



NEWSLETTER

24th December 2020

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FORTHCOMING EVENTS CLUB RUNS - Jan to May 2021

All rides commence at 09.30 and will be subject to COVID restrictions relevant at the time

SUNDAY, 10th JANUARY from TOP O'TOWN CAFÉ, DORCHESTER
Leader: DARREN ORCHARD (07946 264 130)

SUNDAY, 14th FEBRUARY from THE ROYAL OAK, BERE REGIS
Leader: PAUL DYTHAM (01258 480 023)

SUNDAY, 7th MARCH from TOP O'TOWN CAFÉ, DORCHESTER
Leader; DARREN ORCHARD (07946 264 130)

SUNDAY, 11th APRIL from WOOL RAILWAY STATION
Leader: ADRIAN EDWARDS (01305 262 632)

SUNDAY, 9th MAY from WOOL RAILWAY STATION
Leader: DAVID DUROSE (01305 854 994)

FORGET YE NOT! - 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.
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How did the December Club Run go?

DAVID DUROSE reports on what can best be described as.....*A BRAVE ATTEMPT*

The ride was a wash-out from the start, it having blown a gale and rained heavily all night . Two members kindly phoned to 'call-off' (representing five regular riders) before I ventured out, protected under my old fashioned cape and overshoes, for Wool Station. The wind continued to blow from the south and the rain hit my legs and face on the right side As I slowly progressed thoughts passed through my mind of a similar instance when I was in my cape trying to keep up with Dave Allen on our second ascent of Bulbarrow, in the early stages of the last 'Wessex - 100-in-8'. I vowed not to pack it in this time and I sensed Dave looking down, reproachfully, on me . Nevertheless, I arrived safely, despite having to negotiate areas of road flooding and cursing the reckless speed, in the circumstances, of some passing motorists and a holiday coach.

I was early and chatted to a pedestrian stranger waiting under the bus shelter to be collected by his daughter in her car. Then my heart rose when I saw Julian riding in from the opposite direction I would have expected. He had driven over from Charminster (Dorchester) and parked in the village. We both viewed the weather with disappointment and considered riding twenty miles in it, with some misgivings, only to have to sit in wet clothing just to have a coffee. Julian was riding his father's former 'best bike', with mudguards. I had first met Julian in the late nineties, when his father, Colin Foster. was the dynamic chairman of the West Dorset CTC Section, and I was its Secretary. I have a photo of Colin at the Rogers Farm end of the Bere Regis By-pass cycle path, at its opening. As Section Secretary I had discovered that in their planning and negotiations with Connect, the Construction Company, DCC had failed to make any provision for cyclists riding between Bere Regis and Tolpuddle, but I managed to persuade the company toward putting in the cycle path, as it is now. I was told that DCC. officers were saying that they couldn't see any problem in riding to Milborne St. Andrew, one way or the other. I was told, "Colin had a word with them." Furthermore It was Colin's doing that the cycle path along the A37, Dorchester to Frampton, was constructed.

09.30 came with no other riders having turned up so Julian and I confirmed our decision not to attempt a ride together. We took our own individual ways home. The only good thing about that journey was that I got my left-side soaked, as well as the right. Eve's coffee was a delight and I was elated by my hot shower, before a roast lunch.

Ed: THANKS DAVID, you've stirred some cycling memories there including those magnificent Cider Festivals at Saint-Lô where Colin and Heidi Foster would be found astride their tandem; and these led to the formal twinning between Wessex CTC and the Union des Cyclotouristes Saintlois - splendid weekends both here and there. Heidi is still with us, I was speaking to her only a few days ago. Colin is, sadly, long gone. One memory was driving back from Saumur with him after an event there - an Audax event? I can't remember.

I do recall joining them in the Rhine Valley. Heidi is German-born and has friends in Trechtingshausen, near Bingen am Rhein.

I'd left home and driven to Hedge End and whilst Velda drove home I was cycling across to Gatwick for an early evening flight to Luxembourg where I had an airport hotel booked, or so I thought! It transpired that I'd got my mardis and jeudis mixed up. The airport hotels were booked solid so it was a bike ride to the city in the dark but, fortunately, mostly downhill.

Next day I commenced the ride to the Rhine mainly following rivers, like the Mosel(le). I did go inland to cut off a corner and remember going past a military airfield which Ryanair laughingly named Frankfurt.

The picture was taken at the Deutsches Eck in Koblenz where the Mosel empties into the Rhine. I think that day was one when the roads following both banks of the Rhine were closed to vehicular traffic from 6am to 6pm.



DID I MENTION?- CLUB SUBSCRIPTIONS ARE DUE

RACING ZWIFT - DARREN ORCHARD COMPLETES THE SEASON'S STORY

... and with many thanks to Darren. I'm sure you have revealed a new, up-to-date world appreciated by many of our older members. Appetites have been wetted for the 2021 sessions

Week 8 was a team time trial which we had a great starting line-up. Jonny Cooper, Phil Cole, Mike Walkey, myself and a guest Giles Greening.

Giles is an ex-team mate of mine at Mud, Sweat 'n Gears before moving to Tri UK as a sponsored rider. This year the Tri UK race team has somewhat fallen to bits and all the decent riders have moved on, leaving Giles without a club and wanting to have a race or two. Giles, who lives in Bridport, was a good Cat 2 British cycling road racer and a good local time-trialist over the last few years. However, like all of us he has been a little lost without competition and relished the chance to race with a team. I hope to persuade him to join Wessex but we have not spoken about this yet as he may well be approached by a local team. We will have to wait and see.

As for the race, we headed out and yet again were hit with a technical issue. Jonny Cooper's computer was struggling to run Zwift and did not manage to keep with our group. This was a shame as he continued to ride on his own and certainly put in a good performance. Phil's legs were heavy on the night and was not his usual self. Giles admitted he found it hard going but put in some impressive turns on the front, while I had possibly one of my best performances of the season. We came in 5th on the night, but as Jonny could not stay with the group we suspect that his time through the finish line affected our result. As it stood the 3rd and 4th place finishing teams only beat us by one second. We should have beaten these guys easily and contended for first and second spot, but it was not to be.

Week 9 was the final road race of Season 1 with the challenging Harrogate UCI course. An undulating course with three notable climbs that could split the group. Giles Greening once again joined our team for the race but we were missing Phil Cole and Jonny Cooper. However joining Giles was Mike Walkey, Olly Edwards and myself. This kind of race is always going to suit the likes of Greening and Walkey, as in real life their abilities shine on this kind of course. Olly Edwards was a welcome addition to the team and performed very well on the night. As expected Giles did very well and came in 3rd, followed by Mike in 11th. Olly came in a very respectable 24th, and following a silly mistake in the last few miles I came in a disappointing 33rd. Up until the last few miles I had finally started to find my road racing legs, so that was a real positive.

Overall the performance ensured that we came 4th on the night. Our team have moved up to 5th now, however with only one race left - a TTT, it looks unlikely we will get promotion

About Week 10, the least said, the better! For a variety of reasons not our best session by a long way.

Rank	Team	# Events
1	Bischmaster Pro #ausruhen	8
2	West London Choppers	10
3	La French Tech	9
4	WEXIO WATT	8
5	GC Chimaera	9
6	Wessex RC A	8
7	VSCC Bakewell	8
8	CDW	10
9	Vegan Antelopes	8
10	TKC Cycling Team	5
11	Nantwich Cycling Group	6
12	Southampton Tri Club A	6
13	BUCKAROO	7
14	PRCC Alpha	4
15	WVS Fred&Ginger Coffee	1

So this is how the league finished after 10 races over the 10 weeks that season 1 took place. For teams in the BC South and South West areas there was a choice of which European league we wanted to be included in on Zwift. Basically this came down to times that the different races started and how that best fitted with the team members racing. We were in EMEA East 2 as this set of leagues start times was better for our racers. The division 4A came from how we performed in the first two races - which was awful and we should really have been able to start in a higher A cat league, but like I say we should be able to compete well next season if our racers are still available.

But this is not the best way of comparing how the teams in the British South Region have performed against one another, and this is where it gets a little tougher to understand.

There were British South clubs competing in different leagues on Zwift. This was because they either had different abilities/categories and depending on which league start time they had chosen meant we could not all race together - so in effect all the results from teams in the BC South region registered in all of the Zwift leagues had their results mirrored into a separate standings table which was put together by British Cycling South Region. Bath CC showed as top-dogs with Wessex in 19th place ahead of both Bournemouth Jubilee and Poole Wheelers.



The Wessex Team Time Trial Group - Week 8

BOOK REVIEW

‘THE CYCLIST WHO WENT OUT IN THE COLD’ - Adventures Along the Iron Curtain Trail

Scaling a new peak of rash over-ambition, TIM MOORE tackles the 9,000km route of the old Iron Curtain on a tiny-wheeled, two-g geared East German shopping bike.

Asking for trouble and getting it, he sets off from the northernmost Norwegian-Russian border at the Arctic winter's brutal height, bullying his plucky MIFA 900 through the endless and massively sub-zero desolation of snowbound Finland. Sleeping in bank vaults, imperial palaces and unreconstructed Soviet youth hostels, battling vodka-breathed Russian hostility, Romanian landslides and a diet of dumplings, Moore and his 'so-small bicycle' are sustained by the kindness of reindeer farmers and Serbian rock gods, plus a shameful addiction to Magic Man energy drink. Haunted throughout by the border detritus of watchtowers and rusted razor wire, Moore reflects on the curdling of the Communist dream, and the memories of a Cold War generation reared on the fear of apocalypse - at a time of ratcheting East-West tension.

After three months, 20 countries and a 58-degree jaunt up the centigrade scale, man and bike finally wobble up to a Black Sea beach in Bulgaria, older and wiser, but mainly older. *(a well-worded review attributed to Stanfords. Ed.)*

***I ALMOST FORGOT!* - CLUB SUBSCRIPTIONS ARE DUE**

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