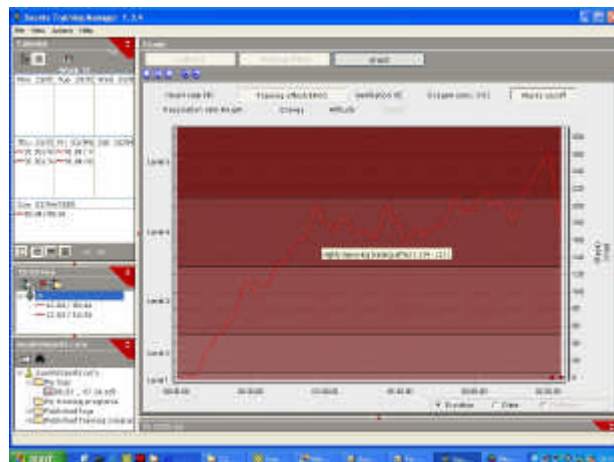
So, EPOC is an indicator of how strenuous the exercise was. It is a numerical value comprising the duration and intensity of the exercise, as well as other physical and mental factors affecting your body, such as stress and fatigue. So far EPOC has only been utilized in exercise physiology research, because it was only possible to measure it under laboratory conditions. Suunto t6 is the first device that allows the non-invasive pre-prediction of EPOC already during exercise, which in turn makes it possible to monitor the exercise load and the training effect.

HOW DOES EPOC ACCUMULATE?

The greater the intensity and the longer the duration of a training session, the higher is the EPOC value measured from the session. EPOC accumulates faster when the training's intensity increases than when the duration increases. This means that low intensity training may not necessarily result in a high EPOC value, even if the duration of the training is exceptionally long. With high-intensity training, however, you can reach a high EPOC value even in a short period of time.

In interval training, periods of high heart rate and periods of recovery follow each other. If the recovery periods are short, EPOC can reach a high value, as it will not have time to decrease during a short rest. The EPOC value attained from similar exercise can vary from day to day.

On a good day, your body can handle the training more efficiently, resulting in a lower EPOC value, but on a bad day, physiological training load to your body and EPOC may be higher. Many factors affect EPOC during training, such as your hydration status and the temperature and humidity of the air. If you have performance anxiety or are nervous, this may increase the EPOC value.



EPOC describes how much oxygen the body needs after the training to recover. It indicates the cumulative load of the training to the respiratory and cardiovascular systems during exercise.

The instant EPOC value tells how much oxygen (ml/kg) the athlete's body would need for recovery if the training session was stopped at that moment of time. During high intensity exercise EPOC increases faster than at low intensity, and if the intensity is low enough, EPOC can also decrease during exercise, meaning that part of the recovery is taking place already during the exercise.

EPOC is calculated from the heart rate intervals, i.e. the different variations that can be identified in the time intervals between two consecutive heart beats. The variation is affected by several reasons that are related to the physiological state of the body.

One principle is that the less stressed the body is, the more relaxed is the heart and the more unpredictable is the time between the beats. This is true for both physical and mental stress. Another variation that is found is related to breathing. When breathing out, the heart rate slows down and when breathing in it speeds up. From this variation it is possible to calculate the respiratory rate from the heart rate intervals. As mathematical model, EPOC is a function of exercise intensity (HR vs max HR), respiratory rate, exercise duration and heart rate variability.

Illnesses, heat, humidity, dehydration etc. are an additional stresses to the body. They reduce the heart rate variability and are thus automatically taken into account in EPOC calculation.

As EPOC is a cumulative value, it can not be used in the same way as heart rate to define how long time was trained in different zones. Instead, the peak value of EPOC tells the impact of a training session on the body and can be used as a measure to define the effect of the training on the athlete's performance. It is important to notice that EPOC refers on the impact of cardiovascular and respiratory systems, but it does not quantify overall fatigue, muscular fatigue and other factors that may make the athlete to feel very tired after training even though the training session did not necessarily develop maximal performance.

What it boils down to in practice is that the T6 gives you a greater insight into how beneficial your training actually is. Many of us download graphs and look at heart rate, speed or the climbing profile without knowing how effective our training is. The T6 with the Suunto Training Manager software shows you all this information very simply and shows how your body is reacting to your training load and what you need to be doing to increase your fitness level.



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DR MORRISEYS AILMENT CLINIC

The SPROCKET has managed obtain the Helmut Morrissey he is from Germanys advice and recomending cures to common and leg warmer rub.

Ah , allo my frenz let me introduz myzelf. I best , no doubts , no question, no review , i fortune of my attention and skills , listen to you have one simple rule LISTEN LEARN I Continue

in ze field of sports scienze , ziis goes from

physical and fitness zide. Over ze last few veeks i have had a great deal of data sent to me on zeveral of

ze riders who im told are your top CLUB riders /players etc below is my virst summary and findings .

Ze information i have had tells me zat many of your viders are in actual fact rubbish and over train , ya , zat is right , over train , no recovery just red red red - zis in my profesional opinon and vye you high vicome riders are not vinning ze target races you should be vinning !!!!!dis is totally unacceptatle and ve must take action to destroy dis crazy approach to training and racing and i mean DESTROY.

In actual fact vat ziis "top riders " are doing is purley an egotistical pat on the back style approach to training and racing which im sure are packed full of ze usual poor excuses in form and results zay must ask the question am i entering my target races to vin or just to improve my time on last year??

IMPROVE YOUR TIME is the wrong answer and a habitual defeatest approach !!!!

TO WIN is the correct answer anything else in unacceptable and a result that does not achieve this win must be severly Punnished and actioned , let me explain.

IMPROVE YOUR TIME (not winning)

This is what is wrong vit you englanders !!!!!!!!!!!!!taking part , being an also ran , doing enough, pip pip ,jolly good show its not enough !!!! Its absurd that this is the attitude taken and explains why you lost your empire and are now almost fat americans .Improve your time sets ze mind into thinking its already lost za race its putting you behind and below the rest of the field its defeatest and servile you must at all times think and believe you are the best you can and vill vin .After all you are superior you are imense you are superhuman because in actual fact you are and can prove this

BUT ONLY BY WIINNING !!!!!

TO WIN

Vinners focus , zay belive and most of all zay belive in zemselves , zay listen to others zay contimplate and most of all zay vin and never once does loosing enter the head at any point !!!!!! Loosing , coming second , doing enough for a respectable placing must not be in ze thought process at all !!! it is to be first to win and to conquer the event . its is not about being overconfident its is about knowing and believing you are the one and only vinner as the rest are compared to you losers and sub human , which you certainly are not and can not possibly be at any be at any point.

Listen , i am right it is not kidding yourself think like a loser and you behave like one

My advice is given - take it and win - ignore it and be average - you have only vone option one decision one choice and only one destiny

!!!!!!!!!!!!!!!!!!!!

advice and knowlege and experience of Dr cycling academy in Frieberg and will be offering cycling complaints such as mothers knee cap

am an expert , i know my field and i am ze am ze best and you have the luck and what i have to say , do not question it , AND OBEY

I have a great deal of experinze ze pyhological zide through to the

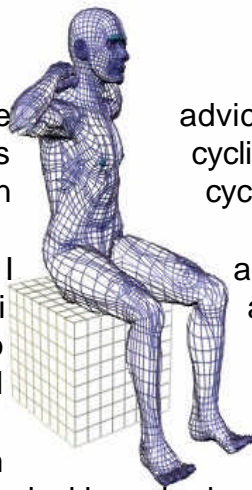
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Neil Wragg -
The Sprocket,
Issue 5, Pg 13



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KIT REVIEW

Easton Carbon Seat post

EC70 Taper wall 27.2 350mm Weave

Riding a Pink T-Mobile Giant TCR Aluminium road Bike has its own challenges but riding with an ~~aluminium seat post can't help, even with a Fizik Ante saddle~~ caressing my large behind, so a decision was made to purchase a carbon seat pin.

I didn't think that it would make a huge amount of difference to be honest, maybe slightly lighter and take away the road buzz were my immediate thoughts, so off to Bucks Cycle centre I went. An Easton EC70 was my immediate choice, its light and able to handle to heavy muscle build my body possesses (stop laughing you rotten lot), at £89.99 the price was ok and it came highly recommended by other riders in the shop at the time (and the Mechanics).

The experience

After fitting and riding on a 40-mile jaunt (training session, honest) I was really surprised the difference the post made, I didn't feel the jerky bumps of pothole ridden British roads as much as the Aluminium post I had before.

The ride was smooth and has transformed the feel of the bike significantly which on longer rides would make a huge difference to the way I felt overall (including the state of my back) which is something that can make a huge difference when racing plus, man, it looks good.

Verdict

My advice, get one, yes a good saddle makes a big difference and upgraded wheels and tyres would improve even more so, but as a place to start ref comfort and fatigue (that aluminium frames can contribute to) carbon methinks is a good place to begin

De Chippo

Lupine Passubio XC (night lights)

6W: 4hours 16W: 2 hours Charge time: 6 hours

Ok why buy lights at this time of the year, the days are getting longer what's the point? Well to be honest I (in fact all of us) need extra miles so going out just after 18:00 and getting home about 21:30 is now a reality and I don't have to worry about riding into potholes, badgers (honest those varmints are a blind as a bat) etc and I don't have to worry about power of beam or not being seen.

The experience

Good lights are not cheap, in fact you do get what you pay for in the night lights game so paying £235 for a set of night lights can hurt a bit. The investment is however worth it, these lights are easy to charge, set-up etc and have several settings you can either programme or go for the default settings, they have a large bright beam that last 1hr 30 mins and a low setting (ok for commuting) that last for 4 hours so your in business really its a complete lighting system with a handlebar mounted PowerControlSystem PCS 007, NiMH or NiCD rechargeable with a battery softcase and automatic charger.

The palladium-coated reflector of this lighting system guarantees a very high efficiency and ingenious lighting characteristic as in very bright and the unique, ultra durable krypton halogen bulb provides an extremely bright light with a color temperature of 3400 K.

The lights have the XC logo as they are cool for off road also as the beam is quite wide and the lights very tough and sturdy. I wasn't keen on the mounting method which is basically a thick rubber band pulled around the handlebar base to a hook on the lights, mind you it wasn't any problem neither, so a minor windge really.

The power setting (beam etc) can be adjusted on the fly by a neat little dangle that hangs off the main light unit and reminded me of a camelback system neat and very handy/functional.

First trip out with the lights was a big surprise as it wasn't dark for about an hour, after the sun went, when turning on a noticed the big difference from my old lights (a very old cat eye system, with a ton of battery) as in I could actually see where I was going, I had the setting on high as I only had about an hour of my ride remaining so had loads of spare battery power charged etc, I could see well the beam was wide and above all this gave me more confidence riding faster at night (which has to be good for training) the battery considering the power of these lights is tiny, no bigger than Mobile phone and small enough to fit under my handle bar stem (c'mon) so its not unsightly, in the way or cumbersome like a few other systems, Taking the lights off and charging up is easy as well so no problem plus you can leave the battery charging and you don't have to worry about overcharging. Its all taken care of by the power supply which prevents some of the problems in this area we all used to have.

Verdict

I like them, well I would they are bloody new aren't they and you have to justify the spend (I hear you say), well a fair comment but if I didn't like them I could have taken them back and go a refund or a different set.

These lights are superb get a pair be seen be save ride faster a night and for longer another product get the SPROCKET stamp of approval

(Purchased a Buck Cycle Centre, and recommended by High Wycombes Number 1 off road long haired rider and XC guru Brendan Dival)

De Chippo

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CHIPPOS GROAN CORNER

Snow, its spring isnt it , so why have we got snow , global warming , right yes that makes sense thats why im freezing my butt off getting fit for my target races because the world getting warmer???? , scientists what do they know , half of them dont wash and dress like schoolteachers , whats that all about , yeah i can take you seriously cant i dressd like that “get bath “ losers.

Talking about losers what can i say the boy Boonen ,he is a great guy and he has some great potential but that hair cut ,win as many races as you like my child but please checkout the doo, i can see him now at the hair boutique in Belgium “mullet sir, and why dont a shave all the sides off and make you look like a day release from the local scientific experiment asylum “ mind you at least he has a personality and has an eye for the ladies and he knows hoe to celebrate , so maybe im being hash on my waffle chewing friend ??.

Now im not one to moan but did you see the way my team mate Marcus Backstedt was blotted out by all the begiums teams etc at Paris -Roubaix i personaly flussed a bag of waffles down the finishing stadium toilets blocking the local WC system which im sure made no diffrence to the stink in the air anyway now that is Liquigas.

Anyway , my parting windge because i have to go and train in the rain !!!!! do more races your all lazy .
De Chippo

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PAUL MORRISSEY

Karl's Diary April 2005

I have had a massively stressful time with my knee. For a total of three weeks I couldn't train or race. I beginning to think it was best to come home and rest until my knee was better. I had tendonitis, I think caused by a pair of new shoes. Things with my knee are fine now I have just been training really hard to try and get my form back, in four weeks wear I couldn't train and would only be able to do one hour before my knee started to hurt. I was running backwards and forwards to have treatment on my knee and having my back cracked. I even brought a new saddle in the hope it would eliminate the problem.



Whilst doing all this, the team kept me busy by driving the juniors to the track and coaching them. I was also mechanic for the team four or five times. Although, I never had to change a wheel, but did have to pump up plenty of tyres and put frame numbers on. I found it frustrating going to the races and not being able to race.

At one stage I thought my knee was getting better and so started a two day stage race, I felt good considering I had only been able to do 1 hour training rides. I won the 1st hot spot sprint and was 3^d on the next, but after two hours my knee started. After this I decided it was best not to touch my bike at all for 10 days.

Not touching your bike for 10 days while everyone around you is training and racing is so hard, but I managed it. During this time I went swimming three times and was doing 90 sit ups and 60 press ups every day to keep my weight down. I still was 1kg heavier after not eating much during this time.

For the last two weeks I have been packing in long steady rides with two races at the weekend. I did 5 hours 20mins the other Wednesday, my week totalled 20 hours with two hard races that I surprised myself in. Saturday I came 12th in a 140km road race then Sunday won some primes on a really hilly circuit. My form is coming it just takes I little time. I think I will win a race before the end of June though.

I have some really good racing coming up in the next month. I have a two day stage race and possibly a four day stage race. I am hoping we will do the four day stage race as the stages are all over 160km so it will help me build my endurance again.

My problem with my knee has given my even more determination to win races and I feel really fresh and ready to win. I just can't wait until I have good legs in a race, I definitely won't miss the opportunity to win the race.



@+ Karl

<http://vcpontivyen.chez.tiscali.fr/>

So what is espresso?

First of all, you must have the correct lingo. Many people mistakenly pronounce or spell espresso as “expresso” which is incorrect. The name is Italian, and was derived around 1900 to describe a cup of coffee that was brewed “expressly for you” (loose translation).

Espresso is often confusing to many people. Is it a strong bitter jolt of caffeine? Is it a trendy yuppie drink that some major coffee chain invented? It is supposed to make you purse your lips? Does it use sugar? What is this frothy stuff on top?

Espresso is confusing because more often than not, it isn't prepared correctly. True espresso, brewed with a pump or piston driven espresso machine is very demanding on the poor coffee bean grinds. But before we get into the relative ‘torture’ that ground coffee is put through to produce a superior espresso, let us take a step back and discuss a bit more the misconceptions about the beverage.

Espresso is not a type of bean: This is a common misconception, and inaccurate marketing by coffee chains, grocery stores, and even word of mouth give the impression that espresso is a type of bean. Any coffee bean can be used for espresso, from the most common Brazils to the most exotic Konas and Ethiopian Harar coffees.

Espresso is not a type of blend: This one is also a common misconception, but with some truth to the claim in that there are specific blends designed for espresso. The problem is, many people believe there is only one type of blend that is suited for espresso. Many high quality micro roasters would disagree with this - Roaster Craftsmen the world over work diligently on their own version of “the perfect espresso blend”.

Espresso is not a Roast Type: Another popular misconception is that espresso can only be roasted one way (and usually the thought is that espresso must be super dark and glistening with oils). This is not the case. In fact, the Northern Italian way of roasting for espresso is producing a medium roast, or more commonly known as a “Full City” roast if you like on the west coast of the USA. In California, the typical “espresso roast” is a dark, or “French” roast, and in parts of the eastern US, a very light or “cinnamon” roast style is preferred. The bottom line here is this: you can make good espresso from almost any roast type; the decision is purely up to your own tastebuds.

Espresso is simply another method by which coffee is brewed. There are many different ways of brewing coffee that include the use of a stove top coffee maker, percolator, French press (or coffee press), vacuum pot and others. Espresso is brewed in its own special way.

Espresso is a beverage that is produced by pushing hot water, between 192F and 204F, at high pressures, through a bed of finely ground, compacted coffee. A normal single is approximately 1 to 1.5 ounces of beverage, using approximately 7grams (or 1 tablespoon) of ground coffee. A normal double is between 2 and 3 ounces, using double the volume of coffee grounds. The shot is brewed for approximately 25 to 30 seconds, and the same time applies to both a single or double shot (double baskets are bigger, with more screen area, and the coffee flows faster - single baskets restrict the flow more, leading to 1.5 ounces in 25-30 seconds).

The resulting beverage, either a single or a double, is topped with a dark golden cream, called crema when brewed properly. Crema is one of the visual indicators of a quality shot of espresso. Drinking an espresso is in itself an art form of sorts. In Italy, where most true espresso is bought in a cafe, it is customary to lift cup and saucer, smell the shot, and drink it in 3 or 4 rapid gulps. You complete the “ceremony” by clacking the cup back on the saucer in a firm but not-too-hard manner.

Italians often take sugar in their espresso, and there is really no stigma against adding sugar to your own shots. However, truly great espresso can be drunk sugar-free, and the sensation gives you more of a complete taste and experience of the essence of the shot you drink.

That is the basis for how modern day espresso, how it is prepared, served, and drunk.

NEIL WRAGG



Your Sprocket - The Feedback

Hey HWCC Guys & Gals, just some trumpet blowing to show that YOU have the best club magazine in the Two Wheeled Universe!

“Thanks for sending me a copy of your magazine. I'm not surprised your readership figure is healthy – you have a great product! Both the content and presentation are very good. Kind regards, Yannick”

Yannick Read. Cyclists Touring Club
Publicity Officer

“Seems like a lot of interesting articles here.”
Jørn Dahl-Stamnes –
Velocipede on-line training software
<http://www.dahl-stamnes.net/dahls/Velo/index.html>

“Hi Neil,
That's quite a magazine you produce!!! I have no problem with you using any of my shots in your mag.
Regards, Dennis”
Dennis Sackett
Cycling Photographer

“I really appreciate the images and of course you sending the issue through.”
Alexis Thornelly – Director of
Fluid Motion UK

“It's very good. Might steal your Petacchi story if you don't mind...”
Guy Andrews – Editor of
RoadCyclingUK.com

“Neil, Well done on the presentation of the magazine”
Stuart Benstead – Race
Organiser

“Thanks for both of the copies... from the tmobile thing and from this one... really appreciate it. Its gotten me prepared for the phone calls from the National press that follow after things like that!
Again really appreciate all the support all of you guys have given me...”
Kristian House
Team Weissenhoff pro rider

“Thank you for the positive review of Suunto t6 that you had in March and April issues of the Sprocket. I happened to find your publication on the web when searching for articles of Suunto products.”
Terho Lahtinen
Product Manager Suunto Finland.

“Hi, Neil. You've got such a lively-looking club magazine we may have to buy you out! Keith”
Keith Bingham – Cycling Weekly

ELECTION NEWS:

Labour manifesto pledges cycling to be made "more attractive"

Cycling gets one small mention in Labour's election manifesto, but that's more than it got in the Conservative's. Earlier this month the LibDem's shadow transport minister launched a 'five point plan for cycling.' Naturally, all three parties fall far short of the cycling Arcadia imagined in the CTC's manifesto for cycling...

Labour's meaty manifesto promised that a new Blair government would "seek political consensus in tackling congestion, including examining the potential of moving away from the current system of motoring taxation towards a national system of road-pricing."

Cycling has clear benefits for the health of the nation and, as London has proved, could be a major component of getting cities moving, but the Labour manifesto doesn't linger on the subject of bikes:

"We will continue funding local authorities and voluntary groups to make cycling and walking more attractive."

And that's it. No pledge to increase the funding for Cycling England.

The Conservative manifesto - a flimsy publication - ignores cycling altogether but then it's light on most policy areas apart from the five that the party believes will win it votes.

Transport as a whole gets just three lines: "A modern road network. Review of all speed cameras. Longer rail franchises."

On 7th April, the LibDems published a standalone press release on cycling, an unusual move by a mainstream political party in the UK.

John Thurso MP, the LibDem shadow transport secretary, said:

"Cycling is a healthy, environmentally friendly, inexpensive mode of transport. More needs to be done to provide better facilities and support for existing cyclists, and provide the conditions to encourage many others to get back on their bikes."

He had a dig at a government that shelved targets rather than fail to meet them:

"The government have failed to tackle congestion in our towns and cities and it is no wonder that people have been giving up cycling. Labour have broken promise after promise they made to cyclists, and done little to improve conditions for those who actually do choose to cycle."

The LibDems have a five point plan to increase cycling in the UK. It's light on detail but perhaps it's the thought that counts?

Here's the shopping list:

1. Create an environment which accommodates and supports cycling;
2. Improve integration of public transport with provision for cyclists;
3. Encourage young people to cycle regularly;
4. Emphasise the health benefits of cycling for both adults and children
5. Improve safety for cyclists and pedestrians.

This list is extensive compared to the cycle policies of Labour and the Tories but CTC has a bunch of manifesto pledges it wants cyclists to impress upon MPs.

The CTC's manifesto, produced in conjunction with London Cycling Campaign and the Cycle Campaign Network, sets out the actions which are needed to revitalise the National Cycling Strategy, with its original target to quadruple cycle use over 16 years.

The CTC/LCC/CCN manifesto calls for:

1. Better cycling conditions
2. Better funding for cycle training and promotion
3. Better traffic laws and policing
4. Better integration of cycling and wider transport objectives
5. Better integration of cycling across all areas of Government

CTC campaigns and policy manager, Roger Geffen said: "Cyclists who would like to see these measures acted upon in the coming parliament can use the Cyclists' Manifesto to lobby their MP in the run up to the general election."

Here's the manifesto: <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4047>

CHECK OUT THE CLUB'S WEBSITE EACH DAY AT [HTTP://WWW.HIGHWYCOMBECC.ORG](http://www.highwycombecc.org) FOR ALL THE LATEST NEWS AND RESULTS FROM THE CLUB LEAGUES TO THE TOUR DE FRANCE, IT'S ALL HERE.....

The main home page now has news and links to the biggest stories in the cycling world from home and abroad. For club results from the Evening League click on...

2005 TT calendar and results...

The 2005 racing calendar is now available...

For all HWCC Club races/evening league and Sunday Chiltern cup dates - [click here](#)

For the weekly press reports and news and information on the club's activities and results click on...

RACE REPORTS

[Click here to view the latest reports on how High Wycombe CC riders have been competing successfully across all disciplines...](#)

And if there is anything you want to see and have us feature on either the site or The Sprocket then email us at sprocket@highwycombecc.org

The Next Issue

HIGH WYCOMBE CYCLING CLUB news and information

SPROCKET'S MAY PIN-UPS
LEDA COX AND KATY
MIDDLEHURST.
AND MY BEAUTIFUL MERLIN.



NEXT MONTH

More on the National & International racing scene.

PPE's - there should be loads unless, of course, you win.

News - club events - gossip - kit reviews.

Race round-up. HWCC riders in action. Send us your results and race reviews.

Kit reviews - Real Riders Opinions



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