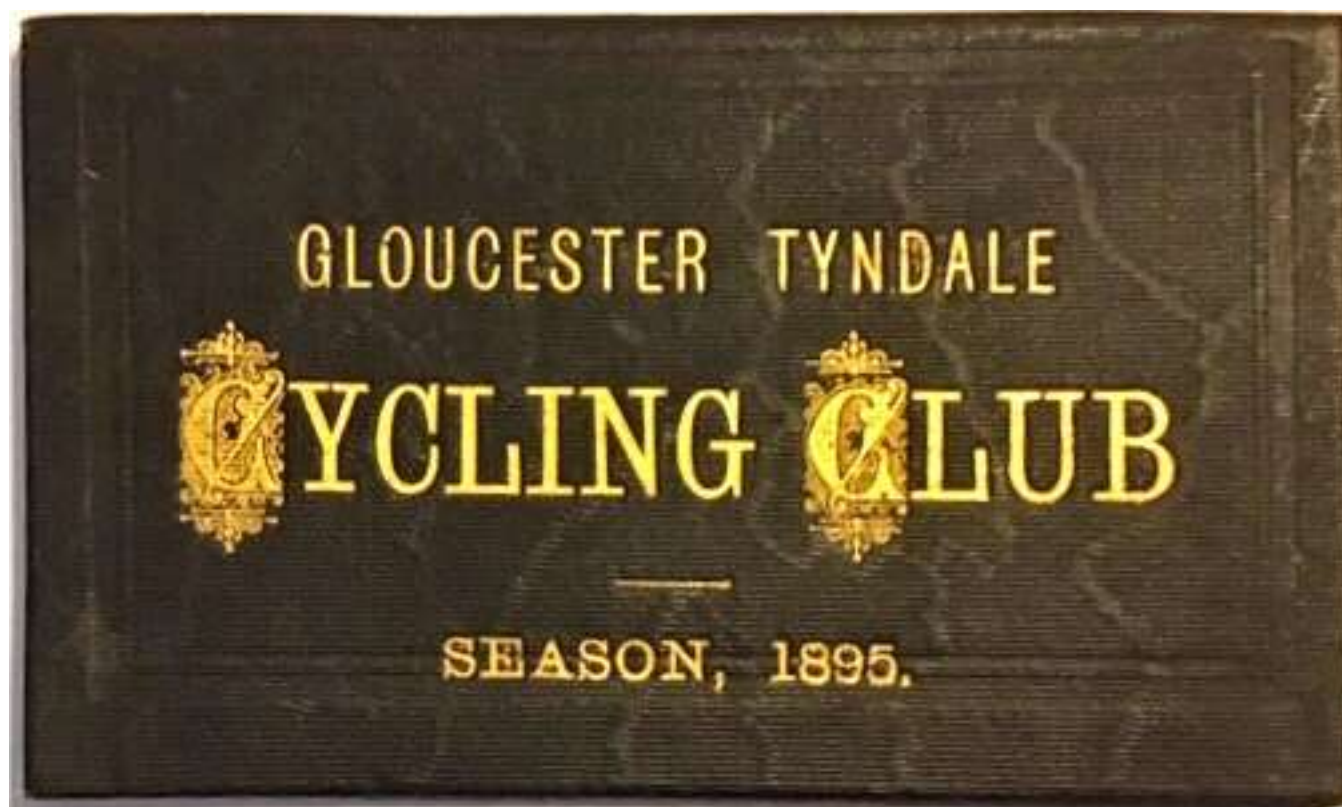


GLOUCESTER CITY CYCLING CLUB



AUTUMN 2019

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SPOKESPIECE

Autumn, September 2019

The Newsletter of the Gloucester City Cycling Club



See all the latest information on our website :-

www.glosccitycc.co.uk

Editor :- Malcolm Taylor

Contributions for the next issue please to

Spokespiece@gmail.com

By January 15th



It's plain sailing for our Club members at Clencher's Mill

EDITORIAL

A fresh look to this month's cover, which features the Club's first handbook from 1895, recently found in his attic by Ted Tedaldi . Ted denies that it is his copy, rather suggesting that it belonged to Felix C. Oehl, and that it was handed down either through the Club comedian, Jimmy Burnett, or it's respected former President, Reg Newman. Either way its run list shows both how much and how little has changed in the following 124 years. You can compare them for yourself on page 14.

As the season winds down its time to start thinking about the AGM and the Annual Dinner & Prize Presentation. We have features on both, as well as coverage of some of our members' summer riding.

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Cycling in Cyprus 2019

In May 2019 four Club members Alastair, Colin, Mark and Toby flew off to Paphos on the west coast of Cyprus for a week's fixed base touring of Cyprus.

After the ease of hiring bikes in Mallorca I am now convinced that hiring bikes at the location was much better than all the hassle of preparing one's own bike for air travel. Three of us opted to hire, but Toby decided to take his Airnimal, a folding bike that fits neatly in its own box and just looks like a piece of luggage. It weighs 21.1 kgs and since the Jet2 baggage allowance was 22 kgs he distributed his clothes to his fellow travellers, but since we were all within the luggage limits all was well.

The Cyprus flight took nearly 5 hours but is mostly over European scenery, so good views were seen especially on the return. Prior to our departure I had been monitoring the temperatures and rainfall in Cyprus. It was not encouraging, plenty of rain and cool temperatures. This was confirmed by Paul, who hired us our bikes. There had been much rain and landslips were abundant. Fortunately for us the weather changed, and we had virtually wall to wall

No sooner than we had checked into the hotel (Mayfair Gardens, to be recommended) than Paul turned up with our bikes; Canyon carbon frames with Shimano 105 fittings. The bikes were adjusted to our sizes and Toby assembled his Airnimal so that we were ready for our first ride the following day.

Our destinations were Mesana and Nata in the mountains to the east of Paphos. Our hotel was in the centre of Paphos which meant an 8 Kilometre ride to get out of the town. We did this ride most days but hardly took the same way each time. There were some very good cycle paths but when they there were no dropped kerb at junctions so we hardly used them, instead cycling on main roads, which weren't busy. The surfaces were usually very good and the traffic considerate.

As soon as we left the main road, we were on very quiet well surfaced mountain roads with a steady gradients of 7-9% .

The scenery was hilly as opposed to mountainous, there were no dramatic peaks but after all the rain there had been, there was plenty of greenery, vine



sunshine with temperature in the mid-20s. All the landslips had been cleared except one, of which more later.

yards, olives and orange groves. There was also an abundance of wildflowers making for good viewing as we struggled up the hills.



The views looking back were stunning, with the hills and the blue Mediterranean. We did not pass through any villages until we reached Mesana where a cafe was just opening. The man we met could not speak any English (this was generally the case in the mountains) but his wife had some. We were then introduced to Cyprus coffee, is a small espresso taken with sugar and accompanied by iced water. It turned out to be a very enjoyable drink that we grew to crave each day. We were made very welcome by a cuddly kitten here; Cyprus cafés seem to be inhabited by cats.

We carried on up and down the mountains. The signposting is in Greek and sometimes English but

even in English we had difficulty reconciling where we were on the map. Colin had entered the routes we were taking into Komoot. This proved to be an excellent navigation tool that ensured never got lost. We had expected to find more bars and cafes but they were few and often closed, though when we did find one for lunch the food was really good. I never realised how tasty mousakka was.

The return journey was downhill and then 8 Kms into Paphos and against the prevailing westerly wind but with a perfectly formed Gloucester City chain gang we reached the hotel in no time. We did 47.53 miles and climbed 3976 feet.



The next day we decided to have a quieter day and travelled north out of Paphos passing Coral Bay, a beautiful bay with azure blue sea and a white beach. We didn't stop there; instead carried on to Agios Georgious where we encountered some sea caves and a wrecked ship much lived in by pigeons.

Day three was an exploration to the Avakas Gorge further west of Paphos. We passed the beautiful Coral Bay again and kept on going until the road turned into a lane, then a track, and then we had to walk. We padlocked the bikes together and set off on foot only after five minutes to discover that Colin



It was then a climb to Kathikas (487m) on an almost straight road. The gradient was over 10% in places and averaged 9%. The straight road made the climb really hard as you could see that the top was a long way off. Like all climbs, the consolation was in the views and then the descent, which was long and good, with nice bends, good surfaces and little traffic except near a quarry at the bottom.

Another enjoyable meal was taken at Polis where a Brit advised us against our planned route back via Skoulli as it was very busy. We thanked him for his advice but carried on regardless. There was very little traffic and although we had to climb the same height, a strong tail wind and windy roads made it a good climb, especially when we stopped half way up for ice cream at Skoulli. From the top at Kathikas it was downhill all the way to the hotel.

On the outskirts of Paphos we would stop at traffic lights but when they changed to green, all we did was release the brakes – joy! Mileage 55 and 5310 feet of climbing, much higher and harder than we intended.

had lost the padlock key. We retraced the route scanning the ground for a shiny key but no luck – instead Colin found the key still in the lock. Colin bought the beer that night!

The Gorge is about a mile long and rises to 98 feet above and 13 feet at its narrowest. It was a change from cycling despite getting our feet wet. As expected, the mileage for that day was 35 and height 1993 feet.

Day four was an adventurous tour to Pissouri. We started off going east out of Paphos and ventured into the posh Aphrodite Hills Resort with its very expensive houses. Here the roads were excellent but as we left the resort the road turned to a stony, dusty rutted track. This was no obstacle for Gloucester City as we knew it would only be for about two miles, but on lightweight carbon fibre road bikes it was tricky cycling.

The track joined up at a junction with a beautiful surface and tall pine trees offering cooling shade to hot and dusty cyclists. It was just before lunch that we had our only mechanical when Toby's chain



Avakas Gorge

broke, but he was able to fix it and we were soon back on the bikes. We found a very good restaurant In Pissouri and once again dined well. Instead of a siesta (it was hot) we enjoyed a lovely descent down to the beach. It looked lovely but alas the beach was stony though that did not stop us paddling. A well-deserved ice cream was had by all.

We started our return but Toby, feeling adventurous, suggested we took the old road up and over the hills. We endured two miles of an awful surface, including scree for which we had to dismount. When we got to where the road should have gone under the motorway, there was no tunnel or bridge. We had no option but to turn back and retrace that awful track. When we did eventually reach the proper road, it was only to find it closed. Google maps had indicated a closed road, but we thought it was the motorway. We had no choice but to ignore the closed signs and carry on. This meant a magnificent descent on a smooth surface. The road closure was where the road had been washed away by the rain, but there was enough room for cars and bikes to safely get past. We were then to encounter the rock of Aphrodite, reputed to be the Goddess Aphrodite's birthplace.

The myths surrounding the rock and Aphrodite are much more interesting than the rock. After all it is just





a large rock about the size of a house surrounded by a beautiful pebble beach. It would have been good to have lingered longer but we were now behind schedule and had to press on into the ever present west wind. Mileage 53 and height 4013 feet.

For the penultimate day we chose some culture and armed with a street map explored Paphos and its catacombs, churches, mosaics and an amphitheatre. The ruins were classical columns and the mosaics were beautiful, not unlike the ones at Chedworth

but many, many, more. Some were covered with roofs and walkways but others were out in the open air having survived since the 3rd and 4th century. We can recommend Paphos Archaeological Park, should you ever visit Cyprus. We were joined by Toby, who had been exploring by bike and again we enjoyed a gastronomic lunch and . We wandered down to the sea for a refreshing swim, the water was lovely.

For the last day we were to ride to see Mt. Olympus in the Trodos Mountains. I'd wanted to climb it but



Aphrodite's Rock

it was really too far. Instead we cycled up and down the mountains to Agios Ikolaus which provided a good view of the Mountain.

We thought the return would be all downhill but as we were doing a great loop we had to climb even higher to get over another range. We were in amongst the wind turbines, their blades revolving gracefully against a stunning blue sky, which I find

beautiful and mesmerising. We did eventually start the descent, which went on for what seemed like forever. Mileage 65 height 5440 feet.

No sooner had we arrived at the hotel than Paul was there to collect the bikes. They had handled magnificently on some extreme roads and although dusty had encountered no damage.

Our election for half board at the hotel had meant there was always something for everyone to eat and no decisions about which restaurant to eat at. We usually had several courses accompanied by beer as the house wine was not very great. The standard of the food was very high, though we missed having cheese to round the meal off.

Alastair Goldie



The 128th Annual Dinner & Prize Presentation

This year's Annual Dinner and Presentation evening will see in the menu below a vegetarian option is will be held at Brickhampton Court Golf Complex, available. Please make your selection in sufficient Staverton. Our special guest speaker this year is time for the Dinner Secretary to finalise details with Lady Caroline Elwes, from Colesbourne Park. The the caterers, and absolutely **before 31st October**. meal will be on Saturday 16th November 2019, The Committee has set the same price as last year, commencing at 6.00 p.m., with food being served £20 for seniors and £10 for juniors, to ensure the at 7.00., and will be followed by an abbreviated evening is as affordable as possible. The bar will be prize presentation and the usual Raffle. serving a choice of beers or alternative beverages and there is a comprehensive wine list.

The three course Dinner will include coffee. As you

The Colesbourne estate lies in the beautiful setting of the Churn valley. John Elwes, son of the celebrated miser, purchased the estate in 1789 and added land was to make a total of 6,000 acres. The estate now comprises 2,500 acres including four farms, 900 acres of forestry and most of the village. The lake near the house was created in 1922 to provide hydro-electric power. It's wonderful blue colour is believed to be caused by the colloidal clay in the water.

Sir Henry Elwes farmed most of the estate during the '70s and '80s. He takes a particular interest in forestry and the Arboretum planted by great-grandfather and, with his wife Carolyn, in developing the snowdrop collection, open to visitors for the first time in 1997. He became the Lord-Lieutenant of Gloucestershire, in 1992, retiring in 2010.

Lady Elwes (Carolyn) was encouraged by her cousin to take an interest in snowdrops. The collection developed rapidly under her care and she discovered several fine varieties.

Menu

STARTER

Roasted Red pepper & tomato soup
Duck terrine, ginger & plum chutney(GFA)
Goats cheese bon bons, toast beetroot salad

MAIN COURSE

Roast rib of beef, Yorkshire pudding , braised red cabbage ,
beef jus (GFA)
Salmon en crouete , hollandaise sauce (GFA)
Moroccan vegetables and chickpea stew , spiced dumplings (V)

All served with roasted potatoes & winter vegetables

DESSERTS

Lemon posset with crushed amaretto biscuits
Apple & blackberry pie, vanilla custard, ice cream or cream.

Cheeseboard with tea or coffee and mints

If you wish to attend then please use the form supplied or the web site to advise choice of food and numbers as soon as you can and certainly before the 31st October.

Return it to the Dinner Secretary, Marie Cook, either by mail or by email at

gccc.dinner@gmail.com

Payment should be paid directly into the Gloucester City Cycling Club bank account.

Sort code 09-01-55

Account number 58455182

Please quote "Dinner and your Surname", in the reference.

MEMBERSHIP MATTERS

1st October approaches, and no I don't mean 31st October! With its approach comes our AGM, so some matters relating to membership might benefit from a timely airing. A proposed change to Section 5 of our Constitution is to be presented by our General Committee, so please watch out for it when you receive the Agenda.

Back in the day when a printed list of members and their contacts was circulated to all members, the full listing of less than 120 members covered a side and a half of A4 paper: foolscap had seen its day in the twentieth century. Since then a few of the members who joined at about that time and soon after now sit on our General Committee. They are among a total membership of more than twice that I quote above.

Printed lists are no longer circulated. Both the ever changing personal details and the huge growth in member numbers from 2012 made its administration impractical, not to mention Data Protection. In May 2018, GDPR made any thoughts of a return to some centralised accessible source outside the law.

Three years ago our General Secretary breathed a sigh of relief when the post of Membership Secretary was created and the author became the first volunteer incumbent. In years prior to this change the steady growth of the club had made the General Secretary's job disproportionately centred on membership. The continued member increase seems to have justified that division of labour.

However, with the benefits of growth came the increase in administrative work. When we had fewer members the collection of subscriptions and other incidental payments was manageable, though chasing up and collecting overdue payments became an increased headache. As the membership doubled that headache became unmanageable and demanded an updated strategy for the two main administrators: the Treasurer and the Membership Secretary.

We believe that changes that the General Committee has unanimously supported will resolve matters. These will be put to the AGM for approval.

In short the changes are:-

- (i) to have a single date by which all subs must be paid: 31st December.
- (ii) failure to pay by this date would require that former member must re-apply, as no reminders will be sent to lapsed members.
- (iii) payment by other than Standing Order (in November, ideally) or online transfer incurs £5 supplement to fee.

Malcolm Grainger
Membership Secretary



Ted Tedaldi reports that his ride with Geraint Thomas has given him several personal best times. He categorically denies any suggestion that mechanical doping was involved.

Annual General Meeting

The Club's Annual General Meeting will be held in the Gala Club, Fairmile Gardens, Gloucester, GL2 9EB, on October 1st at 7:30pm. Every member will receive a formal Agenda and all are encouraged to attend.

The meeting will cover the normal formal business, but this year we have some significant vacancies in the Committee to fill:

General Secretary Jon David's personal circumstances have made it impractical for him to continue and we need a new General Secretary. Although this is a key role in the Committee it is significantly less onerous than it used to be, with membership and clothing administration now being handled by others. Today the role involves preparing the agenda and minutes of Committee and General Meetings, and acting as the main point of contact for Club correspondence.

Coach The Club is without a coach. An ideal candidate would have a coaching certificate but since many riders today organise their own coaching this is less important than hitherto. What we need is an enthusiasm for the Club's success and ability to lead in coordinating tactics and entries for races, and group training activities such as the chain gang.

Press Secretary In the past the main responsibility was writing up activities and results for the local press. In today's world the range of publicity options is much wider. We seek a media savvy candidate who can engage a new generation of riders with the Club.

Trophy Engraving After several years of managing the engraving of winners' names on the trophy Derek Dowdeswell has indicated that he is ready to pass the responsibility on. This role is quiet for most of the year but quite busy between the AGM, after which all the winners are known, and the Prize Presentation dinner for which it a vital role.

Dinner Secretary Having successfully managed several of the Club's Annual Dinners Marie Cook has decided that it is time for her to be able enjoy one without the responsibility for its success.

Other members of the Committee who have expressed their willingness to stand again include the President Malcolm Taylor, Treasurer Alastair Goldie, Membership Secretary Malcom Grainger, Captain Toby Wooldridge, and Racing Secretary Tony Lake.

The Committee have made a proposal to change to the membership rules, as detailed by Malcolm Grainger on page 10. The Committee also recommend the creation of the formal position of Clothing Secretary. Both need to be approved by the meeting if they are to go into effect. If you want to propose any Constitutional change note that items for inclusion on the Agenda must be in the General Secretary's hands at least 21 clear days before the Meeting. Send your proposals by email to gcccsec@gmail.com The existing Constitution can be reviewed at any time on the Club's web site under the *Members* tab.

Finally, and not to be forgotten, members attending will also be voting for the Clubman of the Year, for the best foreign and UK tours, and for outstanding achievement in time trial and mass start events.



Don't forget that our Captain and his good lady are always ready to welcome you to Peppers in Bull Lane, which specialises in good home cooked food using locally sourced ingredients, wherever possible.

Secure cycle parking and early evening live music every other Friday complement the food offering.

Check the website for details.

www.Peppers-cafe.co.uk

Three Castles, Two Pories, One Black Mountain

In 1118 Walter de Lacy founded an Augustinian priory on the ruins of the chapel of St. David. The monks quickly tired of its irregular weather and the worsening relationship between the Welsh and the English and fled to Gloucester where in 1136 they established Llanthony Secunda Priory, which eventually succeeded Llanthony Prima in importance. Llanthony Secunda having recently been rescued by the Landmark Trust the City Club commemorated the event by modifying its annual Black Mountains ride to celebrate the link between the two priories.



At Llanthony Secunda priory

Five riders set off from the Square, all but the ride leader perplexed by the route down Southgate. All was revealed at the Priory photo opportunity (above) after which they sped out along the Newent Road, enjoying the light traffic an early start had afforded. Once past the motorway (and a load of potatoes spilt across the carriageway) they enjoyed a clear run to Hereford where the Captain took his leave.

The onward route took us through Skylon Park, named in memory of the centrepiece of the Great Exhibition of 1951 and which had been made in Hereford, and on by quiet B roads to Hay. We passed the bookshop of recently deceased Richard Booth, father of Hay's reinvention as a centre of books, and joined the Treasurer in the Granary for breakfast. After rejecting his first breakfast as incorrect, the Membership Secretary was well into his second one before the President had even been served but finally all were satisfied and, bidons replenished for the hottest August bank Holiday weekend on record, we hit the road.

Eschewing the signposted route up to the Gospel Pass a quiet-

er option through Llanigon was favoured. Favoured at first, anyway, but its steep pitches and high temperature soon forced dismounts from those who had enjoyed the heartier meals a few minutes earlier.



Thirty degrees of Celsius, and almost as many of gradient!

The descent was considerably easier and enjoyed by all. We passed through Capel y Ffin, noting its church, according to the Victorian diarist Rev. Francis Kilvert, squatting like "a stout grey owl among its seven black yews" and paused for some shade and rehydration at Llanthony's Half Moon Inn. After remounting, refreshed we took in our objective, Llanthony Prima, where another photo opportunity was seized, then continued down the valley past the contorted church of St. Martin in Cwmyoy to Llanvihangel Crucorney.

Having visited our priories, and as our Treasurer left us for his caravan, thoughts turned towards the castles. The last time our ride leader had visited Grosmont it was participating in the Abergavenny Cycle Festival Weekend. The village had been buzzing with cyclists, spectating and participating in a road race. There was also a fête in the Castle grounds at which much needed food had been found. This year was a complete contrast as we rolled past the Castle and down the empty High Street to cross Tresenny Brook, just above its confluence with the River Monnow, which here becomes the Welsh/English border. Staying in Wales we stopped at Part y Seal for a very civilised cream tea.



A very civilised cream tea

Onwards to castle number two, Skenfrith, then over the river Monnow we rode into England.

Time was marching on and our legs were tiring but we pressed on to Goodrich for a third castle, crossing the Wye at Kerne Bridge. Familiar roads meant that everyone knew their way from here and by mutual consent the group split to make their own way home.

A review of the day's statistics showed a total of fifteen climbs, the biggest of which was of course Gospel Pass (445m in 8km), and a total elevation gain of 2250m over 178km. The mercury hit 30°C on the climb, which surely makes this the hottest ever crossing of the Black Mountains by the Club. Alas, the only off road section we encountered was the unmetalled driveway at Part-y-Seal but at least we can report that it was successfully traversed without mishap.

Malcolm Taylor

On the right is the group at Llanthony Prima, with Loxidge Tump and Offa's Dyke path behind. The Membership Secretary apologised for his absence, having over shot its entrance!

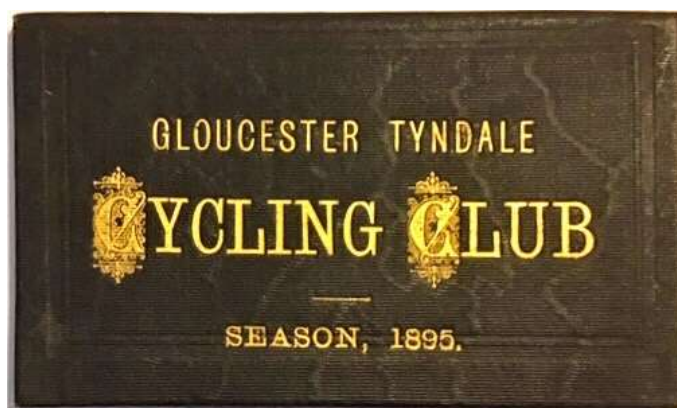


Cycling infrastructure in the County is patchy at best and though we there has been a big improvement in the tow path alongside the Sharpness ship canal there are still many problematic areas.

What can be really annoying is to find money being spent on completely inappropriate "solutions". For example how many of you have used this cycle path (and how many of you know where it is)?

If you have examples or suggestions to offer then the Club can at least communicate them to the Council in hope of doing better next time so please email them to :

Spokespiece@gmail.com



It is amazing what you can find when your other half suggests you clear out some drawers. This is one of many items of Club history that turned up and it highlights how much (and how little) has changed in 124 years.

To commence, take a quick look over the rules of the Club run:

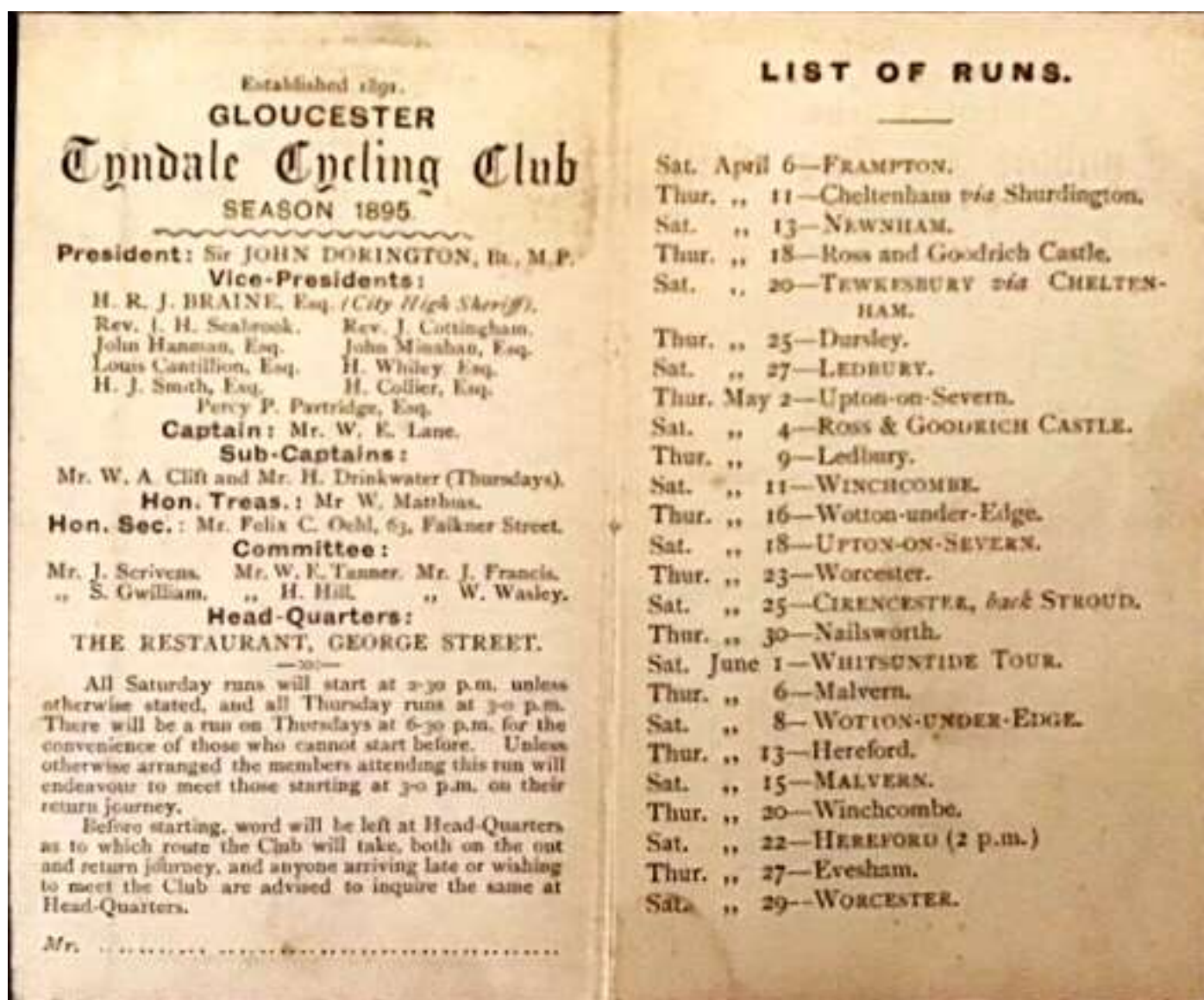
Saturday Club runs will leave at 2.30pm,. This was to allow those working on a Saturday morning enough time to clean up and make it to the start.

Thursday Club runs started at 3.00pm, reflecting the half day closing then customary and rather later than the informal Thursday rides some members enjoy today . For those working a full day there was another ride at 6:30pm which would attempt to meet the three o'clock starters en route, which must have been trickier in the days before mobile phones. The riders always left from the Club's H.Q., The Restaurant in George Street. Sunday being Church day there was no Sunday run.

Unless you had purchased your Club badge (2 shillings and 6 pence or 12½p) you could not attend Club runs. Many of the rules are still in force today but one that has lapsed is rule 14 which states that all members shall be ready to start back at a given time, failing this a fine of 3d (1p).

Club runs started on the first Saturday in April and finished on the last Saturday in September.

Remembering that his calendar was for 1895, not 2019, it is striking how many familiar destinations it features with some such as Hereford and Worcester



being on the margins of what we consider today for a Club ride starting at 9 a.m., never mind one that begins at three in the afternoon!

Saturday runs commenced April 6th to Frampton, the 13th we make our way to Newnham to build us up for Tewkesbury via Cheltenham, the final April run to Ledbury. May advertises Ross and Goodrich Castle, Upton upon Severn closing the month with Cirencester, home via Stroud.

June saw the Whitsuntide Tour, further runs to Malvern, Worcester and Hereford. Rides to Bristol, Monmouth with an interclub with Newport CC. This vein continues throughout the season.

The Thursday runs had very similar destinations to the Saturdays'. The Thursday run of July 18th was to an undisclosed destination but featured a picnic. Ladies Invited! In recent years our President has led a ride themed around the Tour de France on this, the third Thursday of July, but it is striking to recall that in 1895 the Tour de France did not even exist.

A tradition that has lapsed, though one that might be of use to recall, is agreed signals: to slacken speed, whistle once, to all close up, whistle twice and to halt a continuous whistle.

Ted Tedaldi

Some mechanical thinking

The cycling business is always coming up with new ways to part us from our money. Some of us are wise to it—we have one member still riding the bike he used on an Alpine tour in 1964—but many still succumb to temptation. One such innovation is the 1x drivetrain, promoted as the answer to life, the universe, and everything or at least, I think that's the reason for the 42 tooth cassette!

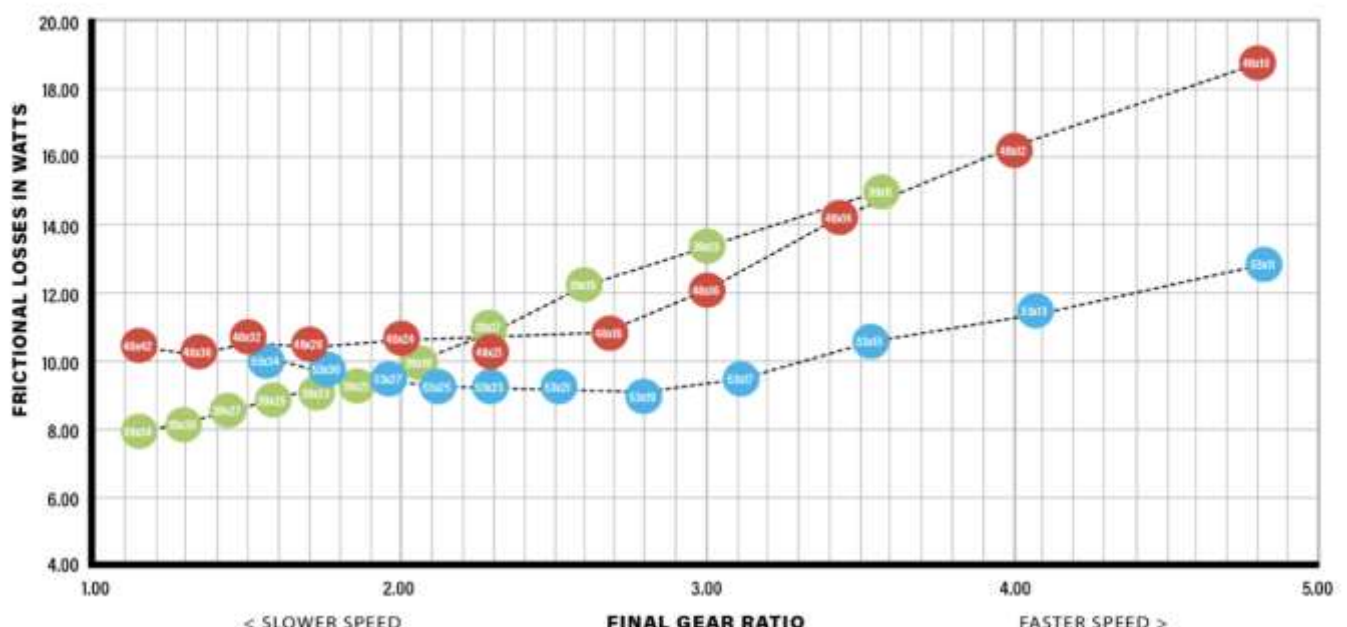
There are various opinions on the range of gears that 1x makes available, and on the acceptability of their relatively wide spacing, but this research (for

which I am indebted to *VeloNews*) is food for thought. It compares SRAM's 1x (in orange) with a Shimano drive train using the 53 ring (blue) or 38 (green) across a range of ratios, and their frictional losses. The 2x drivetrain is a clear winner across the board, saving as much as 6 watts. It also confirms that cross chaining in a 2x system is a bad thing to do. These results show the frictional cost of a poor chain line and the benefit of using larger chain wheels, which bend the chain links less.

Malcolm Taylor

Figure 1: 1X vs. 2X drivetrain efficiency results

With the gear ratios in our test, a 2X drivetrain is more efficient.



The highest point in the Cotswolds?

Weather not being conducive to going out, I spent some time looking on the map. I had always assumed that the trig-point on Cleeve Hill was its highest point (317m), but there is another near the aerals at 330m. There is a spot height near Birdlip Reservoir at 303m, which I would suggest makes the Slad Road (B4070) the highest through road in the Cotswolds (i.e. ignoring the dead-end road to the Cleeve Hill aerals).

The trig point near the top of the descent to Dursley appears to be the highest point in the Kingscote area at 248m, as compared with the main road at the top of Bushcombe Lane (239m).

For reference Worcester Beacon (Malvern) is 425m. I cannot see a spot height anywhere near the Wytch Cutting, and there are too many contours to accurately estimate the height. Malvern Hills Hotel is 236m.

May Hill is 296m, with a spot height of 218m on the lane on its SW flank. On the road in Ruardean at 290m there is a trig point, which I imagine makes it the highest road in the Forest.

Ian Wareing

IN MEMORIAM ROGER CLAYTON 1939-2019



Roger Clayton, born 18th November 1939, cycled off peacefully August 21st 2019.

Roger joined the Club in 1965 and was for many years a stalwart of the Club runs. He owned several bicycles including a Hetchins, a Bob Jackson, and a grocery delivery bicycle. Roger would always ride just off the back of the group, was always good company and enjoyed himself. Distance was no object, he made several crossings of the Black Mountains. Roger made a brief attempt at racing and although he completed several rides in The Three Cities Tourist Competition, racing was not for him.

Roger was always just a little different and it was not until the funeral that we learned Roger, in his teens, suffered from an illness that meant he had to learn to walk again. Roger's determination gave him the strength to run a local provisions shop at Tirley. He would turn out in all weathers to keep his customers happy.

We, Marie, Mike, Gerry, Roy, Keith and Ted, were made very welcome by the family. They were sure that Roger would have been proud of the Club. The final touching tribute, the spray of flowers was in Gloucester City Colours, White, Claret and Gold.