

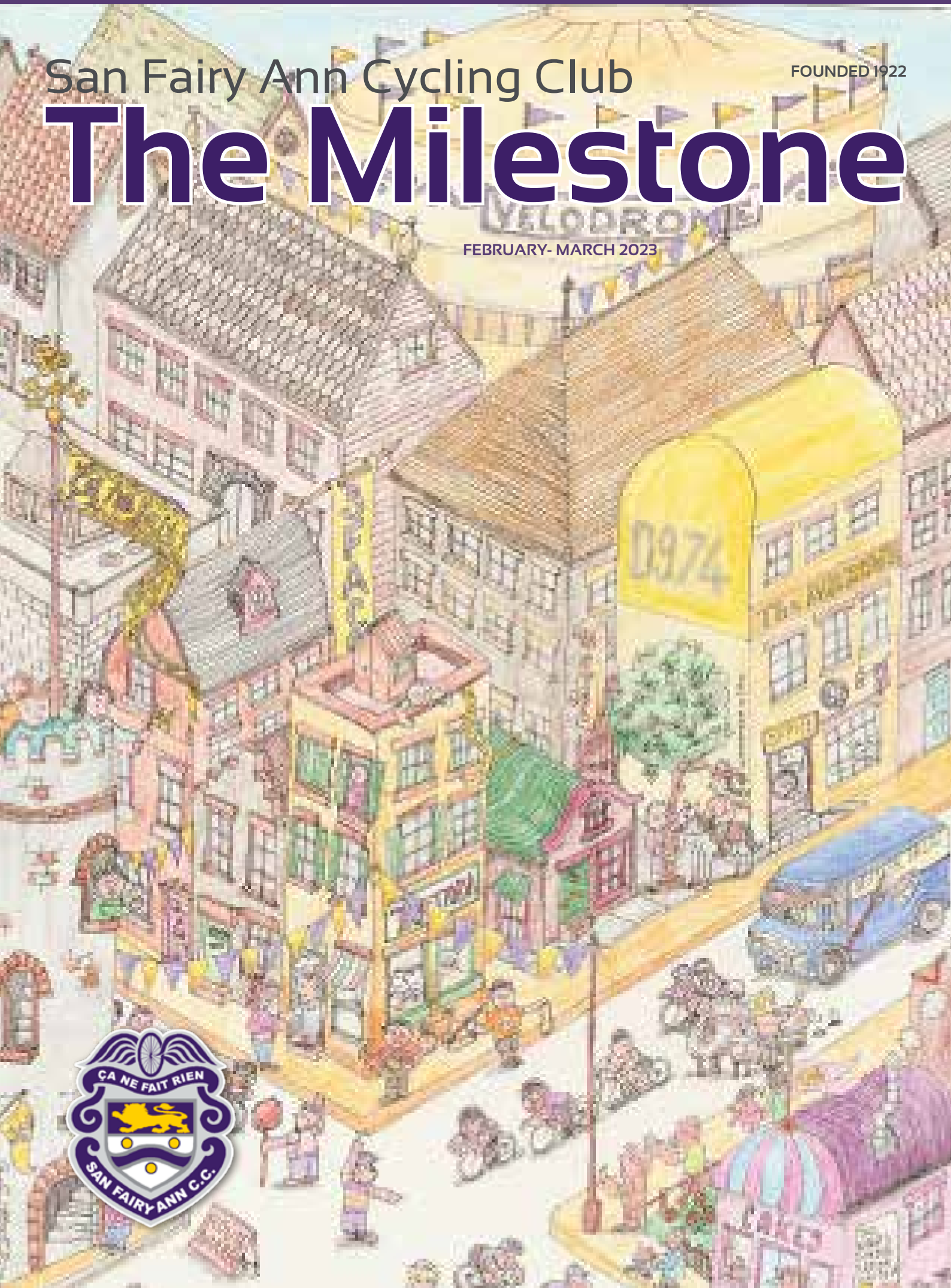
road race - group rides - time trial - audax - sportive - track - touring - off-road

San Fairy Ann Cycling Club

FOUNDED 1922

The Milestone

FEBRUARY- MARCH 2023



SUNDAY 14th MAY SFACC SPORTIVE



SFA SPORTIVE

BY: BOB WATTS

Entries to the Club Sportive on 14 May are now open through British Cycling: <https://www.britishcycling.org.uk/events/details/277503/>

Following the remarkable popularity of the one-off Epic 160km Centenary option in 2022 we are bringing it back, while keeping the traditional 115km Classic and 85km Scenic options too.

Something for everyone! As ever, we aim to keep away from the busier roads while passing through pleasant Kentish villages and countryside. The start/finish will again be in Marden (but at the Memorial Hall this time) and every single penny after expenses will go to the Air Ambulance, Kent Surrey Sussex. We hope to raise even more than the £5,000 we achieved last year (see page 26).

Will you be on the start line with your club mates?

Great cause, great route, great people.

SAVE THE DATE

14.05.2023



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EDITORIAL



BY: CAROLINE MORTLOCK
DIRECTOR OF MEDIA

Hello!

it's a real pleasure to welcome you to some very sunny pages in this very dark, damp and cold part of the year. This edition has two extra-large helpings of sunshine – one from Gran Canaria and one from Jersey, courtesy of John Bosley and Stephen Harmer respectively. We also have a fascinating write-up of the new Cantii Way, one of Cycling UK's recently developed long distance routes, from Mark Doxey.

Importantly, you will also see the Club's response to British Cycling's decision to accept sponsorship from Shell, as well as information about our new membership system and some important messages from Duncan Edwards, our Chair. One initiative very close to my heart is diversity, and you will see that we have the first of what will become a series on this subject.

Apparently, 80% of people have abandoned their New Year Resolutions by February, but I think Natalie Ceeney's article about resolutions fits really well in our first edition of 2023. A great way to bust that 80% statistic is to add a resolution or two in February. We're active types. We can do that.

Many of you will be wondering when you will be hearing news of the forthcoming book, detailing the Club's 100 Year history, and the answer is – soon! It's going to be quite something, and rest assured we'll be

letting you know as soon as pre-ordering goes live. Lise has been working hard on it every time I've visited, and I can tell you from my unofficial sneak previews that it's just brilliant.

I won't pretend that taking on editorship of The Milestone has been anything other than extremely challenging; Lise's husband Andy described my learning curve as "like the north face of the Eiger" and he's not far wrong! So, I would like to record my profound and continuing thanks to Lise Taylor-Vebel for her expertise, support and excellent coffee. Unlike me, she never panicked, and somehow (albeit a little late - sorry) we've made it.

I want to make The Milestone responsive to, and reflective of, the Club's membership. All feedback is really welcome – I do want to know what you think – so I'd be delighted to hear from you at media@sanfairyanncc.co.uk.

So, Fairies, it's almost, just about, Spring. While remembering this is the season of water-filled potholes, road debris and occasional ice, let's get out on our wonderful Kent roads and ride our little purple socks off. Safely.

**DEADLINE for April-May issue:
Sunday 5th March 2023**

Next issue reports to cover: 8th January to 5th March.
Next issue calendar to cover: 1st April to 4th June.

MAGAZINE CONTACT

MAGAZINE TEAM

DIRECTOR OF MEDIA
CAROLINE MORTLOCK
e: media@sanfairyanncc.co.uk
MAGAZINE EDITOR:
CAROLINE MORTLOCK
t: 01732 921512 e: lise@taylor-vebel.com
ASSISTANT MAGAZINE EDITOR
LISE TAYLOR-VEBEL
e: media@sanfairyanncc.co.uk
PONY EXPRESS COORDINATOR:
RUSSELL CHIDWICK
e: ponyriders@sanfairyanncc.co.uk

CONTRIBUTIONS

Articles, info, cartoons, photos (300dpi) all welcome - please send to:
CAROLINE MORTLOCK
e: media@sanfairyanncc.co.uk

ADVERTISING

To advertise in The Milestone contact:
MAGAZINE EDITOR:
CAROLINE MORTLOCK
e: media@sanfairyanncc.co.uk

FRONT COVER

Not the San Fairy Ann Sportive
Hand drawn by Caroline Mortlock

NEXT ISSUE

Planned for Sunday 1st April.
The **deadline** for contributions will be **Sunday 5th March 2023.W**



DIRECTORS' COMMUNICATION

CLUB INFO

San Fairy Ann Cycling Club Ltd
Registered in England and Wales -
Company Registration Number: 13033225

Registered Office Address: 27 Old
Gloucester Street, London WC1N 3AX

CLUB MOTTO

Ça ne fait rien - It doesn't matter

CLUB MEMBERSHIP

Senior first-claim £35
Senior second-claim £35
Second and subsequent Senior members of the
same household £25 each
Juniors: age 16-18 and students over 18
in full-time education £5 (Free after June)
Juniors: under 16 - Free
Social membership: £5
Non-members and Social members one year
subscription to the Milestone: £20

WEBSITE

Lots more information about the club at
www.sanfairynncc.co.uk

SOCIAL MEDIA

Facebook: [sanfairynncc](https://www.facebook.com/sanfairynncc)
Twitter: [@SanFairyAnnCC](https://twitter.com/SanFairyAnnCC)
Instagram: [san_fairy_ann_cycle_club](https://www.instagram.com/san_fairy_ann_cycle_club)

HOW TO JOIN

This has to be done online as there is no paper
membership form.

On the club website:

www.sanfairynncc.co.uk

- go to "Join" on the top menu and follow the
instructions.

Payment can be made online.

AFFILIATIONS

In addition to purely club activities, we are also
heavily involved in:

British Cycling (BC)

Cycling UK (Previously CTC)

Cycling Time Trials (CTT)

The Kent Cycling Association (KCA)

South East Road Race League (SERRL)

The Veterans Time Trial Association (VTTA)

Audax UK.

COMMENTS FROM THE CHAIR



BY: DUNCAN EDWARDS
CHAIR

The start of the year is traditionally a time for looking ahead to resolutions for the year to come and also for the San Fairy Ann to renew its memberships. It is gratifying to see all those renewals flowing and hopefully by the time you read this we will be back up to full strength again. As part of our IT refresh we have moved to a new membership management system which provides us with a host of powerful features. The promise is that all club members will benefit from more accurate and easily maintained member records as well as more efficient communication.

Alongside our membership database our website provides the shop window and information source for all our club activity so please prompt us if you think there is material that needs to be added or enhanced on the website.

So what are the club's resolutions for the coming year?

Our first objective for the Board and Officers is to manage the club professionally and safely and to build the membership so that in the words of our club ethos we can be engaged in the pursuit of enjoyable and safe cycling in all of its forms.

We would also like to broaden the appeal - and for that matter the size - of the club so that we can offer more to our members. A number of us were involved in club promotions through last year at various events and the Try It Out rides are very

effective. These approaches will continue to play an important part in our publicity but we are considering working directly with communities who are currently underrepresented in our membership. Look out for updates in our diversity series.

For our third objective we would like to ensure the rich experience and knowledge that we already have within our club community can be easily and encouragingly accessed by members. Whether this involves Tony Palmer's Cycle Training, Geoff Wiles and Kevin Charlton's coaching or the variety of cycling disciplines - Offroad, Track, Zwift, Road, or Racing hopefully, through these pages we can continue to celebrate what we are already doing and inspire each other to new achievements.

Over the last few months we have had cause to consider our stance on a wider political and environmental issue in the form of the decision of British Cycling to agree a sponsorship deal with Shell. Although our primary focus as a cycling club is clear, we do believe it is right to stand up and be counted on broader issues such as, in this case, the ethics of the Shell sponsorship deal. See the full letter sent to British Cycling in this issue (page 13)w.

Thank you for your contribution to the San Fairy Ann Cycling Club and I wish you a safe, healthy and happy 2023 particularly in all your cycling related activities.



CLUB OFFICIALS

PRESIDENTS

Kate and John Bosley
e: president@sanfairynncc.co.uk

VICE PRESIDENT

John Longbottom

CHAIR

Duncan Edwards
t: 07402 549927
e: chair@sanfairynncc.co.uk

GENERAL SECRETARY

Position vacant, please contact
Duncan Edwards
e: chair@sanfairynncc.co.uk

DIRECTOR OF FINANCE

Jonathan Engwell
t: 07801 014877
e: finance@sanfairynncc.co.uk

TREASURER

Jonathan Engwell
t: 07801 014877
e: finance@sanfairynncc.co.uk

CLOTHING OFFICER

Phil Gerry
t: 01732 522277
clothing@sanfairynncc.co.uk

DIRECTOR OF MEMBERSHIP AND SAFEGUARDING

Carolyn Smith
membership@sanfairynncc.co.uk

MEMBERSHIP SECRETARY

Carolyn Smith
e: membership@sanfairynncc.co.uk

SAFEGUADING OFFICER

Steve Chevis
t: 07734 602269
welfare@sanfairynncc.co.uk

WELFARE OFFICER

Jenny Burton
t: 07780 678201
e: welfare1@sanfairynncc.co.uk

DIRECTOR OF CLUB RUNS

Philip Thorpe
t: 07854 959705
e: clubruns@sanfairynncc.co.uk

CYCLE TRAINING

Tony Palmer
e: ants.palmer@btinternet.com

DIRECTOR OF COMMUNICATION AND MEDIA

Caroline Mortlock
e: media@sanfairynncc.co.uk

MAGAZINE EDITOR

Caroline Mortlock
t: 07948613184
e: media@sanfairynncc.co.uk

ASSISTANT MAGAZINE EDITOR

Lise Taylor-Vebel
e: media@sanfairynncc.co.uk

MAGAZINE PONY EXPRESS COORDINATOR

Russell Chidwick
m: 07773 324774
ponyriders@sanfairynncc.co.uk

SOCIAL MEDIA OFFICER

Position vacant, please contact:
Caroline Mortlock
e: media@sanfairynncc.co.uk

DIRECTOR OF EVENTS

Position vacant, please contact
Duncan Edwards
t: 07402 549927
e: chair@sanfairynncc.co.uk

EVENTS OFFICER

Bob Watts
t: 01622 737321
m: 07718 812453
e: audax@sanfairynncc.co.uk

EVENTS OFFICER

Eric Przemski
e: events@sanfairynncc.co.uk

SOCIAL SECRETARY

Position vacant, please contact:
Caroline Mortlock
e: media@sanfairynncc.co.uk

TECHNICAL DIRECTOR

Position vacant, please contact
Duncan Edwards
t: 07402 549927
e: chair@sanfairynncc.co.uk

WEB MANAGER

Ian Blackburn
e: technical@sanfairynncc.co.uk

ASSISTANT WEB MANAGER

Russell Chidwick
m: 07773 324774
ponyriders@sanfairynncc.co.uk

DIRECTOR OF RACING

Position vacant, please contact
Duncan Edwards
t: 07402 549927
e: chair@sanfairynncc.co.uk

RACING SECRETARY

Simon Charlesworth
t: 01580 212114
e: racing@sanfairynncc.co.uk

TIME TRIAL SECRETARY

John Longbottom
t: 01622 759081
e: timetrial2@sanfairynncc.co.uk

ASSISTANT TIME TRIAL SECRETARY

VACANT, please contact:
John Longbottom
t: 01622 759081
e: timetrial2@sanfairynncc.co.uk

ROAD RACE CAPTAIN

Simon Charlesworth
t: 01580 212114
e: racing@sanfairynncc.co.uk

TRACK SECRETARY

Barbara Wiles
t: 01622 873067
e: track@sanfairynncc.co.uk

OFF-ROAD CAPTAIN

Shaun Williams
t: 01580 879315
e: off-road@sanfairynncc.co.uk

RECORDER

Ron Lee
t: 01622 725334
e: recorder@sanfairynncc.co.uk

LEAD CLUB COACH

Kevin Charlton
e: coach@sanfairynncc.co.uk

CONSULTANT COACH

Geoff Wiles
t: 07946 872327
e: coach@sanfairynncc.co.uk

CLUB COACH

Tony Richardson
e: tonyr.sfacoach@gmail.com

CLUB TIMEKEEPERS

John Longbottom, Helen Whibley,
Jenny Burton, Dick Naylor, Richard
Valentine.

DELEGATES

KCA DELEGATES

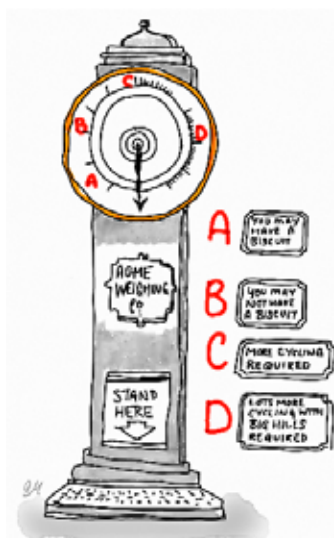
Ray Whibley, Duncan Edwards

CTT DELEGATES

John Longbottom, Duncan Edwards

BRITISH CYCLING DELEGATES

Geoff Hodgson, Carol Hodgson, Geoff
Wiles.



NEW MEMBERS

We would like to
welcome six new
members to the club:

Frederiek Chatfield
David Law
Hayley Richards
Tom Gordon
Sue Dampier
Richard Jones



A TOUR OF GRAN CANARIA



BY: JOHN BOSLEY
JOINT CLUB PRESIDENT

SEPTEMBER 2022

We had been to Gran Canaria once before, for our honeymoon in 1985!

It wasn't good; before you comment, the wife turned out to be very good! Our memories were only of a concrete jungle, wind blowing sand in our eyes on the beach and maybe a visit to a tropical park - did we walk there? Get a bus? We had very little money and just the flight. We found cheap accommodation amongst half built hotels, with giant cranes lifting girders ... that was it.

So - this was a chance to give the island a chance. I bought this as a 60th birthday present for Kate... so no doubt it'll be a disappointment.

The Tour of Gran Canaria is a six day guided cycling holiday all over the mountainous island of Gran Canaria. Places like this and Tenerife are crazy - you go from sea level up to about 2,000 metres on a little island, "Zero to Hero!"

We stayed in four places across the island, starting from the hot and arid south, to the

cool (a place to chill or be chilled?) forests and valleys in the interior, then moving down to the windy northwest coast, before making our way down the spine of the west coast, crossing three weather zones to arrive back in the south, and finally back up towards the centre before we descended finally again to the south.

We discovered that Gran Canaria has "always" been a pro cycling destination! This was something we hadn't known. A lot of cyclists were out enjoying the good roads, friendly traffic and enjoyable climbs.

STAGE 1

63 km with 1,083 metres of ascent.

This was a local ride from the hotel, giving us chance to stretch our legs and check out our tandem before the tour ahead. We made our way along the undulating coastline. We followed a fast, smooth and surprisingly quiet road which overlooked the Atlantic.

After ten or so kilometres, we turned to find a road that would take us up to our climb for the day on a quiet road that bisects a deep

valley of lava cliffs. A weathered sign showed the profile and some information about the route. After about 11km another sign said the climb was 9 kilometres, averaging 7.7%, so quite a drag. We climbed in brilliant mountain sunshine, quite humid, and the sweat was running into my eyes along with stinging sun cream. Yes, I forgot to pack a cap.

The climb ended at the mountain village of Soria (600m), overlooking the deepest reservoir on the island. I don't recall seeing it, but we did pass the dam as we climbed. After a spot of lunch in Casa Fernando, we headed back the same way with a glorious descent to the coast, racing away from some incoming rain clouds and then back along the undulating road to our hotel.

That was great. Bad memories of Gran Canaria gone in a day.

STAGE 2 62KM WITH 300 METRES OF CLIMBING VIA SANTA LUCIA

Having bought myself an expensive "cheap" head band for the sweating, we had a fast cycle east along the coast for 10km against a



light headwind (probably self-generated). We quickly arrived at our left turn and a gradual incline towards the mountains. Why do we do that? Inland for possibly another 10km then we joined the climb up to Santa Lucia.

A lovely climb, not steep, probably averaging 3-5% but the views to the side, down canyons, were scary and amazing.

At one point a buzzard was gliding upwards on a thermal. In its claws we could see a rodent, its tail hanging down. If it had had a choice at that moment, other than for the thrill of it, I doubt it'd have wanted to wriggle free! We reached Santa Lucia probably quicker than we expected and stopped for some refreshments.

Dark clouds now covered the surrounding peaks and we could just see our next destination beneath the rainy cloud line.

We had a few kilometres downhill before going up again and could feel some light spots of rain on the edge of a rain cloud, but we continued up to our highest point at San Bartolome before donning our gilets.

We then headed cautiously downhill on a technical descent on the damp road to Fataga. It was not long though before the roads dried, the temperature went back up again and we saw a sneaky little climb that we hadn't expected. It led up to a car park that looked

across the plain to the sea and our road snaking downhill below us - it didn't take us long to get back!

STAGE 3 53KM. WITH OVER 2,200 METRES OF CLIMBING

We went back up to the previous day's finish and got straight into a 7km, 6% average climb, then a 200m descent with care, (that cheeky sneaky little climb from yesterday) steep in sections and technical for a tandem.

We descended cautiously to the bottom and started a 4km climb to Fataga hoping for a coffee break! We got coffee and cake.

From there we had a really enjoyable 4km climb to 980m. We were practically half way now and our next stop was the opposite side of Cruz Grande.

Now 6km flat to Ayacata. The road oad surface was not so good here; it was somewhat weathered.

We had a coffee and took in some chips for the hardest part of the day, 4 km at 11% plus to Roque Nublo.

From there it was a rolling road with some steep ramps. 9km to Pico de las Nieves, the last few km of which were in cloud! The views we missed were made up for when we looked out of the bedroom window.

Now it was gilets on for only a short downhill to the hotel, the Parador de Cruz de Tejada - unfortunately in the cloud, so, carefully!

STAGE 4 RECOVERY DAY MAINLY DOWN HILL BUT STILL 640M OF CLIMBING

We left the hotel and headed on a road keeping most of our altitude (or regaining it) along beautiful, smooth and twisty roads to Artenara, the highest village on Gran Canaria, and possibly the most affluent.

From there we headed down towards the coast on mainly smooth roads - with Mount Teide on Tenerife dominating the skyline. Now we could see the coast getting slowly nearer but forever below us.

At Galdar we joined a quiet, fast road for the run into Agaete, a small fishing port. A mechanical with our front brake delayed us a bit but we arrived at our hotel to find great sea views and volcanic pools.

STAGE 5 AGAETE TO PUERTO DE MOGAN. 68KM 1600M.

We left Agaete and headed straight onto a climb out onto the coastal road. I wasn't actually expecting that - it was a bit too soon in the day and a few too many km!

The route is 16kms long, clinging to the cliffs and winding around the contours that make



up this rugged side of the island.

There were some sweeping downhill and grinding uphill on the route!

Once we passed Risco Blanco the road climbs up to a new tunnel, which circumvents the old road and took us over 3km through the mountains, missing a steep climb.

The riding is safe in the tunnel on a one metre wide hard shoulder and the tunnel itself is airy, dry and very well lit. Not only that, but a red "X" is displayed telling vehicles that "Ciclista" are present and their inside lane is now closed - amazing.

We emerged into the sunshine and were now flying downhill at over 70kph. We turned off, would you believe, to climb back up the climb that the tunnel had cut out!

But the climb took us up a broken surface to Mirador del Balcón, a glass platform jutting out from the cliffs and worth a visit.

Back down from here, fingers numbing a little, we rejoined the main road and shot off to Aldea de San Nicolas at sea level (our top speed, 77.7 kph) but the downhill was very exposed and needed the brakes feathering occasionally to prevent the jitters.

We drank plenty of fluid before the next hour of climbing for 10km, at about 9% in blazing sun: sea level to 654m.

-The climb reminded me of the Col de Peyresourde from Bagnères-de-Luchon in the Alps, which steadily gains height and then finishes in steep switchbacks near the top. From there we dropped down swiftly through Mogan and onto Puerto de Mogan and our hotel. We had had a great stop before Mogan for grilled chicken, rice, veg and potatoes. We were then ready for a walk to the harbour and beer and pizza!





STAGE 6 PUERTO DE MOGAN VIA THE STUNNING SERENITY CLIMB AND BACK TO MASPALOMAS 58KM 1300M.

The ride today took us on a climb straight from the hotel 10km back up to Mogan and then onto the stunning Serenity Climb. Serenity starts hard with a 15% kick up but settles down after a hundred metres or so into a comfy 6/7% all the way to 980m at Barranquillo. We took it easy and just enjoyed the views, the twists - trying to work out where the road would turn next - Amazing.

The climb ended back at the mountain village of Soria (Stage 1) After some Canarian Soup in Casa Fernando, we headed back the same way with the glorious descent to the coast, then back along the undulating road to our hotel. That was great.

Tour of Gran Canaria complete- what an amazing place to cycle.





2022 CLUB TROPHIES

Competition	Recipient	Time or Distance	2nd Place	3rd Place
Clubwoman of the Year	Natalie Ceeney			
Clubman of the Year	Roly Crayford			
Short Distance Best All Rounder Trophy	Mark Doxey	28.118 mph	Dean Chiddention 27.535 mph	Martin Kober 26.928 mph
Vets' Best All Rounder	Mark Doxey	+6.395 mph	Mark Vowells (T) +5.398 mph	Dean Chiddention +5.244 mph
50 Championship	Dean Chiddention	01:52:40	Martin Kober 1:55:44	Mark Doxey 1:55:55
25 Championship	John Cockrill		Dean Chiddention 55:45	Mark Doxey 56:49
10 Mile Senior Championship	Tom Rowing	20:32	Dean Chiddention 20:41	Dave Richards 23:06
Tandem Trophy	Mark Doxey and Pritesh Patel	1:01:39	J & K Bosley 1:02:55	Emma Shaw & Tim Holloway 1:23:01
Hill Climb Championship	Reuban Davey	03:55.6	Dave Richards 4:25.5	Pritesh Patel 4:29.8
Cyclo Cross Championship	Matt Lacey		James Wilson	Phil Hoffman
Fastest 50	Mark Doxey	1:50:17		
Fastest 10	Mark Doxey	20:38	Dean Chiddention 20:41	Martin Kober 21:09
The Audax Trophy	B Watts	21 pts	T Humphrey 20 pts	J Lawrence 15 pts
Tourist Trophy	Charles Goode			
Attendance Shield	TBA			
Moody Merit Shield - Most Improved Rider	Sally Talbot		Amanda Parvin	Tom Humphrey
Scratch Points in Evening Events	Dean Chiddention	25 pts	Martin Kober 11 pts Matt Lacey 11 pts	Tom Rowing 8 pts
Ladies' Points in Evening Events	Emma Shaw	6 pts		
Vets' Points in Evening Events	Dean Chiddention	27 pts	David Enticknap 12 pts	Matt Lacey 11 pts
Novice Rider Improvement on First Event	Jeremy Roth	+0:56		
Novice Rider Points in Evening Events	Jeremy Roth	21 pts	Tom Richardson 10 pts	Tom Humphrey 4 pts
Road Bike Points in Evening Events	Nathan Bowles	Sally Talbot	Dave Richards 14 pts	Alex Woolley 10 pts
Vets' best improvement on age std. in a 25	Mark Doxey	+3.52		



NEW YEAR'S RESOLUTIONS



BY: NATALIE CEENEY

What do you want to accomplish this year? Rather than having some vague intentions, why not set a plan and put it into action? Most of us pick up road cycling again after the winter in March, so there is still time to set some new challenges without missing a beat. So how about picking a few or all of these cycling resolutions to improve your health, happiness and your cycling in 2023?!

1. SET A GOAL, AND TELL YOUR CLUB MATES

Goals do motivate many of us, and with cycling it's easy to make them tangible. With Sportives around the country (and our own SFACC Sportive and Audax series close to home) how about setting a goal of cycling a distance – say 100 miles or 100km? Or a new time challenge for the distance? With so many of us using Strava, how about a Strava distance challenge, or even a simple 'ride once a week' challenge?

2. GET A BIKE FIT

Got a sore knee? Back? Neck? It might be the cycling. Although cycling is low impact, the constant repetition means that if we're slightly out of position, we could cause and then exacerbate an injury. And having a well fitted bike can also significantly improve your performance, and let you cycle for longer distances without pain. A good bike fit takes 1-2 hours, and can cost between nothing at all and £200. There are loads of places locally to get a bike fit. Maidstone: Senacre Cycles (usually £150 * – but they will often sort a bike fit issue for free – they told me "we don't like people in pain on bikes – so tell your club members to just get down here!")

SFACC has negotiated discounts of up to 10% us, but the better you maintain your bike, the better it will perform. With so many online guides now you can make minor fixes yourself, saving money.

You'll also find a wealth of knowledge amongst your fellow club cyclists. So, at a minimum, commit to washing your bike after a ride, and, get your bike serviced at least annually (the above bike shops mostly offer SFACC members discounts on servicing).

Or increase your knowledge by heading off for a course at your local bike shop....

3. MAINTAIN YOUR BIKE

I know it sounds obvious, but the better you maintain your bike, the better it will perform. With so many online guides now you can make minor fixes yourself, saving money. You'll also find a wealth of knowledge amongst your fellow club cyclists.

So, at a minimum, commit to washing your bike after a ride, and, get your bike serviced at least annually (the above bike shops mostly offer SFACC members discounts on servicing). Or increase your knowledge by heading off for a course at your local bike shop....

4. DON'T LET THE BAD WEATHER STOP YOU

For many, this means braving the elements. There is, after all, the saying that "there is no such thing as the wrong weather, only the wrong clothes".

If this really doesn't appeal, then cycle indoors instead. You need a smart trainer and a smart phone or tablet/ computer, and a Zwift subscription (which you can try for free). SFACC has a Zwift group which rides on Sunday mornings at 9am, and Thursday evenings at 6.30pm, in a 'rubber banded' ride which means everyone can cycle their own speed but we can all stick together and chat as a group.

If you're interested in joining, check out the details on our website in the Updates section, or drop Natalie an email.

5. DO SOMETHING YOU'VE NEVER DONE BEFORE

If you've never ridden a century, how about setting that as your challenge? Or trying track cycling? Or an audax? Why not set a challenge of completing at least one 'first' this year.

6. USE A REGULAR WORKOUT TO IMPROVE YOUR CYCLING

What exercise is going to help us cycle better? Well, cycling involves pushing down with one leg at a time around 80-90 times a minute through a small range of movement for many hours, so being able to deadlift 80kg isn't really going to help! But strengthening the muscles around your quads will help improve your stability and strength, so lunges and squats, and general strength training will help. But you'll get the best results by focusing on recruiting all of the right muscles and longer sets with lower weights.

Cycling can make our bodies very tight, so Yoga or Pilates can be great as a way of stretching out the muscles and curing aches and pains. The mobility you gain can help you ride for longer with less pain.

7. INTRODUCE A FRIEND TO CYCLING

We all know the joys of cycling, so why not share it? We will be running monthly (free) 'try it out' rides the final Sunday of each month at 10am from Sunday 26th March until the end of September, where we will ride just 20 miles at the pace of the riders who come – you can book on our website. We have 17 levels of cycling groups on our club from the very fast to the very slow, so something for everyone. And anyone can try out a group ride for free before committing to joining. Joining a club is one of the safest ways of cycling after all.

Enjoy your 2023!

OUR LETTER TO SHELL



BY: **DUNCAN EDWARDS**
CHAIR

Club members will have seen in the press coverage of the decision by British Cycling to agree a sponsorship deal with Shell.

Some, I am sure, will take the view that our club ethos - to enjoy cycling in all its forms is the only necessary focus of the club and that we should stay out of wider political or issues in society. Others will feel that we should not criticise a company that is simply supplying a market that we, as consumers, are demanding.

In discussion the Board was cognizant of these views but at the same time felt that this issue was deeply connected with our cycling pastime and one of the major organisations we rely on to support our club. We therefore needed to stand up and be counted. The letter is reproduced here and should speak for itself.

We will be meeting with British Cycling shortly to discuss their response which we will report in a future issue of the magazine.

If you would like to comment on this subject we would be pleased to hear your views. Maybe we will receive some comments on our new letters page in this magazine.

Shell Sponsorship of British Cycling
Board Enquiries
British Cycling Federation
Stuart Street
Manchester
M11 4DQ

To British Cycling chair: Frank Slevin, board@britishcycling.org.uk copy Andy Cook clubs@britishcycling.org.uk

The San Fairy Ann Cycling club is a member of British Cycling and many of its 400 members are also currently BC members with a proportion additionally BC licence holders. We use British Cycling services extensively to support our range of events and activities and we are a strong supporter generally of British Cycling.

The San Fairy Ann is engaged in the pursuit of enjoyable and safe cycling in all its forms. Having celebrated our centenary this year we are mindful of our rich cycling heritage and the way in which our actions and our behaviour as a club continue to be visible long into the future. We would hope that the club continues to thrive over the next 100 years and at the second centenary our club members are as fortunate as we are to have the freedom to enjoy their sport.

We need to critically examine our contribution to the climate emergency and be absolutely sure that we are taking the many opportunities that the sport offers to provide environmentally positive outcomes and steps to reduce our impact on the environment and contribution to our carbon footprint.

Our view is that any leadership influence we feel as a club is magnified many times in British Cycling as the face of the sport nationally and internationally.

We believe that Shell has historically been a major contributor to climate change. However it is the future that is important and it is not clear that Shell is exerting maximum effort to transition away from fossil fuels which means that British Cycling could be seen as complicit in or even contributory to Shell's lack of urgency and progress towards a sustainable future. For these reasons the San Fairy Ann board is opposed to the British Cycling sponsorship by Shell.

With this in mind we will be highlighting the Shell sponsorship deal to our members and drawing attention to their options with regard to which cycling organisations they join in order to provide them with the third party insurance which is compulsory for all club members.

As a club we would request that in general all your sponsorship deals are able to genuinely underpin and support the environmental concerns of the cycling community. In this case specifically we would ask whether you are confident that Shell clearly demonstrates the appropriate environmental credentials to be chosen as a British Cycling sponsor and how the relationship will serve to accelerate positive action on the environment.

I am sure you will appreciate the level of importance that we place on this issue and would be pleased to receive a response to our points in time for discussion at our next board meeting which takes place on Monday 6th February 2023.

Regards

San Fairy Ann Board.

DIVERSITY

HOW CAN WE IMPROVE AS A CLUB?

The Board has been thinking about how welcoming and open the club is to everybody regardless of race, creed or colour.

Our thoughts are that success in this area translates into a **more effective and vibrant club.**

WHERE DO WE CURRENTLY STAND?

This data is from our current member records. These records have recently been through a major translation process from the old system. **Please check your member record and ensure you are comfortable with the data that is recorded (see "Hints and Tips" below).**

The current records show that:

24% of our club members who have specified a gender are female and 76% male.

Four of our members have indicated their ethnicity as Asian or Asian British, three as mixed or multiple ethnic groups, one has specified other ethnic and 364 white.

We don't actually know what the figures should be, but we do think there is room for improvement.

DEFINITELY ROOM FOR IMPROVEMENT!

Thinking about an action plan we have looked at material published by **Diversityincycling.com**. They published the second edition of their Diversity In Cycling report in 2022 and it contains a wealth of information, views from cyclists and advice.

Examples of what contributors have said

- "clubs can be 'intimidating', even where the club is friendly and welcoming, it is a big step for any newcomer"

- "I didn't go on a club run for ages for a variety of reasons (scared, work commitments) but they did also put on weekly skills sessions that I attended instead"

I have picked just two quotes here, but straight away it can be seen how these points can be used to help us answer the question, "how do we deal with this in our own club?"

ACTION

We want to form an action plan based on our own judgement and experience of our

club and what will work for us.

As part of this we reached out to the Islamic Centre in Maidstone just before Christmas to talk about attitudes in the Muslim community towards cycling. It was very interesting to hear about the culture- and tradition-based factors which may be affecting their levels of cycling. We are hoping to do some joint work with them later in the year.

Clearly we would also like to hear the views of those already in our club.

We also expect to work on the imagery on our website. This includes a lot of stock photos and videos that we would like to make more club specific, and open and embracing to all.

NEXT STEPS

Our work is in the formative stages at the moment but we expect to keep the club informed about progress through **this regular diversity slot.**

If you would like to get involved with this work please contact any member of the Board.

NEW MEMBERSHIP DATABASE, HINTS AND TIPS

Q: How do I log on?

A: Via the "Members" tab on the San Fairy Ann website or search for "Membermojo."

Q: What are my log-on details?

A: Your email address (the one that is on your member record) is required. Most people find it easiest to set up a password using the "Your Membership" tab.

Q: Do I need to update my details?

A: Yes please! We would like data to be as accurate as possible as this will improve our efficiency and GDPR compliance. Check that your details are correct.

Q: Does the membership system comply with GDPR?

A: Yes, we believe "Membermojo" has thought about this very carefully.

Details can be found on the help tab.

Q: Can I use the system to check contact details for other club members?

A: Yes, There is a member name and email box in the top right hand corner of most pages.

You can use this to find contact details for other members.

Q: If I want to keep my details private, can I do so?

A: Yes, You can update on the "My Details" option at any time by changing "Other members can look up my phone and email details".

Q: Can I include my photograph in the member record?

A: Yes it is simple to upload a photo to personalise your member record. It helps people get to know each other quickly.

Q: Can I use the system to be included on email distribution lists in which I am interested?

A: Yes, there is an option on My Details which says "Do you want to add yourself to distribution lists?" this will allow you to select

those you are interested in.

Q: What other information can I record in my member record?

A: Details of where you would like to volunteer to support the club's work, information about your emergency contact and your address information.

Q: Do I have to pay online or can I pay by cheque or bank transfer?

A: Yes, the system allows you to pay on-line or specify that you are paying by cheque. For any problems, Carolyn Smith, membership secretary, will be able to help. Contact her at: membership@sanfairyanncc.co.uk



routes to be incorporated without significant extra mileage. These were Dymchurch, Barming, the Isle of Sheppey, Lenham and Harrietsham. The Isle of Sheppey required a separate visit. The others I realised I could fit into either my ride into the club run start, or a trip from the club ride whilst the others took their mid-ride pit stop.

Another aspect I considered in my planning was car parking. I like to use official car parks that are free as I do worry about leaving my car on a roadside. I have no idea why this is as my car is hardly the sort of vehicle a getaway driver is going to choose! Surprisingly, even using the various websites, this was not easy to do and local knowledge would have helped in this – perhaps in support of the café directory on the club website maybe a free parking database would be useful as well?

Thus, having done my homework, I was ready to begin. There is a summary below of the rides I did relating to the Cycle Quest and the number of CQ's visited on each:

I was lucky with the weather, though I rescheduled some Thursdays to the Friday to avoid rainy days. However, I had torrential rain on the Sevenoaks route for some miles, though I had dried out by the end. It might be worth considering moving the event forward to August when, hopefully, better weather could be more likely.

For me a lot of the roads and certain areas of Kent were new with lots of interesting views and buildings passed on the way. The routes I had plotted took me up and down several steep hills on minor roads. Many of these had grass and gravel spread across them, requiring caution when descending.

The CQ's were of a varied nature – historic building plaques, churches, inscriptions on benches, pubs and so on. They were easy to find following Bob Watts' guidance. Together with Bob's manual giving various interesting facts and details on the CQ's, it was very

satisfying to cross each point off the list when you had arrived.

One CQ I did have problems with was the old CTC plaque at the top of Stede Hill which, hidden behind some bushes and placed parallel to the road, was very hard to spot. I only noticed it by chance when I was climbing back up the hill to search again but, as I say above, the rest were easy to find.

I particularly enjoyed visiting the small, isolated churches. Bridge church was a revelation to me as I was bought up in Bridge. I remember the church being a very dark and cold place inside when attending Sunday School as a young lad. I was very surprised to discover it is actually bright and cheerful inside. The church of St Cosmas and St Damian in Challock was also enjoyable. Tudley church, where I have often visited, is always worth a visit for me, taking account of my hobby of making stained and fused glasswork.

Upon completion of the last leg I had a tremendous feeling of satisfaction, having visited all the CQ's within the month. I have achieved an important exercise ready for having more time to spare by going into semi-retirement. I hope to start doing minor tours around our Island.

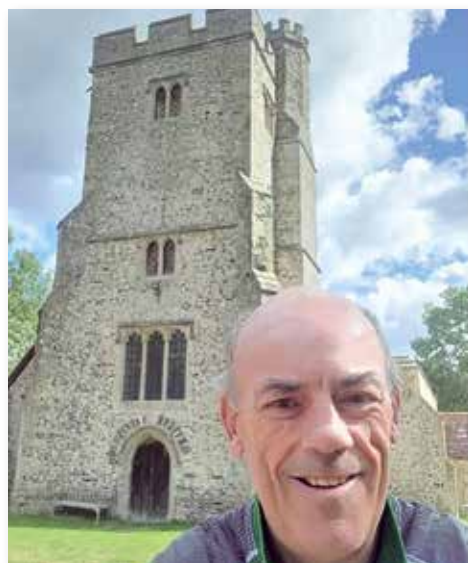
I would like to express my thanks to Bob and SFA for designing and running this event and hope we have a repeat for later this year. Bob kindly "approved" my claim and awarded me a Gold rating with a certificate nicely designed by his daughter which was much appreciated.

What I would do differently on next cycle quest:

- Reduce the loop distances but increase the number of rides to allow for more time in the "sightseeing" mode rather than just trying to get from A to B as quickly as possible.
- In conjunction with the above, plan my routes more carefully to avoid busy roads.

The approach road to Grain was of concern with so many lorries going by at great speed. I would research in more depth the availability of off- road routes or cycle paths.

- Ensure I plan, and use, a café stop; I underestimated the importance of ensuring you keep fuelled up on a ride.
- Take a camera to take "proper" photos.
- Ensure I have my glasses with me all the time so I can read the Garmin and my mobile phone (Garmin seemed to develop a fault on the Dover loop and I had to navigate a section using the map function on the mobile phone – impossible to see without glasses).
- Avoid any car parks with payment by mobile phone – at Hythe this took ages to do and I was not sure what it had given me so I had to rush round as I was worried about getting a parking ticket.
- Persuade some of my colleagues from the E+ group to join me on this challenge.
- Taking into account all of the above – being a bit more relaxed about the whole thing to increase the enjoyment even further.



CHARLES GOODE'S CYCLE QUEST : SUMMARY

Date	Route	Number visited	Distance	Ascent
02.09.2022	Medway Loop	4	49 miles	2,034 ft
03.03.22	Dungeness Lighthouse	1	11 miles	40 ft
09.09.2022	Sevenoaks Loop	4	47 miles	3,395 ft
10.09.2022	Barming Asylum	1	11 miles	702 ft
16.09.2022	Lower Weald Loop	7	58 miles	3,061 ft
17.09.2022	Lenham/Harrietsham Loop	2	11 miles	892 ft
22.09.2022	Dover Loop	7	63 miles	3,822 ft
23.09.2022	Isle of Sheppey Loop	1	13 miles	698 ft
26.09.2022	High Weald Loop	8	52 miles	3,677 ft
29.09.2022	Thanet Loop	5	57 miles	2,532 ft
	TOTAL	40	372 miles	20,941



THE SUNSHINE ISLAND OF JERSEY



BY: **STEPHEN HARMER**

We often think of France and Belgium as our 'go to' places for short days away cycling. We overlook what was once, prior to the cheap Spanish package holiday deal, an island that was known as the honeymoon and sunshine island. Unfortunately for the channel island of Jersey it is now more associated with finance than holidays. The days of flights from London and Scotland constantly landing and taking off every few minutes over the summer months have gone. In the 1970's and 80's my wife would come down for breakfast in the family farmhouse and regularly see that her mum was using the dining room for breakfast, which was laid out with the best cutlery and

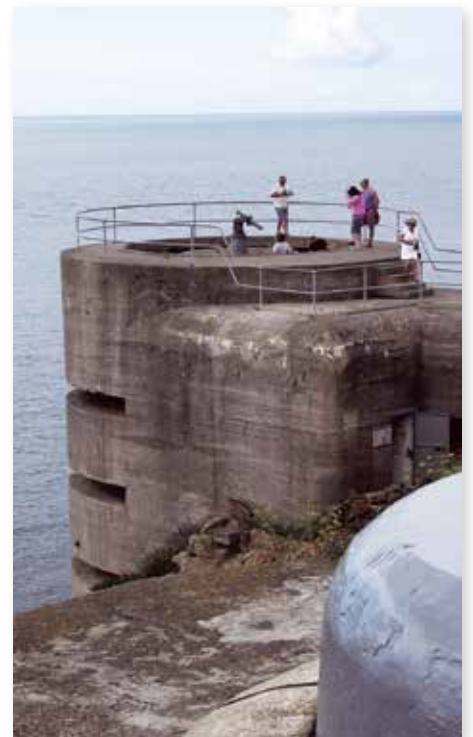
the best tablecloth! A call from the Jersey tourist board would have been received to ask if they could fit a family in for bed and breakfast as every hotel and guest house in Jersey was full!

There are fewer hotels now in Jersey but the reasons why it was such a popular tourist destination remain. You can easily forget you are still in the UK with the French street names and continental style houses. Everything about Jersey reminds you of France, especially the warmer climate.

So, apart from cycling some of the most beautiful roads in Europe (which I will get to) what can your family do while you go for a ride?

THINGS TO DO

Jersey is a small island, roughly around five miles deep and nine miles across. The island has some of the most beautiful, clean, and breath-taking beaches in Europe. Bouley Bay for one is a small, picturesque harbour on the north coast of Jersey. Cliffs over four hundred





feet high surround the bay. Bonne Nuit around the coast is also stunning and from the cliff top you can clearly see Normandy. Other very popular beaches include St Brelades, Greve de Lecq, Plemont Bay and St Ouens. If you are into body boarding, surfing or wind surfing then some of the Jersey beaches are for you. For the kids there are rock jumping tours around the coves. All of these have beaches with clean, crystal clear water and dolphins as frequent visitors. Jersey has the largest pod of dolphins in Europe.

You can take a RIB boat ride out to The Ecrehous which is a small group of islands and rocks, situated six miles from Jersey

and eight miles from France. Although close to France the islands are part of Jersey (the Parish of St Martin). You are guaranteed to see Atlantic Grey Seals and Bottlenose Dolphins. The RIB will drop you on a narrow sandbank in the middle of the ocean and you think you have just been marooned. But in minutes the tide recedes so you find yourself on a desert island and on the edge of a lagoon. The sand is formed from calcified seaweed made over the millennia and so deep its hard to walk. The shallow natural lagoons quickly warm in the summer months so you feel you are in a natural infinity pool in the middle of the sea. On the high tide, the

uninhabited fishermen's huts rise from the rocks. On the low tide, the landscape changes to become moonlike and reveals sandbanks and rock pools. The Ecrehous is perfect for paddle-boarding, swimming, and picnics. This is still one of the best days out we have ever had as a family. Truly magical.

DON'T MENTION THE WAR! I DID BUT THINK I GOT AWAY WITH IT!

You are never far from signs of the occupation. The Channel Islands were the only part of the United Kingdom invaded by the German army. Hitler was determined that he would never relinquish the Channel Islands



Champagne, dolphins...





and poured one fifth of all the concrete in the 'Atlantic Wall', into the islands. There was an invasion force of over thirty thousand troops stationed in Jersey alone. There are many interesting bunkers and buildings to see and at weekends over the summer you can access them and try such delights as occupation coffee made from burnt parsnip. Surprisingly this does taste like coffee. The fortifications they built were extensive and called 'Inland Battleships'. The armament consisted of captured French-made and WWI guns from battleships.

The people of Jersey who decided to stay, knowing the Germans were coming, had a miserable existence. There are the stories of the heroes and heroines of Jersey who risked their lives to save Russian forced labour camp prisoners used by the notorious Todt Organisation and did what they could to resist. Some of these brave islanders made the ultimate sacrifice. Churchill decided not to take back the islands by force but starve the invaders out. To a degree this was understandable as the loss of life for allied troops and islanders would have been desperately high and at this point in the war, for no strategic value. Unfortunately, the islanders also starved, and the island was almost stripped of trees for fuel.

The Jersey War Tunnels is a "must do" visit and inside you can see the story of the Occupation come to life. This includes the story of the Red Cross aid ship the SS Vega. This ship stopped wholesale death through starvation by delivering much needed Red Cross parcels of food and medicine.

There are countless other attractions to visit on Jersey and fantastic and varied restaurants and bars to spend your evenings. In August there is the Battle of Flowers, a spectacular event during the day and even better at night, with the procession lit up. Visit Mont Orgueil Castle in the stunning village of Gorey and La

Corbiere light house at Corbiere. There are so many beautiful bays and villages to visit with less traffic than you will find in Kent. Jersey Zoo, founded by Gerald Durrell in 1959 on La Profonde Rue, is a big attraction with around 170,000 visitors a year.

You can book a walking tour out to Seymour Tower, which is built on rock two miles from the shoreline off La Rocque harbour. The tours start from the carpark on La Grande Route des Sablons. Warning! Never walk out to the tower without a guide. If you time it incorrectly and the tide turns while you are out there, the sea comes in so fast you cannot outrun it. There have been many times when people have had to climb the tripod safety tower positioned a mile out and hang on either until the tide turns again, or they are rescued. Jersey has the third largest tidal range in the world.

CYCLING IN JERSEY

Jersey is the most southerly part of the UK, with more hours of sunlight than anywhere else in Britain. For cyclists, the island has 96 miles of signposted official cycle routes and 48 miles of 15mph 'Green Lanes', on which cyclists have priority. Jersey has plenty of hills, some long and steady like the climb out of Rozel, and others like Bonne Nuit, designed to make you curse the day you ever thought riding a bike was a good idea. The bays around the north coast are real leg and endurance testers but the views, like the hills, are breath-taking. There are dedicated cycle routes such as the traffic-free cycle paths along St Aubin's Bay which join the west of the island with the capital, St Helier. There is an off-road cycle path which runs from the north of the island to the south, making its way through the beautiful St Peter's Valley.





Jersey has long since lost its railway, but the old original 'Railway Path' is there for both pedestrians and cyclists to use.

Jersey may be small but as regards cycling routes it punches well above its weight. Eight of the cycle routes are designed to get your blood pumping and take in some of the best or worst of the hills, depending on your view. The advanced routes are linked so you can go as far as you wish to go.

RIDE THE MILES OF BEAUTIFUL ROADS WITHOUT POTHOLE!

There are two main cycling events that you can sign up for in Jersey. The first is the Mac100 sportive that raises money for Macmillan Cancer. This starts in St Clement and goes around the island. The route takes in plenty of climbs, most of which are short, but stiff, and a couple of longer ones. The switchback climb from Flicquet tower comes as a bit of a shock but is thankfully short.

The climb from Greve de Lecq longer and tougher. It's safe to say even though there are long flat roads, the island is bumpy. The date for the sportive at the time of writing has not yet been set but usually takes place in August. The distance is 62 miles with 3,143 ft of climbing.

Another new event for cyclists in Jersey is the Gran Fondo, which after the success of 2022, is back on Sunday April 23rd. There are two routes, the 110km sport event and the 70km classic. The event is chip timed, fully signposted and has a feed station. This one is very lumpy with 4,062 feet of climbing.

There are plenty of cycle shops in Jersey catering for all levels and disciplines. The Cog and Sprocket, Big Maggy's Coffee and Bike Shop, The Cycle Centre, and Aarons Bikes are just a few. However, racing bike hire is more limited so book in plenty of time if you decide to visit. A good cycle club to contact for a group ride is the 'Equipe Flamme Rouge'. They are very welcoming to people coming over to ride from the mainland.

Both EasyJet and British Airways fly to Jersey airport from Gatwick. Flight time is around forty minutes and there is no passport control as the flight is an internal one. You can take your bike with you by using a bike box. Check with your airline, but they can count as your hold luggage allowance.

Getting around in Jersey is made easy by a very good, frequent, and reliable bus service that covers every part of the island. You can manage quite easily without hiring a car.



It is strange how the thought of a medal at the end of a sportive can keep you going, but this one felt hard earned!

*Cycle track to Canterbury*

THE CANTII WAY



BY: MARK DOXEY

THE CANTII WAY – DON'T FORGET YOUR BELL

As a member of the Abellio-SFA Racing Team, opportunities to enjoy multi-day cycle tours during the racing season have been fairly limited. This is because I compete in time trials most weekends; and, when not competing, I focus on short sharp interval sessions or high-effort longer rides of up to around 70 miles. Multi-day rides during the racing season have seemed a bit of an indulgence.

However, the end of the racing season brings the opportunity to experience different types of riding, and such was the case with the 145-mile Cantii Way route, which I rode over three days at the end of October.

For those who are unfamiliar with the Cantii Way, it is a circular route launched by Cycling UK in May, which begins in the picturesque village of Wye, heads north to Canterbury and then onto Whitstable. From there, the route heads eastwards, closely hugging the coast through Margate and beyond, before following the coastline south towards Ramsgate, and continuing down as far as Dungeness. The route then turns westwards, still following the coast, to Rye, before heading north through

Ashford and back to the starting point at Wye. For those who might want to avoid busy pedestrianised sections, there is also an option to cut off the north-east tip of the route by cycling inland between Reculver and Margate; and an option to ride an additional loop between Rye and Winchelsea. However, my plan was to stick to the main route.

In terms of terrain, the route includes sections of (mainly) quiet roads, but predominantly follows off-road cycle paths. Most of these paths have tarmac or gravel surfaces, but the route also strays through woodland trails and fields, which means that knobbly tyres are advisable. I was riding a lightweight cross-bike fitted with 33mm tyres. Given that this would be a multi-day trip, I was also carrying a bike-packing rig consisting of a long-length saddle bag, frame bag and small top tube bag.

While I enjoy riding in company, on this occasion I had chosen to travel alone. This was partly because I was looking forward to the peacefulness and serenity of a long off-road ride, and partly because it would give me complete freedom to ride at my own (not particularly fast) pace and to stop, if ever I wanted, on a whim.

Living in Ashford, I was already familiar with

most of the towns and villages on the route, having passed through on my road bike on multiple occasions. An exception was the northeast corner, which had never quite been within easy reach for a day trip, and where I was particularly keen to have an overnight stop. However, this meant that, while my first day would involve around 50 miles, I would either need to cover the remaining 95 miles in a single day or abandon part-way through and divert back to Ashford.

DAY ONE

And so to the start... Leaving at around 11am, I decided to pick up the route just south of Ashford in order to ensure that I would cover a full 50 miles on the first day, rather than taking a shortcut to the "official start" in Wye. Ironically, from a route-finding perspective, navigating through the twisty maze of cycle paths in Ashford was the hardest part of the route: although I actually knew most of the cycle paths fairly well, the GPS on my Wahoo cycling computer seemed to be having an off-day, and was doing its best to lead me into random scrubland.

Once out of Ashford, the route followed quiet country roads into Wye, and from there up the gruelling White Hill before diverting



Herne Bay

off-road into Kings Wood – and it was here that the adventure truly began. After a short distance, the route joined the North Downs Way, with the surrounding trees resplendent in multi-coloured autumnal foliage and the trail blanketed in freshly-fallen leaves. While these leaves cushioned the at-times granite-embedded trail, they also made me slightly nervous that they might be concealing large jagged rocks or deep crevices. Deciding it was probably prudent to have a little more grip and control, I released some of the air pressure in my tyres.

After a few miles, the path emerged onto a downhill section of narrow country road just outside the historic village of Chilham. It was here that I came across three elderly ladies walking side-by-side ahead of me, deep in conversation, across the full width of the road. I slowed to match their pace, and politely asked if I could come through. Clearly, I had startled one of them, who shot me a recriminating look and reprimanded me for not using a bell. "I don't have a bell," I replied, as I overtook them and continued serenely down the hill.

Leaving Chilham, the route followed quiet country roads to Chartham, after which it joined the pan-flat, gravel surfaced Pilgrim's Cycle trail, which runs alongside the Great Stour as far as Canterbury. Just north of Canterbury, another cycle path – known as the Crab and Winkle Way – led all the way to the renowned seaside resort of Whitstable, of oyster fame.

At this point, roughly 36 miles in, the character of the route changed markedly, with views ahead stretching far out across

the glistening sea, bathed in autumn sunlight, to the tip of Shoeburyness, and to the distant horizon on the eastern side. Although it was late October, the unseasonably warm weather had sparked a hive of activity on the coastal promenade, and the shingle beach was generously sprinkled with small clusters of people, including children with buckets and spades. Set slightly back from the promenade, seafront ice cream sellers and cafés with outdoor seating were enjoying a bustling trade.

After a quick coffee and snack, I resumed my trip, now travelling east. A few hundred metres further along, I couldn't resist stopping again as I passed in front of Whitstable Harbour's South Quay Shed, which contains a collection of trendy street-food outlets and bars – some of them scattered around the harbour itself, others located in an indoor chamber spread over two tiers. Although it was now well past lunchtime, the area was still buzzing with activity, and I made a mental note to return one day.

Back on the bike, I weaved slowly along the shared-space promenade, occasionally calling out to pedestrians to alert them of my presence. No-one took offence on this stretch of the route, although I thought to myself that, next time, I really ought to bring a bell. After a short distance the promenade led on to the Oyster Bay Trail, which stretches along the seafront for just over 12 miles between Swalecliffe and Reculver. Although I had to regularly slow down to avoid intimidating pedestrians, the warming late-afternoon sun and the

stunning panoramic sea view meant that this was in no way an inconvenience. I was also wary of arriving too early at the Bed and Breakfast I had booked in Margate, and leaving myself with nothing to do during daylight hours.

DAY TWO

With the clocks having gone back an hour overnight and sunset due to fall at around 4.30pm, ideally I would have left at first light the next day, as I still had almost 100 miles to cover if I was to achieve my target of completing the route in two days. I also had one eye on the Met Office forecast, which had turned decidedly gloomy over the past 12 hours. Unfortunately, the Bed and Breakfast didn't start serving breakfast until 8am, which meant my start was delayed by over an hour.

Predictably, the rain started coming down as I was attaching my bikepacking gear back onto my bike and preparing to leave. Although rarely heavy, the rain persisted for the next three hours, allying itself



Whitstable Beach



Near Westgate-on-Sea (North coast)

to a stiff south-westerly breeze that turned the first half of the day into something of a challenge. The rain also meant that, while I had savoured the stunning views from the seaside promenade on the first day, I hardly looked up from my handlebars as I navigated the route, which hugged the north-eastern corner of Kent and then down into Ramsgate.

Just before the climb out of Ramsgate, I paused to consult my cycling computer, at which point an athletic-looking cyclist riding a lightweight racing bike fitted with narrow slick tyres sped past on the main road adjacent to the cycle path and started powering up the hill. Unable to rein in my racing instincts, I took up the challenge, still on the uneven cycle path, and managed to overhaul him shortly before reaching the top. Buoyed by this unexpected success, and suspecting he would immediately fly past, I maintained a brisk pace for the next mile or so, in the process catching up with two other cyclists – possibly a husband-and-wife pair – who were riding together with a similar bike set-up to my own. A brief exchange of words revealed

that they were also riding the Cantii Way, but that they had started and would be finishing in Rye.

Overall, the route was less scenic than on the first day, especially when the cycle path ran alongside a busy A road for a two-mile stretch on the approach to Sandwich, although I consoled myself that at least the route was flat and the surface was tarmac, which meant that, despite the relentless headwind and persistent rain, I still had a chance of completing the full distance that day.

At Sandwich, the route headed back towards the coast along a quiet toll road, before joining a sandy track that bisected the Royal Cinque Ports Golf Club. At first, the track was a welcome return to “proper” off-road riding, but I soon found myself sinking into sand that was at least six inches deep in places, as if in an undulating soggy sandpit. Grinding to a halt, I released some of the pressure in my tyres in the hope of gaining better traction, but it was a forlorn hope as the clinging wet sand soon coated and smoothed over the minimal

tread in my tyres. I was left with no option but to dismount and push, occasionally managing to climb back on the bike in sections where the sand thinned out a little.

Half a mile further on, the track emerged back onto the quiet country road that I had been on previously, leaving me cursing the fact that the route had ever left it. Not only was I now on spongy tyres, but wet sand had ground itself into the chain and gears, and a loud rasping sound was emanating from the rear mech. I tried shifting up and down the gears, and settled into a gear where the rasping sound was a little less grating. In normal circumstances, I would have dismounted to inspect the mech more closely, but the rain had by now increased its intensity, and wishful thinking convinced me that it would soon wash away the obstruction.

A mile further down the road, it had become apparent that the issue was not going to resolve itself, so I started looking for somewhere to shelter from the rain to take a closer look. After another couple of miles, I found myself on the seafront promenade in Deal, and pulled into a pedestrian shelter. Here, I discovered a stiff piece of cardboard had somehow wedged itself into the rear mech, but I was able to yank it free without too much trouble. With time slipping away, I abandoned my previous plan to have a late-morning break in one of the warm and welcoming nearby cafés, and instead fumbled inside my rucksack to retrieve some soggy sandwiches. At this point, the two cyclists whom I had overtaken earlier sailed serenely by.

After a few more miles, the promenade came to an end, and the route swung inland, joining a main road that climbed up sharply to St Margaret’s-at-Cliffe and then beyond to Dover, where – after a short off-road section – the route plunged back to sea level on the main road. Emerging the other side of Dover, the





Overlooking Folkestone

roadside cycle path ran closely alongside a BP garage that was teeming with police officers, paramedics and fire crew. I later learned that this was the location where a man had been found dead after throwing petrol bombs at a Border Force immigration centre.

Beyond Dover, the cycle path tracked the hectic A20 for several miles, in what was the least enjoyable section of the entire Cantii Way. This was partly because of the relentless noise of the traffic, but also because of the buffeting headwind that had picked up momentum and was determined to thwart my progress. Allied with this was a steepish slope and an angry grey sky.

Having missed out on a café stop in Deal, my mind turned to the route ahead, savouring the thought of travelling along the seafront in Folkestone, and stopping at one of the fabulously tempting food stalls or cafés at Folkestone Harbour Arm. Beyond that, I was looking forward to pootling through the immaculately-manicured Leas, which is one of my favourite sections of the coastal cycle path. However, assiduously checking the directions in advance is not one of my strong points, and it soon became apparent

that the route would not be passing through Folkestone at all. Instead, it would be dipping slightly before climbing up a steep singletrack road to reach a point over 500 feet high offering spectacular views of the Eurotunnel terminal, the town below and, beyond in the distance, the clear outline of the French coast.

On the subsequent descent, I passed signs for the Peene Railway Museum, although my interest was not in the museum itself, but in the adjoining tearoom, where I stopped for a quick coffee and cake. With the time approaching 2pm and having covered a distance of only 42 miles, it had become clear that I would not be able to complete the full Cantii Way route during daylight hours. I had no appetite for riding potentially hazardous off-road sections after sunset, so resolved to continue for another 13 miles to Dymchurch, before diverting a further 11 miles inland back home to Ashford.

The route to Dymchurch was flat, following the seafront promenade in the approach to Hythe, where it diverted inland onto a wide earth-covered track that ran alongside the Royal Military Canal for the next few miles. While I was taking time to savour this

particularly enjoyable section, the couple whom I had last seen in Deal caught up with me, and we rode together and chatted for a while. I learned that, although they were heading towards Rye as their final Cantii Way destination, they were actually members of Brighton Mitre CC, and would be taking the train from Rye back to Brighton later that day.

A curious fact I discovered was that, although Brighton Mitre is a sizeable club with around 350 members, all of their club runs start from the same point and follow the same route, but that different groups within the club ride it at different speeds.

DAY THREE

Having returned to Ashford the previous day as evening was closing in, I had abandoned all thoughts of completing the Cantii Way in three days, and had tentatively planned to instead return and ride the final section of the route sometime over the next few weeks. This was largely because of practical considerations, given that I had a work deadline at noon that day, so simply wouldn't have enough time.



Dungeness Nature Reserve



New Lighthouse, Dungeness

However, as I ploughed through my work that morning – I work from home as a freelance writer – the sun was shining invitingly outside, and my thoughts turned towards completing the trip that day. I had been making unusually good progress, and it dawned on me that if, like Steve Martin in *The Three Amigos*, I was able to “write like the wind” for the next couple of hours, it might be a realistic proposition.

I concentrated on my work with renewed focus, and was able to hit my deadline sufficiently ahead of schedule.

After grabbing a quick sandwich and cleaning and lubricating my bike, I cycled the 11 miles back to Dymchurch to rejoin the Cantii Way where I had abandoned it the previous afternoon. Given that this would be my last day, I had also taken the opportunity to unload my heavy bikepacking rig.

The start of the route on the third day was undemanding, following the flat coastal promenade from Dymchurch, before veering slightly inland on the road to Lydd-on-Sea, and then beyond to the other-worldly Dungeness Estate. Here, the houses and shacks appear to be scattered haphazardly on flat scrubland, punctuated by the black-and-white striped new lighthouse and the Old Lighthouse, whose dark grey silhouette loomed upwards, further back.

The route then headed down a gravel track into Dungeness Nature Reserve, twisting its way around the lakes of Denge Marsh, before emerging into grassland, then through a wooden gate and back out onto the road. Just outside Lydd, the route followed a cycle path alongside Jury’s Gap Road, before reaching Camber, where it joined the promenade with spectacular seaside vistas. Beyond Camber, the route followed a recently-resurfaced smooth tarmac cycle path alongside Camber Road, almost all the way into Rye, where I couldn’t resist stopping for coffee and cake in one of the numerous quaint cafés.

From the centre of Rye, there is an option to ride an additional short loop down to Winchelsea and Rye Harbour. But, with the skies growing increasingly gloomy, I decided that the more pragmatic choice was to eschew this option and follow the main Cantii Way route back to Ashford. The next 15 miles or so were along main roads, which had more traffic than would have been ideal. On the other hand, this did at least allow me to keep up a decent pace, giving me a chance of reaching home before nightfall.

However, my progress was hampered when, between Woodchurch and Shadoxhurst, the route once again diverted off-road, following a muddy track through dense woodland along a two-mile stretch. Although I was close to home and on familiar territory, night was by now closing in, and I struggled to make out the frequent ruts and puddles with my wholly inadequate front light. With it being Halloween, and the atmosphere spookily quiet, I was also mindful of the need to duck to avoid any low-flying witches that might be in my path. By the time I emerged back onto the road, thankfully unscathed, it was pitch dark, but I was able to complete the remaining few miles without incident.

Overall, it was a very enjoyable experience across the three days, with numerous highlights. And the fact that there was little of a “technical” nature would make it ideal for riders who are less experienced at off-roading. However, certain sections are heavily congested with pedestrians, so “don’t forget your bell!” would perhaps be my abiding piece of advice.

The Cantii Way GPX route and guide can be downloaded from: <https://www.cyclinguk.org/route/cantii-way-map-and-gpx->

FROM "CYCLING WEEKLY"

SEPTEMBER 22ND 1973

HOLLIDAY WINS HIS CAMPAG DUEL

Making the best of switching wind conditions, Dave Whitehouse, the Shirley Roads Campagnolo Trophy leader, fought out a stirring duel with the 1972 winner, Dave Holliday, Gordano Valley, in the San Fairy Ann "25" on Sunday, just coming out on top.

To all intents and purposes, this was their private duel.

Alf Engers, Luton Wheelers' uncrowned king of time trialling "feeling my age". decided not to start, and there was no one else who could, on the day, challenge their supremacy.

With only a sprinkling of men outside the hour on the start sheet, only about 20 managed to beat it on the morning.

And of these, the top two stood head and shoulders above the rest.

Honours were about even, Whitehouse, 27-1, was faster to the half-way point, Holliday faster on the return.

Whitehouse had the new titanium frame, Holliday the sparkling special time trial wheels.

"I've been working nights for a couple of weeks," said Holliday: "I couldn't really concentrate for the first half after that puncture," said Whitehouse.

The puncture occurred half a mile before the start, on the lane to Cobham, grit bestrewn from the storms which still were dropping water only three hours before.

The Shirley man's only spare was a strange-looking tyre which had seen very much better days, and for which he naturally feared. "I kept thinking about it."

But if luck appeared to be against him, others before him, more than a dozen of the full field, met the same fate, and did not show his perseverance.

Fastest to the first mile, uphill and round the bend through Cobham village, along a lane, was country boy Holliday, the Rolls-Royce engineer, with 2-14.

Behind him was an astonishing Joe Mummery, West Kent RC, back after nine weeks no racing "with enthusiasm undiminished" and a 2-16, and sparkling Tony Evans, Bath CC.

This youngster had travelled up with Holliday, and seemed determined not to be outdone with 2-15!

Then followed lean Mick Ballard, perhaps a little over-anxious on his home course, with 2-17; the competition was as close as that.

And Whitehouse? He was a full 10 seconds down in one mile, 2-24.

But 400 yards further on came the broad acres of the A2, a motorway standard road, with a steep drop, and more or less five miles of downhill racing.

The rough climb of Swanscombe followed, hardly believable to those

- like Mick Gambling, East Anglian CC - who had not seen it before.

"That surface is so rough I couldn't get out of the saddle, yet I needed to," said Holliday, perhaps conscious that there he might have lost vital seconds.

By halfway Whitehouses's 27-1 had put him a full 36 seconds ahead of the CYCLING-Campagnolo Trophy champion, a remarkable comeback after that first mile.

At 54-minute speed, in fact a gain in time almost unparalleled since Alf Engers lost 45 seconds at the start of the 1969 RTTC championship.

Again it was Evans and Mummery who tailed the two outstanding riders, with 28-1 and 28-17, almost a respectful distance, one might say.

But the strength of Ballard - where does he find it from in his thin frame? - had pulled him ahead of them, 50 seconds behind Whitehouse, and in third place he was to keep.

The pattern had been set.

Meanwhile, even the splendid San Fairy Ann pits-marshalling could not cope with all disasters.

Rockingham's Johnny Williams - surely the veteran of the day - mastered two punctures, two chain-offs, and still did a 1-1-3 "worth a 56 to anyone, isn't it?" he grinned, showing his greasy hands.

John French, Oxford City man-of-the-moment, expected to make a challenge after beating Whitehouse to the mile in 2-20. He punctured at the top of Swanscombe, and couldn't find a wheel with a top sprocket higher than 16, so retired.

Steve Martin, Addiscombe's 16-year-old flyer, punctured within sight of the finish, grabbed a bike morosely from a bystander and honked the last half-mile.

What really happened was that as the overnight storm passed, so did its depression, centred north of the course, swinging the wind from SE to SW during the event.

Five of the first 40, riding in comparative calm, and picking up the first south-easter on their return into it, beat the hour.

Seven of the second 40, with a little help out, and a little back, beat the hour, and six were DNF!

Of the third 40, Whitehouse was 80, Mummery 90, Holliday 100, Ballard 110, some 16 beat the hour, more than the rest of the field.

So the first five came from that third, witness to the unpredictability of British weather, as well as the ladies' winner Chris Goodfellow, Beacon Roads, with 1-5-22, and two of the winning team, all of them second team!

After all this, with visitors left licking their wounds and counting the cost of a worsening at the stones of the Q25/3, the Trophy is not yet decided for 1973.

Frank Taylor, 7th placed with 57-29, was quick to hand out leaflets advertising the next in the series, the Notts and Derby Clarion Goose Fair "25" on October 6.

With £65 of prizes, and his own 54-49 course record at stake, the

challenge was down.

But I wonder if it could generate more enthusiasm than the San Fairy Ann's? I still have memories of the cheers from all parts of the course.

Dave Whitehouse, Shirley RC	(105pt)54	32
D. Holliday, Gordano Valley	(99)	54 40
M Ballard, West Kent RC	(98)	55 27
J. Mummery, West Kent RC	(97)	56 37
T. Evans, Bath CC	(96)	56 45
B. Debonnaire, CC Bexley	(95)	57 5
F.Taylor, Notts and Derby CI	(94)	57 29
P. Adkin, VC Havant	(93)	57 36
M. Girling, Bournemouth Jub	(92)	57 38
D. Tomlin, Luton Wheelers	(91)	57 43
C. Sharpe, Eastboure Rov	(90)	57 54
R. Gosman, Finsbury Park CC	(89)	57 57
M. Hartley, De Laune CC	(88)	58 20
B. Hampton, Medway VC	(87)	58 22
G. Standen, Surrey Roads	(86)	58 26
M. Hennessy, Southend and City	(85)	58 46
M. Ryall, Epton CC	(84)	58 47
R. Overton, San Fairy Ann	(83)	58 49
A. Gayter, Archer RC	(82)	58 50
T. McCall. '34 Nomads	(81)	58 51
J. Kavanagh, De Laune CC	(80)	58 52
I. Hickman, San Fairy Ann	(79)	59 31
C. Worsfold, West Kent RC	(78)	59 33
R. Hand, Surrey Roads	(78)	59 33
M. Perry, Addiscombe CC	(76)	59 41

Team -W. Kent (Ballard, Mummery, Worsfold) 2-51-37.

ALAN GAYFER

John Longbottom
(Vice President)
writes:

I had completely forgotten that the club ran one of these Campagnolo Trophy events on the fast A2 course in 1973. The Campagnolo Trophy was a series of 25 mile events that ran for a number of years in the 1970s nationwide and were set up by Cycling Weekly and sponsored by the importers of Campagnolo equipment. They attracted the top 25 milers from around the country and it was a points-based season-long system that decided the winner.

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Working Together to Save More Lives

Our Five-Year Strategy 2022-2027



WHAT NEXT FOR THE AIR AMBULANCE?

BY: **BOB WATTS**

The San Fairy Ann Sportive has been supporting the Air Ambulance since our first event in 2006. In that time we have raised more than £56,000; this year nearly £5,000 as you can see.

As our contributions have increased over the years, so has the ambition of the Air Ambulance Kent Surrey Sussex. Back then there was a single helicopter solely for daytime use based in a field in Marden. The service moved to Rochester and Redhill to allow 24-hour flying. It has expanded into all-weather, night-time flying and now has three much more capable Westland AW169 helicopters, one providing 24-hour cover and a second providing concurrent 18-hour cover. And these are much more than air ambulances, they are more like intensive care units, delivering life-critical interventions in-flight.

The service is busier than ever: in 2021 it attended 3051 incidents, 510 at night, 44% in Kent. Around midday is busiest, apparently. And all this comes at a cost of £15.2M last year, 86% of which is funded by the generosity of the public – individuals and organisations just like us.

But AAKSS is certainly not resting on their laurels. Their newly-launched five-year vision of ending preventable loss of life from medical emergency means an academy for emergency response professionals, extending aircraft availability and automating routing, increasing the scope for advanced medical interventions (even brain scanning!) and looking into drone delivery of defibrillators where survival rate increases by 10% for each minute saved.

I heard about this vision from Bernie Burgess, Chair of the Trustees, who was himself airlifted by AAKSS back in 2015 and who is passionate about making the charity the best it can be. We should all be proud of the role of the Club in enabling that vision in our own small way, while also celebrating every one of our 27 Sportive helpers who give their time for nothing, allowing us to donate nearly all the Sportive proceeds to this invaluable charity.

The 2023 Sportive will be on Sunday 14th May. We hope to see you there – either as volunteer or rider – to help us raise more than ever.

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AUDAX



BY: BOB WATTS
AUDAX AND SPORTIVE COORDINATOR

New year, new resolution?

If you have never had a go at an Audax why not make 2023 the year? If you have already, why not step up a distance?

An Audax ride or randonnée (its roots go back to France a hundred years ago) is a cycle ride to be completed within a set time limit, normally based on 15km/h; however, remember that this includes eating, resting and plain time-wasting.

It's not competitive nor is it a race, and individual riders' times are not published; if you finish within the time limit, you've done everything you need to succeed!

Most organisers take great care to showcase the pleasantest routes and the nicest cafes making these rides an excellent way to discover the best of an area. Most organisers will have some food at the start and finish and some lay on snacks en-route at controls. Others use cafes, shops or petrol stations along the way. Riders need to do their own routefinding (there is always a gps file and

a routesheet or you can mark up a map in advance) and be self-sufficient, for example getting home in the event of dropping out.

The most popular one-day Audax ride distance is 200km but you can choose your challenge from 50km to 1400km. Some are benign – like our very own Fairies Flat 5 on 18 June – some have more challenging, hillier routes. A 200km might cost around a tenner to enter.

Audax events in Kent are shown on the SFA website events page or you can see all the hundreds across Great Britain on the Audax UK website: www.audax.uk/choose-a-ride/calendar-events

Enter in advance online (this is easiest for entrants and organisers) or else by post. Some events allow entry on the day – but check first! A week or two before the event the organiser will send you details, the routesheet and a gps file. Get an idea of the route before the day: where it goes, distances between controls, places to eat.

On the day, turn up, pick up your brevet card (more French there) and head off with the rest of the riders. Enjoy their company or ride on your own or – like most of us do – a bit of both.

At the end, which is often in a village hall with hot drinks and snacks, hand in your brevet card and relax in the warm comfort of a decent distance achieved, or enjoy a chat with other riders. A month or so later you will get your validated brevet card through the post and your successful completion will be recorded by Audax UK. If you remember it as a great experience, look for another. We will be running the SFA Autumn Audax rides, probably on 1 October.

Convinced? A reminder that entries are now open for both the Man of Kent on 1 April – if not already full – and Fairies 5. I hope to see some of you at one of those, or at other events around Kent or further afield.



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THREE ROUTES FROM LENHAM



BY: CAROLINE MORTLOCK
DIRECTOR OF MEDIA

These three routes all offer enjoyable rides, starting from Lenham. Lenham is easy to get to by rail or road, and often used as a starting point for club runs. It's well-supplied with a bakery, pubs and cafés. Parking is usually fine, but be aware there is a Farmers' market on the second Sunday of the month.

I have described each of the three routes fully and separately. After the Short Route, the Medium and Longer route descriptions repeat the directions given previously. I always think of these three routes as three overlapping ovals, although it doesn't look much like that on the map!

The three routes are predominantly on roads with very little traffic, making use of NCRs 17 and 18. They are gently undulating, with some lovely views. They all involve Charing Hill, which is a climb but not a horrible one.

THE SHORT ROUTE (ABOUT 24.5 MILES)

This is ideal for new or younger riders. It offers some ups and downs – enough to make you feel you've done something worthwhile, but it is, as it says, quite short!

Head out past the Fire Station and Chinese Takeaway, past the railway station and take the first left after Inkpen Farm. This road takes you over the high speed railway line and brings you down to a crossroads where you turn left. Keep on until you come to a T junction where you turn right. The next junction, a road to the right, is where Short can become Medium, or Longer. For the Short route, don't turn right, but keep on over a little rise. The road sweeps down to another T junction where you turn left. The Red Lion pub marks the next junction; bear right here and the road will deliver you to downtown Charing. At the T junction here, turn right to head out of the village towards Little Chart and Pluckley. As soon as you have crossed the motorway bridge, drop down to your left and the road will bring you down to the Swan

Pub in Little Chart. Turn left here and follow the road to Hothfield. As you come into the village, turn off to the right, then take the first left past the shop. This road takes you out of the village and along the edge of the Godinton estate; a slight rise will bring you to a T junction where you turn left. Follow this road round past the imposing gates to Godinton house and under the high speed rail line. You will then arrive at the A20 – cross with care here, as cars frequently come over the brow of the hill on your right at considerable speed. It's often safest to cross in two stages. There is room to wait on the centre of the road and there is good visibility. Ride up Sandyhurst Lane; it has two neat tiny stiff climbs for you. At the top of the second, turn off left before you get to the main road. This is NCR 17 and you follow it to Westwell – a lovely road with some beautiful views. At Westwell church, leave the NCR and head straight across at the crossroads. This road brings you to a sharp left turn and a junction. Turn right here, but with care – visibility is limited. In wet weather this road can become extremely muddy. At the top of a slight rise, keep right and you will pass the new Westwell winery Visitor Centre. At the junction, turn right (it's virtually straight on) and ride on down into Charing. You will arrive at a T junction at the top of the High Street. Turn right and climb up to the main road. You then have the delight of Charing Hill to climb – but this has been very much improved by the recent road remodelling and resurfacing. Puff your way up all the way past the Spice of Bengal restaurant on your right and take the left turn just afterwards. You are now on the ridge, and can sail along all the way to the T junction with Warren Street and the Harrow Inn. Turn left to continue down Hubbards Hill. This is a lovely descent, but do take care with it. You will arrive back at the A20; cross with care and take the first left to bring you back to Lenham Church. Reward yourself with a bun and a cup of tea!

THE MEDIUM ROUTE (ABOUT 29.5 MILES)

This is a nice morning's outing – the extra mileage is not hilly, and adds in some great views.

Head out past the Fire Station and Chinese Takeaway, past the railway station and take the first left after Inkpen Farm. This road takes you over the high speed railway line and brings you down to a crossroads where you turn left. Keep on until you come to a T junction where you turn right. The next junction, a road to the right, is the one you want and will take you to a T junction. Turn right here, over the motorway, and ride on in to Egerton. It's a lovely road, but quite narrow and twisty. Newer or slower riders take care. Actually, everyone take care because cars can come the other way at silly speeds and visibility is limited. The road will bring you up past the church to a crossroads by the pub. Turn left here. Follow this lovely sweeping road all the way to Pluckley. At the T junction (take care to obey the Stop sign – you have minimal warning of traffic approaching from your left) turn right, and then first left past the pub and the church. You then have a fabulous descent and run to Pluckley station – enjoy. Cross over the railway line on the hump back bridge and follow the road towards Bethersden. You now have the option of the longer route if you turn right before the village.

Continue straight on past Bethersden village sign to the crossroads; turn left here (you don't go into the village) and then take the first right to travel through Hoad's Wood. This road brings you to a T junction where you turn right (virtually straight on). Follow this road up a slight rise and take the road to your left at the top. This will take you through the hamlet of Worten, past Goldwyn Special School and past the Godinton Park gates. Ride under the high speed rail line. [You are now back on the Short Route] You will then



arrive at the A20 – cross with care here, as cars frequently come over the brow of the hill on your right at considerable speed. It's often safest to cross in two stages. There is room to wait on the centre of the road and there is good visibility. Ride up Sandyhurst Lane; it has two neat tiny stiff climbs for you. At the top of the second, turn off left before you get to the main road. This is NCR 17 and you follow it to Westwell – a lovely road with some beautiful views. At Westwell church, leave the NCR and head straight across at the crossroads. This road brings you to a sharp left turn and a junction. Turn right here, but with care – visibility is limited. In wet weather this road can become extremely muddy. At the top of a slight rise, keep right and you will pass the new Westwell winery Visitor Centre. At the junction, turn right (it's virtually straight on) and ride down into Charing. You will arrive at a T junction at the top of the High Street. Turn right and climb up to the main road. You then have the delight of Charing Hill to climb – but this has been very much improved by the recent road remodelling and resurfacing. Puff your way up all the way past the Spice of Bengal restaurant on your right and take the left turn just afterwards. You are now on the ridge, and can sail along all the way to the T junction with Warren Street and the Harrow Inn. Turn left to continue down Hubbards Hill. This is a lovely descent, but do take care with it. You will arrive back at the A20; cross with care and take the first left to bring you back to Lenham Church. Reward yourself with a bun and a cup of tea!

THE LONGER ROUTE (ABOUT 43 MILES)

I like this route a lot. It's a good, varied run on decent roads and has Tenterden as an option if you fancy a coffee. That will add on a couple of miles, but you have

a choice of cafés. My personal favourite is the one behind the station, but there are plenty to choose from.

Head out past the Fire Station and Chinese Takeaway, past the railway station and take the first left after Inkpen Farm. This road takes you over the high speed railway line and brings you down to a crossroads where you turn left. Keep on until you come to a T junction where you turn right. The next junction, a road to the right, is the one you want and will take you to a T junction. Turn right here, over the motorway, and sail on in to Egerton. It's a lovely road, but quite narrow and twisty. Newer or slower riders take care. Actually, everyone take care because cars can come the other way at silly speeds and visibility is limited. The road will bring you up past the church to a crossroads by the pub. Turn left here. Follow this lovely sweeping road all the way to Pluckley. At the T junction (take care to obey the Stop sign – you have minimal warning of traffic approaching from your left) turn right, and then first left past the pub and the church. You then have a fabulous descent and run to Pluckley station – enjoy. Cross over the railway line on the hump back bridge and follow the road towards Bethersden. Before you get to the village sign, turn right. This is a back road that will bring you out past the Primary School. Turn left; this brings you to the main street where you turn right. Shortly afterwards you will arrive at the A28. Turn right here, taking care. Stay in the middle of the road as you want the right turn before the Bull Pub. If traffic allows, admire the splendid CTC plaque on the pub wall as you turn! Ride down this road until you come to Potkilyn Lane on your left. Take this road and follow it all the way until it makes a sharp right turn at a junction. Turn left here (virtually straight on) and

follow the little road until it brings you to another junction. Turn right here, and follow the road round – it will bring you to the Raja of Kent restaurant. At the junction, turn left. This will bring you back to the A20. Turn right. You now have a short stretch of busy main road down through St Michaels. If you're not popping into Tenterden for a coffee, turn off left on NCR 18. At the bottom of the descent, stay on the NCR and turn left. This road will take you through a wood and comes out at a T junction below High Halden. Turn right here, and follow the road (and the NCR) all the way up, past Plurenden Manor Farm and across the crossroads. At the T junction, turn left for Shadoxhurst. Once you've passed the village sign, turn left and then immediately right to take you out of the village, past Cryol Farm and down to a T junction where you turn left. This will bring you back to the A20. Turn right on the

A20 and ride a short way along it, taking the first left turn. Then left again (or you'll end up in Great Chart) and up over a little hill past Little Goldwell Farm. This road drops you down to a T junction where you turn right. [You are now back on the Medium route] Follow this road up a slight rise and take the road to your left at the top. This will take you through the hamlet of Worten, past Goldwyn Special School and past the Godinton Park gates. Ride under the high speed rail line. [You are now back on the Short Route] You will then arrive at the A20 – cross with care here, as cars frequently come over the brow of the hill on your right at considerable speed. It's often safest to cross in two stages. There is room to wait on the centre of the road and there is good visibility. Ride up Sandyhurst Lane; it has two neat little stiff climbs for you. At the top of the second, turn off left before

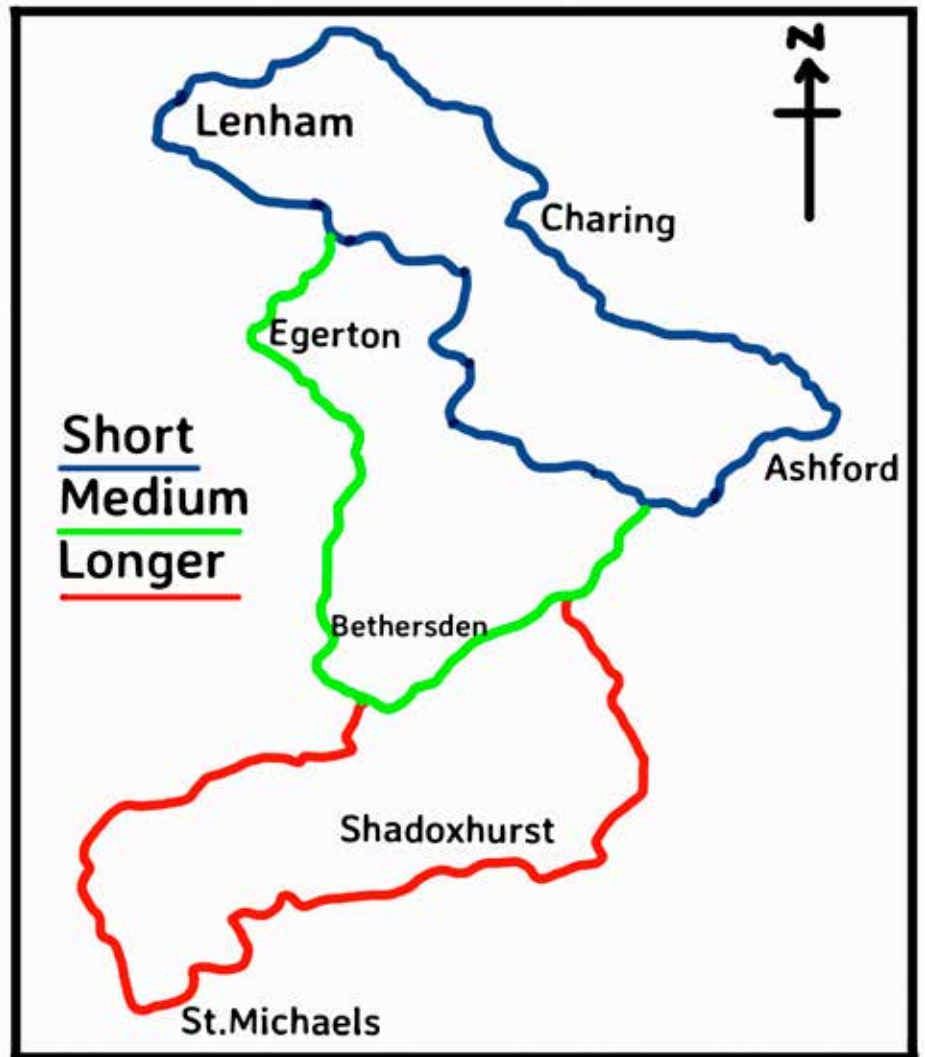
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you get to the main road. This is NCR 17 and you follow it to Westwell – a lovely road with some beautiful views. At Westwell church, leave the NCR and head straight across at the crossroads. This road brings you to a sharp left turn and a junction. Turn right here, but with care – visibility is limited. In wet weather this road can become extremely muddy. At the top of a slight rise, keep right and you will pass the new Westwell winery Visitor Centre. At the junction, turn right (it's virtually straight on) and ride down into Charing. You will arrive at a T junction at the top of the High Street. Turn right and climb up to the main road. You then have the delight of Charing Hill to climb – but this has been very much improved by the recent road remodelling and resurfacing. Puff your way up all the way past the Spice of Bengal restaurant on your right and take the left turn just afterwards. You are now on the ridge, and can sail along all the way to the T junction with Warren Street and the Harrow Inn. Turn left to continue down Hubbards Hill. This is a lovely descent, but do take care with it. You will arrive back at the A20; cross with care and take the first left to bring you back to Lenham Church. Reward yourself with a bun and a cup of tea!



A GREAT YEAR OF CYCLING FOR BRIGITTE SNOOK

BY: RICHARD VALENTINE

Many riders with SFA have achieved some extremely impressive cycling achievements during 2022, but I thought that Brigitte Snook's record for the year warrants congratulations:

Overall she rode 219 days, doing a very impressive 13,246 km, with elevations of 124,559 ft. To achieve this, she did 37 Midweeker rides, and 31 D Groups. In addition she participated in the Audax Man of Kent, Bethersden Audax, Marden Sportive, Kent Reliability and SFA Mt Ventoux trip. Her non SFA overseas rides with her husband include tours to Thailand, Tuscany, Toulouse, Canal Du Midi and Lot Valley. She rides in all weathers to many of the Club starts, is very resilient and thoroughly deserves all the accolades she gets from her ride buddies. Wishing her the same achievements in 2023.



OVER TO YOU

Do you know someone who deserves celebrating in our new spotlight feature?

Richard Valentine kindly provided this one!

If you know a rider who's worthy of a mention, then just send an email (with a photo, please) to media@sanfairyancc.co.uk



BY: PHILIP THORPE
DIRECTOR OF CLUB RUNS

SFA GROUP RIDES

The San Fairy Ann Cycling Club has group rides on Saturdays, Sundays and Wednesdays. We have 16 group rides that cover pace from 10-20 mph and distances from 25-70 miles, so there is a group suitable for everyone. If you would like to discuss which group is best for you, please contact philipthorpe@btinternet.com

The table below lists our club runs in order of average speed. A clearer hierarchy of ride levels, with clearer signposting so that members can more easily choose a level and move between levels of club runs.

SAN FAIRY ANN CC GROUP RIDES IN ORDER OF SPEED AND DISTANCE

Group	Start Time	Speed	Distance	Coordinator	Start Location
A Group	9.00 am Saturday	18-20 mph	50-60 M	Simon Charlesworth	Marden Station
Fast Inters	8.30 am Saturday (9.00 am Dec-Feb)	16-19 mph	50-60 M	Dudley Curtis	Marden Station
Inters +	9.00 am Saturday	16-17 mph	50-70 M	Chris Beighton	Marden Station
9 am Inters	9.00 am Saturday	14-16 mph	45-70 M	Kevin Griffiths	Marden Station
10 am Inters	10.00 am Saturday	14-16 mph	50-70 M	Anthony Fletcher	Marden Station
Sunday Inters	9.00 am Sunday	13-16 mph	50-65 M	Eric Watts (Dep: Alan Devriendt)	Marden Library
Inbetweeners	9.00 am Sat (9.30 Dec-Feb)	13-15 mph	40-55 M	Philip Thorpe	Marden Station
B+ Group	10.00 am Saturday	13-15 mph	40-50 M	Tony Palmer	Various
Midweekers	10.00 am Wednesday	11-16 mph in multiple sub groups	30-45 M	Russell Chidwick (Dep: Richard Valentine)	Various
D+ Group	10.00 am Saturday	12-14 mph	30-40 M	Richard Valentine (Dep: Russell Chidwick)	Various
B Group	9.30 am Saturday	11-13 mph	30-40 M	Phil Taylor	Marden Library
D Group	10.00 am Saturday	11-13 mph	25-35 M	Richard Valentine (Dep: Russell Chidwick)	Various
C Group	10.00 am Saturday	10-12 mph	25-40 M	Sandy Ray	Various
Easyriders+	10.00 am Saturday	10-12 mph	25-30 M	Gail Crutchfield (Dep: Nick Crutchfield)	Various
Mountain Bike Group	10.00 am Monthly	2 groups - faster and slower	Distance to suit riders	Martyn Peal	Various
Virtual Zwift Group	6.30 Thursday and 10.00 Saturday	Your own	Distance to suit riders	Natalie Ceeny	Your telly!
Virtual Training	10 am Saturdays (winter only)	Formal training session	1 hour	Tony Richardson	

These are typical average speed ranges of the group rides; the actual speed will be dependent on terrain and weather.

Winter rides are generally shorter and slower than summer rides.

Note: Riders should check their group Calendar, Forum and/or WhatsApp during winter, as timing of rides may change due to number of riders out or inclement weather.



FAST INTERS

A good lead into Winter with some different rides combining with the A group for some notables were the group ride to Ashford for the remembrance weekend. Another chance to get a PB up Lockyers Hill – thanks Barry! A fast and furious run to Hawkhurst Cafe by Dave to try

eat as much as was on offer. Then the snow curtailed our road riding so some brave souls used Bedgebury Forest MTB trails with varying degrees of success!! Thrills n spills all round. Looking ahead to 2023 most I'm sure are wishing for cycling friendly weather!

FAST INTERS GROUP RIDE INFORMATION 12.11.22 - 07.01.23

Date	Leader	Route	Distance	Ave. Speed	Ascent	Café Stop
12th November	Paul Jenner	Ashford-Goudhurst	49 miles	17.5 mph	1730 ft	Ashford Coffee Shop
19th November	Steve Pope	Groombridge-Chiddingstone	50 miles	17.1 mph	2930 ft	Kingdom Café
26th November	Barry Fowler	Cuxton-Hadlow	53 miles	17.3 mph	2749 ft	Trosley Country Park
3rd December	Dave Beggs	Pluckley-Hawkhurst	52 miles	17.5 mph	2500 ft	Hawkhurst Café
10th December	Jeremy Roth/ Anthony Bell	Bedgebury or Zwift	Various	N/K	N/K	Bedgebury Café
17th December	Jeremy Roth	Bedgebury MTB ride	17 miles	6.5 mph	1500 ft	Bedgebury Café
24th December	Mark Cain (A Ride)	Headcorn Sissinghurst circuit	44 miles	18.5 mph	1456 ft	Unicorn at Marden
2nd January	Eamonn Driscoll	Chartham Downs	68 miles	17.1 mph	3194 ft	Wye
7th January	Dudley Curtis	Rotherfield Hawkhurst	45 miles	16.1 mph	3000ft	Hawkhurst



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SUNDAY INTERS

The Christmas holiday and weather has impacted on our rides, cancelling some and reducing the distance on others.

13th November: Five riders rode to the Perry Court Farm café Wye in fine weather. 57 miles & 1800 ft of ascent

20th November Three riders rode to the French café at Wadhurst after a rainy start weather. 45 miles & 2000 ft of ascent

27th November Ride rained off

4th December Two of us rode to Chiddingstone on a very cold, dull day. 60 miles with 3362ft of ascent.

11th December Ride cancelled: heavy frost followed by snow

18th December Ride cancelled due to snow and low temperatures.

25th Dec No Ride Christmas Day.

Sunday Intermediate Club Run 1st January 2023

By: Eric Watts

After some heavy rain overnight the skies had cleared as four of us left Marden. We warmed up on Hush Heath Hill and continued over Glassenbury, following some very wet and muddy lanes. We enjoyed the descent to the Moor and as the traffic was lighter than usual, we followed the main road to Bodiam. Here the castle carpark was flooded but we were glad to find the café open on New Years Day and serving hot food. Later we rode over the swollen River Rother, climbing to Ewhurst Green and into Beckley, before crossing flooded fields into Wittersham. After the long ascent to Rolvenden, smoother roads led us to Benenden and back to Cranbrook, for the last few miles back to Marden.

47 miles 3200ft of climbing

Riders-Alan Devriendt, Vince Chittenden, Patrick Bourke, Eric Watts





INBETWEENERS

BY: Philip Thorpe

During 2022 the Inbetweeners had 50 rides with just two cancelled due to bad weather and an average attendance of nine riders. We had 44 different people ride with the group. Mark Bromwich had the highest number of rides with 44, closely followed by Patrick O'Donnell Bourke with 41. Six riders achieved 30 rides or more and 16 riders came out more than 10 times. I would like to thank Mark and Patrick for the most leads and especially for leading all rides while my hamstring has been repairing itself. We are looking forward to more great riding in 2023.

On 12 November, Mark led a group of six ride on a 43 mile ride via Rusthall.

On 19 November, Patrick led a group of seven on a 51 mile ride via Ham Street Garden Centre – a change of plan after Footprints couldn't guarantee an indoor seat.

On 26 November, Mark led a group of eight on a 44 mile ride via Ripley's near Bethersden – possibly Mark's flattest ride ever.

On 3 December, Patrick led a group of six on a 50 mile ride via Amy's Pantry in Tenterden. On the way back, a car drove fast through a large puddle on the other side of the road at just the wrong time soaking most of the group

more effectively than a cold bath – it made for a fast ride back as the peloton struggled to warm up! Mark escaped the soaking by being strategically placed at the back.

On 10 December, Mark led a hardy group of three on a ride via Offham Spadeworks. There was only a little ice on the roads, but it was so cold the water bottles started to ice up – a harbinger of the heavy snowfall in Kent the following day.

On Christmas Eve, Mark led a group of seven revellers on a 40 mile ride via Ripley's near Bethersden, meeting up with the equally festive B group.



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B + GROUP

BY TONY PALMER

The weather in this reporting period has been disappointing and unpredictable which meant that the group were only able to ride on four occasions out of the potential eight rides scheduled. In the cold snap, with snow, riders swapped their cycling shoes for snowshoes and reverted to walking. The constant heavy rain and resulting floods also forced riders to dig out their wellies. Even the Christmas ride was cancelled; however, the group's annual Xmas Bash was seasonally raucous, as usual.

The number of riders, when the group did manage to ride, dipped to six attendees on the rides to Holtye, Reading Street and

Sheerness. The wind at Sheerness was biting cold but the intrepid bunch kept their heads down and gritted their teeth to perversely enjoy the experience.

The ride scheduled for the day before New Years' Eve was postponed twice; however, five riders were keen to start to tackle their Christmas excesses by venturing around the large puddles to reach Charing on New Years' Day.

Generally, rider attendances have been improved throughout the year with Anita, Brian, Richard, Jonathan and Tony riding on over 30 occasions out of the total of 44 rides scheduled for 2022.

Many in the group in this reporting period chose to stay indoors instead and punish themselves by slaving away on their turbo trainers competing against each other in short sprints. In defence of this punishment there are claims of retaining or regaining fitness: in truth it was more about keeping up with the Cake Monster. Well done, Brian Kavanagh for managing the group's informal RGT Turbos Sessions throughout this reporting period. Fingers crossed that the weather is more conducive to cycling in the fresh air in the coming months





MIDWEEKERS

WEDNESDAY 9TH NOVEMBER

Lenham to Oare Creek

BY: JONATHAN LEESON

Having woken up early in the morning to a heavy downpour the thought of another rain drenched ride wasn't top of my list, however the rain subsided at 8am and off I went to the start. I've never seen so much water running across the roads.

Fortunately, I arrived on time to lead the ride. We had a strong turnout considering the conditions with a total of 16 people.

We split into two groups with five in the faster group and 11 in the more relaxed group. The ride was relatively short: 40 km to the Café on the Creek. Apart from a slow puncture suffered by John G we had no major issues despite road debris, numerous temporary rivers and very large puddles of water.

The ride turned out to be rather nice with sunshine all the way and even the opportunity to eat outside the café for those who wanted to enjoy the sun a little more.

Overall, it was a good reminder to make the most of these milder late months of the year

even if the initial outlook looks unpredictable.

A ride of 26 miles with 1300 feet of ascent.

WEDNESDAY 16TH NOVEMBER

East Malling to Staplehurst

BY: MARTIN PHELPS

Eleven go mad in Kent (well, we got very very wet anyway).

The Midweekers' ride was a great opportunity for riders to put their wet weather gear through its paces. An intrepid group of 11 Fairies were still up for the challenge despite the forecast.

The breakaway group of four led by Martin set off from The King and Queen at East Malling and just about straight away the heavens opened. They were joined by Lawrence at Teston, making a Famous Five, who had unfortunately had a p***e (can't say the P word) on the way to the start. The second group, The Sexy Six, led by Brightte, followed on a couple of minutes later.

The ride to Frankie's just north of Staplehurst was as wet as I can remember and at times torrential. We lost count of the number of floods we had to ride through. However, we were given a very warm welcome by the staff (the

trick was keeping them informed of the reduction in numbers) and the food was excellent. Andrew's sausage and bacon sandwich was magnificent and almost beat him. Also, the sun came out as soon as we sat down. Steaming tea and steaming bodies. The second group were unfortunately held up by a p***** and arrived at Frankie's just as the Famous Five were about to leave. However, not before Lawrence tipped the water out of his cycle boots and Andrew quickly hid the pool of water that had gathered under his chair.

A ride of 41 miles with 1650 feet of ascent.

WEDNESDAY 23RD NOVEMBER

Hothfield to Bridge

BY: JONATHAN LEESON

Another week and another soggy Wednesday (that might be an understatement). Today was our away day from Hothfield and I decided to try something different and explore some of the forgotten parts of Kent. Our cafe was also new to the group: the Tadpole cafe on Frog lane in Bishopsbourne.

It was a select group; myself and Andrew arrived by train due to the horrendous conditions, and

were greeted with a torrential downpour at the station. We were absolutely soaked but welcomed by John, Graeme and Paul.

The ride was wonderful with plenty of obstacles to deal with, floods, branches, overgrown lanes and the dreaded leaves. We welcomed the stop and I had a lovely carrot and ginger soup. Prior to setting off the sun had come out and Paul had a timely puncture outside the cafe which was promptly fixed. The way home was quite hilly but enjoyable; the best part - the rain stayed away.

A thoroughly enjoyable day out; we need to do it again in more favourable conditions.

A ride of 46 miles with 2900 feet of ascent.

WEDNESDAY 30TH NOVEMBER

Headcorn to Singleton

BY: MARK EYRES

After two weeks of awful weather that only attracted the most hardy of riders, this Wednesday's forecast looked more hopeful with 20 riders turning up at the WOK golf course near Headcorn. Half of the group opted for slightly longer and bumpier route to the Singleton Environment Centre via Charing, whilst the



other half were happy to ride a more direct and flatter route.

John Gibbons led the more eager riders whilst I led a sub-group happy to cycle at a more sedate pace. Mathew Gregory very kindly led the shorter ride. The weather turned out to be glorious and we were blessed with autumn sunshine with a little breeze.

Poor Jonathan L had a major mechanical issue with his rear derailleur but fortunately this happened not far from Charing station, enabling him to abandon the ride and get the train back. Sally had her third successive puncture whilst out with SFACC and I think this convinced her that a different set of winter tyres was needed!

The Footprints cafe did us proud, not only did they reserve us all a table but they provided really quick service with lots of smiles.

The longer route was 39 miles with 1499 feet of ascent and the shorter route 31 miles with 999 feet of ascent.

WEDNESDAY 7TH DECEMBER

Yalding to Bedgebury

BY: JOHN GIBBONS

John put together a longer and shorter route to accommodate the wishes of the turnout of

14 riders but with the same destination of Bedgebury. Both groups meeting on a chilly morning set off at their chosen pace for a somewhat hilly ride which took them out via Paddock Wood and Brenchley. By the break at the great café at Bedgebury it had warmed up a bit with everyone enjoying the splendid views. The return was through Goudhurst and Staplehurst.

30 miles and 1800 feet of ascent for the shorter route and 37 miles and 2100 feet of ascent for the longer route.

WEDNESDAY 14TH DECEMBER

Hothfield to Sellindge

Cancelled due to snow and ice.

WEDNESDAY 21ST DECEMBER

East Malling to Tunbridge Wells and Paddock Wood

BY: RICHARD VALE NTINE

The shortest day of daylight and the Winter Solstice, offered a very dull and drizzly welcome at East Malling for an eventual ride total of 15. Jonathan Leeson had a planned route to the Dunorlan Park cafe. Frederiek, who lives very close to the start, left her bike at home and asked her faster group to help to fix its puncture at her house. It was

then off through the puddles on to Yalding where more riders joined making a total of 9, then the lump getting up to Brenchley. Then the quick ride to Pembury and the café stop. It was back on the road via the A21 cycle path to Tudeley and Golden Green. This was followed by another lump getting back onto the ridge via Gover Hill and the return to East Malling. A distance of 39 miles and 2180 feet of ascent.

Tony Munn led the less fast group of six on a partly different route with the intended break at the ever popular Top Nosh cafe, Paddock Wood. Despite the poor weather it was an uneventful route via Yalding, Collier Street to the very welcome café stop. Tony continued with a fairly traditional route via Butchers Lane and Kings Hill. A distance of 35 miles with everyone thankful that on the day of ambulance strikes, their assistance was not needed.

WEDNESDAY 28TH DECEMBER

Headcorn to Bearsted

BY: RUSSELL CHIDWICK

The really awful weather and perhaps some post Christmas malaise led to the last MW ride of 2022 drawing out just one rider, John Gibbons, to accompany Mire Lambourne on his planned

ride from Headcorn, Weald of Kent Golf Course. The route taken by the intrepid pair took them up East Sutton Hill to Kingswood and Hollingbourne for a run along the Pilgrims Way to Detling. I made the numbers up to three by joining the pair in Hockers Lane for a run into Bearsted and a café stop at Costa as we found the Cavendish closed. A very wet return via Chart Sutton, then it was back to Headcorn for the intrepid pair with me peeling off for a return via Kingswood and Otham. A ride of just over 30 miles which was more than adequate given the weather.

RIDE SUMMARY 2022

Thanks to all our riders for making 2022 such a great year for the MidWeekers. The group attracted 93 different riders over its 52 completed rides in the year, with just one cancelled ride through snow and ice. With the highest turnout of 30 riders and an average turnout of 19 we achieved 1001 riders out with us on our rides. John Gibbons with 42 rides completed out of the 52 run was nominated for the Attendance Shield to be ranked against the other club riders being put forward. Well done John and thanks for your support.



D AND D+ GROUPS

BY: RICHARD VALENTINE

SATURDAY 12TH NOVEMBER

A total of 30 riders shared the two D group rides from East Malling. Neil Hunt led the plus group with 11, which included taster riders Roberta and partner Duncan on a dull overcast morning. A route taken from SFA library, which provided challenges of Terry's Lodge Lane and the sharp incline at Stansted prior to the welcome break at Trosley Country Park, with mist on the hills. A mainly downhill return compensated nicely from Vigo Hill and through Ryarsh and the Research Station to the finish. A distance of 32 miles with 2300 ft ascent.

Tony Munn led the much larger D group of 19 with different leaving times so as to keep independent groups, with Trevor's group following five minutes behind and Sarah taking a third group. A nice route out via Yalding and Hunton to the break at Pittlands Lakes. The first group were about to leave before Trevor's and Sarah's arrived. A traditional return with a slight detour at West Peckham where Tony showed his group the area of the filming of the present Darling Buds of May series. It also gave Phil G the chance to mend a puncture. Out of all the D riders only six went to the finish, with the majority peeling off Wen route after Kings Hill. A distance of 35 miles and 1300 ft ascent.

SATURDAY 19TH NOVEMBER

A busy congregation with both groups starting from Bell Lane, Staplehurst. Richard V and Paul Sullen led the D+ 14 riders on a dull chilly morning. A flat route was promised and without incident they made their way to the Footprints Cafe at Singleton via quiet country lanes passing through Frittenden and Bethersden. The cafe was busy but all were looked after well. Matt Gregory joined the group having just cycled from Maidstone when his train failed to stop at the Staplehurst start. An uneventful return continued on flat lanes with trees in full colours past Pluckley and Headcorn to the finish. A distance of 37 miles and only 1100 ft ascent overall.

Wendy Parker led a group for the first time, initially with seven. Sarah L immediately had an issue with her front brake, but Trevor resolved the problem. It was then quickly on to Marden then Hunton where five more joined the ride, before the messy and wet country lanes past Linton and Headcorn, stopping at Kingsbury Coffee Lounge in the village where some of the more hardy group members sat outside. Before setting off again, Valerie realised that she had a slow puncture and later dropped off whilst most continued to the finish via Smarden and Frittenden. A distance of 32.5 miles with a gentle 880ft ascent.

SATURDAY 26TH NOVEMBER

Graeme led for his first Club ride and with seven set off on the D+ ride from Wrotham. He chose a fairly lumpy route overall that took them to Ridley and Longfield before the well-earned break at Nell's Cafe, near Gravesend. A route back through the Cyclo Park and Istead Rise before the ascent to West Kingsdown and the nice downhill thereafter to the finish. Paul Sullen attracted the puncture devil with two during the course of the day. A distance of 35 miles and 2200 ft climbs.

Richard V set off with his group of 12 including Andy Lee, out for his first Saturday on the D ride, soon after from Wrotham on a less lumpy ride, and headed for Westerham via Otford. Mark E also led half the group. They had a quick detour en route to take a peek at Chevening House, the official home of the Foreign Secretary, before carrying on along the Pilgrims Way. Just before the break at the Rose Cafe in Westerham, Sally said she had a slow puncture but carried on and mended it without assistance at the stop. Well Done Sally!!

The return took a similar path, except for a diversion around Dunton Green for Richard and through St Clere's Estate for Mark before the finish. A distance of 32 miles and approximately 1700ft ascent.

SATURDAY 3RD DECEMBER

A cold dull morning when all the riders wrapped up warm from Lenham. Mike Lambourne took the D+ lead with a group of eight and headed off for their break at Kingsbury Cafe in Headcorn High Street. Mike related that it was an uneventful ride without any incidents, thank goodness. Even with the climb back up the ridge, it was only 1700 ft ascent over 37.5 miles averaging 12.7 mph.

John Blakeley initially led only four and also headed to Headcorn, but this time the Aerodrome. The roads were still mucky following recent heavy rain, but John chose some lovely country lanes and at Charing Heath four more joined the ride which continued on to the break via Egerton. A lot of care was needed for the slippery fallen leaves and muddy verges. Most unusually, the Aerodrome Cafe was deserted so service was very quick, and it was a bit of a struggle to get motivated and leave its warmth. Shortly after, the group was down to four again and the inevitable slog of Windmill Hill awaited. Sally won the QoM award, but all made it despite busy oncoming traffic going down the narrow grungy lane. It was then the nice descent of Fairbourne Lane to the finish. A distance of only 29 miles, but thorough bike cleans were faithfully promised.



SATURDAY 10TH DECEMBER

A really cold, frosty but blue sky greeted seven for a joint group ride from Brooklands Lakes Car Park, Snodland. Tony Munn led and with a bit of trepidation about road conditions set off through lanes with hoar frosts covering the fields and road edgings. Fortunately no problems were encountered with the cold and all were muffled up well. An out route via Kings Hill and along the Medway River footpath from East Farleigh into Maidstone and Mickey's Diner, Blue Bell Hill for quick efficient service.

The return via Wouldham was uneventful until Borstal where an idiot passing car occupant threw a drinks can out of the window deliberately hitting Tony in the ribs, which caused a bruise even under several layers of clothing. Unfortunately no one got the index number.

It was then back to Snodland encountering youths on bikes doing wheelies in the road, and another riding a totally unlicensed small motor bike with no hands or legs controlling the machine for a short while. A total ride distance of 31 miles

SATURDAY 17TH DECEMBER

The normal ride had to be cancelled due to a week of snow and black ice, but this didn't stop Mike Lambourne organising his usual pre-Christmas D groups gathering. Nineteen people, mostly dressed in clothing appropriately reminiscent of 1922

apparel, met to celebrate the Club's Centenary at Headcorn Green, without bikes. From there it was on to The George and Dragon pub in the High Street for a pleasant meal. Mike then set everyone a quiz that was based on articles in recent Milestones about the history of the Club (note, must pay more attention to them) but, even with low scores, Mike awarded cycle logo caps to the winners, Bob, Sarah and Russell. Lise TV is in the process of writing a book covering the history of the Club, and Mike, Jo and Wendy P each read taster facts from it. The book should make great reading when completed. Well done Lise. Mike then delved back in his little bag, and presented Russell and Richard with gift tokens and cards signed by many group members in thanks for their Coordinating contributions throughout the year, which was deeply appreciated by both. To complete a great get together, it was over to the War Memorial where, yet again, Mike continued his Christmas celebrations with everyone singing carols (some better than others), but great fun. Oh, and as a footnote, Brigitte won the most suitably 1922 outfit with her dress ensemble. Thank you so much Mike for all your efforts.

SATURDAY 24TH DECEMBER

A very impressive turnout of 20 at Ditton Community Centre for a joint Christmas Eve ride, with some dressing up in festive attire at Sarah Lewis's suggestion. With

such numbers it was essential to split into three separate groups. Richard V, Graeme and Lee took the leads and all headed off for stops to Rochester at different intervals and alternative routes, mainly via Aylesford and Burham, thankfully all without incident. Two decided to lunch at the popular Legends Cafe in Victoria Street, and the third group went to the Rochester coffee shop in the High Street, where they sat outside in a remarkably quiet City Centre. A flatter return for all through Peters village and Eccles, with several dropping off en route, hopefully to relax before Christmas. A distance of only 22 miles in the dry.

SATURDAY 31ST DECEMBER

Lee Baring led the D+ Group and reported that eight set off from Barming to battle the wind and rain. Thankfully as they approached Marden after a pretty hilly route, the rain subsided but the wind really strengthened, so the stop at the Old Post Office Cafe in the village was most welcomed as all were very soggy. On leaving Wendy P got a puncture and despite the group's best attempts, the tyre seemed to be stuck to the rim, so she abandoned the ride to make her own arrangements. Always difficult to motivate after a warm stop, which wasn't helped by a strong headwind, a further two dropped off near Yalding, with the remaining five climbing back up to Barming, wet but smiling having done the 30 mile loop.

Marjory led an equally wet D group of five from Barming and managed to keep very much to country lanes, sometimes with huge deep puddles, on a very circular route, which took in the delights (or otherwise) of Swanton Hill, before arriving to sit undercover outside at Rose's Cafe, West Malling. Sitting inside possibly wouldn't have been popular in the wet clothes. A nice short return leg back to Barming having just done 22 miles. It somehow felt longer with the awful weather.

SATURDAY 7TH JANUARY

A really good turnout of 16 at Yalding Station, for a joint group ride on a rainy and very windy day. Richard V decided to start the year off gently on a flat ride to Poult Wood, for those getting over Festive period indulgences.

The riders separated into two groups, with Russell leading the back one. Fortunately, despite all the large puddles, there were no incidents or punctures. The outward route was quiet through Collier Street, bypassing Paddock Wood to Golden Green and the very welcome warm break at the Golf Club. Despite the large numbers, the service was excellent. A nice easy return followed back to Yalding via East Peckham and Laddingford. A distance of 28 miles.



C GROUP

SATURDAY 12TH NOVEMBER

Grafty Green to Blue and White Cafe

BY: SANDY

No sun today, but weather fine. We went via Singleton Lakes under the pedestrian and cycle tunnel at Ashford International Station, up and down the cycle ramp and steps in Essella Rd into Osborne Road, over the pedestrian bridge above the A2070 where we stopped to admire the view of the long tail back of lorries, round the lorry park by junction 10, which was virtually void of lorries and onto the cafe at Evegate.

Unfortunately I hadn't booked a table, and although they could cater for us, we would have to wait until they had enough chairs for us. So we cycled onto the Blue and White Cafe, where there was a table and chairs for us. Back via Singleton, through Great Chart and back. 7 Riders. 41 miles.

SATURDAY 19th NOVEMBER

Westwell Leacon to Silcock Farm

BY: SANDY

The weather couldn't make up its mind what to do, however, we did get a warm welcome at Silcocks and the cheese scones scored well. 8 Riders. 31 miles.

SATURDAY 26TH NOVEMBER

Boughton Monchelsea to Weald of Kent Golf Club

BY: SANDY

Started with eight riders, lunch near the log fire. Two left after lunch having cycled to the start, one then took a short cut due to an early appointment leaving 6 to complete the ride via the quarries. 29 miles.

SATURDAY 3RD DECEMBER

Lenham to Eureka Cafe, Ashford

BY: DANIEL

After a slight bit of confusion with the ride leader not being in the correct place for the start, (the majority can't be wrong apparently) six of us set off from the Dog and Bear car park and wiggled our way through Lenham into Old Ham Lane. Our progress was soon halted by a flooded road which continued for some distance. It was deep, but how deep was unknown and after a few minutes of debate it was decided to turn around and find another way. Thankfully Joan knew a cut through which brought us out at Lenham railway station and back onto the Headcorn Road. Crossing the M20 and turning left at Liverton Street we were back on route and made our way down the ridge with views across to the North Downs. The roads were mucky and had plenty of natural litter, you had to keep a watchful eye on for but thankfully were not as flooded as some had expected. We turned right when we reached Stonebridge Green and then left at Egerton with further views, this time to the south before crossing just north of Pluckley village. From Pluckley we dropped down Surrenden hill, passing through Ripper's Cross and the old pay and play golf course, which is soon to provide more housing. Turning north we passed Godinton manor and crossed the A20 at Potters Corner. Half way along Sandyhurst Lane we turned off right to pick up a cycle path through the houses bringing us out in Trinity Road and not far from our stop, Eureka Cafe. After a pleasant and reasonably priced cafe stop which included pie, mash and liquor for some,

we ventured back out into the cold. We took a little cut through some houses to avoid the busy junction on the A2042 and A251 and were soon back in the quiet lanes passing Eastwell Court to, Westwell. We followed the well-trodden route back to Charing village. Crossing the A20, we were greeted by road closed signs but the pavement remained open so our journey was not interrupted. The group turned right at Coppins Corner and cycled with the diverted traffic to Charing Heath and then Lenham Heath when the roads became quieter again. From Lenham Heath it was just a short ride past Chapel Farm down to Sandway before we turned right and made our way back to Lenham. In total we covered 28 miles at a steady pace and we were all happy to head back to the warmth so we could feel our feet again.

SATURDAY 10TH DECEMBER

RIDE cancelled due to the icy and very cold conditions. Bah Humbug!!

SATURDAY 17TH DECEMBER

Round Ride Tonbridge

BY: SANDY

No more Santa rides and sing-a-long at Weekes, due to the closures of their upper room with piano. It was suggested why not have a group "fry up" at the exclusive Du Bern Self Cook Eat-In Establishment as this has a piano. Wonderful idea, but sadly, due to the weather conditions the planned cycle ride was cancelled and we had to resort to driving to the Establishment. Each patron took a "fry up" contribution to be cooked by their own hand. A glass of mulled wine first and then to cook - eggs, bacon, mushrooms, tomatoes, sausages,

black and white pudding accompanied with bread, butter and tea. Followed by stollen and Christmas biscuits. A feast indeed. Then to sing! Martin had composed his own song this year which he sung with great gusto accompanied by our well-loved C Group Pianist. The rest joined in with a resounding chorus. Grateful thanks to the Establishment's Proprietor, who we left to do the washing up. Eight Brunchers.

SATURDAY 31ST DECEMBER

Charing Circular Ride

BY: SANDY

It should have been my ride via Ospringe, but the weather was dire rain and wind and if we had cycled my route over the Downs it would have meant having the wind and rain in our faces all the way back. So Jim took us on a shorter ride with rain gushing down and wind to blow your socks off, along Warren Road down Rayners Hill, through Barnfield, Westwell Leacon, and back up Charing Hill. We got drenched, but WE DID IT. A very wet and windy day, to end the year on, but We Made it, Hot soup all round. 15miles (which felt more like 30) 8 Riders.

SATURDAY 7TH JANUARY

Staplehurst to Tenterden

BY: SANDY

Kris lead us to Savannah in Tenterden. We started out with gusts of wind and rain in our faces, which gradually got lighter as we approached our lunch stop. Warm welcome and good food at reasonable prices. Home in the wind, but rain free.

6 Riders. 29 miles.



EASYRIDERS+

SATURDAY 5TH NOVEMBER

East Malling to Snodland

BY: GAIL CRUTCHFIELD

11 of us set off from East Malling on a damp morning with rain forecast. Two groups crossed the Research Station and turned right up Sweets Lane to the crossroads. We crossed over and headed for Broadwater Road. Unfortunately the second group turned left and this is where a drone would have been useful to see how we managed not to meet! We hoped to catch them at the High Street in West Malling and failed. After waiting we heard they were at Spadework so we tried that but again they eluded us. We then cycled down Church Lane in Offham. By now we thought the other group were so far ahead that we decided not to go via Trottscliffe as planned, but to go to Snodland via Ryarsh and Birling. It turned out that we got to the Mood Lift cafe in Snodland first as the others did the longer route. They arrived a bit later and it was good to see them and Charles who met us there.

The return was via St Peters Village to Aylesford but Charles had a puncture so some stayed with him and the others continued to Aylesford and back to East Malling. Nothing like an eventful ride! Mileage was either 24 or 27 miles depending on which group you were in!

SATURDAY 12 NOVEMBER

Lenham to Faversham

BY: GARY COMBER

The weather forecast for Saturday looked terrific.

As it happened we were greeted with overcast skies and a thick mist/fog, although there were

two idiots wearing shorts!

When I arrived at the car park there were already half a dozen others already there, but the number soon swelled to 18

Among the riders were four from the 'D' group (Valerie, Donna, Sarah and Bob), nice to have had you guys with us!

I didn't have to do much organising as I was told that there were 18 of us, which meant three groups of six, with a leader and back marker for each group (well done Heather!)

When we finally got under way, DWP was seen to be disappearing down the road and turning right towards Lenham Village, never to be seen again!

However, we turned left along to the bottom of Hubbards Hill. This was duly negotiated. After reaching the top we started on our long downhill route to Faversham. By the time we reached Eastling, the mist/fog dissipated and the sun broke through.

We arrived at the coffee stop in Faversham just before 11.30 and there to meet us was Anita who had travelled there by car after having had an accident the day before when she caught her hand in her car door and damaged her finger and nail (YUK!).

By the time we had finished our refreshments the sun had disappeared and we were back to grey skies again.

Our return route was the same as going but in the reverse direction.

A very nice day without any punctures or mechanicals, although some may have found it

a bit slow. 27 miles at just under 10 mph.

Thanks to those who were leaders or back markers.

SATURDAY 19 NOVEMBER

Lenham to Wye

BY: JULIE BURNS

A large group of sixteen enthusiastic riders gathered in the car park of Lenham Community Centre to begin our ride to Wye.

It was a rather cold, drizzly and misty day. We split into three groups. The middle group

thought it a good idea to leave earlier than the rest of us to get a head start up Hubbard's Hill and wait for us there.

All groups reunited at the hill top, the long snake of riders made their way along the crest of the valley through pleasant country lanes. We turned right into Monkery Lane which was a bit of a challenge with its potholed surface, loose gravel and slippery wet leaves. Anita, having badly injured her finger the previous week, found the reverberation of the poor surface particularly painful.

F. J. M



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From here we picked up a nicer but faster road that took us through the attractive village of Challock and down White Hill. The views from here on a clear day are superb but on this occasion we didn't see them at their best.

The Wye Coffee Shop and Kitchen was our refreshment stop. This was a lovely warm and cosy place and allowed us to warm up and dry out. Angela was celebrating a big birthday and arranged for the shop to make us a lovely coffee and walnut cake which was enjoyed by us all. It was a bit of a struggle to leave the comfort of the tearoom, but, onwards and upwards

In Wye the Stour River, which is usually so sparkling and clear, was swollen and churning brown murky water from the recent heavy rainfall.

The route back took us through Boughton Lees, Hothfield, Little Chart, Charing Heath and finally back to Lenham.

We were lucky; we cycled 28.5 miles without incident.

SATURDAY 26 NOVEMBER **Leisurely Ride from Yalding to Brenchley**

BY: COLIN BAYS

Some say the Easyriders Group are only out for the thrill of the ride, the speed, the wind in the hair (those chaps that still have it that is) the heart-thumping up those hills.....some say it is more for the coffee and cake.

Anyway, after venturing to the outposts of Kent last week down in Wye we stayed closer to home this week starting in Yalding.

Seventeen riders met by the station and set off down into Yalding itself past the Medway raging away following a week of wet weather. Brian and Dave P. spun off to head to Brenchley by the quick route and the rest took the Lughorse Lane route which I had never been on before and made a good change from the usual slog up through Hunton,

Dropping down through Chainhurst towards Marden we cut back to Collier Street and Claygate to the bottom of our favourite Castle Hill. Favourite that is after Hubbards Hill which we seem to have done regularly this year.

We all flew up the hill to regroup by the view point and a quick photo....see above showing Gary being comforted by a bevy of young ladies.

Then down to 'Grays' cafe for

quite a long break while waiting for Michael's exotic bagel with avocado bacon and guacamole to be served up while wishing Dave and Brian a good return ride. No real mention of England's rubbish game with USA more the upcoming match of Gillingham v Dagenham and Redbridge. A draw by the way.

Off back and up to the top of Castle Hill. Looking again at the map the top bit is Crook Road and the bottom bit Yew Tree Green Road...I suppose we call it Castle Hill because of the Castle Inn pub half way up. At present the pub doesn't seem to be up and running.

Super descent down Knowle Road we headed back into Laddingford to turn up Gravelly Way (not that gravelly) to cross the A228 into East Peckham. Quick loop round the picturesque streets past the Co-op and the chip shop to cross back over the main road towards Nettlestead. Just missing the deep flood on our usual route and the smashed up Dacia in the Hop Pole pub carpark, we glided back to Yalding Station.

Many thanks go to Heather for being back marker for the first group and also to Gail for leading the second group.

I didn't lose anyone this week! No punctures or incidents apart from Charles getting fretful over his Brenchley breakfast but then our cat would do the same.

SATURDAY 3 DECEMBER **Grove Green to Lenham**

BY: ANITA FREEMAN

15 enthusiastic cyclists arrived on a bitterly cold (five degrees) and grey winter's day, but the weather didn't deter them.

We soon split into two groups and Charles led the second group with Heather acting as back marker to the first. Thank you both.

The long drag up to the Pilgrims Way was almost welcome as it got the blood pumping. A swift cycle along the muddy lanes to Hollingbourne where we were met with the sad sight of the Dirty Habit in a state of partial ruin and awaiting reconstruction (into apartments or private housing) after the fire.

On through more muddy lanes, littered with the debris of autumn leaves and still quite a lot of surface water. Into Harrietsham, up the hill to Sandway and onto Lenham where our favourite coffee shop had reserved the main room for us all. As usual



some very tempting eats on offer. We enjoyed a nice leisurely break and chat in the warm. We were well looked-after.

Fewer hills on our return through Sandway, Platts Heath, and Kingswood. No punctures today but a couple of chain mishaps occurred and caused only minor delays. More muddy lanes covered in debris after the rains of recent weeks. Broomfield, Langley and onto Otham where a few people peeled off to head home. Down the hill to Downswood and finally into Mote Park for our return to Grove Green.

22.5 miles at an average speed of 9.9mph

SATURDAY 10TH DECEMBER.

Boughton Monchelsea - Brenchley (Grays Cafe)

BY: MICHAEL TREVILLION

Seven hardy souls set off from Boughton Monchelsea village hall. There had been a sharp frost so it was decided that for safety we would keep to the main roads. At Linton cross roads we turned down Linton Hill (very busy), turning right at Stilebridge through to Marden. From there we headed to Claygate Dave P turned off at Churn Lane for coffee at Pittlands, this being

pre-arranged. After a brief stop at the observation point above Brenchley we went to Gray's Cafe where we were joined by Anita and Julie who had decided to walk there.

The return ride was a reverse of the outward route with the exception of going up Church Hill rather than the busy Linton Hill Good idea, Nick.

I feel there should be a special mention for Gail (being very scared on Linton Hill and also eyes streaming) keeping a smile. Our star rider.

All riders returned safely – Yippee. Distance 27 miles at a slow steady pace of avg 8 mph because of ice.

SATURDAY 17TH DECEMBER

Staplehurst to Cranbrook

BY: GARY COMBER

After last weekend's snow it was touch and go as to whether there was going to be a run, the last official one before Christmas.

However, it just seemed to get colder as the week went on! By Friday evening and Saturday morning (-6 degrees), the number of potential riders steadily got less. I went down to the meet at Staplehurst and found Michael and Dave Percy waiting for me.

Dave Pannell had backed out after spraining his ankle after getting his knickers on or off. We await the true story.

The three of us decided to go straight to Cranbrook via the main road; not our first choice, but the side roads and lanes were a no-no!

Anita and Julie, from the ramblers section of the E-plus, said they would meet us at the cafe; this they did, making a grand total of five.

We were made very welcome, but were only given an hour as the table we occupied was already reserved for 12 o'clock.

Just as we were getting ready to leave, Rita and Maurice turned up, so it was a quick hello and goodbye!

The ramblers' section went off on their way and the cycling section went straight back to Staplehurst car park.

A grand total of 10.8 miles at a snail's pace. But a very enjoyable few hours with lovely friends.

SATURDAY 31 DECEMBER

Yalding to Hadlow

BY: HEATHER WIGSTON

Despite a forecast of torrential

rain and strong winds six riders were waiting for me at Yalding to brave the elements for my ride to Ightham Mote Café. I explained before we started the ride that depending how everyone felt we could shorten the ride at any point.

Our route should have taken us along Hampstead Lane but it was still closed because of flooding. Not a promising start but Station Road was clear so we proceeded with caution along the A26 to East Peckham and Golden Green where we stopped, as this was one of my break off points. Several said they would like a shorter route so we opted for Weathered and Worn in Hadlow which unfortunately was shut. As it was still raining and we were all getting very wet and cold, we made our way via Court Lane, Bells Farm Road to East Peckham where we found that The Coffee House and Wine Bar was open. What a blessing. So pleased to get some refreshments and a hot drink.

After a very welcome stop we made our way back to Yalding, still in the rain. At least we did the last ride for 2022.

17 very wet but "fun" miles.



CLUB RUNS

A Group Sat.

Approx 50-60 miles ride at average speed 18-20 mph. Suitable for experienced, fit and able riders.

Coordinator:
Simon Charlesworth
t: 01580-212114
e: ballardscourt@tiscali.co.uk
Meet at Marden Station CP at 8.45 am for a prompt 9 pm start.

EVERY SATURDAY

Leaders TBA

Fast Inters Saturday

The group is faster than the intermediates but slower than A's and should provide a stepping stone for those who would like to go out with the A group at some point. Rides of about 50-60 miles at 16 - 19 mph with a café stop aiming to be back by 1pm.

Coordinator: Dudley Curtis
dudley.curtis@btinternet.com
Meet at Marden Station CP* at 8:45 am for a 9 am start.

SATURDAY 18TH FEBRUARY

Leader: Dave Beggs

SATURDAY 25TH FEBRUARY

Leader: Eamonn Driscoll

SATURDAY 4TH MARCH

Leader: Dudley Curtis

SATURDAY 11TH MARCH

Leader: Anthony Bell

SATURDAY 18TH MARCH

Leader: Steve Pope

SATURDAY 25TH MARCH

Leader: Alastair Simpson

SATURDAY 1ST APRIL

Leader: Rick Bayne (Start time 08.30)

SATURDAY 8TH APRIL

Leader: Paul Jenner

Inters +

Around 16 to 17 mph and covering 50 to 70 miles with a café stop. It is a stepping stone from the regular Inters to the fast Inters.

Coordinator: Vacant. The Inters+ group is without a group co-ordinator at this point and the riders are currently riding with the 9am Inters. It is hoped that the group can be reformed in spring when more riders come out and someone volunteers as group co-ordinator. Please contact Philip Thorpe: philipthorpe@btinternet.com

Saturday 9am Inters

Slower than the Fast Inters and faster than the Inbetweeners. Around 14 to 16 mph and covering 45 to 70 miles with a café stop.

Co-ordinator Kevin Griffiths
m: 07718 804234
e: kevin.paddockwood@talktalk.net
Meet at Marden Station at 8.45am for a 9.00am start

The 9am Inters are now an amalgam of the 9am Inters, 10am Inters and the Inters+. Each ride will be monitored and, if required, the group will be split to keep the ride manageable.

Saturday 10am Inters

Slower than the Fast Inters and faster than the Inbetweeners. Summer season rides between 50 and 70 miles often involving buying an Ice Cream at the Seaside. Average speeds around 14mph for hillier rides (more than 3,500 ft of climb) but can be above 16mph for flatter rides (typically less than 2,500 ft of climb), with a café stop usually just beyond the halfway point. Winter season rides between 40 and 50 miles, at the same kind of speeds, which may be without a café stop until the end. Suitable for reasonably fit and experienced riders looking for a varied programme of rides.

Coordinator: Vacant

The 10am Inters is without a group co-ordinator at present and the riders are riding with the 9am Inters. It is hoped that the group can be re-formed in spring when more riders come out and someone volunteers as group co-ordinator. Please contact Philip Thorpe: philipthorpe@btinternet.com

Sunday 9am Inters

Approximately 50-65 miles with a published refreshment stop around halfway, at a similar pace to the Saturday Intermediates. Run averaging about 13-16 mph depending on who is out with us. Suitable for reasonably fit riders. We would be pleased to see new leaders volunteering so if you fancy leading please advise Eric or Alan.

Coordinator: Eric Watts
t: 01580-892855
m: 07754-625812
e: ericwatts@talktalk.net
Coordinator: Alan Devriendt
email: devriae@hotmail.co.uk
t: 01622-676875

Meet at Marden Library CP at 9 am for prompt departure.

SUNDAY 19TH FEBRUARY

To: Peshurst

Leader: TBA

SUNDAY 26TH FEBRUARY

To: Bredgar

Leader: Eric

SUNDAY 5TH MARCH

To: Otford

Leader: TBA

SUNDAY 12TH MARCH

To: Chilham

Leader: Eric

SUNDAY 29TH JANUARY

To: Chilham

Leader: Eric

SUNDAY 19TH MARCH

To: Chiddingstone

Leader: TBA

SUNDAY 26TH MARCH

To: Burwash-

Leader: TBA

SUNDAY 2ND APRIL

To: Rye

Leader: TBA

SUNDAY 9TH APRIL

To: Mark Cross

Leader: Eric-

Inbetweeners

Slower than the Intermediates and faster than the B's.

Rides of around 40-55 miles at a solid but steady pace averaging 13-15 mph with café stop. We ride at the lower pace and distance in winter, increasing pace and distance in the summer months. Suitable for experienced and reasonably fit riders who want a longer ride at a slower speed.

Coordinator: Philip Thorpe
m: 07854 959705;
philipthorpe@btinternet.com

Meet Marden Station. Mar-Nov meet 8.45am for a 9.00am start. Dec-Feb meet 9.15am for a 9.30am start.

Riders should check the ride calendar during winter in case a ride is cancelled or start time is delayed due to bad weather.

SATURDAY 18TH FEBRUARY

Leader: Mark Bromwich

SATURDAY 25TH FEBRUARY

Leader: Patrick Bourke

SATURDAY 4TH MARCH

Leader: Mark Bromwich

SATURDAY 11TH MARCH

Leader: Patrick Bourke

SATURDAY 18TH MARCH

Leader: Mark Bromwich

SATURDAY 25TH MARCH

Leader: Patrick Bourke

SATURDAY 1ST APRIL

Leader: Mark Bromwich

SATURDAY 8TH APRIL

Leader: Patrick Bourke

B+ Group Saturday

Rides of 40-50 miles at an average between 13-15 mph on routes with ascent often exceeding 2,500 feet.

Meet at Various places at 9.45 for a 10 am start. 'Away Day' rides with higher mileage may start earlier.

The B+ Group also rides on selected Sportives (usually Sundays); however, there will still be a ride co-ordinated with the D Groups on the preceding Saturday.

Always check the ride calendar for the latest information.

Coordinator:
Tony Palmer
t: 07786 393838
e: ants.palmer@btinternet.com

SATURDAY FEBRUARY

Leader: Brian Kavanagh

From: Coxheath

To: Bodiam

SATURDAY 25TH FEBRUARY

Leader: Jill Edmans

From: Boughton Monchelsea

To: Woodchurch

SATURDAY 4TH MARCH

Leader: Neal Corby

From: Coxheath

To: Sheerness

SATURDAY 11TH MARCH

Leader: David Baylis

From: East Malling

To: Cliffe Pools

SATURDAY 18TH MARCH

Leader: Richard Ramsden

From: Paddock Wood

To: Ashdown Forest

SATURDAY 25TH MARCH

Leader: Maria Marchesini

From: Marden

To: Tootingworth Farm

SATURDAY 1ST APRIL

Leader: Anita Clifford

From: Marden

To: Wye

SATURDAY 8TH APRIL

Leader: Jonathan Engwell

From: Charing

To: Hawkhurst

B Group Saturday

We are a very friendly and inclusive group who enjoy a social ride and like to have lots of laughs along the way.

Meet at Marden Library at 9.15 am for a 9.30 am start.

Approx 30-40 miles at a solid but steady pace averaging 11-13 mph.

Coordinator: Phil Taylor
t: 07708 189555
e: filroyat@gmail.com

SATURDAY 19TH FEBRUARY

Leader: Clive

From: Marden

SATURDAY 25TH FEBRUARY

Leader: Alex Dawn

From: Marden

SATURDAY 4TH MARCH

Leader: Bill

From: Caffyns Way Ashford

SATURDAY 11TH MARCH

Leader: Phil T

From: Marden

SATURDAY 18TH MARCH

Leader: TBA

SATURDAY 25TH MARCH

Leader: TBA

SATURDAY 1ST APRIL

Leader: TBA

SATURDAY 8TH APRIL

Leader: TBA-

Midweekers

Wednesday rides meeting at different places with a 10am start. Led by volunteer leaders with rides between 30-45 miles with a mid ride coffee stop. Speeds to accommodate all riders. Speeds between 11-16 mph with multiple groups to accommodate the numbers and different pace requirements of the riders. Aimed at B, C and D group riders, also Easyriders who feel that they wish to step up.

Full details are on the Group Ride Calendar. Please do check for updates.

Coordinator:
Russell Chidwick
t: 07773-324774
e: russell@chidwick.com
Deputy coordinator:
Richard Valentine
t: 01622-718634
thevalentines474@gmail.com

Meet at various places, at 9.45 for a 10 am start

WEDNESDAY 8TH FEBRUARY

Wrotham to Hawley
Lenham to Mundy Bois for 11.00 Pat Hill's memorial plaque presentation.

Leader - Russell Chidwick

WEDNESDAY 15TH FEBRUARY

Yalding

Leader: Martin Phelps

WEDNESDAY 22ND FEBRUARY

East Malling

Leader: TBA

WEDNESDAY 1ST MARCH

Hollingbourne

Leader - Russell Chidwick

WEDNESDAY 8TH MARCH

East Malling

Leader - Brigitte Snook

WEDNESDAY 15TH MARCH

Yalding

Leader - t.b.a.

WEDNESDAY 22ND MARCH

Lenham

Leader - Mark Eyres

WEDNESDAY 29TH MARCH

Wrotham

Leader - Graeme Harris

WEDNESDAY 5TH APRIL

East Malling

Leader - Jonathan Leeson

WEDNESDAY 12TH APRIL

Hotfield

Leader - Jonathan Leeson=

D+ Group Saturday

Rides of about 30-40 miles and 12-14 mph, of varying terrains with a coffee stop. Occasional 'Awayday' rides being longer.

Full details are on the Group Ride Calendar. Please do check for updates.

Coordinator:
Richard Valentine
t: 01622-718634
thevalentines474@gmail.com
Deputy coordinator:
Russell Chidwick
t: 07773-324774
e: russell@chidwick.com

Meet at various places, at 9.45 for a 10 am start

SATURDAY 18TH FEBRUARY

Staplehurst, Bell Lane

Leader: Richard Valentine

SATURDAY 25TH FEBRUARY

Wrotham, Old London Rd

Leader: Graeme Harris

SATURDAY 4TH MARCH

Lenham, Dickley Lane CP

Leader: Russell Chidwick

SATURDAY 11TH MARCH

Snodland Brooklands Lakes

Leader: Graeme Harris

SATURDAY 18TH MARCH

Marden Station (pay and display).

Leader: Peter Waring

SATURDAY 25TH MARCH

Barming, St Andrew's Rd.

Leader: Lee Baring

SATURDAY 1ST APRIL

Paddock Wood, Maidstone Rd CP.

Leader: Wendy Parker

SATURDAY 8TH APRIL

Aylesford village car park.

Leader: Tony Munn

Please also check our club-runs calendar on the web site:
www.sanfairynncc.co.uk for the latest updates and changes

* = please note that parking charges apply

D Group Saturday

Rides of about 25-35 miles and 11-13 mph with a refreshment stop. 'Awayday' rides are higher mileage with a café and lunch stop, so therefore take longer. Full details are on the Group Ride Calendar. Please do check for updates.

Coordinator:
 Richard Valentine
 t: 01622-718634
thevalentines474@gmail.com
 Deputy coordinator:
 Russell Chidwick
 t: 07773-324774
 e: russell@chidwick.com

Meet at various places, at 9.45 for a 10 am start

SATURDAY 18TH FEBRUARY

Staplehurst ,Bell Lane
 Leader: Trevor Baker

SATURDAY 25TH FEBRUARY

Wrotham,Old London Rd
 Leader: Brigitte Snook

SATURDAY 4TH MARCH

Lenham,Dickley Lane Car Park

Leader: John Blakeley

SATURDAY 11TH MARCH

Snodland Brooklands Lakes C P.

Leader: Sarah Lewis

SATURDAY 18TH MARCH

Marden Station (pay and display).

Leader: Richard Valentine

SATURDAY 25TH MARCH

Barming. St Andrew's Rd.
 Leader: Steve Fardon

SATURDAY 1ST APRIL

Paddock Wood,Maidstone Rd CP.

Leader: Peter Waring

SATURDAY 8TH APRIL

Aylesford village car park.
 Leader: Jo Ellesmere.

C Group Saturday

An easy pace ride of random distance and terrain, between 25 and 40 miles at around 10-12 mph, often with a lunch stop.

Coordinator: Sandy Ray
 t: 01233-712035
sandy@snowshoe.plus.com

Meet at various places, at 9.45 for a 10 am start.

SATURDAY 18TH FEBRUARY

Leader: George
 From: Yalding
 To: Borough Green

SATURDAY 25TH FEBRUARY

Leader: Sandy
 From:Charing (top of hill)
 To: Ospringe

SATURDAY 4TH MARCH

Leader: Sandy
 From: East Malling
 To: Trosley

SATURDAY 11TH MARCH

Leader: David Baylis
 From: East Malling
 To: Cliffe Pools

SATURDAY 18TH MARCH

Leader: Mike
 From: Headcorn (Kings Rd by Playing Field)
 To: Sissinghurst

SATURDAY 25TH MARCH

Leader: George
 From:Staplehurst
 To: Bewl

SATURDAY 1ST APRIL

Leader: Mike
 From: Headcorn (Kings Rd by Playing Field)
 To: TBA

SATURDAY 8TH APRIL

Leader: Joan
 From: Frittenden
 To: Brencley
 Leader: Mary

Easyriders+ Saturday

Usually meet at 09.45 for a 10am start, every Saturday at various locations. Check the ride calendar for confirmation and more information or contact the group coordinator. Rides of about 25-30 miles mainly on quiet roads, lanes and occasionally good tracks. An average speed of about 10-12 mph, less if hilly.

Coordinator:
 Gail Crutchfield
 t: 07854 871409
gcrutchfield@btinternet.com
 Deputy coordinator:
 Nick Crutchfield
 t: 07807 094301
 e: crutchfield@btinternet.com

SATURDAY 18TH FEBRUARY

St Mary's Platt Church to E. Malling
 Leader: David Lawr

SATURDAY 25TH FEBRUARY

Ditton Community Centre
 Leader: Heather Wigston

SATURDAY 4TH MARCH

E. Malling to Snodland
 Leader: Gail Crutchfield

SATURDAY 11TH MARCH

Charing
 Leader: Colin Bays

SATURDAY 18TH MARCH

Wouldham car park
 Leader: Ann Dalby

SATURDAY 25TH MARCH

The Bell, Bredhurst to Capston
 Leader: Dave Percy

SATURDAY 1ST APRIL

Cliffe to All Hallows
 Leader: Nick Crutchfield

SATURDAY 8TH APRIL

Penshurst to Hever
 Leader: Julie Burns

Mountain Bike Group

Club Mountain Bike rides will be on a monthly basis. There are 2 groups – a faster A group led by Joseph Peal and a slower B group led by Martyn Peal. Start locations will vary. Speed and distance will be in accordance with riders out.

Coordinator: Martyn Peal
 m: 07495 476176
 e: martynpeal@aol.com
 Meet at location at 9.45am for a prompt 10am start.

Can riders check the Web calendar during winter in case a ride is cancelled or start time is delayed due to bad weather.

Rides to be arranged

Virtual Zwift Group

Every Thursday evening at 6:30pm for 1 hour. and Saturday 10am (if people want to ride inside!)

Location Zwift (see website for how to join the group.)

All speed and fitness levels. We ride together whatever the power output of each rider.

Coordinator:
 Natalie Ceeney
 e: natalie@sanfairynncc.co.uk

THURSDAY

6:30pm

SUNDAY

9:00am

Wednesday Wobblers

We welcome anyone who enjoys a social or cycling-based get-together, be they rider or ex-rider, SFACC or any other club.

We meet at 6 different pubs on a strict rota for lunch or just a coffee and chat. Some groups arrange to meet earlier for 11s to enjoy longer rides to the pubs.

Co-ordinator Dick Wallis
 01622 859872
 e: richardwallis850@btinternet.com

WEDNESDAY 8TH FEBRUARY

Rose and Crown, Mundy Bois

WEDNESDAY 15TH FEBRUARY

Woolpack, Benover

WEDNESDAY 22ND FEBRUARY

West End Tavern, Marden

WEDNESDAY 1ST MARCH

Pittland Café, Churn Lane, Horsmonden

WEDNESDAY 8TH MARCH

Lord Raglan, Rabbits Cross

WEDNESDAY 15TH MARCH

Hawrenbury Inn, Hawrenbury

WEDNESDAY 22ND MARCH

Rose and Crown, Mundy Bois

WEDNESDAY 29TH MARCH

Woolpack, Benover

WEDNESDAY 5TH APRIL

West End Tavern, Marden

WEDNESDAY 12TH APRIL

Pittland Café, Churn Lane, Horsmonden

And so on in strict rotation.





EVENTS

FEBRUARY

22 WEDNESDAY

7.30 am Wye Wednesday 200 km Audax
From: Gravesend:
https://www.audax.uk/event-details/10069-wye_wednesday

26 SUNDAY

8.00 am Hell of the Ashdown 100 km Sportive
From: Westerham Brewery TN16 IQP

28 TUESDAY

National Highways and Transport Survey 2022/23

Closing date for this already running survey. There are six surveys. Feel free to take one or all of them.
<https://letstalk.kent.gov.uk/national-highways-and-transport-2022-23>

MARCH

05 SUNDAY

7.30 am Kentish Killer Sportive
From: Brands Hatch
70 miles super-tough route
45 miles less-tough route
<https://www.britishcycling.org.uk/events/details/271318/Kentish-Killer->

25 SATURDAY

3.00 pm VTTA (Kent) 10 mile Time Trial
Q10/24 Grain

3.00 pm VTTA (Kent) 10 mile Time Trial Tandems
Q10/24 Grain

APRIL

01 SATURDAY

8.00 am Man of Kent 200 km Audax
From: Golden Green Village Hall
Entries open 1st January at:
https://audax.uk/event-details/9992-man_of_kent_

08 SATURDAY

6.15 am Catford CC 10 mile Time Trial
Q10/19 Tonbridge By-pass

10 MONDAY

8.30 am Thanet RC 2-up TTT
QS/18 St. Nicholas at wade RAB

16 SUNDAY

7.00 am KCA 25 mile Time Trial
Q25/3 Ham Street

7.00 am KCA 25 mile Time Trial Road bikes only
Q25/3 Ham Street

7.00 am KCA 25 mile Time Trial Tandems
Q25/3 Ham Street

22 SATURDAY

7.00 am West Kent RC 10 mile Time Trial
Q10/24 Grain

7.00 am West Kent RC 10 mile Time Trial Road bikes only
Q10/24 Grain

7.00 am West Kent RC 10 mile Time Trial Tandems
Q10/24 Grain

23 SUNDAY

7.00 am VTTA (Kent) 30 mile Time Trial
Q30/3 The Street, Johnsons Corner

7.00 am VTTA (Kent) 30 mile Time Trial Tandems
Q30/3 The Street, Johnsons Corner

8.00 am Tricycle Association 25 mile Time Trial Tricycles only
Q25/8 Challock

30 SUNDAY

6.30 am Wigmore CC 25 mile Time Trial
Q25/8 Challock

6.30 am Wigmore CC 25 mile Time Trial Tandems
Q25/8 Challock

MAY

03 WEDNESDAY

7.00 pm Club 8 mile Time Trial
QS/35

10 WEDNESDAY

7.00 pm Club 8 mile Time Trial
QS/35

13 SATURDAY

3.00 pm Medway Velo Club 10 mile Time Trial
Q10/24 Grain

3.00 pm Medway Velo Club 10 mile Time Trial Road bikes only
Q10/24 Grain

3.00 pm Medway Velo Club 10 mile Time Trial Tandems
Q10/24 Grain

14 SUNDAY

6.30 am Gravesend CC 25 mile Time Trial
Q25/8 Challock

6.30 am Gravesend CC 25 mile Time Trial Tandems
Q25/8 Challock

8.00 am San Fairy Ann CC Sportive
In aid of the Kent, Surrey & Sussex Air Ambulance
From: Marden Station Car Park

17 WEDNESDAY

7.15 pm Club 8 mile Time Trial
QS/35

18-21

Club Training Tour to Costa Brava
Organised by: Stephen Harmer
stephenharmer1@icloud.com

21 SUNDAY

7.00 pm Medway Velo Club 25 mile Time Trial TT bikes
Q25/3 Ham Street

7.00 pm Medway Velo Club 10 mile Time Trial Road bikes only
Q25/3 Ham Street

7.00 pm Medway Velo Club 10 mile Time Trial 2-up TTT
Q25/3 Ham Street

7.00 am Medway Velo Club 10 mile Time Trial Tandems
Q25/3 Ham Street

24 WEDNESDAY

7.15 pm Club 8 mile Time Trial
QS/35

27 SATURDAY

2.30 pm Southborough & District Wheelers 10 mile Time Trial
Q10/33 Leigh Green

2.30 pm Southborough & District Wheelers 10 mile Time Trial, Tandems
Q10/33 Leigh Green

28 SUNDAY

6.00 am KCA 50 mile Time Trial
Q50/11 Ham Street

6.00 am KCA 50 mile Time Trial Road bikes only
Q50/11 Ham Street

6.00 am KCA 50 mile Time Trial Tandems
Q50/11 Ham Street

11.00am RideLondon-Essex
100, 60, 30 mile challenge or FreeCycle

31 WEDNESDAY

7.15 pm Club 8 mile Time Trial
Q10/44

JUNE

03 SATURDAY

3.00 pm CC Bexley 10 mile Time Trial
Q10/24 Grain

3.00 pm CC Bexley 10 mile Time Trial Road bikes only
Q10/24 Grain

3.00 pm Tricycle Association 10 mile Time Trial Tricycles only
Q10/24 Grain

CALENDAR



07	WEDNESDAY
7.15 pm	Club 8 mile Time Trial Q10/44
10	SATURDAY
10.00 am	Maidstone CycleFest
-4.00 pm	The club will have a promotion stand. Please plan your club run to visit us at Jubilee Square during the day.
11	SUNDAY
7.00 am	VTTA (Kent) 25 mile Time Trial Q25/8 Challock
7.00 am	VTTA (Kent) 25 mile Time Trial Tandems Q25/8 Challock
14	WEDNESDAY
7.30 pm	Club 8 mile Time Trial Q10/29
18	SUNDAY
6.30 am	VTTA (Kent) 10 mile Time Trial Q10/30 Hawthorn Corner
6.30 am	VTTA (Kent) 10 mile Time Trial Tandems Q10/30 Hawthorn Corner
	Fairies Flat Five Audaxes
2.00 am	Fairies Flattest Possible 300 km Audax
8.00 am	Fairies Half Flat 200 km Audax
8.30 am	Fairies Fairly Flat 150 km Audax
9.00 am	Fairies Flat 100 km Audax
10.00 am	Fairies Easy Peasy 50 km Audax
	From: Bethersden Village Hall www.sanfairynncc.co.uk/events/
21	WEDNESDAY
7.15 pm	Club 25 mile Time Trial Q25/15
25	SUNDAY
6.30 am	Thanet RC 25 mile Time Trial Q25/10 Thanet Way
6.30 am	Thanet RC 25 mile Time Trial Tandems Q25/10 Thanet Way
28	WEDNESDAY
7.30 pm	Club 10 mile Time Trial Q10/29

JULY	
05	WEDNESDAY
7.15 pm	Club 15 mile Time Trial Q15/7
12	WEDNESDAY
7.15 pm	Club 8 mile Time Trial QS/35
19	WEDNESDAY
7.15 pm	Club 8 mile Time Trial QS/35
26	WEDNESDAY
7.15 pm	Club 10 mile Time Trial Q10/44

KEY	
	ALL CLUB
	ROAD RACE
	SPORTIVE
	AUDAX
	TIME TRIAL
	TRACK RACE
	OFF-ROAD
Volunteers are needed to help with these events.	



Alan Alldridge and Mick Gray 1954

IN MEMORIAM ALAN ALLDRIDGE

We note with sadness the death of Alan Alldridge, who died aged 86 on January 2nd 2023.

Alan rode with San Fairy Ann during the 1950s-1980s, with notable successes as a junior and young senior in track and time trialling.

Our next edition will carry an obituary for Alan; in the meantime the Club extends its deepest sympathy to Alan's family and friends.

ACTIV
CYCLES

KENT'S PREMIERE INDEPENDENT BIKE SHOP

Activ Cycles Ashford

Units 1 & 2 Kingfisher Business Centre
Henwood Estate
Ashford
TN24 8DG

Activ Cycles Folkestone

145 Sandgate Road
Folkestone
CT20 2DA

Kent's Premier Bike Shop For Over 30 Years

Sales & Servicing Of All Bikes And Electric Bikes

Professional Bike Fitting with Every Bike Purchase

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