

GLOUCESTER CITY CYCLING CLUB



WINTER 2020

SPONSORED BY



SPOKESPIECE

Winter, January 2020

The Newsletter of the Gloucester City Cycling Club



Get the latest information on our website :-

www.glosccitycc.co.uk

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Contributions for the next issue please to

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By May 15th



Sometimes it's just better to walk

EDITORIAL

I write this in the middle of an unusually warm and wet winter. Is this global warming? I certainly hope its not a sign of things to come, for I love to get the mountain bike out on a clear frosty morning and hear the crunching of the frozen ground under my tyres. The upside of course is that road riders haven't had to face the risk of black ice, which in previous winters has been the cause of many falls. The wet roads have also prompted some ingenuity in mudguard development and extension, to the benefit of following riders.

However, spring will soon be upon us and with it will come the racing season. This year we have reviewed our open events and decided not to hold our Open 10 mile TT, since it has had few entries in recent years. On the other hand, we have two interclub time trial events scheduled with Cheltenham & County, as well as a full program of mid week events and two Open 25's. We will also host the ever popular Steve Taylor Memorial RR , despite the increasingly onerous requirements of safely managing it on open roads.

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The Wonderful World of Wadworths: Club Autumn Tour 2019

The early Autumn tour for 2019 was switched to Devizes, due to our original selection of Bridgenorth being fully booked: the World Bog Snorkling Championships had snatched the same venue on the same weekend. Outrageous.

No matter, Plan B was hatched and we stuck with the slightly early weekend of 20 to 22nd September. What a good decision that was, for the four following weekends turning out to be mighty wet. Blessed we were, which was some compensation for the debacle of the 2018 edition to wet Wells. Refer to Spokespiece Winter edition for details.

However, the tour attracted only five riders plus an additional member for the Saturday outing. No matter, a perfect group formed at the Square bang on 7.30am. Dry, sunny and with a most promising outlook.

The Captain had bagged the lead out, with a cunningly flat route to coffee at Malmesbury and the Summer Cafe. True, there was a short climb at Avening, but that was pretty much it. Prior to that, we exited Gloucester to the south through the Kingsway maze. This included the industrial estate which proved, not surprisingly, to be quite bustling. The road to Haresfield was bliss by comparison, a much under-utilised route. Then to Stonehouse, Ebley and onto the old railway route to Nailsworth which proved a little bumpy. Once atop the Cotswolds, ever so easily, we cruised along, pitching our way along lesser used roads aside from the Tetbury area, to pop out alongside the Avon, a decent stream at this point, in town. A jig here and there and we crossed it again, on a route that took us up and behind the Abbey. The Captain received some uncalled for abuse from an urchin, with mother in tow. Something about lacking headgear – very observant, I give the brat that. Anyway, the climb was conquered and was a new one for all involved. Our steeds secured at the butter market structure we dived into the Summer Cafe – grabbing the last available table. Phew. To the entertainment of the blue rinse set all around us scrumptious breakfast was consumed. It made us feel quite young!



Dalmatian style US mailbox at Dauntsey

Not wishing to waste the sunshine, departure called and off we set to cross the Avon for the final time. It was onto the time trialists stomping ground, for those of us who partook of the Hardrider series over the years. The climb to Startley, which caused the writer to lose many seconds on the races up this climb, seemed easy, relatively. If speed is not the main objective, it would be! A cunning circular diversion at Dauntsey to view the Dalmatian style decorated US mailbox caused confusion, with some realising what had taken place when we returned after three miles or so, to about 100 yards from where we had been. All the signs seemed to suggest Malmesbury was still only four miles away, after a good hour in the saddle. This is the way the Wooldridge rides!

Proceeding to Foxham, but spurning the pub, we had our first significant climb: a double hill, as when you thought it was all over, a second hill came into view. George was over keen and had to be called back from ascending the wrong part of the hill. Eventually we made Hilmarton (see, there really was a hill) for lunch at the village pub. Which was closed for lunch and perhaps even longer. Plan B was implemented, on to Compton Bassett where the pub was very much 'in business'. Good beer and expensive peanuts.

As the crow would fly, it was only eight miles to Devizes, our destination. The ride leader insisted on a more round-about route, making for another twenty five or so. We ended up south and west of the target, and secured town by way of the final climb, and arguably the most scenic and challenging: after 75 miles, we had the towpath alongside the many locks on the canal to town. A fine sight and a good climb.



Caen Hill Locks

The hotel / pub located, Wadworth's "The Castle", afforded a warm welcome and good bike parking, and proved generally acceptable all round; if you overlook the rather poor selection of ales on offer. It was our first taste of the local beer, of which there seemed a plentiful supply, not matched by demand.

The evening meal was taken at a nearby Indian restaurant, and very good it was. There followed a fruitless but interesting investigation of town for a hostelry that served something, anything, but Waddies. No such thing. We reviewed at least eight pubs – nothing but the big W. Remarkable. Thanks must now go to Maz, who with great Google skills identified a pub not far away that suggested choice: The British Lion. We sought out this haven – it was indeed heaven. No ‘W’ beers here the landlord proudly confirmed, but plenty of ales and Black Rat cider. Yes, heaven indeed. Suitably watered, we promised to return on the morrow.

Saturday—Alastair to the fore

Another perfect day for cycling. With Alastair our leader for the day, we knew it was going to be entertaining. Exiting town to the west we descended the way we had entered : the canal towpath and locks. Care was needed amongst the exercising dogs and their ageing owners. Safely down the hill we struck south and east, keeping the ridge leading to Salisbury Plain on our right flank. The British Army (we assumed) were in full flow, expending much weaponry. Each blast, very audible, make Alastair quiver at the cost to the country. I reminded him he was no longer paying much in taxes, which soothed



him. Anyway, the plentiful red flags and activity meant we did not venture to this part of the Plain. Our leader was confused at Chirton, and again at Broad Street: but it mattered not, the day being sunny and warm. Near North Newnton we mingled with an Audax contingent, and confused them, too. At last Upavon was gained, where a ‘coffee’ halt was sought. Sadly, only a shop selling poor substitute was available. However it proved a good point to refill the depleted water bottles and continue south towards Salisbury. The lane to the east of the Avon was a delight, passing through villages well stocked with flint and thatch buildings. Then a good long but gentle climb to Everleigh, passing numerous Tank crossings – sadly, no tanks. Collingbourne Ducis was the next point of interest, overtaken as we were dawdling, by a GB racing girl. Last seen running as fast as we could cycle up a hill – fair play.

Shortly after that incident we peaked at 227m, followed by a wicked descent to Wilton and its very fine windmill – a Goldie ‘must see’ moment. It was quite spectacular, with a full set of wind catchers. The Roman road, just a short stretch, soon had the complainers complaining – a little rough, but it did save four miles to the lunch destination at Crofton: the Crofton Beam Engines. Splendid. The food was good, too. It has to be said the approach was not for the faint hearted, involving a hazardous crossing on a lock gate over the Kennet and Avon canal. How George remained dry will forever remain a mystery.



Good enough for the Romans, with a windmill on the horizon

Gathering ourselves after the feast, the route was complicated by numerous twists and turns on pleasant lanes with a helpful back-wind. Eastcourt, Stibb Green, Wootton Rivers, New Mill, and Littleworth were navigated with commanding success. Pewsey was gained, where we just missed the town carnival and its closed roads so progress was not unduly impacted. Criss-crossing the railway and canal, more settlements were traversed until we came upon, quite suddenly, the edge of our stage town. We opted for the towpath, a little challenging to get to, and a touch narrow in places, but far nicer than the adjacent A361. By skilful judgement, some may say lucky, our exit from the canal meant we popped out by our hotel – but all opted for a well-earned refreshment or two in the garden of our favoured hostelry, the British Lion.

Dinner was taken in an Italian restaurant, which served the food only after a long, long wait.

Sunday – The Return. Colin in charge

The weather-watchers had predicted a marked turn for the worse on Sunday, and they were right. Following a good breakfast and review of the predictions for precipitation, we set off at 9.15am. By 9.17am the rain arrived; ‘cape up’ was the call. We had managed a few yards at least, more than the previous year’s start! Into the downpour we set off, waving goodbye to Maz, warm and dry in her 4-wheeled machine. It was deemed time to ‘crack on’, so the A361 westbound and down, then another main road, quiet, to Melksham and Corsham. Colin’s Garmin did well in the conditions, until some confusion

near Biddestone where with signal intermittent and rain interfering, a little time was lost. The terrain was beautiful, despite the precipitation. However, the long and narrow descent to Ford demanded great attention and control of machines. Ali G. and the Captain were first down, and after a prolonged wait for the others and fearing a spill, we returned part way back up. We were relieved to find our ride leader effecting a repair to a deflation and in doing so earning another point towards Bruce's Bonus! Once re-inflated, the route was down, steeply up and up again to join a BOAT – a common feature in Wiltshire. The President would have been proud, for sure (*Pity I missed it—Editor*). Fortunately the rain was on the wane, the surface reasonably well drained and flat, and it afforded a good view into the valley on our left shoulder. More delightful lanes followed, the sun making brief appearances gave us hope. Tormarton, then Dodington Ash and a jolly interesting (meaning, a bit hairy) descent to Doddington and we were off the Cotswold escarpment and in the low lands. The conurbation of Yate (or were we in Chipping Sodbury, I never can tell) caused more confusion, but eventually we unravelled our position and located the Vintage Bird Cage cafe for lashings of coffee and cakes. Time to get the extremities warm.

However, delay we could not: time was pushing on, so North we went, mainly dry and mainly wind-assisted. A delight. The B road from Rangeworthy to Cromhall took no effort at all. It was a bit lumpy-bumpy after that. Now onto familiar roads, we routed to Saul and The Ship for refreshments before the final leg home. Before setting off our George had a quick nap of course, as is traditional!



All in all, it proved a splendid weekend away. I recommend Devizes as a stage town: a nice feel, interesting architecture and at least one good pub! The countryside all around is quite superb for cycling, with plenty of –off-road options to take advantage of, too. We covered a little over 200 miles on the three days – always a good target for a tour.

Mission accomplished.

Toby Wooldridge, Captain



Touring in double quick time

I was sat in a bar with Iain Holmes one night, and after the beer had been flowing, he suggested a “fast” cycle tour. All thoughts that Iain was much stronger than me were suppressed by the beer, so I said that I would be keen. Over the following week or so, Iain pushed on with the plans and gathered a few more victims.

At 1:30 on the Friday afternoon, the team (Nigel, Derek and Huw, a rider from Cheltenham & County CC and mountain bikes with Iain & I) assembled on the Haw Bridge for our first day’s ride, to Kimbolton. Even on the climb out from the Haw Bridge, it was clear that Iain and Nigel were going to be our strong riders, with the other three happy to sit on a wheel whenever we could. We left Gloucestershire and passed through Worcestershire into Herefordshire at the top of the wholly unnecessary ascent of the Hollybush.

Derek managed to have a “phantom” puncture, causing us all to stop and point out that his tyre was fully inflated. I broke my chain somewhere before Much Marcle, initiating a lengthy discussion about whether to stop at the Cider Mill before going up the hill. Being the sensible member of the group, I suggested that the pub in Woolhope at the top of the hill was a better idea. This logic was accepted, but when the pub was closed, I was in trouble. However, we were made very welcome at The Half Moon in Mordiford. We bypassed Hereford to the East and arrived at a great B&B in Kimbolton (56 miles, 3,555’ @14.8mph).

Derek was ill during the night, and for anyone else, a light breakfast would have been the obvious choice. However, Derek’s skills with a breakfast are legendary, and the Full English was dispatched with gusto.



Saturday had a forecast of a fresh Southerly that would swing round to the west later, which couldn’t have been better for us, as we set off on lanes into Shropshire and the monster that is Clee Hill (road tops out at 381m). After coffee in Bridgenorth, the heavens opened for about twenty minutes, but that was the only significant rain of the trip. The steep drop into the Ironbridge gorge was interesting on wet roads, but luckily it was uneventful, and we stopped for the customary photos on and around the bridge.





Heading down the Severn, we put off the steep climb out of the gorge for a few miles, but it was inevitable in the end. Nigel started fretting about his lunch, so with the aid of Google, a pub was found just off route, where piped music was of an era that made three of the group remember their mis-spent youth, leaving the others bemused.



Staffordshire was reached, which meant the climb onto Cannock Chase, followed by the fast drop into the Trent Valley and on to the National Memorial Arboretum. It was around this point that my legs really rebelled, and the peloton was forced to wait at the top of even the slightest incline. We were surprised by a “Welcome to Leicestershire” sign to add to our counties, before entering Warwickshire and to reach our hotel. A visit to the local curry house end the day (103 miles, 5860', 14.6mph).

Sunday dawned bright, but the group was slow to get moving. We didn't roll out very early and every incline had us in our granny gears. We crossed many busy roads on our cross country route. At one crossing, I reported to the group “Hang on, Huw didn't make it!” before realising that this could be misinterpreted: the intended meaning was that he

had waited for the traffic! Eventually, we reached Meriden, where we glad for the excuse of the cyclists' war memorial to stop on the Green.



After Meriden, a flat route along the bottom of the Cotswold edge was taken. Nigel decided to really push the pace in the hope of watching the criterium in Cheltenham. Having sat at the back all the way, I decided to “do my turn” from Toddington to Greet, with the intention of pulling off and being left to die. However, Iain saw this as an opportunity to watch me suffer, and refused to leave a body on the side of the road. We made it for the last few laps of the crit. 78 miles, 3,200' @ 15mph.



Apologies to those who laboured through this article expecting some loquacious details of the evening exploits, but as they say “What happens on tour, stays on tour”. Besides, the mind may have been willing, but the body was shattered. Although it had been tough, it had been a very enjoyable weekend. Now the pain in my legs has subsided, I think we must do it again sometime.

Ian Wareing, Vice Captain

The best times of 2019...

As the late Bruce Forsyth used to say, "Let's have a look at the old scoreboard" and thanks to the efforts of the Club Handicapper, Neville Lockwood, here it is: the list of best performances in the Club's evening time trials in 2019:

Gloucester City C.C. "25"	U72
Best Rides	2019

	Name		Time	Date
1	Toledo	Carlo	00.59.08	July 17 th
2	Errington	Pete	01.00.38	Apr 20 th
3	Shipton	Andrew	01.00.44	Aug 7 th
4	Butler	Tim	01.01.15	July 17 th
5	Hill	Mathew	01.02.20	Aug 7 th
6	Douglas	Vincent	01.03.09	Sept 29 th
7	Dowdeswell	Derek	01.03.56	July 17 th
8	Lake	Anthony	01.04.17	Aug 7 th
9	Jones	Nigel	01.04.38	Aug 7 th
10	McGrath	Rab	01.05.48	June 26 th
11	McGarr	Gerry	01.06.00	July 17 th
12	Witts	Simon	01.06.06	July 17 th
13	Dammond	Oliver	01.09.07	June 26 th
14	McGilvray	Jamie	01.09.23	July 17 th
15	Charles	Ali	01.11.18	July 17 th
16	Smith	Louise	01.20.52	June 26 th

	Guest Riders		Time	Date
1	Wintle	Jordon	00.58.39	July 17 th
2	Mayer	Wayne	00.59.03	Aug 7 th
3	Wilkins	Olly	00.59.32	June 12 th
4	Wilson	Graham	01.01.22	June 12 th
5	Rickards	Gary	01.02.28	June 12 th
6	Stroud	Daryl	01.04.43	Aug 7 th
7	Grosveenor	Tara	01.05.04	June 26 th
8	Hardy	Alistair	01.07.50	June 12 th
9	Collins	Mike	01.07.56	June 26 th
10	Roderick	Mark	01.11.04	Aug 7 th

Gloucester City C.C. "10"

UC713

Best Rides

2019

	Name		Time	Date
1	Butler	Tim	23.11	Aug 21 st
2	Toledo	Carlo	23.19	July 24 th
3	Errington	Pete	23.49	April 24 th
4	Dammone	Oliver	24.10	July 24 th
5	Jones	Nigel	24.11	Aug 21 st
6	Hill	Matthew	24.14	Aug 21 st
7	Witts	Simon	24.20	June 19 th
8	Rowley	Adrian	24.23	July 24 th
9	Douglas	Vincent	24.28	Aug 21 st
10	Dowdeswell	Derek	24.42	Aug 14 th
11	Lake	Anthony	24.47	July 24 th
12	Kellow	Peter	24.48	July 10 th
13	McGarr	Gerry	24.49	Apl 17 th
14	Scott	Paul	25.46	July 10 th
15	Reeves	James	26.11	Apl 17 th
16	Udall	Chris	26.36	June 19 th
17	Charles	Alison	27.01	July 24 th
18	Pearce	Adrian	27.46	June 19 th
19	Stevens	Matt	28.36	April 24 th
20	Smith	Louise	28.57	Aug 21 st
21	Pearce	Abigail	35.41	Apl 10 th

	Guest Riders		Time	Date
1	Kay	Alastair	22.07	Aug 14 th
2	Rickards	Gary	23.39	Aug 21 st
3	Price	Neil	24.37	July 10 th
4	Nield	David	24.52	April 17 th
5	Grosvenor	Tara	25.14	April 10 th
6	Mayer	Wayne	25.32	April 10 th
7	Harvey	Stuart	25.50	Aug 14 th
8	Cole	Ian	25.55	April 17 th
9	Millard	Steve	26.17	April 24 th
10	Dempsey	Brendan	26.28	Aug 21 st
11	Flynn	Matt	27.01	July 24 th
12	Roderick	Mark	27.03	Aug 21 st
13	Roderick	Sam	28.00	Aug 21 st
14	Pugh	Neil	29.04	July 10 th

The 128th Annual Dinner & Prize Presentation



The Club's 128th Annual Prizegiving and Dinner was held at Brickhampton. Over sixty members and guests were graced by the presence of Lady Carolyn Elwas, who had prepared for the event by reading [Bicycles and Blancmange](#). After a hearty three course meal Adrian Pearce entertained us with a slide show that attempted to answer the five questions on every cyclists' mind. Eating on the bike, even on a turbo trainer, was shown to limit the range of culinary options available. The problems of crisps and soup were particularly well argued.

Adrian introduced Lady Carolyn who spoke about snowdrops. Although cycling is considered a slow means of transport she argued that we ride too fast to properly appreciate roadside flora. Perhaps now that we know snowdrops can fetch over a thousand pounds on eBay there will be more interest! She presented the many prizes, taking great interest in the origin of each, before drawing the first winning raffle ticket. There were many prizes, though fewer winners. Some seemed to have drawn most of the lucky numbers - the President had five (!) winning tickets, though he passed on the chance of taking five prizes. The evening finished as it usually does with conversation and congratulations before we dispersed to our homes. The Dinner Secretary had done us proud again.

The day after came too soon, and nine o'clock seemed early for the start. Nonetheless a good number of club members showed up at the Square, unlike the sun, which stayed hidden behind mist and thick clouds all day. A B category ride set off through some unfamiliar city roads. Did the ride leader hope that the week's heavy rain had created an impromptu ford on Tredworth Road? Reservoir Road was, despite its name, dry and took the group toward the hills. Speculation was rife as to the route to be taken, especially as the leader was on a fixed

wheel bike. Those afraid of missing out on climbing went straight on and up to Whiteshill before tackling Selsey Hill and finally, as if that were not enough, Stoa's Hill. Their reward was to arrive late at the cafe and find themselves last to be served.

Those who hoped he had chosen the low road at Five Mile House in Brookthorpe were disappointed - he took the little used Styles Lane to tackle Horsepools and Scottsuar Hills. After regrouping at the summit we passed through Randwick Woods, where some welcome new planting was evident, and Randwick itself. Alas, those with freewheels took off down the hill and away from the intended route. A diversion over the level crossing at Ebley was needed to get back on track. A final twist before taking a familiar route through the Stanleys, Frocester, and Coaley was a turn into Ryeford Road North. Were we to take the muddy and unsurfaced tow path? No, we were not, and sighs of relief abounded. Arriving a little ahead of plan, and feeling that the damp air of the Severn Valley had chilled us all, we took the opportunity of a final challenge, climbing to Cam Peak before plunging into Dursley to dine at The Bank.

Afterwards a straightforward run was to the Beacon Inn in Haresfield, avoiding mud and flood west of the Bristol Road. Most stopped there for lunch but the ride leader pressed on to undertake what has become a regular progress check on a path being constructed through Hunts Grove. It is a beautiful path, the golden colour of its stone resembling the yellow brick road, but is as yet closed at both ends. We look forward to its eventual opening to provide as a way of avoiding the busy Cross Keys junction.

The Racers' Prize Presentation

GERRY McGARR

The Club B.A.R. Time Trial Champion – The Judd Trophy

Fastest 100 – The AG Faers Memorial Cup

Fastest 50 – The Halford Cup

Bronze Achievement Medal for 3 Cities Aero Bike 3hr 51m 53s

JOHN MURPHY

The Club B.A.R. Time Trial Champion – Runner Up 18.628 mph

The WG Gray Veterans Standard Trophy +1hr 30m 04s

CARLO TOLEDO

The Club Short Distance B.A.R. Time Trial Champion 27.482 mph

Fastest 25 – The Limbrick Cup 52m 55s ('A' Standard Medal)

Fastest Club event 25 (Wednesday Events) – The Ewart Smith Trophy 59m 08s

The Pete Read Memorial Trophy 5.809

Fastest 10 21m 44s ('A' Standard Medal)

CEBAR Vets Age Group Trophy 2019: 50-59 24.81 mph

ALISON (ALI) CHARLES

Ladies Short Distance B.A.R. – Prestbury Cancer Committee Perpetual Trophy 23.573mph

Fastest Ladies 10 The Pat Appleton Memorial Trophy 24m 56s

CEBAR Lady Trophy 2019: 21.48 mph

LOUISE SMITH

The Boakes and Lew Morris Trophy

JAMES FAWBERT

The Club Road Race Champion – The Idris David Trophy

The Prestbury Cancer Centenary Trophy

Racer of the Year

DAN KELLY

The Roadman's Hill Climb – Ed Unsworth Trophy 7m 16s (11.56mph)

PETE ERRINGTON The TG Hall Handicap Cup 65m 21s

LEONARDO GALOFRE The Three Cities Roadman's Shield 3hr 56m 58s (Silver Achievement Medal)

MATT HILL The Paul Barnard Trophy

TIM BUTLER

The Boakes Shield for the Three Cities Reliability Ride 3hr 40m 16s

The Dan Knight Trophy

CEBAR Vets Age Group Trophy 2019: 40-49 25.02 mph

NIGEL JONES

CEBAR Vets Age Group Trophy 2019: 60-69 23.77 mph

The Club Members' Trophy Presentation

IAN WAREING

The TG Hall Clubman Trophy

NEVILLE LOCKWOOD

The Dancey Trophy (88 points)

COLIN EDMONDS

The Gibb Shield (107 points)

Bruce's Bonus (4 punctures)

SIMON COOK

The Jim Burnett Trophy

ALASTAIR GOLDIE

The Gouda Trophy (Cyprus Tour, Spokespiece Autumn 2019)

MALCOLM GRAINGER

The McLeod Trophy (Wells Tour, Spokespiece Winter 2019)

You can find details of all the Club's Trophies, what they are awarded for, and their winners in this and previous years, at <https://www.glosccitycc.co.uk/trophies-year-by-year/>

And since you've just seen a link to the web site, perhaps it is a good moment to give some tips on the site's functionality.

For our events, racing and otherwise, the organiser's names are live links which take you to any contact details they've agreed to share. Useful if you need to request an early start time for an evening time trial, or to check on a Club run's destination or route. It also lists any future events for which they are responsible, useful for followers if they like a particular leader's choice of routes and for leaders so that they can see when they are next on call. They can then download the event to their personal calendar using either the +GOOGLE CALENDAR or +ICAL EXPORT buttons.

On the subject of destinations, scrolling down an event will show a map of the venue. For a race this will be the start or the HQ, for Club runs, of course, this is King's Square. To check on the race's course, follow the link to [Course Details](#). For a Club ride destination the café name is usually a live link to their web site. If you want more information check the [Café and Pub Stops](#) link under Club Rides. Here you can search for a town name, sort the list on any column and for some of the destinations download a typical route, useful for ride leaders and any one who gets separated from the group en route. You'll also find a map reference, which in some cases (more every week) is a live link to the Ordnance Survey map.

Club rides are graded for ease/difficulty and these grades are listed as "Event Tags" in the ride details. Clicking on these grades will take you to a list of similarly graded events. If instead you click on the event Category you will see a filtered calendar showing such events. This is also useful for competitors in the season long time trial competitions, since CEBAR and Dan Knight are also categories. Be aware that if there are no matches in the current month you'll get a "No Matching Events..." message. Switch to another month using the >> arrows or search for a particular month by clicking on "EVENTS IN".

If you have any comments or suggestions for improvement, please do let me know and I'll see what I can do.

Malcolm Taylor, Web Site Manager

Then and now

Last year the Audax Club Parisien held their Queen event, the Paris Brest Paris randoneée, held every four years. This, the 19th, took me back forty years, to 1979, when “only” 1881 entered, of whom 1573 finished. I was one of them, one of the 49 Britons to do so. Perhaps fortunately, I don’t have a finish line picture but if I had I think it I’d look much more tired than the dashing young figure in Reading CC colours, illustrated at the Montesson start with Harry Kimberley of Penn CC and Lawrie Harrison of Harrow CC. Note the saddle bag, full of warm clothes and my overnight food supplement, Bara Brith cake. Lawrie and I went on to ride the Flèche Velocio from Paris to Carpentras the following year, with the late Les Lowe and Steve Nicholas, but that is a story for another day.



The 2019 event was a good deal more popular, indeed I believe entry is now restricted. Over five hundred Britons from an overall international entry of almost seven thousand completed the event. Nowadays the City is frequently represented in Audax events by Richard Clements and Les Stephens. Given how traffic volumes have increased over the forty year period, with event organizers avoiding A roads in favour of quieter (and hillier) ones to compensate, I have to take my hat off to them both for the rides they accomplished last year.

The absence of helmets in the PBP picture is striking. Back then no one wore them, except as race regulations required in which case the “bunch of bananas” modelled by our own Mike Thomas, below, was de rigeur. Mike was photographed riding the Eroica (See Spokespiece Winter 2019) and has become the poster boy for this July’s Velo Retro in Ulverston, surpassing his own previous success as an advertising image for Buxton mineral Water in 2016!

Malcolm Taylor



Money Saving Tips

Cycling isn't supposed to be an expensive hobby, but sometimes the temptation of those faster carbon wheels or that upgraded chainset, perhaps even that bigger cassette, can get too much. Fear not, here are some canny ways to save money on maintaining your new purchase, and indeed yourself:

Chamois cream can be an expensive option, with many costing over £10 for 100 ml. Cream to prevent nappy rash is a good substitute but, alas, little cheaper (though of course if you have some in the house anyway..). I'm told, though I haven't tried it, that the most economic option is udder cream, a used for dairy cows. You can get 2.5 litres for only £21. Should you have more modest demands than 200 ml will cost you about £4.

Also in the way of personal protection, **Safety Glasses** are available for as little as £2 or £3 and even the most style conscious rider should be able to find something in the Bollé range for a tenner or so. Our older readers might enjoy the bifocal options some manufacturers offer, so that they can read their Garmin head units or just the café menu!

Also, on the subject of self care, its worth comparing the ingredients of **Energy Bars** with those of fig rolls:

A single PowerBar Energize bar (£1.50) contains 36g of carbs (21g of which are sugars), 2.6g of protein and 2.8g of fat. Three McVitie's Fig Rolls is little different with 37.2g of carbs (18.9g of which are sugars), 2.4g of protein and 4.5g of fat but costs only a few pence. You can get a whole packet of a dozen for the price of that Energy bar.

Similar savings **on Energy Drinks** are possible. One method is to add 500ml of orange juice to 500ml of water, add half a teaspoon of table salt and... that's it. This drink gives you 235kcal of energy and 52g of carbs. You should get change from 30p for a half litre. After your ride you might like a **Recovery Drink** (no, not beer). Drink chocolate milk. A good recovery drink should have a carbohydrate: protein ratio of 3:1 or 4:1 and Yazoo Chocolate Milk (for example) gives you 36.4g of carbs, 13.2g of protein and 260kcal of energy for about £1. If you want to stick with a pint of beer, its carbohydrates (about 25gm) are obtained from grain, which is considered a complex (good) carbohydrate, and the calorie count of 4% ale is about 200 kCal. It will cost more though!

These are very similar values to those of a recovery drink from a sports nutrition brand. You probably wouldn't want to survive on the stuff but chocolate milk does the job after a tough ride.

For the bike, at this time of year you'll be regularly cleaning your chain (wont you?). There are citrus based **Chain Cleaners** work well, but for value for money you can't beat paraffin. The downside is that as a petroleum product you have to be careful how you dispose of it, but on the other hand it can be reused several times. The brake discs may pick up some grease when you relubricate the chain so **Clean your disc brakes** with propanol. You can buy it for around a fiver a litre and use it to get oil and grease of your brakes. Be very careful with it though, as it is highly flammable and can cause serious eye irritation. Unlike Ethyl Alcohol, its not to be consumed, either.

You might chose to save on a bike computer by using your phone's GPS and one of the many apps available for mapping and ride logging. If you do, don't bother with a fancy and expensive **Phone Wallet**, just use a Ziploc bag. If you are really desperate to save money they are available free at any good airport security check! The same trick works for carrying your money, too.

And finally, if you like the look of Rapha **Clothing** but are put off by the price tag then you can Impress your fellow riders by fashioning a white armband out of a crepe bandage. Alternatively, just ask Ken for some of the Club's excellent kit!

Thanks are due to the road.cc web site for some of the ideas in this article

Some Club Rides this season

January—Stroud

Inspired by the New Year, a large crowd met in King's Square. The B ride was advertised as particularly hilly, and few riders opted for it. However, it was a great, well matched group, that searched out steep pitches. On Leckhampton Hill, they were overtaken by a runner! Hartley Lane and Bubbs Hill were followed by the very steep Edgeworth climb.

The Upper Lock Cafe hosted everyone with great coffee and a huge slab of Carrot cake.

Three riders thought Stroud was close enough to home that roads weren't necessary, and set off on a gravel bike, a cyclocross bike, and a mountain bike. The President took them out of town, following Sud Brook to Upton St Leonards for the challenge of Watery Lane. Despite the range of machines none proved capable of a clean ascent. A brief tarmac respite to the Beacon's Golf course was welcome, before singletrack through the woods. A drop to Holcombe Farm, then up to and along Sevenleaze Lane where more singletrack took them to Edge Common and through Stockend and Standish woods. A fast descent to the canal, which was followed to Wallbridge.

After coffee, the Tyndale section struck out along the valley road for the Beacon Inn, but the gluttons for off road punishment turned right (and up) in Ebley to gain 150 m elevation in no time (well, more honestly, no distance) and cross Robbers Road on the way to Haresfield Beacon and the Lane down, dropping 200m to reach the welcoming Beacon Inn.

December-Highleadon

The 'Fancy Dress' ride saw a reasonable turnout: some in seasonal attire, some in smart dress code, and some in proper Fancy Dress. It was a cold and wet ride, with gradually improving conditions. Natalie won the fancy dress prize, in a onesy tiger costume. Having been passed by four tractors on Over Causeway we thought there must be something going on and sure enough at Colways Farm we saw them congregating. Before we'd reached Tirley we saw a further thirteen and a half tractors heading for the meet, some sounding their horns in greeting.

At Forthampton the hitherto light rain, which had already seen many riders cape up, turned the volume up to eleven. Our ride leader (bravely risking a mutiny) turned north, away from the cafe, leaving four mutineers to take a shorter route via Corse Lawn. Their decision proved to be a hasty one as the rain passed, to be

replaced with bright sunshine, enough to get mostly dry by coffee time.

Meanwhile, the AA ride took it easy up Woolridge Hill, and down to Ashleworth. A timely deflation for Abi P on her retro Peugeot allowed the group to don waterproofs as Mr P immersed the faulty tube in a particularly muddy puddle. Turning to the west we had the full benefit of cold rain needles, really quite painful. Still, the group pressed on to cross the fast flowing river Leadon and along to Hooks Lane. Here the Pearces fled, sensibly, directly to the appointed coffee stop at Trioscope, which was warm and accommodating.

The weather took a turn for the better, so a return leg was to Gloucester via Staunton, Ashleworth, and Hartpury.

November-Ledbury

Three rides set off from the Square on a cold and clear Remembrance Day morning. The sport riders headed for the Vale of Evesham. With two planned crossings of the Avon they'd obviously recovered their confidence after the problematic flooded roads recently encountered! Club A and B category rides headed into the north wind for Ledbury and Trumpet respectively. The Treasurer had nine followers for his route through Maisemore and Highleadon, with only one flooded road encountered. There was excitement at Redmarley with one, two, three, no, more, emergency service vehicles hurtling up and down the lanes, their "blues and twos" in action. We found out later that there had been a fatal "hit and Run" incident.

A meandering route from Bromsberrow took us past the homes of the Dymock poets and, after stopping for a one minute's silent tribute at the stroke of eleven, on to the Nest at Trumpet, whose sausage rolls proved as good as their Scotch Eggs.

As usual, after refreshments, riders went their various ways. One group of four followed the Three Cities route to Dymock, keen to return home for the Remembrance Parade, or the European Cyclo Cross Championship. Whichever it was, a sense of urgency and sheer weight of traffic made for some quick bit and bit until, weary of the traffic, they turned again into the lanes to pass through Dymock Wood and Oxenhall. Ed's enthusiasm for the hills provided the President with some unexpected interval training and he was surprised after the ride to be told by his GPS computer that he would need 31 hours to recover. Still, he thought, it was worth it to be out on such a nice day after all the wet ones we have suffered lately.

IN MEMORIAM—JIM TINGLE 1930-2019

Jim joined the Gloucester City in 1971. He was from Ross on Wye originally but moved to London with his job as an instructor in the prison service, where he taught carpentry to the inmates of Wandsworth prison.

He began cycling in the early fifties during the time of the N.C.U. / B.L.R.C. rivalries. While in London he rode for Actonia CC, competing in Track cycling and hill climbs. When Jim and his family returned to Gloucester he joined the City and took on the development of the Club's younger riders.

He organised the circuit training at the club room and bought a set of weights so that three times a week through the winter he would put us through the wringer in his front room!

Jim urged the Club to affiliate to the Cardiff track league at Maindy Stadium and on spring Sunday afternoons there could be as many as sixteen City riders whizzing around that track.

Through his service contacts he was able to hold training sessions on a circuit inside the perimeter of RAF Quedgeley. Here he helped to hone the skills of Chris Ransome, who went on to win the White Hope Sprint at Herne Hill, and Andy Llewellyn who went on to ride for G.B. in the Peace Race. Sadly in later years and with his health deteriorating Jim drifted away from the City Club but he still retained an interest in cycling.

A few years ago, his son Kevin passed away and now Jim too has gone, aged 89. He died on the 22nd of August, 2019 leaving his wife Joan, daughter Karen, grandchildren and great grandchildren.

Roy Hook