

# GLOUCESTER CITY CYCLING CLUB



**SPRING 2021**



# SPOKESPIECE

Spring 2021

## The Newsletter of the Gloucester City Cycling Club



Get the latest information on our website :-

**[www.glosccitycc.co.uk](http://www.glosccitycc.co.uk)**

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**Contributions for the next issue please to**

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**By September 11h**



The wettest May on record: At least Derek is still smiling!

Cover picture: Roger Whittle racing on U7B in the Dursley RC 10

## EDITORIAL

Well better late than never, I hope, as this issue has been delayed by a month. The delay reflects the Club having been in lockdowns till May 17th.

In this, the Club's 130th year, its good to see that most activities are almost back to normal. Time trialing is up and running now that we have a contactless procedure and a full schedule of club runs is lined up for the summer. Unfortunately, road races are still too difficult for us to hold in a Covid safe manner. We also take the good opportunity to reminisce the pre pandemic conditions of years ago. I hope you enjoy this issue and look forward to your contributions for the next.

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# A Cotswold Gravel Adventure

What is it with gravel bikes? Is it just the industry trying to invent another bike that you need? They came from America, where they lack the paved lanes that we have in the UK, and so the options there are paved main roads with fast and heavy traffic, or unpaved forest trails. However, in the UK, do they make sense? I went out in the Cotswolds to try to find out.

A study of the OS map and some previous knowledge enabled me to plot a route to Notgrove and back using a combination of lanes, byways and bridleways. Armed with this route, I set off up the familiar, but always painful Ham Hill.

My first “sector” was one that I knew, 1.5 miles from Syreford up to the top of the hill outside Brockhampton. It was really enjoyable, and probably easier cycling than lane through Brockhampton village.



Feeling encouraged, I pushed on, seeking my second sector, but was confronted by a locked gate & no signage, so I adjusted my plan and stayed on the road. A successful third sector of 2 miles, during which a deer ran across my path put me in a good mood for my well-deserved coffee and cake at Notgrove.



After coffee, I was immediately into the sector 3 – a beautiful tree-lined avenue taking me to Cold Aston. However, the next sector from Cold Aston to the Fosse Way ended in a steep muddy track, that I confess to walking up. The trouble with picking routes off the OS map is you have no clue as to the

surface, and how ride-able it will be.

After Northleach, I diverted to Chedworth to check on the farm shop and can report that there was no sign of activity. A sad victim of the COVID lockdowns, and a refreshment stop that I shall certainly miss.



Two good sectors and an unrideable one (at least for me), put me back on familiar lanes through Caudle Green and on to home. I arrived with lots of mud and tired legs, having had a very enjoyable day out. I did have a [Sivakov-like incident](#) with a tree on one bridleway, but otherwise, all dismounts were planned.

I question whether you need a gravel bike. After all, the professionals do Flanders on a racing bike with 27mm tyres. As far as I can tell, reasonably sturdy wheels, and bigger tyres are really all that is required. I am sure that the Lynskeys, (popular with tourists in the club), and many other non-racing machines, could easily be used for a gravel ride. In general, the surfaces were not much worse than Down Hatherley Lane.

I really enjoyed myself. You do see more countryside, and it made a change from the familiar lanes in that area. Local knowledge helps, and you need be prepared to encounter impassable sections. This may mean walking. You will also cover ground at a lower speed. On a hilly ride on the lanes to Notgrove, I would expect to average about 16mph, while on this gravel ride, I managed only 12mph, and it certainly felt like the same level of exertion. It is also more weather dependent, in that some paths may become too muddy in the autumn.

My conclusion is that you should get out and give it a go. Don't be over-ambitious in your plans, and seek advice on which byways are rideable. There are several members of the club who ride off road and could help and one way to contact them is through the “Off-Road Options” group in the Club Team App. Feel free to use it to check whether anyone has knowledge of a particular sector.

Another technique you can use when route planning in either Strava or Ride with GPS is to select the heat map option, available to paying subscribers. The brightness of a route indicates its popularity and it's a fair bet that if it isn't very bright its not very rideable. In the screen shot below you can see how much more popular the North-South road route through Salperton is than the East West bridleway. Good luck, and remember its not always as muddy as the picture on page 2!

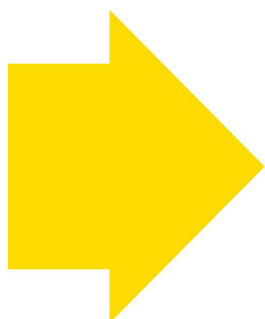
Ian Wareing



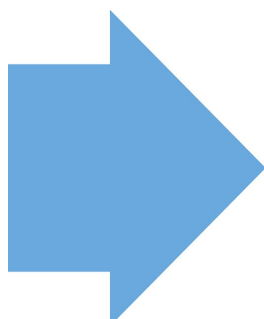
If you go exploring, don't forget the country code: be prepared to give way to walkers and horse riders and do let them know you are approaching if coming from behind.

Public rights of way are indicated by coloured arrows, as below. Note that cyclists may use all but the yellow ones, which are only footpaths.

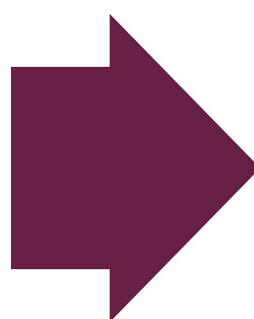
There is another class of access, the Permissive Path. This is when a land owner permits the use of a path across his land but does not grant a right. A common example is a canal towpath, which may be a right of way for walkers which cyclists also have permission to use. Be aware of the common sense Towpath Code, which boils down to three elements: share the space, drop your pace (pedestrians have priority), and it's a special place – the waterways are a living heritage with boats, working locks and low bridges so please give way to waterway users and be extra careful where visibility is limited



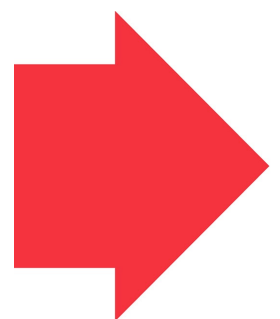
A yellow arrow - footpath, a right of way for walkers and mobility aid users.



A blue arrow - bridleway, a right of way for walkers, mobility aid users, horse-riders and cyclists.



A purple arrow - restricted byway, a right of way for walkers, mobility aid users, cyclists, horse-riders and horse-drawn vehicles only.



A red arrow - byway open to all traffic, a right of way for all users including motorised vehicles.



# Carbide lamps by Helen Wareing

As a child, I remember the miner's strikes of the early 1970's as a time of intermittent domestic power, doing homework by candle light, and having to have meals warmed on a neighbour's gas cooker. The politics of the situation were not discussed amongst primary school aged children.

My father worked in an engineering firm. Such factories were notified when they would receive power, which could be any time, day or night. Accordingly, working days had to adjust to coincide with the power.

He cycled to work, but batteries were in short supply, so he raided his cupboard and dug out a pair of lamps, which were probably vintage even then, to allow his commute in the 1970's.

They are powered by calcium carbide. Basically, the bottom reservoir is filled with calcium carbide (a grey/white mineral), and the top filled with water. When the water drips onto the carbide, acetylene gas is released, which is burned to emit light. I doubt if the light was very bright, but back in the days before Halogen bulbs, let alone LEDs, all lights were fairly dim. I do remember that the batteries of the time were large, and coupled with filament bulbs, battery lamps were both dim, and had limited duration.

Alastair kindly provided an advertisement for these lamps, together with one for the fuel. For younger readers 16/- represents 16 shillings (80p today), which appears extremely good value. The carbide fuel was 7d (about 3p).

Size 11" x 7", weight 2lb. 9 oz., height 3 1/2". The leather top is similar to the B17 Champion and is supported upon three stranded wire coil springs, which in turn are carried on a four-wire base. Such a system of springing gives a wonderfully easy saddle. Enamelled only. **24/6** Post free.

**"GAMAGE" ACETYLENE LAMP.**  
The Lamp for the coming winter evenings. Nickel-plated. Double con-

**French Racing TOE-CLIPS**  
Just "IT" for short and long distance events. Strongly made and complete with straps, per pair ... **2/9** Post 4d.

**The "GAMAGE" Bell**  
A good road cleaver

Roy Hook, Club Archivist, reminisces "Back in the days when we had proper Club runs that stayed out all day, we often came home in the dark, sometimes riding up to thirty miles. Members' bikes had an assortment of lights. There were Ever Ready battery powered things, double

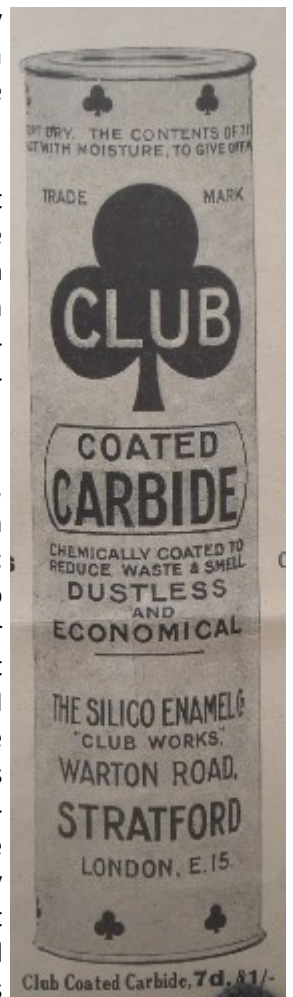
cell front ones and rear lights, that were always held together with strong elastic bands as they had a habit of spilling their contents on to the road if you hit a pothole or a cattle grid! Also common were Sturmey Archer hub dynamos that didn't slip in the wet and bottle dynamos that did! You had to manage your speed carefully with those as if you went downhill too quickly you would probably blow a bulb, usually the rear one but sometimes both. John Godley used a Lucifer one which was very reliable.

Anyway, Jim Tingle, who used a carbide front light, always took great pleasure in preparing it for the ride home. It gave quite a good light compared with the things that most of the rest of us were using. As I recall it would gently hiss. The garlicky aroma it gave off meant Jim would end up on the back of the group!

As a matter of interest, the last time that I went browsing the little antique shop in Severn Road there were a number on sale in their original boxes, complete with operating instructions, for £35 each."

Malcolm Taylor, Club President, also has some experience with the acetylene lamps:

"At one time I got so fed up with the Ever Ready lights that used two D cells I tried an acetylene lamp instead. It was quite temperamental. A particular issue was that on a bumpy road the rate at which water dripped onto the carbide was very uneven, causing the light to brighten and then dim, usually at awkward moments. At its best, though, the light was quite bright.



I'm told, though I never tested it, that a potentially useful feature was that urine could be used in lieu of water, should the lamp dry up on the way back from the pub. I gave it to Toby in the end, but funnily enough have yet to see him put it to use."

# Cycling in the nineteen twenties

To say things have changed since the twenties would be obvious, but nonetheless true. Let us cast an eye over the cycling scene of fifty years ago.

**Cycles** Basically the same as now; the differences are in the equipment. The normal club machine was a simple affair, enamelled black (retouching was easy) with 26" wheels and a single fixed gear, black celluloid mudguards, frequently with only one brake, on the front wheel. The saddle was a Brooks B17, the bell a Challis, with its very individual ping. There was more variety in handlebars; Continentals being the favourites. North Road bars with shallow drops were (unreadable).

A machine hand built with the well regarded Chater Lea fittings could be had for about £13-15. New members would sometimes turn out on roadsters but usually soon changed to a lightweight. Rims were Roman, as in the modern roadster, Constrictor hollow section or "rags & timber" (wood rims and tubular). The last named were not common, at least, not until towards the end of the Twenties. At the beginning of the Twenties the gears available were the Sturmey Archer three speeds, the B.S.A. three speeds, and the Sunbeam bottom bracket two speeds. The derailleur was just coming in. The normal club machine sometimes had a cog on each side of the back hub. Changing gear necessitated taking the wheel out, or replacing it. F. W. Evans made a skewer drop out which automatically allowed for replacement of the wheel with correct chain tension, if the difference in the number of teeth on the cogs was two. This was done by fixing a block with two holes though each of the rear fork ends. The hub had a hole right through and the wheel was held in place by a skewer which screwed into the offside block: very light, neat, and effective. I rode an Evans so fitted for years with a 63" freewheel and 72" fixed. Lighting was by oil or acetylene (see previous page). This sounds prehistoric but there is no doubt that the light given by a well tended acetylene lamp has never been bettered. "Well tended" is the operative word. The lamp needed constant attention and was therefore something of a nuisance. In very cold weather the water was likely to freeze. Oil lamps such as the Lucas Silver King were elaborate affairs, gave a good light and were most economical. Rear lights were not then a legal necessity.

**Clothing** Wear specifically for cyclists was unknown. Men were getting away from the stiff collar and moving to open necked shirts, but breeches and stockings were still normal wear with shorts, jackets. None of it was shower proof. In wet weather capes, made of oiled canvas and heavy, were put on—not the best of wear for a humid wet day in summer.

Towards the end of the twenties plus fours came in and were in some way an improvement on breeches. They tended, however, to get soaking wet at the ends in steady rain. Some plus fours with exaggerated bagginess made their wearers look as though they were wearing divided skirts. Female riders normally wore "rationals", a three quarter length coat with belt, breeches and stockings, and very attractive they looked too. If the lady was too modest to wear britches she could attach a length of elastic to the hem at each side of her skirt and loop it under her shoes.

**Club Riding** This was much neater than today as with a fixed gear adjustment of one's position in the peloton was simple and eventually automatic. The single gear also meant that hills were frequently walked. "All off" from the Captain who, of course, was leading meant just that. "Putting the errand boy stroke on" or "honking" to give it its more usual name was frowned upon, and anyone doing it was usually the recipient of a concerted shout of "sit down".

The official season was from Good Friday to the end of September but soon Club riding took place throughout the year. Lunch on club runs was usually a picnic affair, but in bad weather pubs or tea places were used. It was quite normal to have tea with lunch in a pub and we were not the only club to have a "tea and beer" controversy. Tea places were much more numerous then as many people in the country were quite happy to make a few shillings on the side.

Touring was still something of an adventure and could be done for an outlay of 10/- (50p) per day, all in. The favourite touring areas were much the same as now but there was very little touring abroad.

One very noticeable change is the age of club members. In the Twenties social conditions precluded gifts of lightweight cycles to sons, as so frequently happens nowadays. Consequently a young man had to go to work and eventually save enough money to buy a club machine. This meant that the average age of the Clubman in Twenties was a good deal greater than today. I doubt if any member at that time was under twenty.

Having set down the cycling scene in the Twenties, I am very sure that one thing has not changed – the pleasure and health in body and mind to be obtained from a consistent indulgence in cycling.

As written by R. F. Newman in the 70's



# The Tyndale Section

On October 20th 2020 The mighty Tyndale 1891 - in its current guise- celebrated its fourth anniversary. So, we thought many of you-some who know us and some not yet au fait- may be interested in learning about the jolly japes we've been having during this time...Should you be interested, please read on...

One of our first jaunts was to the 'War in the Cotswolds' stands from the guards carriage for the short ride to event that is held each year at the Gloucestershire and Tordington station for the main event. As it states in the Gloucestershire railway Tordington. For this, we ride from Gloucester Cathedral to the station at Cheltenham Racecourse. At the station, with bicycles safely stored in the Guards van, we board the Steam train and make a bee-line for refreshment carriage where the first G&T of the day is imbibed. Maybe a little early?....well it is a day out ,after all. We then relax and enjoy the train journey through quintessential English countryside to Winchcombe station. Here we alight and retrieve our trusty

title, the whole weekend is dedicated to World War II, with much to see and interact with: The big band tent, Displays of Vintage and military vehicles, bicycles, motorcycles and much more. As seen in the photo, below, there is a copy of a Spitfire which throughout the day various people pay to sit in and 'fire it up'. If you've never stood next to a spitfire when it starts its engine, believe me...ITS LOUD!!!!



Here seen left to right:

Mr. G. McGarr. Mr. C.Rose. Mr. A. Gwilliam. Mr.M.Thomas. Mr.M.Boad and Mr. I. Bowkett . As you can see in the photo, on the day we were lucky enough to be graced with both of our resident buglers. Mr.G.Mc Garr and Mr.M.Thomas.



The whole day is great fun from start to finish. Probably half of the people who attend dress up in period clothing of the day, including Monty and Churchill look a likes, which helps create a suitable atmosphere.

And of course, that is why we attend. To dress up and show off. The Tyndale attract a lot of attention at this event and in consequence, it is one of our favourites.



Monty and Churchill look a likes made an appearance



Mr. Thomas -talking far too much as usual- is offered a neck massage from one of the military first aiders...at least I think that's what he's about to do.



Gerry McGarr devouring what looks like a fine picnic ...for one, obviously.



# Club Time Trials

Club time trial racing started on 30<sup>th</sup> March 2021, one day after lifting of pandemic restrictions. Since then the club has held ten evening races, all of which have been completed without problems.

The season kicked off with the traditional Roadman's Race around Elmore circuit. This proved a particularly popular race with 30 riders participating. The weather was very good and course records for both male and female riders were broken, by second claim members Sean Townsend and Ellie Mackman respectively.



Daryl Stroud racing U7B near Berkeley (West DC BAR series)

A new 10 mile course (UC50) starting at Chaxhill was approved by the CTT. The first race on the new course was held on 7<sup>th</sup> April in snowy conditions. Jordan Wintle from Cheltenham & County CC set the fastest time of 22:54, followed closely by our own Matt Hill (23:17) and then Daryl Stroud (24:13). The feedback from the riders was very good and two more races are scheduled on the course this season.

Currently, Matt Hill is leading the way in the Paul Barnard Trophy standings with 87 points. This trophy is awarded to the rider with the most points at club races. Up to date results are on our web site under the [Race Results](#) tab.

Position	Rider	Points
1	Matt Hill	87
2	Daryl Stroud	68
3	Tony Lake	54
4	Dan Kelly	51
5	Roger Whittle	35

In the Dan Knight Trophy competition, points are awarded for placings in designated events down to 8th place and for best improvements on Personal Best times (or failing improvements then closest to) based on the Club '10' course down to 8th place. The competition is won by the Club member who accumulates the greatest number of points in the season. Six Club '10's' are designated as Dan Knight '10s', with only the best four events to count. Riders must enter at least four events to be considered. After 3 races:

Position	Rider	Points
1	Dan Kelly	46
2	Matt Hill	41
3	Daryl Stroud	36
4	Tony Lake	26
5	Roger Whittle	14

# Open Time Trials

GCCC members have been active on the open TT circuit and it has been great to see the GCCC kit displayed at races.

The weather was excellent for the GCCC organized T G Hall 25 mile TT on 18<sup>th</sup> April. The U72 course record was duly broken by Chris Gibbard of Bynea Cycling Club in an amazing time of 52:15 (28.7mph). The T.G. Hall Handicap race was won by Tim Butler (see GCCC results below). Nigel Jones is pictured right.

Position	Rider	Time
16	Tim Butler	57:59
19	Wayne Mayer	58:40
31	Dan Kelly	1:01:27
38	Daryl Stroud	1:03:31
41	Simon Witts	1:04:02
50	Adrian Rowley	1:06:08
53	Derek Dowdeswell	1:06:29
54	Nigel Jones	1:06:40
61	Gerry McGarr	1:07:58
67	Oli Dammone	1:10:55



FTP Racing have put on a short BAR series for the West DC. These local races have been well supported by GCCC riders, who have put in some strong performances. GCCC participants have included Tony Lake, seen on U17 (left) and Matt Hill on U7B (below).



Pictures are thanks to Rod Hunt of RNHfotografia, Phil Johnson, and Malcolm Hayne, text is by Daryl Stroud

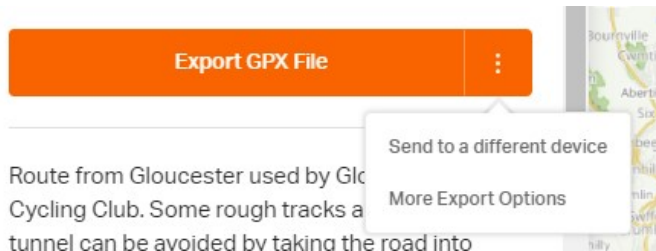




# Garmin user guide

I regularly get asked about getting routes into Garmin GPS devices. I create and share my routes using [RideWithGPS.com](https://ridewithgps.com), which is an easy-to-use mapping and plotting website. The basic service, including route planning and ride recording, is free but as always the more advanced features are only available on payment of a subscription. Details of that are [here](#)

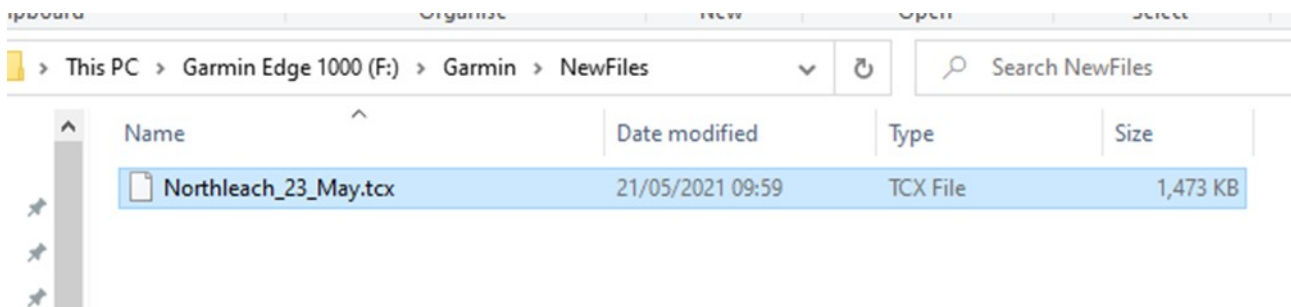
This guide assumes you have your route, either one that you have plotted, or that someone else has shared with you, and your GPS device plugged into your PC. It is also possible to transfer routes wirelessly, details of which are below.



On the left of the RideWithGPS screen, is an orange banner, which gets customised depending on your recent usage. Mine says “Export GPX file”, but other formats may be offered. There is a box containing 3 vertical dots, which brings up a menu, as shown in the screen-shot on the left.

“More Export Options” lets you choose a file format, as shown on the right. FIT is the best for turn by turn instructions, but older devices will require GPX.

Send to a different device yields a pop-up with a variety of devices. Select your device (in my case Garmin Edge) and click “next”. The following screen invites you to “Download TCX file”, which you should now do. The remaining screens provide instructions on copying the TCX file from your PC to your Garmin. Use File Explorer to find the downloaded route (in the Downloads folder), and copy that file to the folder Garmin/NewFiles on the Garmin device. This folder will be empty before you copy the file, and the screen-shot below shows it after copying the file. Please do not worry about the drive letter that your PC allocates to your Garmin, as that can change.

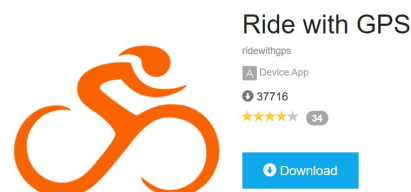
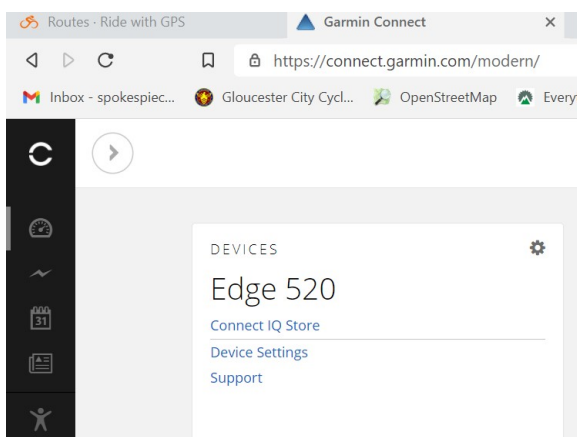


After that, safely remove the Garmin device from your PC, and power off the Garmin. When you re-power the Garmin, it transfers TCX files from “NewFiles” and converts them to .fit files in the Courses folder, which are listed on your device.

Occasionally, the devices fill up, and you need to empty the courses and the activities folders. I hope this helps those who are struggling.

If you are wondering where to find routes to use, the route for Sunday’s rides are usually posted on Facebook and on the Website on the preceding Friday or Saturday. If you are wondering where to find routes, the route for Sunday’s rides are usually posted on Facebook and the Website on the preceding Friday or Saturday.

For those ambitious enough to try the wireless route, you first need to install the RideWithGPS Connect IQ app onto your Garmin GPS device. To do so open Garmin Connect on your internet browser. From the menu for that device select Connect IQ store, as below left. Browse the available apps till you find Ride with GPS as shown on the right and click download.



App Info Compatible Devices Reviews

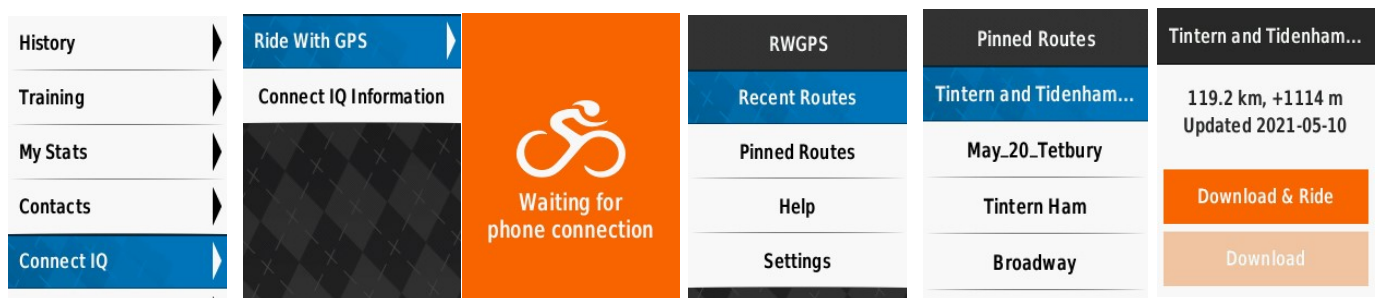
## Description

Ride with GPS is the best way to plan routes for your Garmin device, with multiple map types to choose from and full turn by turn navigation. The Ride with GPS Connect IQ app allows you to wirelessly download routes to your Garmin on the go, with no need for cables or a computer.

Once you've accepted Terms and Conditions you'll get a message "Ride with GPS will be installed next time your device syncs."

You will be prompted to open Garmin Express, which will perform the synchronisation for you next time you connect your device to the PC. This app runs on the PC and is available for free from Garmin. It's a good idea to install and run this anyway, as from time to time it updates the Garmin device's firmware.

With all this done, and the Garmin Connect app installed on your phone, it is easy to download a route. From the device's main menu select "Connect IQ", then "Ride with GPS", and then, after making a phone connection (which requires Garmin Connect on your paired mobile phone), select "Recent" or "Pinned" routes and choose your route to "Download" or "Download & Ride". The former just adds it to your available Courses, the latter loads the route ready for you to start your ride. See the screen shots below.



Other Connect IQ apps are available and although most seem to be designed for runners there are some of interest to cyclists. For example, there is one for a fixed wheel bike that uses a GPS Edge unit rather than a cadence sensor to calculate & display RPM using speed and gear ratio (aka Gear inch).

If your Garmin is getting old and you find it dying on longer rides, consider giving it a new lease of life by replacing the battery. Commercial kits are available, but those concerned about doing it themselves could use the service of a small company in Kingsway. MSPC Repairs & EDR, who charged £30 for fitting a new battery to an Edge 520.

Ian Wareing & Malcolm Taylor

## Megan Rabbetts

1931 –2021

It is with sadness that we note the passing of the oldest surviving member of the Club, Megan Rabbetts, who passed away in March. She had been suffering from a degree of ill-health over the 12 – 18 months and had moved from her previous Home in Market Harborough to a Care Home in Surrey to be nearer her Family. She had just turned 90 and passed away peacefully.

A 'Funeral' was held on 30<sup>th</sup> March but, in accordance with prevailing restrictions, only her immediate family could attend. However, she left wishes with her Family that she wanted a 'Party' where everyone could get together and sing those Hymns and listen to Poetry she wanted, which isn't currently allowed at the Funeral.

Megan was my Aunt and Daughter of the 'Club Father', Idris

(Idder) David before he passed away a number of years ago. The Club was able to use her knowledge when we celebrated our 125 years of existence and her voice can still be heard on the [Oral History section of the Club's Website](#), which is a lovely and fitting Tribute to her.

I had the pleasure of taking her to watch the Tour de France when it came to England. We thoroughly enjoyed the sight of her acting like an excited Schoolgirl rather than the lady in her late 70's that she was.

She will be sorely missed by me and other Members of her Family, and those in the Club who had the pleasure of knowing her.

Jonathan David



# Dogs on Whitehall Lane

You may know that the dogs in Rudford have for some time been a problem because of the way they run aggressively at passing cyclists. Living nearby I have experienced this many times. However a little while ago one of them bit me, drawing blood and requiring a precautionary hospital visit.



I reported this to the police and as a result they have issued the following written warning to the residents of Whitehall Farm:

*"This is a written warning regarding this conduct and to notify you that, if it persists, the Council will issue you*

*with a Community Protection Notice (CPN). The purpose of a CPN is to stop unreasonable conduct which unacceptably affects the community's quality of life.*

*Breach of a CPN is a criminal offence punishable by a fine of up to £2,500 for individuals and £20,000 for organisations. It may also result in a £100 fixed penalty notice. The Council may also have power to seize items and to carry out works to remedy the breach and subsequently recover its costs in doing so.*

*In order to achieve this:*

- You must not allow any dogs in your care to stray from the grounds of Whitehall Farm.*
- Any dogs in your care, must be kept under control at all times.*
- Any dog in your care that is unsupervised on Whitehall Farm must be within secure boundaries.*
- Your dog called 'Tarzan' must be kept on a lead and muzzled when in an area with public access."*

If you should be riding that way and see any sign that they have not complied with the warning please let the police know. For reference, although the investigation is closed. the crime number was CR/011272/21.

I am sharing this information with other route users for safeguarding reasons with the permission of the Police Officer who handled the case.

Good luck and stay safe,  
Pete Lloyd

## Quiz time!

Now that you've enjoyed months of riding solo and enjoyed the chance to look at the scenery, rather than just the wheel in front of you, here's a picture quiz to see how observant you have been. Answers on page 16.

An easy question to begin with: where would you find this cow?

- a) Hardwicke
- b) Haresfield
- c) Hartpury
- d) Hatherley





Question 2. These fighting birds are seen up in the air on the outskirts of which town?



- a) Bibury
- b) Ledbury
- c) Malmesbury
- d) Tetbury

Question 3. This hare can be seen near an Abbey, but which one?



- a) Cirencester
- b) Flaxley
- c) Prinknash
- d) Tintern

Question 4. Which of these proud beasts would you find near Upleadon?



a



b



c

Question 5. This ugly duckling (though perhaps it was once a swan) lives in which village?

- a) Whitminster
- b) Whittington
- c) Whiteshill
- d) Withington



Question 6. This one is for the time triallists out there—only one of these equine figures is on the U72 course. Which is it?



a



b



c



d





# **GLOUCESTER CITY CYCLING CLUB**

Affiliated to BC, CTT, RRA, C-UK, CCRL  
 Web-site: [www.glosccycc.co.uk](http://www.glosccycc.co.uk)  
 Sponsored by Rudy Project  
 President: Malcolm Taylor

## **SUNDAY CLUB AND SPORT RIDES LISTING FOR MAY TO AUGUST 2021**

MEET AT KINGS SQUARE TO DEPART AT 9.00AM UNLESS OTHERWISE STATED

In addition to the Club and Sport Rides listed there will be a Training Ride of around 3 hours with a coffee stop at the end

PLEASE FIT YOUR BIKE WITH MUDGUARDS WHEN WEATHER CONDITIONS DICTATE

Date	Coffee Shop (around 11am)	Cat.	Lunch - Optional	Leader	Comments
02-May-21	Colwall	A	Farmers Arms, Birtsmorton	To be decided	Morso
	Malvern	B			
09-May-21	Dursley	A	Salutation, Ham		Bridge ride: 8am and 8.30am starts
	Tintern	C			
16-May-21	Tewkesbury	AA	The Shutters, Gotherington		Also Kemerton for overflow
	Beckford	B			
23-May-21	Northleach	B	Old Elm, Churchdown	To be decided	The Prison
		A			Engine Shed
30-May-21	Ross	B	Red Hart, Blaisdon		
06-Jun-21	Cheltenham	AA	TBD	To be decided	Pittville Park
	Moreton-in-Marsh	C	Sherborne		8am and 8.30am starts
13-Jun-21	Dursley / Berkeley	A	The Beacon, Haresfield		Rides will be preceded by a Club Photo at Cathedral - please arrive early!
		B			
20-Jun-21	Hopewell Colliery	A	Huntley		
	Soudley	B			
27-Jun-21	Newent	A	The Swan, Staunton	To be decided	Roses
	Ilmington	C	TBD		
04-Jul-21	Upton on Severn	AA	The Yew Tree, Chaceley	To be decided	Clive's Fruit Farm
		B			
11-Jul-21	Huntley	A	TBD		Ferns garden centre
	Hay on Wye	C			Black Mountains ride: 7am and 8am starts
18-Jul-21	Slimbridge	A	Salutation, Ham		Black Shed
	Yate	B			Bird Cage Café. 8.30am start
25-Jul-21	Hailes Abbey, Winchcombe	A	Jolly Brewmaster, Cheltenham		Hayles Fruit Farm
01-Aug-21	Malvern	AA	Farmer's Arms, Birtsmorton	To be decided	
		B			
08-Aug-21	Cirencester	A	Kings Court, Stroud		
		B			
15-Aug-21	Soudley	A	Red Hart, Blaisdon		
	Lydney	B			
22-Aug-21	Stroud	A	The Passage, Arlingham	To be decided	
	Dursley	B			
29-Aug-21	Ledbury	A	Newent		Bank Holiday weekend
	Trumpet / The Nest	B			

All rides count to the Dansey Trophy. You must be noted as present at the coffee / lunch stop to score.

Autumn Tour: Friday 3rd to Sunday 5th September. Likely to Newbury. Liaise with Captain / Vice-Captain for details.

Off Road Rides: Weather dependent and occasional option that may also occur on Saturday. Check Facebook / Website.

### **CLUB RIDE CATEGORIES:**

AA - Flat, easy pace, open invitation ride typically 18 to 25 miles to coffee, 35 to 40 miles round trip. Average riding speed 10 to 12mph, depending on attendees.

A - Easy(ish) possibly a few gentle climbs; some experience necessary, typically 20 to 28 miles to coffee, 50 to 60 miles round trip. Average riding speed 12 to 15mph.

B - Hills, experience and stamina necessary, typically 28 to 32 miles to coffee, 60 to 70 miles round trip. Average riding speed 14 to 17mph.

C - Long ride requiring very good stamina and food supplies. Check with Captain for details. 80+ miles round trip. Average riding speed 14 to 17mph.

**Sport rides:** These are generally category B as above, the route often being longer / hillier. May need to go to different destinations if numbers dictate. Average speed 17-19mph.

**Training Rides:** These are around 3 hours with a coffee stop at the end in or around Gloucester. Average Speed of about 19-21 mph.

NOTE: Open events: TG Hall 25 mile TT on 12th September. Contact Adrian Pearce for details. Helpers required please!

Captain: Toby Wooldridge: E-mail: [Toby@Peppers-cafe.co.uk](mailto:Toby@Peppers-cafe.co.uk)

Vice-Captain: Ian Wareing. E-mail: [glosccycc.vc@gmail.com](mailto:glosccycc.vc@gmail.com)

See also Tuesday Evening Rides list.

<<<CHECK WEBSITE / FACEBOOK FOR LATEST UPDATES AND CHANGES>>>

# Group rides

Gradually the Club is returning to normal after the restrictions imposed to help control the spread of Covid-19. Last year we had to ride solo, then in pairs, or at best two by two on “Noah” rides. The count then rose to six and finally, at least for organised Club events, fifteen. This allowed us to resume a full time trial program in March, of which more elsewhere, once we had established some distancing measures and a contactless payment system. It also allowed us to put together a program of Sunday and midweek rides. However, these have become very reliant on a handful of volunteers to plan and lead them. The Captain and Vice Captain are keen to expand this pool of volunteers and to that end the Club has put together some guidelines on what is involved.

## Considerations in leading a Club Ride

1. Find out who is on your ride and that they know the route, terrain and destination.
2. Obtain their names and emergency contact number.
3. Enlist the help of experienced riders to keep an eye on newer ones, act as back marker, lead a potential second group (groups should be no larger than 10) and act as human signpost at junctions.
4. Explain how you will lead the ride and any jargon (car behind etc) and hand signals e.g. pointing out potholes, where you will wait to re-group, dealing with traffic at roundabouts or junctions, but remind each rider that they are responsible for their own safety.
5. Point out any likely hazards in advance e.g. bad surface or horses.
6. Choose stopping places carefully and avoid blocking roads.
7. Keep ride flowing smoothly and check that everyone is still there (all up) but stop occasionally and give stragglers time to recover before starting.
8. Ride no more than two abreast and single file when traffic is busy or by solid white line.
9. Lead by example and remain courteous and considerate to all road users and fellow riders.
10. Ensure anyone who wishes to leave the ride is happy (and able) to make their own way home.
11. Make sure everyone knows which group they are in when leaving a refreshment stop.
12. Carry a few essential items like maps, GPS, Mobile phone, tools, tyre levers, spare tube and pump, also water and emergency snack.

As you can see, its all common sense and not too onerous. If you are prepared to step up to the role please let any Committee member know and you will get all the help you need to get on the road.

## And finally...

As the club celebrates 130 years of existence here's an idea from Marie Cook on what to do with your five year old Jubilee bidons!

**Quiz answers** and their O.S. grid references:

- |                        |                         |
|------------------------|-------------------------|
| 1 (a) is at SO 792 252 | 4 (b) is at SO 747 260  |
| 2 (b) is at SO 715 368 | 5(a) is at SO 780 087   |
| 3 (d) is at SO 537 006 | 6 (b) is at SO 762 316. |

Have fun finding these and other animal figures in the area.

