

GLOUCESTER CITY CYCLING CLUB



Spokespiece

Winter 2025

SPOKESPIECE

Winter 2025

The Newsletter of the Gloucester City Cycling Club



Riders enjoying autumnal colours in Buckholt Woods

EDITORIAL

Well what a wet winter we are having! The cover picture, taken on Ryton Road, Dymock, shows the President measuring the depth of the flooded Leadon. Alas, it was far from the only road closure we've endured this season, making route planning a nightmare for our ride leaders. Fortunately, the early autumn was much better and the Club tour to Highbridge benefitted from glorious sunshine.

Some good has come of the poor weather though, providing the incentive to create a Zwift group for our members and the Club to develop its website to the benefit of us all.

In other topics covered we have some advice for those risking the weather on how to stay warm and a few articles that look back on last season and some years further back.

Zwift	3
AGM summary	4
Highbridge Tour, first day	5
Highbridge Tour, first day (President's version)	6
Highbridge Tour, second day	7
Highbridge Tour, third day	9
Website developments	11
Potholes	11
Warm words in this cold weather	12
VTTA results	12
Cycling from Bangkok to Gloucester	13
Dressing for cold weather	14
Eric Moody 1942-2024	15
1959 runs list	16

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Get the latest information on our website :- www.gloscitycc.co.uk

Contributions for the next issue please to Spokespiece@gmail.com by April 30th

Exciting News: Gloucester City Cycling Club Launches a Zwift Club

We're thrilled to announce a new addition to the Gloucester City Cycling Club's offerings: our very own Zwift Club! This virtual cycling community is designed to complement traditional outdoor rides and racing, providing members with even more ways to stay connected, active, and motivated throughout the year.

Why Indoor Cycling?

Indoor cycling has come a long way, and Zwift makes it more fun, engaging, and social than ever before. Whether you're looking to avoid bad weather, fit in a quick session around your other commitments, or enjoy the camaraderie of a group ride from the comfort of home, Zwift offers incredible benefits:

- Year-Round Riding: Never let rain, wind, or icy roads interrupt your training or fun again.
- Convenience: Hop on the bike whenever it suits you—no need to plan routes or pack up gear.
- Social Connection: Zwift group rides are a fantastic way to stay connected with your fellow club members, even if we're miles apart.



Wondering what Zwift is?

Zwift is an app that makes indoor cycling fun. Jump into immersive worlds, challenge yourself on epic climbs, and ride on endless roads, all from the comfort of home. Find out more about it here <https://www.zwift.com/uk/why-zwift> or ask me when I am out on a ride.

What Does the Zwift Club Offer?

Within the Zwift environment we have created a Gloucester City CC Club. We're starting simple, with fun social rides and easy-paced group rides to help everyone get comfortable with Zwift and build a sense of community in this new space. As more members join in, we aim to expand our offering over time—introducing more variety, including training sessions and events, to suit a wider range of interests and goals. Apply to join within the app.

Who Is This For?

This initiative is for everyone! Whether you're a seasoned racer, a weekend warrior, or someone just starting their cycling journey, the Zwift Club is a great way to stay involved and have fun. It's also a fantastic tool for those looking to improve fitness, try structured training, or explore new ways of riding.

Expanding Our Horizons

The Zwift Club is not meant to replace outdoor rides or racing—it's an additional offering to cater to the diverse interests and schedules of our members. We're excited to see this new venture bring even more energy, engagement, and camaraderie to our club. So, dust off that turbo trainer, log into Zwift, and let's ride together—virtually! Stay tuned for more details on upcoming group rides and events. See you on the (virtual) road!

We're also looking for members who would like to be involved in organizing or leading Zwift sessions. If you're interested in helping shape and grow this exciting new initiative, please reach out—we'd love to hear from you!

Joanna Hunek

A brief summary of the AGM

Firstly, thanks to all the members who turned out to attend the 2024 Annual General Meeting in October. With a good level of representation from them the Committee has confidence that the Constitutional changes introduced have wide backing.

"Who sits on the Committee?", you ask. Well, although most members were re-elected some stood down and some changes resulted. Thanks go to those retiring members and a big welcome goes to the new members Simon Pollington (Vice Captain) and Joanna Hunek (Dinner Secretary). They are already bringing welcome new thinking to the Club, as the previous article illustrates.

What are the Constitutional changes? You can see them in detail on the [Constitution page](#) of our website (scroll down to the Revision History) but the most significant were additions of a road bike category to the Club TT Championships and a simplification of the rules covering distance records. The first is intended to widen the appeal of time trialling to those without the specialist equipment required to achieve the fastest times. The second is hoped to reinvigorate interest in "out and back" distance records, all of which have stood for at least twenty years. A full list of recognised challenges can be found on the [Club Records page](#) of the website.

Following the AGM, the new Committee decided to repurpose some trophies that have gone unclaimed for years. The "Year 2000" trophy will be awarded for the road bike CEBA. The Idris David trophy will be repurposed for the roadman's TT and the Prestbury Cancer Centenary trophy will replace the Gouda trophy, whose clay pipe has broken one time too many, for Best Overseas Tour.

Highbridge, Somerset Tour September 2024

Day 1, Friday. Leader: Ali Goldie with *additional notes* from Emma Biggs

The Autumn Tour this year to Highbridge was going to be a long one, 81 miles, so the leader thought it would be a good idea to start early and go straight down the A38 to Milbury Heath and get 24 miles in on flat roads. Unfortunately, the early start meant tangling with recycling lorries on Bristol Road, temporary traffic lights, an awkward negotiation of the Hardwicke roundabout and finally a very busy A38, a bad start and all this on a bright but cold 4°C temperature morning (forecast to rise to 18°C ...).

Despite all this we got on to our beloved country lanes around Tytherington and enjoyed the sunny countryside as we made our way to breakfast at the Vintage Birdcage at Yate, always a tricky find. On this occasion the leader chose to 'go around the houses', quite literally!

Refreshed, we joined cycle paths, initially with dangerous ruts, but soon giving way to smooth tarmac as we glided under and over subways along superb traffic free paths above the M32 and various other dual carriageways.

The Bristol-Bath cycle path soon took us to Saltford where we left it to resume the lanes as we headed to Pensford to have lunch in the Riverside Inn, nestling under a magnificent 14 arched viaduct; much to the leader's delight. The pub garden was some distance from the Inn, reached through a back door past a staircase under which sat a strange man staring into his beer, all slightly odd.

After admiring the disused viaduct, we left to climb over the Mendips to Chew Magna Lake where we enjoyed the view from another traffic free cycle path.



We now faced a really hard climb to 430 feet, then more to gain the height to descend Cheddar Gorge, a special treat for Emma. This presented a dilemma: go slowly and admire the ever-enclosing gorge sides or go fast and experience the thrill of a high speed descent. We managed both by having a stop to wonder at the cliffs.



Excitement over, it was pleasant cycling to Blackford where we drank found refreshment at the curiously named Sexseys Arms, a recommended pub.



Although we had seven miles still to go it was on the flat Somerset levels, helped by the tail wind that had been with us all the way, to the Crossways Inn, recommended to us by Malcolm G who sadly couldn't join us. Get well soon Malcolm.

What started off badly turned out to be a good day of cycling with no punctures or mechanicals.

81.9 miles 3550 feet of climbing.

One of the quirkier highlights of the day, which I'll call "Lord of the Rings Nuggets" (LOTRN), was the detour to Brandy Bottom colliery - a fascinating relic of Somerset's mining past. This name was strongly reminiscent of a Tolkien landmark. Not long after, Tesh made a discovery of his own—"mushrooms!" - growing on the side of the old railway path, adding to the day's little wonders.



Day 1, Friday—the President's story

Somewhat intimidated by the prospect of a lengthy ride along the A38 and then having to circumnavigate Bristol, I came up with an alternative Friday plan. The seven o'clock Plymouth train would deliver me to Highbridge for a satisfactory ride start of 8:38, and my Railcard meant a very reasonable return fare of less than £25 so, with an overnight bag and a gravel bike, I was all set for an adventure.

After checking the location of the evening's dinner (and rendezvous) I ducked and dived around the A38 to join the coastal path alongside the River Parret then took a roadside cycle path to and (nearly) through Bridgewater. From here flat country lanes took me to Hawkrigge reservoir and the climb of Lawyer's Hill. Despite what people say about lawyers, there was truth in the road name for there was 230m to climb to summit the Quantock Hills.



Hills indeed, for Gib Hill, Lydeard Hill, Great Hill, Black Hill, Thorncombe Hill, and Hurley Beacon are connected by an old Drove Road that, fortunately, doesn't lose much elevation between them. As I followed this along the ridge there were indeed signs of its age. The surface was good in parts, especially at the southern end, grassy in others, with rooty and muddy sections in the middle. It was all rideable, though, and offered superb views up and down the Bristol Estuary. Hinckley C was a landmark to the East, Porlock Hill to the west, but I had no intention of visiting either.

Dropping off the ridge at its northern end I enjoyed lunch at the Windmill Inn. Toby would have been impressed! Although it was on the busy A39, cunning use of a lay-by meant that I encountered no traffic on my way to Luckes Lane, which was to lead me to the Coleridge Way, a bridle path. Had I found it I would have had a lowland and off-road ride to Crowcombe but alas, I was fooled by a good looking grassy track and quickly found myself climbing instead. Hello again Hurley Beacon!



Descending to the east I eventually reached the small and, as it turned out, very solicitous village of Holford. While checking my map I was approached and, after confirming the village's identity, a local advised that "that road leads to the A39". Naturally I went the other way, only to find that it too led to A39! Another local came and offered equally helpful advice so I felt obliged to at least set off and get out of her sight!

Returning via the flatlands, and avoiding A39, I reached Bridgewater, and this time thought I'd go through the centre just to see it. I was rather disappointed. Unfortunately, the road through was being completely resurfaced. A few days later it might have been nice... It led to the roadside cycle path and my hotel where I changed and set off to join the others at Highbridge.

I thought half an hour before dinner a sensible time to arrive to enjoy an aperitif with the others, but I had not accounted for the allure of the cider farms on their route. Time went by and the landlady was growing anxious, for she had reserved a large table on a busy night, and so was I, for I was hungry. All was well, we were saved by their arrival – five minutes before the table reservation! A pleasant evening recounting each other's experiences followed, and the next day I was able to scout some routes for the early miles of our shared Saturday ride.

Day 2, Saturday. Leader: Toby Wooldridge with *additional notes* from Emma B.

The 'super six' set off from base camp with high expectations – a good weather report and breakfast making us feel good. Flat Somerset Levels lanes to kick off with, taking us to Puriton. Here we met The President, overlooking the construction site of the 'gigafactory' which is to produce of electric vehicle batteries: a massive area of brownfield. Interestingly it looked prone to flooding...

The LOTRN theme continued with his "second breakfast" (just before he met with the main group) which came in the form of some delicious, freshly picked , Somerset blackberries.

At Cossington, the President took us onto a disused but well surfaced railway path – a super descent in a cutting and under the A39 to Bawdrip, perfect. Then along another good path alongside King's Sedgemoor Drain, soon gaining the quaint village of Parchey. Another section of the Levels was appreciated, and the sun was out in full force. Burrow Mump was splendid – a mini Glastonbury Tor, which fooled many in the group!





A spot of main road and a hill, then towards Bere Aller, where a well-timed 'elevenes' at the Bere Cider Company was called. Fine planning by the ride leader – or was it luck? We were welcomed by a friendly dog, making for an idyllic pit stop. But things took a challenging turn soon after, as may be seen from the two descriptions of what happened next...

Toby's Tale: Post cider-tasting, four took to the hill, a pair of arrows to make it interesting. Bottom gears were used by all there was but there was no need to walk on this occasion. High Ham was at the top – good views all round, and it indeed did seem high, compared to the Levels all around.

We descended to the agreed meeting point – and seeing cyclists some way ahead, took them to be our compatriots and continued. Several miles later, after having made no progress in catching them, it became clear they were not ours. A long wait, and there being no responses on the mobiles, resulted in Tesh being dispatched to find them.

Now down to three, we took a small, failed road, running below a ridge, and finally up another arrow to the summit. From here it was a short ride to one of the key points of the ride: the Hood Monument.



Emma's tale: The rendezvous point, arranged to follow the optional climb, was overshoot by the three that chose the flat roads (in hindsight I should have taken it upon myself to be back-up navigator and committed it to memory!). As we tried, using mobile phones, to communicate to regroup, with poor signal, it became apparent that we were quite far away from the hill group, and so the doomed rendezvous point became a point of no return! I decided it would be best to plan a route to Glastonbury, and my fellow riders agreed. Quite to our surprise, soon after starting this we were joined (seemingly out of nowhere!) by Tesh. He had found the same route as me for getting to Glastonbury.

All was going well, until we met an horrendous stretch of dirt, rock, and puddles that likely once was a 'road' of some kind. It was character-building terrain that tested patience and balance in equal measure. I took it slow, negotiating deep grooves and muddy puddles, which soon had the group splitting up—those more daring riders far ahead of me. I couldn't help but mutter a few obscenities under my breath while trying not to lose my footing and face-plant into the muck!

Tesh's gravel bike gave him an edge over the rest of us, but even with his setup, the murky depths of some puddles posed hidden risks. Progress was painfully slow, and it felt as though the track would never end. Colin made it through with a steady and stalwart effort, while Alistair's bike handling was impressive, navigating through the rock-strewn track centre to avoid the deepest of puddles. My shoes and cleats were fully clogged with thick, compacted mud, my bike wheels barely turned, trapped within the mudguards by the muck. After what felt like an eternity, we regained tarmac and stopped to try and clean some of the mud from our bikes. I was strongly tempted to abandon plans of any rest stops and instead look

A fine tower for Admiral Hood which afforded a good view to Glastonbury Tor to the north.

Mission accomplished we proceeded apace to town in the hope of reuniting with the lost ones. And lo, they struggled into view on the High Street, leaving in their wake some mud,

for a garage with a pressure washer so that I could clean my bike properly! I was of course concerned about having to take it inside my hotel room.

Our route then took us on to Glastonbury without further incident, where we met the others.

After the group reunited, enjoyed a quick snack, and removed unwanted elements of Somerset fields we continued north across more Levels to Godney, Bleadney, and a final climb to the next designated halt: Wilkins cider farm at Mugley. Tesh and Malcolm T opted for an interesting and challenging track, which had elements of cliff, to arrive at the venue – fortunately unscathed.

And what a venue! It was hosting quite a number of folk, all enjoying the cider available from two massive casks—sweet or dry. For medium “Half and half” was the local vernacular! The cheese was also wonderful, proper cheddar. Bliss in the sunshine. To cap it all, there was some kind of party there, who had excess food they were keen to share.



Luckily, later at the cider farm, a helpful farm boy let Emma use a hosepipe and together they did a splendid job of cleaning her bike. Assisted by her fellow tourists afterwards, they gave the chain a bit of oil too to stop it rusting. To Emma’s surprise, no other survivors of the track (the one that shall not be mentioned! – wanted to clean their bike in this way ready for the hotel!

But all good things pass, and we were soon back on the road and onto the Levels once more – a series of sharp turns but essentially heading west to Mark and our evening meal at the Pack Horse Inn. A good local pub that was enjoyed by all. Here we said goodbye to MT, as he had a train to catch and a Club ride to lead the next day.

The final leg back to our digs was in the dark and rather swift, with Emma at the front and the rest of us hanging on.

Day 3: Sunday – Homeward bound.

Another lovely weather day beckoned, and we set off north on the A38 with great expectations. The first five miles were somewhat busy, but we soon took to the lanes, at East Brent. The next section was a delight, incorporating the final element of Levels. Hills were beckoning! Loxton, Webbington, Barton, and Winscombe were soon gained and left behind. Good navigation found us the Strawberry Line, a former railway, taking us all the way to Yatton – five miles free of motorized traffic, but with lots of cyclists and walkers.

Yatton station café was too good to miss, so we had a short stop for refreshments before continuing to the edge of Clevedon. Here we picked up the delightful lane that runs below and alongside the M5, affording wonderful views of the Gordano valley. Careful navigation through the back streets of Easton-in-Gordano and Pill took us successfully onto the cycle path over the Avon, the motorway traffic making a right din.



An interesting section of Sustrans route 41, through some parkland, housing estates and then industrial land at Avonmouth. This section, whilst flat, was of reasonable interest...in an industrial warehousing sort of way.

The planned lunch stop, The White Horse at Pilning, is now sadly an ex-pub. Fortunately, in an adjacent caravan park we found an open café, so not all was lost and a quick refueling was undertaken. It was here that Les took his leave.



Continuing north, mainly on Sustrans route 45, we passed through Ingst, Elberton and the usual roads to Ham – where refreshments were available and enjoyed at The Salutation Inn. No issues on the final run home, aside from a heavy shower on the A38 as we were rushing towards Gloucester. Never mind, five miles in the wet, from a tour mileage of around 210 is quite acceptable!

Toby Wooldridge/ Alistair Goldie / Emma Biggs/ Malcolm Taylor

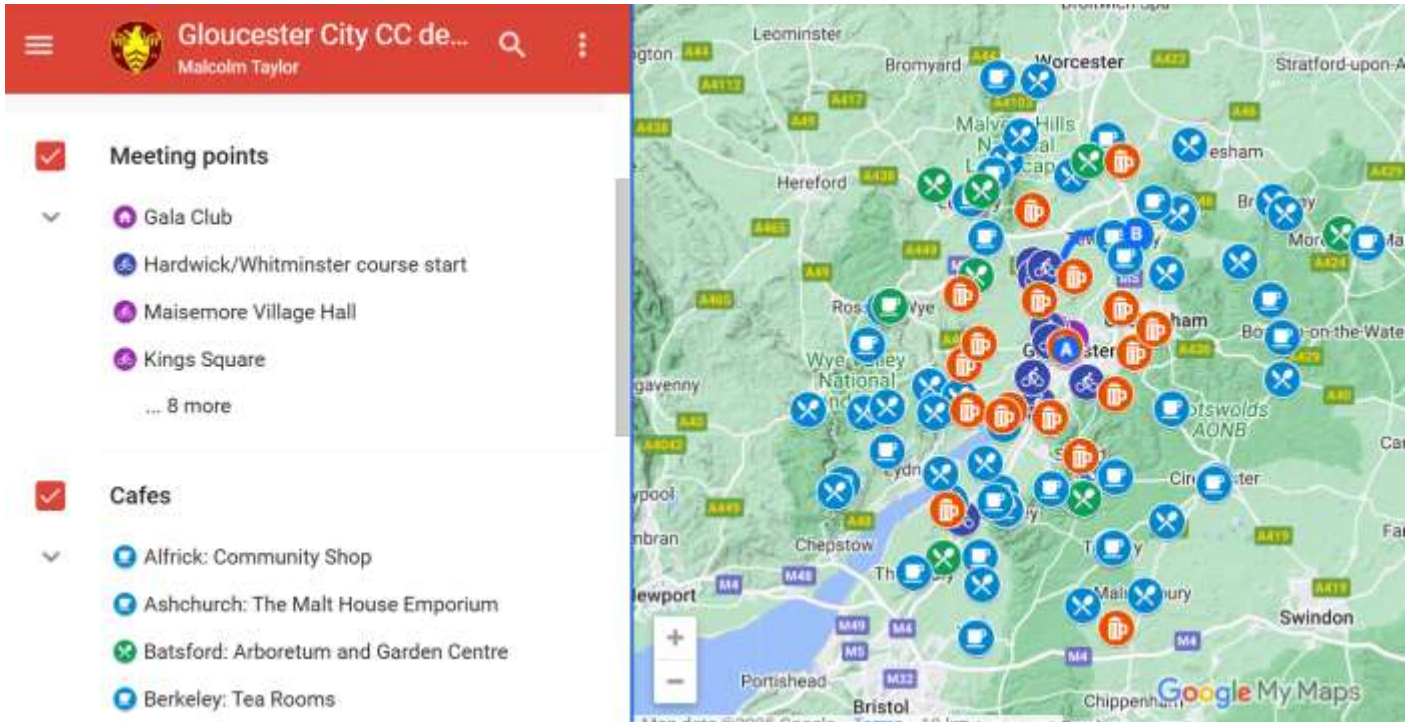
The next Club tour will be from 11th –13th April, to Abergavenny. The Captain notes that the town's attractions include a cycle friendly Premier Inn, the President notes that it has a railway station! Others may be attracted by its proximity to The Tumble (Bloreng), the Black Mountains, and the beautiful Usk valley.

Contact the Captain for further information if you are interested.

Website developments

Following the introduction of the new calendar last year we have added a map of cafés and other places of interest to the Club website. In time it will replace the table of café details. You can find it on the website under [Club Rides/Café and Pub map](#). The map shows four colour coded types of locations of interest. Clicking on an icon or an item in the list brings up relevant details and, where available, cycling routes that the Club has used.

In the fullness of time this map is intended to replace the present table of [Café and Pub Stops](#).



The new calendar, by the way, can be accessed three different ways. The [Home page](#) shows the next eight events in the current month, the [Full Calendar](#) shows both a grid and a list view of all the month's events, [What's On This Month](#) shows a list of all the remaining events this month. In the full calendar clicking on an event opens it in a new page, elsewhere it expands the item within the list.

Pothole progress?

Gloucestershire County Council trialled pothole repair techniques, selecting machines suited to different sites and road conditions. The Roadmender, (pictured) which uses recycled tyres, performed well, saving 100 tonnes of CO₂ over traditional methods. The council will also use Spray Injection Patching machines and Bobcats, focusing on proactive repairs in spring and summer. Further trials include cold material tests to reduce waste and save energy.



Warm words in this cold weather

In case I never join a Gloucester ride again, I wanted to record my thanks for the kindness and encouragement given to me by so many GCCC members over the years.

I was 65 and had never been in a proper cycling club, but some older friends said “Gloucester have these AA rides once a month. We can do them, and you could too”. So, I tried AA rides. They were often led by Martyn and sometimes went to little cider farms I have not been able to find since.

Then on one ride I chased the wrong group after coffee in Newent. Too fast for me. George’s voice from behind “Get on that back wheel” followed by “Well, get on my back wheel then” giving me an exhilarating ride to the Red Hart. Perhaps I was enjoying faster cycling? Then on the way back someone said to his son “Get on his back wheel”, meaning mine! I felt I was being accepted by these real cyclists.

After more rides, on a day when the AA had got coffee at Hailes early, I asked about the ride to a pub near the Malverns. “Better give yourself a head start, said Malcolm G. We’ll probably catch you about Tewkesbury and won’t leave you behind.” It was in the Farmers Arms that Neville called out “Come on Peter. Come and join the has-beens. As a never-was, I was honoured.

One day at Toddington railway cafe stop, Gary asked “how was the A ride?” “Went well, but we seemed to go halfway round Bredon Hill” “Good” he said, “We’re going round the north of Bredon Hill on the way back”. Seemed an odd way to go to Shurdington, but I must have been enjoying it, because when at Bredon somebody suggested taking the direct route back to Gloucester I carried on with the group. When I totally ran out of energy near Staverton, Mark kindly escorted me to the Bell at my embarrassingly slow pace.

At the height of my cycling ability, I could turn up in the Square on a Sunday and take the slowest ride on offer to coffee without causing long waits. I followed Toby along roads I didn’t know existed – some may not have been roads at all. The rides on to the pub could be a bit harder, but I would be told whose wheel to follow, and someone would watch over me from behind. If I looked likely to collapse on reaching the pub some kind person (usually Colin) would say “sit down Peter. I’ll get the first pint”. I had to draw the line at some of the 125th anniversary rides; I was prepared to have a go at 125k but when I realised you were going for 125 miles I had to give up.

And I must mention the Tyndale section, who encouraged me even though I have never ridden a traditional road bike in my life. They usually rode fairly sedately, but sometimes someone would blast out in front, and all would follow – most memorably when we were confronted by a group cycling in tops labelled ‘Passion for Fitness’. We almost managed to divert their leader to the pub.

Your kindness and encouragement have continued to now, when I need my e-bike to keep up with any cyclists at all. Long may Gloucester CCC continue, and I hope you all enjoy the rides as much as I did.

Peter Davies

VTTA news

When the VTTA quarterly magazine dropped through my letter box, along with bills and Christmas cards, I was keen to examine Gloucester CCC racing fraternity’s performance in the tables of results for 2024.

In the three-distance competition (25, 50, & 100 miles), 72 qualified. Our lean and hungry Vince Douglas finished 45th on standard and 41st on actual M.P.H. Our usual senior campaigner, John Murphy, was there too, finishing 65th on handicap and 72nd on speed. John was the oldest competitor by twelve years!

In the short distance competition (two best times at 10 & 25 miles), 250 qualified. Tim Radley finished 66th on handicap, 36th on speed. Vince Douglas was 109th place on handicap, 81st for speed. John came 222nd on handicap and 248th on speed, again being the oldest competitor, the nearest a youngster four years his junior. In the CTT National 100-mile championship John Murphy set a new West veterans’ record for a 84 year old of 6hr 8min 20sec.

To finish on national results tables is a rewarding experience. Well done to you and all who race for the Club.

Ted Tedaldi

Valuable lessons learned cycling from Bangkok

In 2015, Jamie McDonald (Adventureman) was the Club's guest speaker at the Annual Dinner and Prize Giving speaking of how, in 2012, he bought a second hand bike (having never really cycled much before), and decided to cycle the 14,000 miles from Bangkok to his hometown Gloucester, passing through dozens of countries – all to give back to the hospitals that helped him as a child. Along the way he was shot at, arrested and slept rough. This was his first big adventure and he did it all in a pair of flip flops. Last year, to celebrate the 12 year anniversary he listed a some things that he learnt along the way.

1. The hardest part (of anything) is starting

Whether it's an adventure, a new challenge or even a business, getting started is the toughest thing, but once you do, maintaining momentum is a hell of a lot easier.

2. Kindness is everywhere

I visited 20 different countries and was blown away by the immense kindness of strangers in every single one. Believe it or not the friendliest people I encountered were in Iran & Iraq.

Without the kindness I experienced on this adventure from strangers, I genuinely don't think I would have completed it.



3. Have a purpose

I wanted to give up more times than I often admit, but knowing that people were donating to sick kids because of me, giving back to the hospitals that had helped me, pushed me on day after day.

Having a meaningful purpose keeps you going through dark times.

4. Get comfortable with being uncomfortable

The more you do something, the more you adapt both mentally and physically, and it happens a lot quicker than you think.

5. Don't let fancy-pancy gear stop you from starting

I've been there, putting off things because I think I need something fancy, something state of the art but... My bike was £50, second (possibly third or fourth) hand out of the newspaper.

It carried me 14,000 miles through deserts, cities, fields, floods, up mountains and on roads that weren't actually roads! At some point, Gloucester Museum might be taking the bike to exhibit!

6. Pigs ears taste great...

...but only when you've cycled 3,000 miles through China, where nobody speaks English, and you haven't eaten for two days.

7. We are all much stronger than we realise

So whatever you want to take on, get started and give it a go. You might just (will) surprise yourself.

You can read about this adventure in the best-selling book: [Adventureman: Anyone Can Be a Superhero.](#)

Dressing for cold weather in the 2020's

There's been a lot of talk recently about the chilly temperatures we've been experiencing. Although I know everyone is different, I thought I'd share some ideas that work for me. Your body works by keeping the core warm which is why your extremities feel the cold so working from the head down:

1 – A nice under helmet cap which covers your ears aka Belgian cap Ideally merino wool (breathes) and a peak to keep the low sun and rain out your eyes

2 – Sunglasses– The low sun can be off putting and downright dangerous. If it's raining, then use a pair with clear lenses instead. These will also keep the grit out of your eyes

3 – A snood/neck warmer. These are so versatile and can be pulled up to cover the chin and nose.

4 – Hands – invest in a decent pair of gloves. I use a pair of Sportful Sotto Zero gloves which are good in cold and even wet conditions. Consider the use of mitts or “lobster claws” to reduce the exposed area, but make sure you can still use the gears shifters, brakes, and GPS head unit.

5 – Feet -Start with a quality merino wool socks, then shoes, then a pair of toe warmers before a decent pair of overshoes. Alternatively consider winter boots. These are expensive, and usually only available for two hole cleats, but will last you for many seasons.

This then leaves the rest of your body:

Top – Layering is key. If it's really cold put on one of your summer mesh base layers on, then a merino wool base layer (naturally breathable) and over the top of that a decent (preferably wind proof) soft shell. Always carry a rain jacket with you to use in the event of rain or as an extra layer if it gets really cold

Bottoms – invest in a decent pair of winter bib tights. These provide protection against the cold and some wet weather. They are made with a higher front to give you warmth around the middle. Most will also have a zip to allow easier 'access' and to aid getting on and off. A lot of manufacturers give you a helpful temperature range.

For safety in conditions where ice could occur consider the body armour designed for mountain biking to protect elbows, hips, and knees.

The Club's clothing supplier, Kalas, has a wide range of winter gear but its too late now to buy kit for this winter. For year round good value you can always try shopping locally at Halfords (Boardman), Decathlon (Van Rysel & BTwin), or Go Outdoors. It's also worthwhile trawling the internet as many retailers are having sales at the moment. sportpursuit.com or galibier.cc. are reliable sources and the latter in particular seems to get a lot of good reviews on their website and from the cycling press.

Jon David (pictured right modelling his winter wardrobe) with additions from the Editor



And by way of contrast: Winter Kit In The 1970s

Reading Jon David's advice regarding dressing for the cold made me think of the way that we used to ward off the winter weather when I first joined the club more than fifty years ago, which was a little different to all the thermal and windproof stuff that we wear today.

In the main the clothing was all wool based. The base layer would usually be a wool vest, either short or long sleeved and obtainable from Woods Army and Navy Stores in Westgate Street. On top of this an ordinary shirt, one or two woollen pullovers and then the ubiquitous Nomad Greenspot jacket, which was a very serviceable garment, made from gaberdine, with seven pockets. It came in a variety of colours from black to shades of green red brown and blue but definitely not yellow! To keep out the draught most of us had a scarf tucked in at the neck.

One of the advantages of this style was that when you arrived at the lunch venue and removed your jacket you appeared "normal" and blended in, so to speak. This was the C.T.C. (Cyclists Touring Club) look. Of course the B.C.F. (British Cycling Federation) had to look sportier, and this was achieved by dispensing with the jacket and layering up with jumpers and a track suit top, to keep the chill away from your chest a couple of sheets of newspaper would be positioned between the layers. On the lower half would be a pair of plus twos under which would be racing shorts, woollen ones as Lycra had not yet been invented, if it was really cold long johns or sometimes ladies' tights would be worn as well. This was finished off with long knee-high socks. Headgear would be a bobble hat or a ski hat, on the hands generally a pair of knitted cotton gloves from Debenhams and on the feet as well as your long socks another thin pair, often with a plastic bag between the two.



Thanks to Roy Hook , here seen demonstrating his BCF credentials in 1972, for his thoughts

ERIC MOODY 1942-2024



Eric Moody in the 1960's was, along with a number of other riders from his area of East London, one of the classic time trial riders, a hard man. He joined the Club in the mid 60's. Being in a similar age group, my wife and I became good friends as both families progressed.

If you trace Eric's life style he had always been one to move on, not a criticism, just a fact. Having a top class cyclist move into the area, let alone join the Gloucester City, was a bit jaw dropping to say the least, but he soon became very much part of the Club. He quickly realised the talent we had in the form of Philip Griffiths. Eric had the experience at top line time trialling and knew many people who could direct Philip towards stardom. Philip went on to become one of a very few riders who excelled at road racing and time trialling. Hey, this is meant to be about Eric.

Eric's training area was the Southend Road out of London. He rode for many clubs, three that I know of: Edgeware RC, Roamer CC, & Zeus. The Zeus was a club with class riders and Best All Rounder Riders. In those days the BAR was the epitome of time trialling. Philip of course won this competition several times (in my calculation he should have won it ten, yes ten times, that's another story). The BAR was so big one year I finished 240th with still many riders behind me. I had finished higher. The Club on several occasions ran a coach taking Club members to the BAR celebrations at the Royal Albert Hall. We would have a day in London, wives, girl friends and the usual gang of lads.

Eric's finest year was probably 1964, when he won the classic Bath Road Club 100mile TT in 4hr 4min. and finished second in the BBAR competition. Eric was part of the Edgeware Road Club 50 mile championship winning team. To cap this in 1964 they were the BBAR team winners. Eric had already been a BBAR team winner with the Zeus in 1960

The TTT was now becoming a big event. Eric and three other riders trained as a team with a view to either the Worlds or the Olympics. Their training was on the Southend Road, changing positions every other lamppost. They were mad but determined. Preliminary trials were held and they were unbeaten. The final trial (I believe) was at Brands Hatch MRC circuit where they won but not selected, Pat Ryan threw his bike over the perimeter fence! It became a bit of a battle zone with the selectors.

Eric had competed in road races. One of his stories indicates the difference between the two disciplines. He was selected to ride in the Isle of Man international, three circuits of the classic TT circuit, riding for the England D team. As he once described, "I was away in a break, just hanging on", they were caught by a chasing group, in the group was one of England's star riders, Arthur Metcalf, "latch on Eric", Eric jumped across, lasted about half a mile and that was it, as he said, "I have never ridden a bike so fast in all my life."

Eric moved to Gloucester in 1965, I only have records of him riding for the Club in 1966. That year he won two club trophies, the Limbrick trophy for the fastest 25 and the Halford cup for the fastest 50. In 1966/67 Eric set a new Oxford and back record, a record revised by Andy Jarvis in 2003, in 1967 Eric set a 100 mile record of 4hr 15min, and in the same year set a new Brecon and back record of 5hr 52m.

Eric and family moved away and at some time he joined the Saracen Road Club. Eventually he moved to Mahon in France to run a Gîte. Eric sadly passed away after a long illness on Thursday, 14th of November.

I hope you have found my article of interest. Times, bikes, kit and training have moved on but in the years mentioned we had the best of the era.

Ted Tedaldi

My brother Tony Goulding has sent me a copy of the Gloucester City Cycling Club Spokespiece for Winter 2024, as I feature in some of the photos shown on the back cover. They certainly bring back memories. I have come across some original club runs listings for 1959 and 1960 and thought the Club would like them for their interesting content and what the club did in those days. Here is the first quarter of 1959:

JANUARY-FEBRUARY-MARCH

1959

Hon: Racing Sec:

Club Events

D. Ponter,
3, Awefield,
Upton St. Leonards,
Gloucester.

General Secretary:

Miss M. Mellonie,
10, Twesbrook Avenue,
Gloucester.

Hon: Racing Sec:

Open & T.C.C.A. Events

D. Pugh,
88, The Orchards,
Twigworth,
Glos.,

Captain: M. Panter

23, Chester Road, Gloucester.

Treasurer:

R. Dean, 2, Priory Street, Cheltenham, Glos.,

ALL RUNS LEAVE FROM KING'S SQUARE, GLOUCESTER

JANUARY

LUNCH

TEA

LEADER

4th 10 am.	Monmouth	(3.30)	Blakeney	J. Burnett X
11th 10 am.	Malvern	(2.30)	T.C.C.A. Social	
			Upton-on-Severn	A. Young X
17-18th	Week-end to Bridgnorth.	Bookings with 10/- deposit to		
		Alan Young by January 4th		
18th 10 am.	Evesham	(2.30)	Welland	
			Marlebank Inn	D. Hall ✓
25th 10 am.	Ashton Keynes	(2.30)	Ribury	R. Newman ✓

FEBRUARY

1st 10 am.	Pershore	(2.00)	Weston-sub-Edge	M. Panter ✓
7-8th	Week-end to Crickhowell.	Bookings with 10/- deposit to		
		R. Dean by January 25th		
8th 10 am.	Tutshill	(2.00)	Symonds Yat	Alec Goulding ✓
15th 10 am.	Malmesbury	(2.30)	Coaley	J. Barnes ✓
22nd 10 am.	Bredon Hill	(2.30)	Gotherington	Miss M. Mellonie ✓
28th-Mar. 1st.	Week-end to Rhayader.	Bookings with 10/- deposit to		
		D. Pugh by February 15th		

MARCH

1st 10 am.	Ross	(2.00)	Hereford	P. Harris ✓
8th	Club M/G 25	(2.30)	Cockleford	D. Ponter
15th	T.C.C.A. M/G 25	(2.30)	Eldersfield	Mrs. P. Pugh
	Chippenham M/G 25			
22nd 10 am.	Cricklade	(2.30)	Whiteway	F. Brazington
29th	Easter Sunday			
	10 am. St. Briavels	(2.30)	Bream	M. Panter

TIMES IN BRACKETS INDICATE START OF AFTERNOON RUN

DINNERS, etc.,

Jan. 24th Stonehouse Wheelers
31st Swindon Wheelers
Feb. Cheltenham & County C.C.
14th Our Dinner - Tickets, Price

15/-

COLOUR SLIDE SHOWS

LIBERAL HALL, GREY FRIARS

Thurs: Jan. 22nd 7.30
Feb. 19th pm,
Mar. 5th

S U B S C R I P T I O N S N O W DUE

There are some familiar locations listed, and rides that seem ambitious by today's standards: for example a weekend away in Bridgenorth in January! Review the full listing for 1959 and 1960 on the web.