

# SPOKESPIECE

# Autumn 2008

# The Missing Edition

## **Editor's Note**

The newsletter as published has been lost in the mists of time. However, all was not lost as the content presented to the Publisher has been found and included herein. Layout is not up to our usual standards, but at least it can now be read.

Malcolm Taylor

# Editorial – Malcolm Taylor

I write this on a Sunday morning. I should of course be riding my bike but as the rain falls from the sky (again) I don't regret returning from the Square to the comfort of my computer desk. August hasn't quite finished but is already on record as the least sunny on record and may yet become the wettest. I take my hat off to those riders persevering in today's Welsh 12 hour event, and hope they get to enjoy a well deserved hot bath afterwards!

This weather may be miserable but it served the GB team well as preparation for the Women's Olympic road race. As we all know, Nicole Cooke took the Gold medal and in doing so began the media's love affair with Olympic cycling that lasted through the indoor events where Team GB excelled itself and which may even outlive the Olympics. We can but hope! The excitement certainly stimulated interest in the World Cup in Manchester, which was very quickly completely sold out. Luckily, you can get a taste of the track at Newport on 23<sup>rd</sup> November (hangover from the Club dinner permitting!) if you contact Guy Preece who is organising a trip there.

This issue has news from John and Sue Flint on their plans for life in the sun, updates on the Club's remarkably successful racing season and a report on what looks likely to be the winner of the McLeod Trophy for a UK tour. Toby and Alastair decided to seek out the source of the country's longest river and make a round tour of it by following the Wye home. There's also the opportunity for a much more modest tour, one you can easily accomplish in an afternoon, if you choose to follow Alastair Goldie's treasure hunt.

A regular event in the club's calendar is the time trial dedicated to T.G.Hall. As someone who moved to Gloucester in 1980 I remember his shop in Eastgate (in the location now occupied by the Windmill bar) but not the man himself. It was therefore interesting to learn more of him in a letter from his son that I have the pleasure of reproducing herein.

Soon to come we have the British time Trial Championship, to the best of my knowledge being organised by GCCC for the first time. With 266 entries it has kept the President and First Lady busy preparing and with all riders doing multiple circuits of the course at Staunton it will keep the marshals busy as well whilst providing great entertainment for spectators. I am sure that it will be a success and reflect well on our Club as it enters its 118<sup>th</sup> year. Unfortunately work commitments will prevent me from attending. Indeed, in the next year these commitments are such that I am reluctantly resigning my editorship of Spokespiece. Accordingly this is my last opportunity to address you, my readers, in this forum. I hope that you have enjoyed the newsletters I have put together and that you will support my successor, as you have me, in the best way possible; by sending in contributions, for which I am exceedingly grateful.

# Geoff Howard, and 'T.G. Hall's cycle emporium'

Reading of the sad death of Geoff Howard, which I did not previously know about, in the latest issue of 'Spokespiece', together with a mention of 'T.G. Hall's cycle emporium', where Geoff worked with me for a few years, prompted me to wonder whether members would be interested in an account of how the shop came into being. It's now almost 25 years since we closed - July 31, 1983 - goodness me!

My father, 'T.G.', or 'Tom', never 'Tommy', was born in 1877, at Shrewsbury, where his father was a master, then a housemaster, at the School. It had been assumed that he would go on to university, as his father and grandfather had done, but while my father was a keen sportsman, a good cricketer, footballer, and runner, he was not interested in the academic life, and declined to do so, causing, I have heard, something of a family crisis.

He then said he wanted to be an engineer, and was apprenticed to, and served his time on, the North Staffordshire Railway at Stoke. From there he went on to various engineering works, until there was another conference on his future, where, he had for some years been a very keen cyclist, he said that he wanted to build bicycles.

As was the custom in those days, enquiries were made of friends for a suitable introduction, and father went to see 'Billy' Truscott, who built Wicliffe and Lorna Doone cycles at Stroud. The reader should realise that at that date there were a very large number of firms, small and large, building their own cycles, and that they often made more of the machines themselves than would be the case now. Just about every town had one or more, and I think Woodcock's, then in Westgate Street, still did build occasionally when I was young.

Father asked if he could buy a share in the business, but Mr. Truscott was an honest man, and refused, because, he said, the days of small factories like his were ending, they would before long be put out of business by the big firms, such as Raleigh and Rudge. However, he would sell him one of his shops, at 38 Barton Street, Gloucester, where father started in business in 1903. When I last saw this building the shop front was exactly the same as it had been then.

At the time the shop was managed by a Mr. Shermer, whom Truscott suggested should stay on for a few months to show father how to run the business. In the event Mr. Shermer stayed for about fifty years. This suited them both, as neither wanted to spend all of five and a half days a week in the shop. Mr. Shermer, for his part, liked to shoot every Wednesday in winter and play bowls every Saturday in summer (it may have been the other way round), while father was always keener to nip out on his bike than to spend hours behind the counter.

The business flourished, and in 1913 father bought a couple of lock-up shops, some derelict cottages, and an oyster bar which occupied numbers 25 and 27 Barton Street (now incorporated in Eastgate Street),- and had the present shop building, and a workshop behind it, erected on the site. I still have the bill for this work somewhere !

My father went out on his bike every day, and was run into by a motorcyclist and killed on one of his urban circuits in 1957. He had always kept a record of his riding, and by then had accumulated more than 300,000 miles.

My mother, who was twenty years younger, succeeded him as owner of the business until she died in 1976, when I took over. In the early 1980s the cycle trade had a bad time, and I was quite glad in some ways to sell the shop in July 1983.

During the years that I was in the shop I was fortunate to meet a few people who had been in the cycle

trade its very early days. I remember in particular a man who had been apprenticed to 'Smiths', who built cycles in Gloucester in the 1880s. In those days everything was made to fit, not to gauge, and if he had to build a machine for someone and customers discussed their personal requirements with the builder, he picked out a piece of bar, put it on his lathe, and turned it into a hub! People used to take their cycles back to the works in the autumn, to be stripped down, re-built, and the frames re-annealed. The roads were then too bad for the ordinary person to cycle in winter.

I venture to suggest that, in spite of the superior materials available today, the best bicycles built a hundred years ago were some of the best ever built. In those days there were a good many people who were prepared to pay whatever it cost to have the finest possible machine, and an amazing amount of ingenuity, variety of design, care, and engineering skills, went to achieve that object.

I still have a splendid Rudge-Whitworth 'Road Racer' , ca. 1910, with cotterless chainset, wired-on wood rims, coaster hub (no rim brakes), with the original pedals and saddle, which is a beautiful ride although it was a 'mass produced' model.

I once had a unique Dursley Pedersen, built to the lowest possible weight, 11 ½ lbs., regardless of cost. It had hollow cranks and axle, 24 in. wood rims, 16-18 gauge spokes threaded into the hubs, and so on. But when the shop was sold, it had to go, together with a lot of other interesting machines.

My father told me that the best cycle he ever had (and he had a good many in his time) was an Imperial Rover, with solid silver head badge. But he was not a Rover agent, and therefore sold it. Perhaps an F. J. Osmond was even better, and Lea-Francis were pretty good, but I had better stop now, or I'll go on forever!

My father did a good deal of time-trialling in his youth (as I did), and I have some G.C.C.C. '100' cups of his to prove it. He did not, however, manage to win a time-trial handicap until a Cheltenham & County evening '10' in June 1955. He was very pleased with himself! Bob Copper had been generous, and father even had time to stop before the last bend to comb his hair! -

I still ride regularly, though I hardly ever go further than into the town and back. It's barely a mile each way, but it's a route with much merit at my age, as it's quite a drop from our end of Sheet Road, and then uphill into the town. So I get out of breath each way, if not for long, which, I am sure, is very good for me!

I attended the funeral of my old friend Bryan Littley (Frederick Bryan) on behalf of the Club (though I would have gone anyway) at Corris on May 17th. I don't suppose anyone in the Club now would remember him, but he was a keen member in the 1950s, before his work as a civil engineer took him to distant parts of the country.

Should you wish to publish these paragraphs (or those which you think are of any interest), I can post them to you on a 3Y2" disk, if that's convenient - I do not have e-mail.

If there is anything else that you think people would like to know about the shop, &c., please let me know.

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Best wishes

George.

G. W. Hall

# Summer racing report - Darren Jewell

Gloucester City CC riders have continued to improve as the season progressed. Rupert Denny, the youngest member of the club, has broken the under 16 club record twice and now holds the record of 22 minutes and 16 seconds. He has ridden twenty five mile in 1h 2m 21s, 4 minutes quicker than last year and may soon break that hour barrier. He is expected to do a good ride in the National school boy time trial in September.

His father, Graham, has improved to a 23m 10s and has broken that magical hour on what was a really windy day. His next aim is to beat two hours for a fifty mile time trial and ride a hundred mile time trial.

Chris Vasey has had a slower start to the year but is coming into form with some quick times: a 21m 10s ten mile and a 55m16s twenty five mile trial. Watch this space!

Guy Preece has also enjoyed a good season to date despite puncturing five times. He now has recorded the club's fastest 50 mile time of 1h 55m 20s. He also knocked well over a minute off his twenty five mile time to achieve a new PB of 56 m 9 s and has won most of the the club's Wednesday evening time trails.

Andy Palmer has shown much improvement over last year and recorded a 21 m ten mile and a 56 minute twenty five mile trial. His best improvement, though, has come at 50 miles where he has improved by almost 8 minutes to 1h 57m 9s.

In her second season of racing Sally Bartlett is now riding open events where she recorded a 26 minute ten and has ridden and finished a couple of twenty five mile events so far this year.

George Unsworth has recorded the club's fastest times this year at ten and twenty five miles, both of which are personal bests for him. His ten time is a super fast 20m 27s and his twenty five mile time is 53m 58s, well over a minute below his previous best.

Simon Witts, riding his first proper season of open events, has knocked minutes off his times and now has a long 22 minute ten mile time and a 59m 49s twenty five miles to his credit, almost seven quicker than his previous best.

Darren Jewell has shown improvement at all distances, with a 20 minute ten, a 55 minute twenty five and a 1h 55m fifty under his belt. He's also achieved a 4 h 10 m hundred miles and is now training for the Welsh twelve hour at the end of August.

On the 21st June Darren and John Murphy took part in the national fifty mile time trial held in Boroughbridge in Yorkshire. The weather can only be described as wet and windy but despite this both turned in good results; Darren finishing with 1h 58m 55s to finish for 80th place and John placing as the second over 60 year old with 2h 5m 47s. The event was won by Michael Hutchinson for the record breaking ninth time with a super fast time of 1h 40m 37s. For those of you who ride ten mile events that equates to five 20 minute tens ridden back to back! Since then John, who at 68 is the oldest racing member of the club, has improved still further to beat his ten year old PB for fifty miles, recording 2h 4m 15s.

July's open 10 organised by the Club was won by Steve Walking in 19m 59s. Chris Vasey was the best placed Gloucester rider in the top twenty with 20m 55s. Other riders' results in the excellent conditions of the day were: Derek Dowdeswell 21m 44s, Guy Preece 22m 07s, Rupert Denny 22m 16s, Graham Denny 23m 24s and Nathan Monk 25m 40s.

August saw Guy riding again in the WTTA open 10 where he was joined by Matt Stevens in his first open event. Matt must have got the bug because he went on to ride the dreaded Portway hill climb, where he finished a respectable third behind Guy and Gordon Kay.

George Unsworth offers his congratulation to Nathan Monk (Senior) and Guy Preece (Vet) for winning their respective CEBAR competitions. Congratulations also go to Guy for winning the Paul Barnard Competition for which he receives the cup.

Thanks to everybody who has helped out this season either time keeping or setting up the course. Depending on how many times you've helped out (usually twice), you can claim a free ride next year for each effort.

# The Big River Ride – Toby Wooldridge

It was back in 2007 that AliG and I decided it would be a good thing to cycle up the Severn valley to its source, then ‘hop’ across to the Wye and follow it all the way to its mouth. Days were booked, B&B’s located, route maps scoured. This was June. Local readers with a sound memory will recall it was a poor month for sun but particularly well endowed with precipitation. We postponed the grand tour for 12 months.

So, having dusted down the route, June 2008 saw us departing Gloucester at the sharp time of 8am with Ann in attendance. The aim was to take it easy, allow plenty of time to investigate the twists, turns and bridges of Britain’s longest river. We perambulated with ease on familiar roads, keeping as reasonably close to the mighty Severn as feasible. Consequently we found ourselves in Upton-on-Severn, having crossed at Haw and Mythe bridges. Coffee was planned to be taken at the Marina – but it was closed on Monday (and indeed most midweek days!). Undaunted we made our third crossing into town and took refreshments at The Old Stable, riverside. 25 pleasant miles and 11am.

Ann turned for Gloucester and we continued upstream (and therefore uphill) to Worcester and a splendid display of swans – all mute, so really very quiet. Spotting a foot / cycle bridge, we used this to re-cross back to the west bank and continued north, dropping back over at Holt Bridge, an excellent example of 1920’s reinforced concrete made to look like iron. In parts the reinforcing was clearly visible and happily rusting away. A section of tiny lanes followed before we popped out into the rather gaudy establishment of Stourport on Severn. The old port had given way to the best seaside tack show you could look for – nice!

We nipped back to the west bank and along to the more acceptable town of Bewdley for a spot of lunch on the riverside. 54 miles completed and all looking good.

It then became decidedly hilly as the river squeezed itself between significant lumps of land. We had a wonderful lane to another footbridge crossing (Sustrans route 45) at Arley and the Severn Valley Railway. This was followed by more lanes, some good off-road through old slagheaps converted into a country park, over the river on a very recent bridge and right alongside the railway. As luck would have it we arrived at Frampton Lode station to be met by the 4.45 to Bewdley. Sadly the wrong direction, so we waved it good bye and with a tear in AliG’s eye pressed on to Bridgnorth. We were too late for afternoon tea, the good shopkeepers of the town having considerately closed for the day.

A final surge on a lumpy section saw us cruise into our stage 1 town of Brosley and a reasonable B&B. 80 miles covered – and this proved to be the longest day! Several pints of ‘Pot of Gold’ by brewers Woods and we felt better, as you would expect.

Day Two dawned bright and early and we surfaced sometime later. A grand breakfast, chat with the hosts and we were on our way – dropping steeply to the famous Iron Bridge. Following the obligatory photos (a slide show will follow in the winter – so do come along) we pressed on into a gloomy day that got gradually worse. Eyton-on-Severn was too small to mention (so I thought I should) but Wroxeter was worth the visit: Spotted by AliG in the planning stage, it did not disappoint: an impressive amount of roman ruins. Alastair attempted to enter without paying but was sent packing by the gatekeeper with romaneseque brutality.

Then to the fair city of Salisbury for elevenses. Following which AliG’s SatNav failed him and we went on a short and unnecessary diversion. Rescuing the situation I got us back on track as the rain clouds gathered

strength over the border. Wales was taking a battering – and we were heading inexorably towards it as the river swung to the west and south. We had peaked in our most northerly point on tour. We galloped in to Crew Green and took sanctuary at The Fir Tree as the rain fell. Food and beer consumed, rain dispelled, we took to the wet roads and around Rodney's Tower towering above us. More showers, cold too. We had the company of a stretch of Offas Dyke alongside us for a while – what an impressive landmark and all done without the aid of a JCB.

We were skirting with the edge of Wales, and took time at Abermule to admire the iron bridge, the second in Monmouthshire, so it says. Then a scamper along the busy A483T to race the rain to Newtown: we won.

The B&B was nice enough, and following 60 miles we had a rest before popping into town: oh my! People should get out and around more! Still, it was interesting in its own way. For those interested in the co-operative movement, Robert Owen came from Newtown – and the town sure makes this known.

Day 3: a grand breakfast was only spoiled by the relentless rain outside and the promise of it all day. It did not disappoint. Oh well. Our B road took us to Caeser, but no roman remains were located. Anyway, it was not a day to hang around. A pity, as this was the Big Day: the source beckoned. But would we make it?

We headed straight to Llandiloes and tea was taken at the appropriately named Travellers Rest, where we did our best to dry out. We need not have bothered really. Onwards up the valley, the river a tumbling torrent now, then a mere fast moving stream. Into the forest, all dripping and misty, we went – very atmospheric. It was almost time to say goodbye to Sabrina, our watery companion for nearly 160 miles. The source is well marked but not well signed – but good judgement and lots of luck saw us navigate through the forest tracks to the final path. We abandoned the bikes under the trees and headed up the track, a well laid route of around  $\frac{3}{4}$  mile to the source. High on Plynlimon mountain with only bedraggled sheep for company and a stiff wet wind, we struggled on. At last, we were there. Handshakes all round (the sheep weren't so keen), photos and then back before the weather turned even worse.

Remounting our steeds we turned away from Severn in search of Wye. Well, why not? A tricky and cold downhill section before we climbed up and over into the Wye valley. Then she was in sight: a decent size already, tumbling happily along. The source is unmarked and up a long trek on the mountain: we had seen enough and took the easy option – follow her down! Joining the A44, smooth tarmac at last, beautiful. An opportune tea stop was spotted where we warmed up before a disappointingly difficult section to Rhyader and our next B&B. 48 miles on the day – but tough ones.

This B&B is highly recommended. We recommend you do NOT stay there! Suffice to say it was smelly and bits were missing. And that was just the landlord!

Thursday and day 4: better weather – it had stopped raining! An interesting route out of town and over a wire and wood suspension footbridge made for an exciting river crossing. Then off road on Route 8 – do Sustrans seriously expect to attract non-cyclists to these routes? Anyway, we enjoyed the challenge, even though AliG resorted to a bit of rambling. We followed the audacious route 8 all the way to Builth Wells and an early lunch at the Corner Café, very nice too. 15 miles completed -felt like 50. (Miles, not years!)

To calls of 'hey sexy' in a sexy Welsh accent from the local girls we thought it best to depart town. Boy, can they run if they want to! A heavy and prolonged shower at a convenient café at an old station on the Wye demanded a halt for tea and cake. And more. Having finished the supplies, the rain relented so we departed, taking care to check the suspension bridge further downstream. Then, for contrast, a stout stone bridge another mile or so further on. All good stuff. A gallop with a tailwind to Hay-on-Wye for an

ice cream, followed by more easy riding to Breadstone and lanes alongside the invisible Wye. We had to cut west to get to Peterchurch and Alastair's caravan, our overnight stop. This necessitated taking in (or rather, on) a road over Stockley Hill that neither of us had done before. I can report that I am unlikely to go that way again! It was a stern test of equipment and legs. AliG was spotted rambling again! The descent was scary, but we both made it intact, so invested in some very fine local Gwatkins cider to celebrate life and success. We slept well that night.

Our fifth and final day on the road. A long hop so an early start, retracing our way back to the Wye but not over THAT hill saw us on the lanes into Hereford. Here we crossed the Wye, now a decent size, on the old railway – a splendid bridge. Breakfast was taken here – but we decided it best to pay. So to Hoarwithy, Ross and Walford. Lunch was identified at Lidbrook, a rather posh place but jolly nice with a friendly and playful hound to entertain. A long haul up the hill to Simmons Yat and an excursion to view the Wye from above and the birds around. Some had feathers.

The railway path to Monmouth was enjoyable as always, then the fabulous main road, not too busy and perfectly surfaced all the way to Tintern where a halt was called for afternoon tea at the old station. The final sprint past the Abbey and up the hill to Chepstow. A quick peek at the castle and last bridge saw us head for the station and a train to Gloucester. 70 miles covered and only a little rain.

Overall we completed the tour with just over 320 miles in 5 days, all very enjoyable: it's nice to have a tour with a theme, and one where you can start and finish from your doorstep. Perfect.

## **Update on the Flint's move to Southern Spain – John Flint**

We'd like to thank all club members for the good wishes received in recent months. Sue and I arrived in Torrox at the end of April and have just about finished unpacking and settling into our Spanish home.

We had been very busy since early last year, revising work and family affairs in order to make this move. We moved to a smaller house in Gloucester (31 Barleycroft Close, Gloucester GL4 6JU – Tel: 01452 411442), where our boys, Gary and Jack now live. It is now Sue's plan to continue part-time with her social work activities in the UK, whilst enjoying extended holidays in Spain as often as possible. I, meantime, intend to establish my holiday activities enterprise on the shores of the Mediterranean, whilst fitting in extended holidays back in the UK!

I will be starting to market Montaña Tours from the start of August and you may be interested to visit my website – [www.montana-tours.co.uk](http://www.montana-tours.co.uk) to see what I am up to! This site will be kept up-to-date with my current contact telephone numbers.

The climate here is superb all the year 'round, with an average of over 8 hours of sunshine daily. There are budget airline flights to Malaga, which is less than an hour's drive from Torrox. From our villa balcony, there are views to the West over the Mediterranean (which is a 10 minute walk away) and to the North, our local mountains, the Sierra Almirajara at 6,000 feet. We live in a residential area, so it is usually quiet and suitable for family holidays and there are also other activities available, such as horse riding, art classes, water sports etc.

We do what we can to accommodate and assist friends who wish to visit us, or the area. Our villa is also available for hire and is detailed on the website. If, however, you are interested in arranging a commercial trip, we can utilise Montaña Tours and offer the organiser discounts of 50% off one holiday for a group of four, or 100% off one holiday for a group of five. Alternatively, the same value can be offered as an over-all group discount.

In closing, I hope that you are all in good health, feeling fit and enjoying your activities. If I don't see you in the South of Spain, I will catch up with you during a visit, or on my return to the UK in a few years time, when I am ready to retire fully!

# The National 100

# Toby Wooldridge

Some while ago, in the early spring when one is enthused with the start of the racing season and all looks good for the coming year, we decided to enter the National 100. As some of you will know and others can guess, a National event is not to be taken lightly. Whilst Ann would waltz her way into any National Ladies' competitions, I, on the other hand, would likely be refused if it were a sell-out. Thus the idea of targeting the 100: it rarely sells out, unless on a fast (read boring) course. The 2008 edition was to be held in Wales – deepest darkest mid Wales to be exact. An enquiry of the organiser confirmed that the course had not a scrap of dual carriageway and was, in his Welsh opinion, a testing course, neither too hilly nor flat. So it was determined in Wooldridge Mansions that we would enter. The die was cast...

Our entry was dispatched by Royal Mail, and evidently delivered successfully as we received a Start Sheet some weeks prior to the day. I use the singular here – just the one start sheet, despite two entries. I objected to this penny-pinching meanness and we requested another copy – one each, you see. Well, we did not get a discount on the entry fee for bulk purchase. Anyway, the second duly arrived. We noted that the event was almost a sell-out! Ex club member Rich Prebble was the seeded rider, last man off as defending champion. For some reason we were the only Gloucester riders – had the others been put off by a tough course?!

Preparations were patchy for me, interrupted by too many days and nights in London in the weeks prior to the event; too much rain on the Wednesday evenings meaning I was disinclined to partake of the club events (OK – that is a very poor excuse: as they say, you only get wet once, and you can only get so wet beyond which it makes no difference). Ann, however, was her usual focused self and ploughed on regardless of meteorological events. For her a mere 100 miles was neither here nor there but would be a handy training ride nevertheless.

And so the weekend arrived. We had booked into The Grange B&B in Brecon for three nights (might as well as make a weekend of it). After working Friday morning and giving a Spin Class at GL1 a bash, we packed the Highway Star with bikes and stuff (why is there so much stuff?) and set off for Wales.

Progress was reasonable to the docks area where we joined a very slow moving jam. The A40 roadworks at Over really are having an impact. Even at 3pm we took almost ¾ of an hour to get to the A40 / A48 roundabout. Beyond that it was plain sailing up the A40, through the forest to Monmouth and the A40 all the way to Brecon to arrive around 5pm.

Having checked in, we rushed out for a 10 mile leg-stretcher – and into some Welsh drizzle as the clouds descended from the hidden Beacons to welcome us. Nevertheless we persevered and checked out the turn at Brecon and the 3 miles of the course at the Brecon end. The surface seemed OK even though it was far from flat.

The start sheet was inspected carefully and on the Saturday we set off for the HQ at Llandoverly for a reconnaissance of the far section of the course. This gave us a useful 40 mile ride – 20 into a stiff headwind, so I put Ann on the front all the way. Well, in the Race Across America she will have to do it all alone! We met CTT man Keith Lawton, who spotted the 'Wolf Spider' vehicle and Pinarello bikes resting in the car park.

Our only technical problem was a lost shoe bolt! Only small, but vital! A call to the local Brecon bike shop solved the problem – a perfectly fitting bolt, their last one.

The course was entirely on the A40, which to be frank is fairly narrow and a little busy. But the surface was excellent. It rolls a little – and in parts was rather more than rolling! But nothing horrendous – at least, not if you are just riding along! And fantastically scenic – affording views of the Brecon Beacons, The Black Mountain, Sennybridge ranges and many beautiful hills and valleys. All very distracting from trying to focus on going fast!

We ate heartily all day and went to bed early in eager anticipation.

The Day: Sunday 20 July.

We arose at the reasonable (!) time of 5.30am, breakfasted and set off to the start, some 30 minutes drive from our Brecon base. The wind was robust and from the traditional direction. Arriving at the HQ at Llandoverly the party was in full swing. We parked up, signed-on and prepared the bikes and ourselves. It's amazing how time flies – soon Ann set off for her start and just got there in time.

She was targeting 18 to 20 miles per hour average; I was looking to complete in around 4 hours and 45 minutes. This was not a course for Personal Best's.

The course had an initial out-and-back 10 mile section along a reasonably level part of the course. Then through the town, crossing the level crossing and avoiding the scheduled train, we tackled the 7.5 mile climb through wooded slopes up to the Sennybridge ranges. A helpful tailwind sped us through Treacastle, down to Sennybridge and onwards to the Brecon turn, an undulating section. 31 miles completed.

Then back to Llandovery – my, the wind made this a hard leg and small gears were utilised. Average speeds dropped. But the descent to town was excellent on a near-perfect surface.

So through town and traffic hold-ups, then the next leg virtually to Camarthen. What a great road: rather narrow but not too busy, with beautiful views of the Taffin valley, castles on the hilltops, climbs and descents, twisting and turning all the time. A predominantly helpful wind made the final 26 mile return leg reasonably fast. Eventually the finish flag was in sight, phew.

My time was confirmed as 4h 45m 08s. This included a couple of minutes off the bike at the half way point in order to replenish refreshments – and I took the opportunity for a comfort break too. Ann however did not stop at all. She completed in her targeted time, achieving an average of 18.5 mph.

The event was won by Kevin Dawson in 3h 44m with Richard Prebble in 2<sup>nd</sup> with 3h 46m.

All in all it was a great weekend out – and despite being somewhat fatigued one has a sense of accomplishing something. Bring on the Welsh 12 – but hold the wind!

## ITEMS FOR SALE

### Pinarello Monviso Racing Bike

49 cm Aluminium Frame/Carbon Forks in Red

Finishing kit - ITM Millenium.

Group set - 9 speed Campagnolo Daytona.

Wheels (replacement) are hand built by Dave Hinde on Chorus hubs

Pedals - Look

Price £350

Contact Debbie Light on Glos 538652 for additional details

Club clothing

contact Toby Wooldridge

| Item  | Price (approx) |
|---|----------------|
| Cycle caps, traditional style   | £4.75          |
| <b>Road Vests</b> - short zip, short sleeves, 3 pockets: S (0) ; M (5) ; L (5) ; XL (6) ; XXL (0)         | £13            |
| <b>Road Vests</b> Long zip- short sleeves, 3 pockets: S (0); M (2); L (1) ; XL (2); XXL (0)               | £15            |
| <b>Training Tops</b> - full length zip, long sleeves, 3 pockets: S (1) ; M (1) ; L (2) ; XL (3) ; XXL (2) | £18            |
| <b>Gillet</b> (mesh back, no pockets) : S (0) ; M (4) ; L (4) ; XL (2) ; XXL (0)                          | £20            |
| <b>Skin-Suit</b> : with rear zip pocket: S (0) ; M (2) ; L (4) ; XL (3) ; XXL (0)                         | £30            |
| <b>Long-sleeve skin-suit</b> ; with rear zip pocket: M (2) ; L (4) ; XL (4)                               | £35            |
| <b>Thermal Top</b> : top quality winter wear: S (0) ; M (2) ; L (6) ; XL (8) ; XXL (2)                    | £33            |
| <b>Shorts</b> - Rudy Project, GCCC on back-panel: S (0) ; M (2) ; L (4) ; XL (3) ; XXL (2)                | £15            |
| <b>Bib-Shorts</b> - Rudy Project, GCCC on back-panel: S (2) ; M (2) ; L (4) ; XL (1) ; XXL (1)            | £18            |
| <b>Bib-3/4</b> - Rudy Project, GCCC on back-panel: S (2) ; M (1) ; L (2) ; XL (1) ; XXL (1)               | £22            |
| <b>Longs</b> - Rudy Project, GCCC on back-panel: SOLD OUT   | £21            |
| <b>Bib-Longs</b> - Rudy Project, GCCC on back-panel: S (0) ; M (1) ; L (2) ; XL (2) ; XXL (1)             | £23            |

# Secretary's Report – Paul 'Theo' Brooks

## May

The meeting opened with a minute's silence in memory of Geoff Howard.

Richard Clements resigned as Secretary for personal reasons and expressed his apology for having to do so. Theo agreed to take over his duties. No new members were elected, though Malcolm Taylor was made an Honorary Member. The membership list was reviewed for overdue subscriptions. The Dinner Secretary indicated that the venue would be the Waterways Museum and confirmed its date as 22<sup>nd</sup> November. The Captain reported on the successful Spring Tour to Knighton and the regular Sunday rides. The Racing Secretary congratulated Rupert Denney for setting a new club Junior 10 mile record, breaking the one set in 1990 by Alastair Scott.

## June

Three new members were elected; David Buckle, Paul Walmsely (associate) and Mark Roddick (rejoining). A letter has been received from Iain Littlely informing the Club that his father Bryan had recently passed away. Bryan was a life member of the Club, who was very active from 1949 to 1955. The Captain reported that May had been wet. He led rides to Huntley, Toddington and Hazelfields. Toby led one to Nailsworth with loads of new ideas. Dave Brown's ride to Lechlade was foiled by rain; only two riders left the square and only the leader made it to coffee. The Social Secretary reported on the freewheeling competition, held as usual at Maisemore. This was won by Toby, followed by Theo, Martyn, Malcolm, Ann and Alastair. Reverse alphabetical order! The Dan Knight ten was cancelled because of bad weather.

## July

Aaron Preece was accepted as a Junior Member. The Captain reported that July started with a visit to the Monkey house, a big ride with a lot of riders out on the club run that reminded us how important it is to nominate a back marker for such big groups. Gordon then led a ride to Nailsworth and Malcolm Grainger took control of a depleted ride to Broadway. The longest day ride took place in wet weather with three riders completing the 100 mile route to the spectacular Uffington White Horse. Turnouts have been variable, from twenty out on the AA to Hazelfields down to only four to Broadway. The Captain continues to lead the Dancey Trophy. The social secretary reported on the braking competition, which he won, followed by Malcolm Taylor and then Martyn Williams

Simon Witts reported on the CCRL road race which enjoyed a full field and a close finish, though the success led to congestion at the hall. Fran Harvey presented a draft of the new Club poster which was well received; a few modifications were requested. Andy Palmer suggested that the Club colours be reviewed; an issue that the committee resolved should be raised at the AGM if he wished to make a proposal

## August

Three new senior members were accepted: Patrick Facey, Nicholas Bradley and Simon Chapman. British Cycling have informed us that their AGM is on 15<sup>th</sup> November in Manchester; any items to be included in the agenda must be advised to them by 1<sup>st</sup> October.

July included rides to Slimbridge, Evesham, Tenbury Wells and Winchcombe; and the AA ride to Tewkesbury. The rides have been well attended and the extra AA rides continue to be popular, worth the extra effort. We've had three new members come out and the new member's letters provided to them were well received. The Social Competition saw a new event – Ali G's Treasure Hunt (see elsewhere in the newsletter) which was won jointly by Ann Wooldridge and Malcolm Taylor, with me third and Toby Wooldridge fourth.

It was agreed to modify the route of the Three Cities in view of the continuing A40 roadworks. Toby has received 180 entries so far for the British Time Trial Championships to be held on September 7<sup>th</sup>. In Darren Jewells' absence the Open 10 held on U47 was discussed. It took place in excellent conditions and was enjoyed by those taking part. One rider was disqualified for going off course and another's cheque had bounced! Toby is liaising with the Highways Authority after West DC received a complaint from them over signage, but it was unclear to which event it referred.

Simon Yule has been looking into coaching and encouraging kids to ride through the "Go Ride" standard, a British Cycling initiative about bike handling skills. He is looking to see if he can work with schools to start getting more kids involved with cycling. After some discussion it was suggested he contact Malcolm & Pat Prince for advice and that it might be advantageous to all if we could join forces with them.

# Treasure Hunt – Alastair Goldie

This treasure hunt featured as one of the summer events in the social competition, on 15 July 2008. This makes for a leisurely and interesting tour of our Cathedral City. Answers are on page...

Make your way to the Southgate Street entrance to the Docks and cycle through the Docks passing the Mariners Church on your left and on to the North Warehouse.

1 When was the Atlas Bell launched?

Carry on past the crane, cross over the lock bridge and go up the left of the Antiques Centre. Turn right and go over the footbridge following the signs "Highnam" scenic route. Immediately after going under the SW bypass bridge turn sharp right (watch out for mud on path) and follow cycle path (on pavement) to Castlemeads switching station.

2 There is a notice which says Castlemeads 132/\*\*\*\* S/S, what letters do the asterisks represent?

Carry on and turn left off SW Bypass to cycle under it. Follow path under second low bridge and then cross the Severn by the cycle/footbridge to come out at Westgate Park by Riverside Leisure Centre. Follow path along pavement to traffic lights and cross St Oswald's road into Priory Gardens.

3 Who built St Oswald's Priory?

Continue through Priory Gardens and go into St Mary's Square to Bishop Hooper's statue.

4 When was he burnt at the stake?

Proceed through St Mary's Gate and turn left through arch into Millers Green. Keep going straight until you come out into Pitt Street where turn right and cycle to the mural by Sainsburys.

5 How many nipples does the pig have?

Turn round and cycle down Hare Lane/Park St through the traffic lights at Gouda Way, under the railway and on into Kingsholm Road to the rugby ground.

6 Between what times can you buy tickets on a Wednesday?

Carry on north on Kingsholm Road turning right into Denmark Road. Turn right into London Road and stop at Hillfield Gardens.

7 At the remains of the Church of St Mary Magdalene, rest garden; when was the Nave pulled down?

Make your way to Kings Square Post Office

8 When was the oldest peal of bells in Boston, USA, cast?

Go along the Oxbode and left into Northgate St.

9 At Greys Coffee House, when was Lady Jane Grey proclaimed Queen?

Cross the cross and into Southgate Street, turn left into Marylone and go right to the end.

10 When was Addison's Folly built?

Return now to Café René.

## Answers below

|    |                                     |
|----|-------------------------------------|
| 1  | 1812                                |
| 2  | 33KV                                |
| 3  | Aethelred, Earl of Mercia in 900 AD |
| 4  | 9 Feb 1555                          |
| 5  | 5                                   |
| 6  | 9.00 to 5.00pm                      |
| 7  | 1861                                |
| 8  | 1774                                |
| 9  | 10 7 1553                           |
| 10 | 1864                                |