



NEWSLETTER

16th November 2020

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Sorry but there's been a bit of to'ing and fro'ing about how this document should be described. You'll recall that we started to adopt a Winter/Spring/Summer/Autumn cycle. Fine, but problem is that if you want to impart items of 'news' quickly you may not want to await the seasonal change! So it was decided simply to show a publication date.

Well, despite Covid it's been a successful season for GB around the Grand Tours with Tao Geoghegan Hart winning the Giro, Hugh Carthy on the Vuelta podium and Adam Yates disappointed but still within the TdF top ten. In many ways Carthy's achievement can be seen as the most admirable. It's not easy to get much gen on him but it seems that he went to Spain on his own and without a word of the language, and joined a moderate team of non-English speakers.

Looking back 25 years who would have thought GB cycling would reach such a level.

On the topic of racing it's great to see the WRC name featuring on the starting lists of road races, TT's and hill climbs, much of this thanks to a number of new and recently joined members. Example - with Darren Orchard (11th) & Jonny Cooper (13th), the only club with two in the top placings at Poole Wheelers. Gary Dighton Memorial 10. The prospects with WRC's 100th birthday not far away are very encouraging.

Bon Courage à tous et à toutes!

FORTHCOMING EVENTS

CLUB RUNS

If possible given Covid regulations in place at the time. In earlier rides they have been conducted in groups of 6 riders keeping 2 metres apart (Cycling UK recommendation).

—Sunday 13th December meet 9.30am, Wool Railway Station.

Leader: DAVID DUROSE.

—Sunday 10th January 2021 meet 9.30am, the Top O'Town Café, Dorchester.

Leader: DARREN ORCHARD

—Sunday 14th February 2021 meet 9.30am, the Royal Oak, Bere Regis.

Leader: PAUL DYTHAM

WELCOME



NEW MEMBERS

CHARLOTTE MILES : JULIAN FOSTER : RICHARD PORTER

and also, if a little belatedly

GRAHAM BILES : THOMAS CARTER : PHIL COLE : JONATHAN COOPER :

TOBY MANNING : DARREN ORCHARD : LEWIS STRIPP : MICHAEL WALKEY

CLUB SUBSCRIPTIONS ARE DUE

We've entered into a new financial year so subs are due again. Another year unchanged at £10 (£5 for Juniors). Cheques please payable to Wessex Road Club, to our Treasurer

- David Durose, Christmas Cottage, 6 East Farm Lane, Owermoigne, DT2 6XP

or BACS to bank sort code 40-43-38 account no. 11028146 in name of Wessex Road Club. (If paying via BACS please use a reference comprising SUBS together with your first initial and surname, as far as the number of referencing characters will permit - example SUBSWBROWNING)

We should be having an AGM about now but clearly that is not possible other than by Zoom. While a decision is being made, below are the annual reports from the Secretary and the Treasurer together with the Financial Accounts for the year ended 30th September 2020.

Any queries arising from these items - please address them to David and John jointly.

WESSEX ROAD CLUB - ANNUAL SECRETARY'S REPORT 2020

I feel I must start this report on a very sad note. During the year we lost two of our long-standing members Johnny Read and Dave Allen. Dave during his time with the Wessex filled nearly every Club Office position. He had very successful spells as Secretary and Editor of the Club's Newsletter. I think the only post he managed to avoid was Club Treasurer. Both Dave and Johnny were cyclists in every sense of the word and will both be remembered with great affection.

Membership numbers have risen this year and we are now able to boast that the Club can field a 'Racing Team'. Covid permitting we look forward to next year when hopefully we will see the Wessex Road Club colours taking part in a mixture of cycling events

The entry forms for our two Open Events to be held next year have been submitted. Let us hope that we can get back to some form of normality and the events can go ahead.

Lastly I would like to thank all the Committee Members for all the help and assistance they have given to me during this difficult year. John Read, Secretary.

WESSEX ROAD CLUB - ANNUAL TREASURER'S REPORT 2020

Despite the sad passing of two of our long-time members, Dave Allen and Johnny Read, our total membership has grown over the year from 28 (including our two Life Members, Owen Way and Tom Lodge) to 37 with two new applications pending. This situation is, in no small measure, thanks to Darren Orchard in Dorchester who has encouraged his racing friends to join him. Each new member has received their free racing jersey, as per the resolution passed at last year's AGM, costing the club £664.00. In my opinion, this is a most worthwhile expenditure, of which Roy Taylor would have approved, according to his bequest. We still have £925.00 worth of general club clothing in stock, held by Paul.

Even so, club funds have decreased by only about £300.00 over the year and £60.00 of that was due to the CTT lockdown order, in response to the coronavirus pandemic in March, just as our Hilly '24' was about to be run by Paul.

Our building society savings account only earned £4.31 for the third year running February's Skittles Evening at the Hamworthy Social Club, organized by John and Christine and run, by and large, by Harry, proved very successful both socially and financially.

Our current Annual Subscription fee of €10.00 has been in effect for over ten years now but I see no reason to change it. David Durose. Treasurer

WESSEX ROAD CLUB			
Receipts and Payments			
for the period 1.10.2019 to 30.9.2020			
Receipts		Payments	
Subscriptions	380.00	Affiliations	44.00
Donations	10.00	Circular	28.65
Club Activities	97.40	Trophies	19.90
Build/Soc Interest	4.31	Open Events	298.99
		Club Activities	79.00
		Clothing	<u>664.00</u>
	<u>491.71</u>		
	642.83		
	<u>1134.54</u>		<u>1134.54</u>
Balance Sheet		Balance Sheet	
at 30.09.2019		at 30.09.2019	
		Current A/C	1661.85
		Events A/C	347.85
		Building Society	8618.83
		Excess Expenditure	<u>624.83</u>
	11271.36		11271.36

FOR SALE

BILL HAUXWELL has got some stuff that he'd like to dispose of, namely -

a Tracts Trainer and a set of rollers

**a Dawes Jack folding bike - £150
(new cost around £400)**

**a Raleigh Motus electric bike - £1250
(new cost around £2500)**

**Interested? Bill's on 01256 472035
whauxwell@aol.com**

At a recent meeting DARREN ORCHARD was offered, and accepted, the role of Club Captain so congrats to Darren.

During that same meeting he spoke of his experiences racing on Zwift. At that point I think that Paul Dytham was the only other person present who knew what Darren was talking about. The rest of us were familiar with the Zwift logo from its sponsorship of the Grand Tours highlights programmes on TV. but little more.

Later Darren was asked whether he could put a few words together explaining the detail and his and other WRC member's experience - and that's what follows; a bit longer than normal but fascinating stuff!

This year was an extremely interesting year in terms of cycling. On one hand there was little to no competition for us local riders to get involved in: on the other hand so many people were furloughed and racking up massive amounts of miles in this year's amazing weather. So there were so many fit people with little to do and as winter was coming I thought it would be a great idea to get riding together come rain, shine, or Covid!

One issue is that we have one really keen and talented rider (Michael Walkey) who lives close to Bridport, and if I am honest it's really difficult to catch up with him regularly for a ride. We also really wanted to establish a regular road ride during the week, similar to that we would have enjoyed if Covid was not with us. But then I got word that there was an upcoming racing league on Zwift. For those with no idea what Zwift is, here is a brief explanation.

Zwift is a turbo trainer game that enables you to link your turbo trainer to your computer, iPad, iPhone or Apple TV, letting you ride with other cyclists in a virtual environment therefore helping to alleviate some of the boredom associated with indoor riding.

So many of our turbo trainers can simulate hills up to 20%, so it's no way an easy game that some may think it is. Yes, you can poodle around the virtual world, where the different worlds that you can enter will simulate small sections of the real world - such as London and Paris, through to completely made up worlds such as Watopia - here you will have areas dominated by jungles, volcanoes, and even desert. You can ride under the seas through a network of glass walled tunnels where you can see fish swimming as you ride.

But there is another side to Zwift - racing. Racing Zwift is tough - especially when you have people telling a few white lies about their weight so they can speed up hills. Sometimes as well it can be that their turbo trainers are also not properly calibrated. Usually you can spot these people and they can be disqualified as well. However there are races starting on Zwift all the time throughout the day, but as there was a world-wide league about to start we thought - jump on it.

The league we have entered is on a Tuesday night and has races of between 40 minutes to 1 hour. Two styles of race happen on alternate weeks, First week is a road race, the next week a team time trial. Each race has its own tactics to practice if you want to do well so we have plenty of discussion on that score. We also use a computer

(We also use a computer)

program called 'Discord' which allows us to chat throughout the race - however this is usually a quick grunt of something to say when we have completed our turn! Also your team is categorised based upon the power to weight ratio of your riders. We have some strong riders with a decent power to weight ratio so we have to race in the hardest league - Cat A. Bear in mind that this league is open to the whole of Europe so the teams that we have to race against quite often have some very good riders who could be racing at a very high level in real life! So far we have had four weeks of racing.

Week One was a road race that was very challenging on a hilly course that really showed up the more weighty riders. Our more featherweight rider, Michael Walkey, managed a respectable finish just outside the top 10: new club member, Richard Porter, myself and another chap called Mark (currently not a club member) made up our numbers coming in well down the field, but we gave everything!

Week Two was a team time trial but, for many reasons, this was not our week. You need at least four riders to start on the grid or the team entry will not be recorded. On the night I was the only one available so I thought - well its good training! I did well as an individual but got passed by at least four teams over the 11 mile course. So no points that week.

Week Three was back to road race and we really pulled our finger out! Mike Walkey managed a very respectable 4th place and Phil Cole was also in the top 10: I managed to stay in the race, based in the London area, to come in around 30th along with Richard and Mark.

Week Four was the long anticipated 18 mile course with not all that much climbing. While trying to hone our tactics at the start we managed to lose a lot of time which was a shame as when we crossed the line at the end we had really picked up our performance. Had we not lost so many seconds in the first time split then we would have won the event.

So tomorrow (Tuesday, 10th November) is Week Five's race. Back to the road racing and I think this could be a bad week personally. A very hilly and futuristic course around New York see us racing on special transparent roads leading up to and even through skyscrapers while cars fly through the air below us! Not my favourite of courses as it is not only a little 'out there' but also it's very hilly! Once again I do not expect that I will be anywhere near the lighter but yet powerful riders at the front, but there is a good chance that either Michael or Phil will once again show their superiority in our league. Fingers crossed that we continue to improve as we have started to climb the league a little now sitting in 10th place with only ten points separating us from fourth place. With six races left we could maybe even hit the top three by the end of the season - that would be nice!

Later from Darren - Phil Cole managed to come fourth in our Week Five race. Richard and Mike came in one behind the other around 20th place, I came in 38th! I knew I was going to find this one hard but it absolutely destroyed my legs. Bring on the flat team time trial next week as I think we have a great chance of doing well again. We are also up to 8th place in the league.

TERRY WALSH – a tribute from Norman Payne

Most of our members may not have known Terry who died very recently but a few may recall each Saturday morning when Terry would be waiting by the footbridge over Christchurch's dismal attempt at a 'bypass'. I'm talking of around 25 years ago when Terry's intent was to meet with new cyclists and lead them through quiet lanes to a tearoom in Burley. Quite often the group was Terry alone nevertheless he persevered and met success. Other riders – all sorts - heard of this, and many went direct to the tearoom for some velochat: it got to the point that the tearoom owner asked Terry to go elsewhere as he felt that overall it was detrimental to his business in that there was no room for regular non-cyclist customers and they were going elsewhere on Saturdays but also on other days.

A considerable number of cyclists from the BCP conurbation got into, or back to, cycling thanks to Terry and many members of the revitalised Christchurch Bicycle Club are awheel because of him. There is a nice tribute on the CBC webste.

I also recall Terry organising a road race centred – I think – on and around Cranborne Chase. I was reminded of this when Paul Dytham referred to the Sandisons 2Day event a few weeks ago, and I wondered whether the road race component might have developed from Terry's activity in some way, but probably not.

Another nice man gone and a cycling man through and through as is his brother Mike, a leading light in Wessex CTC/Cycling UK affairs for many years

**New Member CHARLOTTE MILES took part in the
2020 National Hill Climb Championships at Streatley, Berkshire on Sunday 25th October.
Thanks Charlotte for sharing the experience -**

This year's National was to see a record number of riders, and out of 479 entries (104 juniors) there were 140 women on the start sheet, many more than any previous year.

This was achieved largely due to a "women's campaign" lead by Laurie Pestana (Estrella bikes). The movement succeeded at encouraging more women to get involved in hill climbing and was also raising awareness against inequality within the sport. Prior to the event over 4100 people signed an open letter to the CTT petitioning for the rules to include equal prize money for women in the top 3 alongside the men. It was fantastic to be part of such a movement and I was proud to be one of the 90 women selected for sponsorship this year.

Having travelled up from Dorset in torrential rain on Saturday, I know I wasn't the only one to spend the evening hoping that the storm would clear for race day ahead. My

journey from my hotel to the event looked promising, with some bright blue sky and although the lanes and roads were muddy there was a sigh of relief to see plenty of straw to stop the entrance and car park turning into a swamp. My arrival at the HQ field was met by a familiar autumn chill to the air, friendly volunteers, plenty of social distancing measures and a lot of hand sanitizer.... (even the loos were socially distanced!)

The rain clouds however soon started to gather and by the time I was set up and getting into my warm up, the heavens did indeed open. I was incredibly grateful to the steward who came over and held his umbrella over me on the turbo so I could continue, a small act of kindness that went a long way. Although I did still get wet riding down to the start line, which was roughly 10 minutes away.

Covid restrictions ensured zero contact at the start line (*pictured above*) so there was a start stand to use, sanitized after every rider by a dedicated and incredibly cheerful volunteer. There were 2 starting gates on either side of the road and riders were off with 30 second intervals between them, and with chip timing adding the ease of the process.

Covid also meant a noticeable absence of people on the course; the Stewards however made up for this with plenty of cow bells and shouts of encouragement and with the photographers lining the course it all added to the excitement and tension. Thankfully distracting me from the burn as I threw myself up the hill.

The event was also live streamed and with live commentary.

Streatley Hill is a fairly short climb at 750m. and it can easily fool you into thinking the end is in sight much sooner than it is. With an avg gradient of 13%, you soon find there is a lot more hill to come and with a max gradient of 25.9% ,a somewhat challenging road surface, and a daunting variety of potholes to dodge the closer you get to the top, it requires your complete concentration. This year's event was on a closed road, however I felt precious seconds were lost in my navigation over to smoother surfaces... although if I'm honest it was at that point more of a survival mission to the finish line! I however gave it all I had and beat my previous time (in April) by 75 seconds and with 311 watts vs 199, I did not pace it quite as well as I planned and ended up getting to the top with not much left to give and sheer relief the end was finally in my sight! Whilst I'm certainly not going to be worrying the top 10 anytime soon, I remain pleased with my effort. From amateurs like me to those at the very top of the sport, hill climbs are a battle that is ultimately, on the day, just you vs the hill.

Winning woman Bithja Jones rode without a powermeter but was estimated by Strava an avg 400 Watts (beating her own previous course record) what a truly strong and inspiring finish!

It was a fantastic day and incredibly well organised , so despite the testing times we now all find ourselves in it was a great end to what has been an incredibly difficult season in an incredibly challenging year.

Thanks to Reading CC with support from Didcot Phoenix CC and to sponsors, Irwin Mitchell Solicitors.

Women's winners;

Bithja Jones 2:47.94 Mary Wilkinson 2:50.87 Monica Greenwood/Becky Storie 2:58.85

Men's winners

Andrew Feather 2:04.86 Tom Bell 2:05.93 Adam Kenway 2.08.69



PETER BEDINGFIELD's memories were stirred by a picture in our previous edition.

Nice pic of Gordon Basham. He's using an Osgear derailleur, a striker plate near the rear hub shunted the chain across 3 or 4 gear options. A separate spring loaded arm attached near the bottom bracket took up any chain slack. This was cutting edge stuff for long distance time trials in 1948, other riders used Sturmey Archer 3-speed hubs or single speed fixed. Try doing 450+ miles in 24 hrs. with this setup - he really must have been a 'Man of Steel'. I vividly remember marshalling in the Wessex 24 ('66?) when Nim Carline went through 480 miles in 23 hours, on course to be the first man to beat 500, but could barely struggle through 16 miles in the final hour. Still a national record though. He had a 10-speed derailleur (2 front, 5 rear), probably Campagnolo. No aero bars. No disc wheels. No skinsuit. No slopey lid. Just talent, a commitment to a huge training load, plus sheer gutsy determination. Nim was the employer and training partner of the astonishing Beryl Burton. He's the man who gave her a bucket-load of Yorkshire grit. Willie will remember the event.



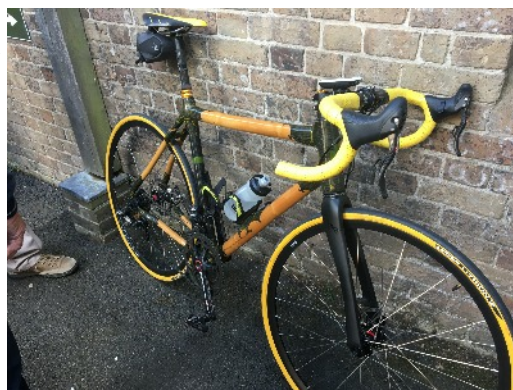
A question was posed recently about the E M Brown Salver, the club trophy awarded annually to the member who has stood out as doing 'above and beyond' for the club. DAVID DUROSE is the current holder and it was David who was asked – who was E M Brown?

David's response - Regarding E.B. 'Bert' Brown, the following is an extract from Arthur Moss's first 50 years history of the club - 1924-74. "In 1930 C. [Cyril] Neal and the late E.B. Brown broke the R.R.A. [Road Record Assoc.] Edinburgh to London Tandem Record and the following year, in 1931, E.B. Brown during what must have been one of the most strenuous racing seasons ever undertaken by a member of the Club, set a new figures for the Lands End to London single bicycle record and on his famous ride of the 9th/10th August, 1931, he captured the Edinburgh to York, Edinburgh to London and 24 hrs. records in the one ride. He completed his season by winning the North Road Club's "24"."

Four of us met up recently with ROBIN GILLINGHAM for coffee at the Garden Centre in Poundbury not far from Robin's place of residence.

A pleasant couple of hours was spent with much recall of the zillions of miles spent when we were all amongst the (relatively) fast men of the Wessex CTC - Audax et. al.

Robin came on his bike, pictured here. I think it's featured before in this journal because Robin constructed the frame itself - from bamboo! Yes, really. But you certainly wouldn't know it. Robin says - inexpensive on components but preparation time was something else. Clever chap, as I've always thought.



Warm regards to the family Robin. Ed.