

CYCLE INK



Gridiron and AGM report inside

Winter 2015

The Quarterly Magazine of CTC Wessex Cycling
in Bournemouth, Poole and Christchurch



23rd Gridiron, Lesley's First

Lesley Hottinger

I would like to say thank you so much, to everyone who organised this years Gridiron. We had such a great day, I rode with a group of seven friends some of whom had taken part in previous years but it was my first ever event and I was amazed at how well organised it all was, we arrived at the check points to see crowds of cyclists but each time we were seamlessly processed, through getting our cards stamped and being served up hot tea and biscuits and re-filling our water bottles with squash, all the volunteers were so friendly and encouraging, telling us how well we were doing.

The route directions were great (when I read through them beforehand, I wondered what the "Green Triangles" were - literally triangles of green grass) and the atmosphere of camaraderie through the day was amazing, any time we stopped to check our route there would be someone calling out "NEXT LEFT OR STRAIGHT ON" it felt as though we all riding together, the weather obviously added to the experience as it was such a lovely day. And at the final check in, everyone congratulating each other and welcoming us in, taking photographs and a great sense of achievement.

It was brilliant!!!! Love Lesley Hottinger xx



Lesley Hottinger



Cover photograph - One of the younger riders arriving at the first control in the Boldre War Memorial Hall.



Gridiron 2015

Another young rider leaving the first control in the Boldre War Memorial Hall. Address to access more photographs has been posted on our Facebook page, CTC Wessex Cycling, please join for future updates.

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This is my first issue as editor. Thankfully Keith is guiding me through the process. I am using his template which is a godsend I still will be surprised if I do not call upon his expertise for a long time in the future. Please



allow me some licence in the next few issues. I was very pleased that the AGM was so well attended. Perhaps the free drink did entice a few additional faces out. The formal points were carried out with alacrity. I was also pleased that not one of the meeting's agendas were left behind.

Your new Editor Mike Walsh

Chairman's Soapbox

Cycle Path Communication

Perhaps I should say the lack of communication by cyclist and pedestrian is what has inspired me to communicate in this article.

During the summer months I have ridden from my home in Lytchett Matravers to either Bournemouth or Poole on a weekly basis to deliver Bikeability cycle training. The feature that became apparent to me on these journeys is the distinct lack of communication by other users of cycle paths.

There is within the syllabus for Bikeability (the national standard for cycle instruction) a reference to three C's. One of the C's designed to assist one in becoming a safer cyclist is the need to communicate. The majority of cycle path users even to the detriment of their own welfare, will not/do not communicate.

We appreciate that pedestrians have priority and therefore they may feel some immunity to vulnerability. Relying on this concept alone in the light of a fast moving cyclist may not always be prudent. In the interest of self preservation would it not be wise to communicate (if the cyclist has not already indicated) to an oncoming cyclist by a simple

hand signal indicating which side of the path you wish to adopt therefore communicating by definition which side of the path you are asking the cyclist to pass.

On most occasions when I have met an oncoming cyclist they do not communicate which side they wish to pass. Is it possibly that they do not wish to be recognised by making eye contact and so resolutely continue with their eyes down. It is significant that if both are travelling at say 10 mile an hour a collision with the forces of 20 miles an hour will have an unpleasant result. This potentially dangerous situation in no way encourages communication and seems unnatural and contrary to our genetic code for human survival.

One must perhaps give a little deference to any cyclist approaching uphill as signalling may be more difficult. It is logical to assume that another cyclist should pass on your right hand side as on the highway, however human nature plays its illogical hand by many cyclists wishing to pass on one's left. Pedestrians, I find have an inclination to pass on the side furthest away from the traffic.

Cyclists approaching each other by and large fail to communicate their intentions, even if their personal safety is at risk. Communication when overtaking is also necessary to avoid surprising someone who may then move to one side unexpectedly and possibly into your path. Is cycling the antithesis of road rage? Have we discovered that it produces anti-road rage? Do cyclists become too passive on their bike, wishing not to offend anyone? Is it just the lack of being encapsulated inside a motor vehicle that defines cyclists passive behaviour?

I have tested this theory by riding in the middle of a narrow cycle path towards an oncoming cyclist to see (if threatened by an impasse) if they will communicate to create harmony of space. Invariably there is no communication; it is like 'rabbits in the headlights' and we ride towards each other expecting some divine intervention to move us both to the correct side to pass. This situation is generally resolved by the other rider moving definitively to one side at some stage.

To avoid unnecessary anxiety and potential collision, cycle path users do need to COMMUNICATE!

Paul Rush



Extendable Lead Dog Walker Pay Out

An elderly woman, who accidentally tripped cyclist Anthony Steele while out walking a dog, has been forced to pay him £65,000 in damages. The dog's lead got tangled with the wheels of his bike, throwing him to the ground, leaving him with life-changing injuries.

Wimborne Rec. (Redcotts)

A member of the general public witnessed cycling in Redcotts and raised this with Wimborne Council. The cause of the complaint was directed at DCN but those responsible were not DCN or any member of our group but the Thursday morning meeting was mentioned as an aside. Cycling is not allowed in Redcotts. The Council does not want to post no cycling signs so as not discourage very nervous cyclists from riding. Please use your discretion when using Redcotts.

Bedevilled Bicycle Ride

Bob Chittenden

Bicycle out of the garage, it was not ride able because of a flat front tyre. I swapped the tube added a spare to my kit and was ready to roll. Because I was late I phoned Jim (MacDonald) at home to tell our Potterers I would be late to Blandford. So I tacked the bicycle and went by car to Spetisbury, un-racked my bicycle and rode 2 miles North to Charlton Marshall where puncture 2 occurred and the flat front tyre caused me to wobble and fall to the roadside in front of the X8 bus. A swift switch of steering round me (the bus) as I was in the middle of the road and my trunk half on the verge, the bus disappeared northwards leaving me and a cloud of exhaust gases behind.

Twenty minutes later and ready to roll, I arrived at Cafe 65 just as the Potterers emerged from their coffee. They were going to Milton Abbas via Winterbourne Stickland and a climb up to 721 feet above sea level. Jim and I decided we were not going to do this, so set off about 5 minutes after the Potterers, towards Winterbourne Stickland. Halfway up the hill near Bryanston School I had puncture number 3 and only one spare left. Another 15 minutes work fixing it and now no spare tubes. We continued to West Stickland and rain made us seek shelter in local Parish Church where Jim produced some rather nice red rubber patches which enabled a repair and now one spare usable tube.

By now it was about 1315 and the Potterers were on their return journey and at the road junction we were traversing. We were, invited to join them by Ann and Maggie but Jim and I declined because we had made up our minds to descend the Winterbourne Valley to Red Post. Wishing everyone well, we were freewheeling at Lower Street, that ominous psssssss sound portended my 4th puncture in the front wheel. Poor Jim didn't hear my expletives and I did not shout loud enough for him to hear 'puncture' and off he rode. Now I did have a newly repaired spare tube and ten minutes later Jim, who had ridden on a fair distance apologetically arrived back at the scene. I had found a nasty spiky black thorn (almost invisible) in the rubber which I was able to flick out with my trusty Swiss army knife.

After our replacement tube was assembled we arrived eventless at Bloxworth. Going East, I was leading and going downhill toward West Morden when I encountered a succession of patches of crumbling tarmac causing my back bag to break loose and fall noisily onto the road. My back bag did exactly what it said on the tin "quick released" into the path of Jim, this could have been risky for Jim had he been a few metres closer to my back wheel. No fuss, he kindly picked it up and handed the offending article to me when I walked back for it. I was now beginning to feel guilty about my deficiencies, since all my cycling equipment is second-hand and becoming a liability and quite unsuitable for winter country usage.

Onwards we made safe progression toward West Moredon and the junction of the B375 with its intersection of A31, known as Worlds End. There, I remarked that someone had demolished, again, the infamous brick wall facing fast drivers as they approached the sharp left-hander near the boundary of Charborough house and grounds. This wall must be been rebuilt a dozen times or more. We do not know how many drivers had lived or died regretful of their error.

Any how, it was just here that my bicycle started rumbling along the tarmac, would you believe it, another puncture! Rear wheel this time. Having no more viable spare tubes, by now it was getting dark and we had made poor progress too due to the numerous incidents of the day. Jim fitted Jim's tube to my back wheel, yet now this was impossible to inflate because the short valve stem hadn't enough protrusion from my deep rims to fit the pump. A second tube Jim had was fitted which had a

stem just a little longer by using Jim's mini 6" pump we got enough compression to enable an inflated tyre hard enough to be ridden the short distance to Spetisbury. Off we went East along the A31 and up across to my destination. Jim left me at the cross roads to ride to Shapwick and Sturminster Marshall on his way home. I valued his companionship and enormous help. I got to my car at dusk and tacked the bike thankful of both warmth and headlights to show me the way home since I had none on my bicycle. My exhausted machine was wheeled into my garage.

I danced my way through my socially lovely Thursday evening despite my sciatic pains and arthritic hip joint. This morning (Friday 13th) I saw that my bicycle had flat front and rear tyres. I could not face the task of changing and repairing so I wrote this instead.

Bob Chittenden



Margaret Phillpotts 1948 - 2015

It is with regret that I report that Margaret died after a few months of fighting cancer. Margaret's cycling friends were well represented at her funeral as were her friends from her other interests. As reported in the last Cycle Ink, Margaret started riding on Terry's Saturday morning ride to Burley 2002. This quickly led to her taking on a wide range of randonnées including Paris Brest Paris and London Edinburgh London. I met her at both events (I did not ride either) and on the way home from Paris a number of us ended up



sharing a meal in Le Neubourg. I had

purloined three fleches and around the table there were three PBP riders who did not, so I presented one to each. Margaret mounted hers at the bottom of her stairs. She had also completed over 100,000 miles for which she was awarded CTC Wessex Cycling's "Riders Cup" in 2014. Margaret will be missed.

Mike Walsh

Event Calendar Dates For 2016

2nd April	Hardboiled 300km (part of Wessex Series)	Shawn Shaw	01202 685014
3rd April	Dorset Coast 200km (part of Wessex Series)	Peter Loakes	01305 263272
3rd April	Dorset Coastlet 100km	Peter Loakes	01305 263272
TBA	Devon & Dorset Downs 300km (3D 300)	Peter Loakes	01305 263272
1st May	Porkers 400km (part of Wessex Series)	Shawn Shaw	01202 685014
TBA Early May	New Forest Spring Challenge 50km	John Ward	01590 671205
TBA Early May	New Forest Day Out 100km	John Ward	01590 671205
TBA Early May	New Forest Century 160km (100 miles)	John Ward	01590 671205
TBA Early May	New Forest Excursion 200km	John Ward	01590 671205
28th May	Brimstone 600km (part of Wessex Series)	Shawn Shaw	01202 685014
TBA Early Sept	New Forest Autumn Challenge 50km	John Ward	01590 671205
TBA Early Sept	New Forest and Coast 100km	John Ward	01590 671205
TBA Early Sept	New Forest and Isle of Wight Century 150km	John Ward	01590 671205
TBA Early Sept	New Forest On/Off Shore 200km	John Ward	01590 671205
TBA Early Sept	Dorset Dirt 50km offroad	Ken Reed	01305 772654
Oct 9th	The Gridiron 100km	John Jackson	01590 683815

Terry's Ride to Burley

This ride happens every Saturday and is completely informal. There is no leader and no back up, but generally an experienced cyclist is somewhere around. The route is designed for beginners but joined in by all abilities. Start 09:00 at Waitrose Supermarket, Christchurch every Saturday or a few minutes later at The Oak PH, Burton. Or make your own way to the Old Farmhouse Tea Rooms, Burley for 10:00

Committee meetings at The Conservative Club, Kinson.

Next committee meeting: 17th February 2016 at 19:30

Committee meetings for 2016:-

18th May : 17th August : 19th October (AGM) : 16th November

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"CycleInk" is the Newsletter of CTC Wessex Cycling, a Member Group of the Cyclists' Touring Club. Published four times a year. Views expressed are not necessarily those of the club. The committee meeting date is the deadline for contributions.



www.wessexctc.org our mirror site at www.bournemouthctc.org

<https://www.facebook.com/groups/ctcwessex/>

An Exceedingly Grand . . .

. . . Day Out in London *enjoyed by John and Sheila Ward*

Because we advertise our weekly social bike rides from Lymington on the 'Ridesocial' section of the Skyride website, John and I were recently invited to join a special ride around closed roads in central London at lunchtime on the day of the final stage of the Tour of Britain. The day began with coffee and a bun at the Rapha Cycle Café, a free T-shirt and special

Ridesocial cupcake, and a talk from round the world cyclist Mark Beaumont, plus presentations to a few of those present for their work organising rides.



The 6.2 km ride circuit included Regent Street, Haymarket, The Strand and Whitehall, and the crowds were already gathering along the barriers as we set out. John and I were on the only tandem, which drew some attention. Mark Beaumont and Chris Boardman cycled along with us. Being on the back of the tandem I could take lots of photos. In the time available we were able to do four circuits of the route, and

the feeling of cycling with no traffic along these well-known streets, sometimes with no other cyclists at all in view, was fabulous.

If you'd like to read more and see more photos, go to:

<http://www.johnandsheila.net/tour-of-britain-final-stage-2015.html>

John & Sheila



Bikeability Instructor = getting young riders to demonstrate their Cycling Competence = to be recommended

Well that's it for a season – for my first season as a Bikeability Instructor. And it's all Paul Rush's fault!

It all started in early May when we were involved in the annual “who can roll furthest?” competition. I made the mistake of admiring the luminous anklets Paul was wearing. A harmless question really - “where did you get those from?”; and that's when Paul told me about the Bikeability Courses for Schools he was running for Bournemouth Borough Council **Road Safety Project in the Planning & Transport** Department

Normally Paul's simple answer would have satisfied my curiosity. Unfortunately, however, Mike Walsh was listening in. He told me what a good thing it was, and that – if I was interested – he had access to funds to pay the fees, and that – quite by chance – there was an Instructor Training Programme about to start in King's Park.

Well, that was it, wasn't it – a week later I was enrolled on a course and being trained to become an instructor. Since then I have been a co-instructor of some 10 courses and – after some initial trepidation – I have very much enjoyed this, and can recommend it for anyone with the time and the conviction that we need to get people onto bikes.

What most of us know and some of us remember about Cycling Proficiency has now morphed into Bikeability Levels 1-3. Aimed primarily, though not exclusively, at school children, Level 1 is essentially about the bike, the rider, and the rider on the bike. Level 1 takes place in a School Playground or a designated traffic-free location.

Unlike the old Cycling Proficiency Level 2 takes place on normal roads. Highly practical, Riders have to demonstrate that they can perform all the manoeuvres associated with town traffic – knowing where to ride on which kind of road, turning to and from major and minor roads, using roundabouts etc.

In Bournemouth Levels 1 & 2 are run for 10-year-old cyclists from School Years 5 & 6 at the Training Area in King's Park. There are 2 Instructors for small groups of 4 learners. Each course is spread over 2 x 2-hour sessions.

Level 3 is for Secondary-School riders and involves navigation more complex junctions and cycling situations – multiple-lane junctions, heavily-used roundabouts etc.

In summary = to be recommended. It is the way to harness and channel children's natural wish to become independent and try out new skills, develop new competences.

Contact: ???

Mike Woodhall



If anyone would like to follow Mike and become a Bikeability Instructor CTC Wessex Cycling are very happy to support your training by offering bursaries towards the course costs, please contact Steve Gray.

Paris Brest Paris

By David Smethurst

Back in August 2013, not having cycled seriously since 2002, I climbed on the bathroom scales. They wheezed "one at a time please". I took a long hard look at myself. Two years later Graham Dore and I lined up for the start of PBP and it seemed that a lifetime had passed in that time.

In between I had used that old formula: "energy out must equal (or in my case exceed) energy in". I started pottering on the bike and did some spinning. I staggered around the "Dorset Coast" 200 not much inside the time limit. In November 2014 I found the Thursday Rouleurs. I contacted Dave Langley, a little concerned about keeping up, but received reassurance and in the event ended up as a middle marker in the group. I still am a middle marker if slightly further forward of the middle. This progress led to three group rides a week, and dipping my toe back into Audax with no thought of ultra distance.

I heard that PBP was on in 2015. I recalled it from early days as something for nutters, and really didn't give it any conscious thought. But strangely I found myself entering a few more Audax rides and eventually thought a Super Randonneur series might be achievable. I think I was being subconsciously drawn to France. As late as May I finally admitted it and "came out".

Graham and I chatted about the event. He is a veteran endurance sportsman both in cycling and kayaking. He was already committed to doing the event, so we teamed up, sharing resources and company for the trip. An intense period of long events followed including a glorious two days doing Shawn Shaw's Hellfire 600 and feeling the love from the superb helpers on Windsor-Chester-Windsor. Some of those days are stories in themselves.

Driving down in Graham's car we pitched my tent at the Versailles campsite full of riders of many nations including UK tandem friends and a few solo riders I had ridden with over previous months. The next day was taken up with bike checks and extensive queues for T-shirts, jerseys, the obligatory hi-viz gilets and registration. Organisation was good but with nearly 6000 riders delays were inevitable, and we just wanted to laze around, preferable not standing up.



Our start was at 1945 hours the following day so we had our chance to slob and eat quite a lot, although a certain apprehension crept into my mind as we did final prep. Graham's kit was well sorted, but I had returned from family holiday in Cornwall the night before leaving. I had everything I needed in a crate and I went over and over the bike, fettling things to make sure a small issue wouldn't lose me time or cost any effort. This is the way of Audax.

We rolled out to ride 10k to the National Velodrome to get our pasta meal and wait for the start. The pasta had run out which might have been a blessing as we popped down into the town to eat at a restaurant. There were many riders including a large group of Hampshire folk I had met before, most of whom had ridden from the UK. The restaurant was probably more restful than the pasta queue.

I found myself with a little tummy trouble, which is a bit of a portent of doom on a long ride and this did turn out to cost me a lot of time and much discomfort, but that's the last I'll say of it. It's not spoiling my memories of what turned out to be a great experience.

Back to the start area and we slowly edge forward into pens of about 300 riders for the release. We were the penultimate group of the day with several thousand ahead of us. We were reminded by the blaring PA of rules of the road and the need to sleep. Graham and I are different riders. He's pretty strong and has common sense and knows how to pace himself. I, as a mediocre ex-racing wheel-sucker, tend to start fast and stick with the fastest group I can work with, eventually emptying the tank. I drop back, recover and go again. But this does often find me well up the road with time in



Venue for the last supper

hand to recover. It's against all received wisdom, but it works for me.

So off we went into the twilight, only to be in contact with each other by occasional text and by asking at controls for the next three and a half days. We had both entered as "Touristes" giving ourselves the longest time limit of 90 hours. Aiming to use the full time limit is risky so a few hours in hand are prudent. This led me to set myself a personal target of sub 80 hours which is the limit for the faster "Vedettes".

The first control is a long way at 140k. This allows the groups to stretch out and become more manageable. The first night was glorious for it's speed and the range of riders and groups. A series of chats with US, Kiwi, Brits, French and others would be followed by a hammer with "Team Norway" or one of the Italian club groups, lifting the speed on the rolling terrain up to high 30's kph at times. We passed through illuminated small towns with cafes open at unfeasible hours and riders hunting energy and drink, even at this early stage.



How did I get into this? - probably his fault.

villages were "en-fete".

The first control at Mortagne-au-Perche was heaving. I learned a lot about how to save faffage time by making mistakes at this control. Further down the line I would go for a food top up near to the control if available and just get my card stamped passing through. In fairness things settled down well. and we were often able to get food immediately.

On into the dawn I started to look at my rough schedule and realised I was way ahead. The route isn't flat or easy, and overall I still rode 70% of the distance alone, but in a UK event of 600k plus that solo proportion would be much higher. I was still going quickly as I caught slower groups and rested a while, then was caught by some quickies, joining with them for a while in a bit of a bash before discretion prevailed. Why not join a chain gang of Ukrainians, Koreans, Spaniards, or Indonesians? The chance doesn't often come up on

the road to Shaftesbury. As the day wore on I worked out that I was doing my fastest ever 200, 300 and 400k rides.

Before the event Graham and I had talked about splitting it into 3x400. We thought we could probably get to 450k without sleeping and those friends who planned to go further seemed insane. As the second evening came, I mulled over whether to stop at Carhaix (526k) or get to the psychologically good half way point of Brest (615k). I think the Carhaix stop would have been quicker overall as I ground myself to a snail's pace doing that last 90k over the high point, the Roc Trevezel, and fought through the doozies into Brest at about 0130.

This was still a crazy pace of just under 30 hours for over 600k but there would be very little group advantage on the way back, increasing tiredness, and a definite need for a midway sleep, which had not been required on the way out. So I didn't feel over-confident. I knew I was going to make it within 90 hours, barring disaster, but not necessarily sub 80 hours as hoped.



Not so nice in the dark

the grass with double pastries and coffee chatting to Mike from Bristol who I'd ridden with before. He was Audax points champion last year and this year has ridden at least six Super Randonneur series to my knowledge. Epic.

I aimed to get a short sleep at a more reasonable time of around midnight. With a late-ish start I would probably only make 250k by that time so the target became

Tinteniac. This left 350k to the finish for what I hoped would be the final day.

Eastwards across Brittany now, passing back through those controls already encountered and occasionally glancing at the letter code of other riders to get an idea of roughly where in the field I might be. Also looking for the national flags of many of the sixty or so nations represented.

Most notable among the controls was Villaines-la-Juhel with the friendliest of many friendly welcomes. The band played, children from the schools cheered and I heard my name and the words Royaume-Uni over the PA in a stream of frantic french commentary.

The Brest control, like several others, was based at a large college with big dormitory buildings. Riders pay four euros, say when they want to be woken and are shown to a bed. This was going to be the big stop involving a meal, shower and four hours sleep. More food saw me leave at about 9am. Graham had been a little behind, had slept at Carhaix, and had passed me as I slept. Sensible man.

In bright morning sun we trickled out of Brest, now meeting the still outbound riders. 30k out an irresistible Patisserie saw me sitting on





Villaines-la-Juhel bike park

This control was notable for another reason. 10k down the road I did a delayed pocket check and found to my horror I'd left my phone there. This wasn't a usual inconvenience as I could well need it both to keep family informed and to tie up with Graham. I had to go back. It was a super quick hour there and back, including the time to find it at the control desk and grovel my thanks. Funny - I never doubted it would have been handed in.

Those two days were hot enough at about 25C to keep us rehydrating enthusiastically and I was living largely on fresh fruit to resolve my ride-long eating issues. In many places passers-by were quietly stepping round sleeping riders on verges, pavements and the odd graveyard tomb.

Tinteniatic finally arrived at around midnight as planned but a bulge of riders seemed to arrive just before me and there was temporarily no room at the inn. A wait of around 45 minutes for a bed left me sleeping for two and a half hours in the company of a nice Italian guy who became my mortal enemy as half way through my sleep he decided to repack everything and eat his breakfast from noisy plastic wrappers. Worse than the cinema.



No room in the graveyard

I left at about 4.30 hoping to finish that night. I had 350k to do and to make my personal target of 80 hours I would need to finish by 0345 the following morning. Should be doable. Grinding up endless long drags followed by high speed descents on lovely smooth roads became the routine. The controls ticked by. Returning to them for the second time quickened the process. Another warm day wore on and I was wishing for the later afternoon to lower the temperature a little.

It increasingly looked like I was going to make it in good time. A dilemma arose. I was going to arrive in the early hours to a welcome from very few people. I knew some planned to sleep again short of Paris in order to delay and enjoy the crowds that would be there the following morning. This would still be well within my group's actual time limit. I also knew that rain was forecast that morning and my own (camp) bed was beckoning. Onwards, no more hanging around - let's get this done. Those who slept were soaked in the early hours but they did get the welcome.

The penultimate control at Dreux was the chosen final sleep stop for many and I recall chatting to a Japanese guy for an hour on the approach to keep him awake as he was weaving alarmingly on the climbs. Someone had done me this favour on the approach to Brest. He was determined to continue. The food was glorious with no queues. I felt I could now enjoy it so triple dinner ensued and I loaded up with more fruit. As I left I passed the Japanese guy crashed out in the stairwell. Good. I knew he would be safe.

Now came a really fun final stage from about 2200 hours to a finish about 0230. It



included spitting rain and a return to suburbia but was ridden in the company of two guys from Seattle, a Kiwi and a Spaniard. We were of different pace but just thought what the h***, we want to finish this on a jolly high. So we potted from a midnight cafe to family roadside coffee stop, signing the visitors book and thanking the French nation for their hospitality and their love and understanding of our strange sport. We waited for a

puncture and in one case rode back down a climb after realising a guy in an aero-recumbent was probably having a significant mechanical. (You can never have enough zip-ties). The final hoorah as we approached the outskirts of Paris was given by a group of (possibly not) women in sparkly grass skirts and bikini tops cheering us on.

We rolled into the Velodrome car park to a welcome from a few dozen helpers and friends and quietly checked in and grabbed the finish pasta meal. I recall chatting to a group of old-school Brits (that really includes me) about how this was really a Sportive and not Audax as we know it. Privately I was thinking "who cares? Look what we all just did together".

I got back to the tent about an hour later as the neck muscles finally gave way. Graham was asleep with his torch on. He got round in under 75 hours, me in about 79. Next day gave enough R&R to be safe to drive. A convivial meal with the various tandemists followed, and a safe journey home the following day.

Would I do it again? Would I advise anyone else to do it? I'll put it this way: Imagine five of you are plugging on through the darkness and the lights of a village approach. Between you there are four nationalities, three languages and both genders. As you rattle over the cobbles an elderly couple are on deck chairs outside their front door. They give a few claps of applause and a call of "bon courage!". Fingers are raised off the bars in acknowledgement. You check the time. It's 3am.

David Smethurst



JOHN FOOT (1925—2015)

Unfortunately our previous Newsletter came out just before the news broke upon our cycling scene of John's passing, which means we are somewhat late in publishing this report.

Even now it is difficult to appreciate he is no longer with us because even though in late retirement his cycling became more restricted and eventually had to stop the man was such a life force that his philosophy of life and driving energy can still be detected as a background radiation to many of the things we do today.

He was instrumental, with his Wife Joyce in the launching of our Inters group over 30 years ago and it was his personal input that cycling ought to be about having the most fun on two wheels that tended to hold sway. Not for John the etched grim face at the conclusion of some monumental challenge event exhausted and mentally resolving never to do it again. "Where is the fun he would ask". In amazement. Phones rang at all hours as his ideas for trips, expeditions and forays to the continent came tumbling from him.

Those who were lucky enough to be on those trips have happy memories of so many things. Serendipity seemed to follow John and when on form was unstoppable. Whether cycling through the snow banked French winter lanes or into a bursting Cotswold springtime anywhere and everywhere as long as there was cycling enjoyment to be had. To see John at the end of a day spent pedaling sat with a glass of red at a French cafe table was to see true joy incarnate.

John's pre-retirement career as a fully chartered engineer working in research at the then Winfrith Atomic Energy Establishment and when younger his Parachute Regiment service, he was little inclined to talk about, but it was when he laid down some of his responsibilities that the full flowering of his two wheeled enjoyment could be given full reign.

One could go further regarding his sailing instructor activities in the yachting fraternity, his marine and yacht purveying company, his early prototype engineering work in the sub- aqua equipment field, but enough.

I will remember our cycling years together which I regard, and many other participants I know will, as a golden cycling time which only occasionally can we nowadays recapture.

Au Revoir John. Our glasses are raised.

Big Bob



<http://www.bombproofwheels.com/>

MINUTES FOR AGM FOR CTC WESSEX CYCLING

Wednesday 21st Oct 2015 19.30

1. PRESENT – Total 34 attendees.
2. APOLOGIES – John Ward
3. MINUTES OF AGM 2014 – read by all from the Agenda, agreed as a true record proposed by John Hayter and seconded by Julian James
4. MATTERS ARISING FROM PREVIOUS MINUTES– there were no matters arising
5. GRIDIRON REPORT FOR 2015 – John Jackson reported a great day and enjoyed introducing new people to cycling in the New Forest. He felt it was heartening to see the sense of achievement and enthusiasm of the last stragglers. The weather was glorious as were the autumn colours. Without the volunteers the event could not run and many riders praised the running and the volunteers either verbally or by email.

785 people had paid to ride, there were 602 starters and 531 finishers which is a 23% DNA higher than the previous average of 12%. This could have been due to the bad publicity from last year and that there is more competition from other rides also. The extra advertising seemed to have little effect on numbers of entries. John would like 1000 entries in 2016 with 850 riders.

John had to attend a meeting in the spring with CTC and Sustrans concerning the Charter for cycling in the New Forest but no changes were allowed even though these would have only affected Wiggle. An official from the National Parks drove the route on the day and John has been called to a meeting. The Gridiron is the longest CTC ride nationally.

The Gridiron will take place on Sunday 9th October 2016 but it is threatened by the lack of new volunteers – especially as long standing ones are obviously getting older and some have health problems. This year we had to do our own catering which meant more volunteers were required with some dedicated helpers having to double up and do two long shifts.

PLEASE go back to your groups and ask for volunteers to come forward for 2016 to avoid a serious situation.

30 volunteers enjoyed a thank you lunch earlier this year and John Hayter and Jo and Mike Gordon were awarded engraved tankards as Super Domestiques for all their hard work.

Next year will be John's 6th year organising the Gridiron and he announced it will be his last. He intends changes to the route next year to improve it as he feels it needs renewing and refreshing to keep up its momentum.

6. REPORTS-

CHAIRMAN/PRESIDENT- Paul Rush thanked every one for attending. He feels we need more young enthusiastic members. It has been a good year with more cycle trainers completing the course and he reminded us to contact Jim McDonald, course coordinator if there are any courses anyone is interested in taking or finding out about. The rides organisers are finding new routes to keep interest up.

TREASURERS REPORT – The accounts of the group were presented and acceptance was proposed by Julian James and seconded by Keith Matthews. The group also agreed to claim the £200 grant available from the National Office. This was proposed by Julian James and seconded by Keith Matthews. The £200 and the surplus from the Gridiron helps pay for training and subsidising the Christmas lunch.

SECTION LEADERS – most reports had been sent in so were fixed to the agenda with an addition to the Thursday Rouleurs as follows

Thursday Rouleurs – Mike Gordon has resurrected Rouleurs 2 – this is comprised of slightly slower riders than the faster Rouleurs 1, usually going to the same coffee and lunch stops but not so fast and perhaps a slightly shorter less arduous route if needed – so come along and try it.

Sunday Rouleurs – no report

Inters – given by Bob Courtney who said the standard of the rides has increased with longer, faster rides and an average of 10-12 riders. There are younger cyclists and some cycle camping has been enjoyed.

Sunday Potterers – Bob Chittenden reported that the average riders is 7 with the maximum of 18 at the start and then some drop out at coffee. The later 09.30 start has not increased numbers and the age of the riders is increasing with few younger riders coming along.

Thursday Potterers – John Hayter thanked Jim McDonald for leaving him and Maggie Ross with a good group for them to take over the ride organising.

The average speed is 10-12mph with good numbers of 12-25 (35 when Maggie was leading) The ethos of the group is to ride from home and be out all day, but some just come to coffee, some car assist but all are welcome to come and do their own

thing. In December and January the start will be 10.00am and just to go to coffee. There has been no increase in female riders and in comparison the CBC often attracts 50% female riders. Maggie would like some promotion for this and it was suggested that she contacts Keith Matthews for his expertise in helping design a leaflet.

Saturday 60 – no report received but it was reported from those attending that it seems well supported.

Right to Ride – Paul Turner attends meetings with CLAG and the Bournemouth Forum and all is printed in the newsletter every quarter. If you want to sort anything or want some changes do contact Paul for him to take forward to the relevant agencies

7. EVENTS – these are printed in the newsletter

8. BURSARIES – Mike Walsh said there are sufficient funds to support courses – the Bikeability Course, Tour Leader Course – do approach a committee member if you are interested.

Stephen Gray said the Bikeability level 3 is not funded by the government – are we as a group willing to support financially as he feels it could be the link in the chain to encourage active CTC members. This was approved.

9. CHRISTMAS LUNCH – To be held on Thursday December 17th at Bournemouth Sports Ground, Chapel Gate again. There will be notification coming through by email and Dave Langley will be collecting names and monies as per usual. Thanks to him and to Denis Eveleigh for arranging.

10. AWARDS PRESENTATION – insufficient information has been received so this will be at a later date.

11. ELECTION OF OFFICERS – all previous committee members were willing to stand again.

President – Paul Rush

Vice Chairman – Jill Burden

Secretary – Mike Walsh

Minute Secretary – Jo Gordon

Treasurer – Mike Walsh

Newsletter Editor – Mike Walsh

Welfare Officer and Registrar and Website Master – Keith Matthews

Right To Ride representative – Paul Turner

Auditor – Ralph Huckle

Course Coordinator – Jim McDonald

Gridiron Organiser – John Jackson

CTC Representative – Julian James

Ride Leaders – Bob Chittenden and John Hayter

Committee members – John Ward, Bob Courtney, Joan Courtney, Stephen Gray

NOTE:- All Rides Leaders are welcome at the committee meetings as and when they think it is appropriate

12. VOLUNTEERS – Paul Rush said these are very necessary to the running of the group.

Pete Loakes needs volunteers to help with the Coast and Coastlet

Runs list organisers need runs leaders

The summer picnic was a success for all groups to meet together but a volunteer is needed to run it in 2016

Also a volunteer is needed to collect the awards before the AGM, get them engraved and bring them to the AGM.

And please don't forget the Gridiron

The few are working hard to make this group successful – please think if you can just spare a few hours to do your bit also.

13. ANY OTHER BUSINESS – Norman Davies presented a concern from a member of the general public through a Wimborne councillor regarding riding in Redcotts (Wimborne Rec). The main cause of the complaint was not any member of our group but the comment regarding our Thursday morning meeting point will be published in our newsletter. Riding is not allowed in Redcotts.

Keith Matthews has run the newsletter for many years and as a thank you he was presented with a framed photo of a winged wheel in Rugby. Keith maintains the website detailing all known current sightings and pictures of old sights of the Winged Wheel. The picture was presented by Mike Walsh along with the original postcard he had sourced.

Articles for the Newsletter should now be sent to Mike Walsh please

Ralph Huckle is now collecting for the 13th order for club kit- he needs a minimum of 10 items for each order – so contact him if some needed.

Pete Durant reported that there is still no Winged Wheel on the CTC magazine – it had been promised that this had been omitted by mistake and would be reinstated. Mike Walsh has written twice with no response and the majority of attendees supported this being pursued.

Paul Rush felt that more extended runs were welcome for all groups

Pete Durant brought up the need for safe cycling within groups and Stephen Gray answered that there is a Best Practice for Group Cycling – John Franklin issued by the Department of Transport. This states that cyclist should ride in groups of 4, doubling up is legal and especially around bends to prevent cars overtaking.

Maggie Ross suggested that on 1 – 2 days a year each member brings along another rider to the group to encourage new riders to join and it was thought that the Annual Picnic Day would be a good day to choose with an invitation reminder and

explanation on the rides list. Maggie said she would consider taking on the Picnic together with promoting our rides for more women and a Bikeability Course. She will discuss these points with Mike Walsh.

Mike Walsh reported that some member groups are leaving the CTC and forming their own clubs and just being affiliated to the CTC. Keith thought the CTC may be encouraging this as affiliated members cannot vote and Mike reported that at the recent meeting in Winchester this was reinforced by a Councillor's comments in that they don't want full members but just supporters to the charity. Julian confirmed that some Councillors did feel this was the direction being pursued but in other areas Member Groups were expanding and adjacent groups were becoming informal groups under a lead Member Group, the old DA structure. Affiliation would mean only one magazine going to the club, inability to vote, no legal support but insurance would still be valid and a lot cheaper. It was decided that the committee would research more fully and discuss.

The meeting closed at 9.30pm but there was some social chatter following as the free drink on offer was enjoyed.

Velo Domestique



Velo Domestique will be reopening in the middle of December in their new premises at 176-180 Seabourne Road (the top end of Southbourne Grove). Velo Domestique is not just a cafe, not just a bike shop, it's a hub for cyclists in Bournemouth. Velo Domestique, in its Boscombe temporary pop up, fixed bikes, hosted

cycling film screenings and served delicious Boscanova coffee. It was in this pop up that Robin entered the Velo Domestique team with his now infamous 'Bombay Bicycle Grub' supper clubs. All will be available in their new abode.

CTC WESSEX CLOTHING

By Ralph Huckle



The Club is still offering kit at heavily subsidised prices. Quality kit at bargain prices! Take a look at the website under For Sale and check out the order form to see what's available.

Go to: www.bournemouthctc.org/clothing.htm to download the sizing chart and order form. Get your order in while the offer is still on !

Gridiron 2015

Arriving at Boldre War Memorial Hall to have the Brevet Card stamped and take some refreshments. And below refreshed (as can be seen by the smile) and starting the second leg to Hyde.



Right to Ride Report - August

By Paul M. Turner

Poole

Gravel Hill Improvement Scheme - Construction is expected to take six months from July next year and will see a **complete closure for up to two months and partial closure for four months**. The design is planned to be finalised over the next few months. The design will be presented for public engagement shortly. It shows a 3.5m cycle path adjacent to the road. There will be crossings at Queen Ann Drive and Dunyeats Road (Dunyeats Road junction is currently being studied with a view to creating a signalised junction however funding still needs to be secured). The widened cycle track will be achieved through extending the road footprint.



Progress on reducing the speed limit on Gravel Hill, currently 60 mph to 40mph on the basis on safety improvements is with the Poole Borough Council. The speed limit is perceived on the grounds of safety (better, more pleasant feel particularly for walking and cycling).

There are four 'pinch points' where the width of the path will have to be reduced due to trees or tree root zones. The maximum length of the pinch points will be 20 metres and the width will be reduced to the existing path (approx. 1.5m). It is hoped that during construction the roots might be found to not be as extensive as planned for. The pinch point adjacent to the junction with Arrowsmith Road, may be reduced by realigning the road slightly.

Poole Bridge will be closed for nine months (from Sept 2016) to vehicles and pedestrians while the entire approach spans, both sides of the 88-year-old lifting bridge are demolished and rebuilt. There will be new barriers, lights and a vehicle restraint system with pipes similar to the Twin Sails Bridge and it will be more pedestrian friendly.

Members said that providing a right turn from the bridge onto the Quay should be a very high priority. Currently cyclists undertake a number of dangerous and illegal maneuvers to complete this turn. Cyclists who have local knowledge attempt this, but visitors would have no choice but to cycle around the gyratory system. There was no plans for pedestrian or cycle crossing adjacent to the Quay. The Poole Cycling Officer advised that he had requested a crossing or right turn at this location.

Hamworth Rail Bridge - Shapwick Road development with Hamworthy Park. The bridge span is being made off site. It is due to be completed in December 2015. There is a proposal to improve the existing path to link the bridge with Lulworth Avenue. When the route is complete it will be a good route through Hamworthy avoiding Blandford Road. Please refer to my report in August 2015.

Baiter Park – I indicated that in August, new share use path between Newfoundland Drive and the harbourside path was planned . The advert has now closed and no objections were received.

Purbecks

Sandbanks Ferry to Studland - A project that will create a surfaced off-road cycle track that will link the Studland-Poole chain ferry to National Cycle Network 2 trail through Rempstone Forest. The principal aims are to give cyclists the option of avoiding the often congested and busy Ferry Road, and to encourage cyclists of all abilities to access the Purbeck trails.

Bournemouth

Hengistbury Head visitor centre to Tuckton Tea Gardens (Parks Team) Access improvements including sections of new and improved shared use off-road paths connecting Hengistbury Head visitor centre to Tuckton Tea Gardens are currently being developed. It is planned that works will be carried out over Autumn / Winter 2015/16.

Old Christchurch Rd - The TRO has been changed for Old Christchurch Road pedestrianised areas to permit cycling now.

Trial: Pier Approach and The Square – No casualties recorded (Sept 2014-May 2015)

Wallisdown Rd – LEP bid proposals to introduce continuous pavements, Danish style cycle lanes on each side of the road, more pedestrian crossings and continental style roundabouts in a concerted effort to reduce casualties. **Boundary Rd** is the worst casualty cluster site in Bournemouth with 57% of casualties consisting of people cycling.

Wick to Tuckton Bridge Cycle/Pedestrian path proposal includes upgrading the existing tarmac path that runs parallel to Wick Lane through Tuckton Tea Gardens and Riverlands open space to make it a shared use route 3m wide sealed resin bound gravel path. Also upgrading the Wick Lane path and changing the current cycling status of the park to make cycling permissible. Have cyclists with children or less confident cyclists had experience of trying to cycle on Wick Lane and been intimidated by road vehicles? The official speed limit is 20 miles per hour.

Paul



Right to Ride Representative Bournemouth & Poole



Gridiron 2015

Address to access more photographs has been posted on our Facebook page, CTC Wessex Cycling, please join for future updates.

MINUTES FOR COMMITTEE MEETING 'CTC WESSEX CYCLING'

Wednesday 18th November 2015 19.30

1. PRESENT – Mike Walsh, Jo Gordon, Jim McDonald, Jill Burden, Paul Rush and Julian James
2. APOLOGIES - John Hayter, John Jackson, John Ward, Paul Turner, Keith Matthews and Steve Gray
3. MATTERS ARISING – Previous minutes read and agreed – some matters brought forward onto November agenda
4. TREASURERS REPORT – Mike Walsh reported that there are sufficient funds to support the purposes of the group. The free drink at the AGM cost £69.09 and Julian thanked Mike for this idea to encourage more attendees which was successful.
5. NEWSLETTER – Mike has enough articles at the moment but all contributions are gratefully received, as always, so please keep sending them in. Mike thought it would be good for the group cohesion if there was a different editor for any or each newsletter bringing a different slant and therefore added interest. This would entail the editors note at the front of the newsletter, compiling the articles and laying out the content. Help would be given if required. Anyone interested?
6. RIGHT TO RIDE:-October 2015

Thanks to Paul Turner for his report which is printed separately from these minutes

7. GRIDIRON – report from John Jackson

Halls booked but looking to go back to Colbury Letter to Colbury (asking for reconsideration to use their hall)

I want to run 2 rides: 100k Classica; 100 Mile New Foresta

Investigated 'Tin Church' at Bartley (if Colbury wont have us) but could create congestion outside with bikes 'parked in road' as there is only one small entrance gate. Plus bare wooden floor inside. So not ideal.

NFNPA would like no more than 10 bikes/minute on any stretch of road & asked for controlled release at start and the 2 controls.

8. TROPHIES – there were insufficient at the committee meeting to reach a fair decision on who should be awarded the trophies. There is also still a trophy awaiting return and as yet NO VOLUNTEER has come forward willing to be in charge of annual collection, engraving and delivery to the AGM.
9. CHRISTMAS LUNCH - Thursday/Weekend – this discussion is important as those unable to take time off from work cannot access the subsidy for the Christmas lunch but again unfortunately there were insufficient committee members present to discuss.
10. PICNIC – again no volunteer has come forward to run the picnic in 2016, which it was hoped to be an annual event.
11. AFFILIATION / MEMBER GROUP – There has been a great deal of discussion within the CTC Member Groups about becoming affiliated clubs rather than member groups. A good number have already chosen to take this avenue. There would be a financial saving to each member by joining the CTC through an affiliated club with only the loss of the magazine (only one copy would go to the club not to each member) this would put an additional layer between the unseemly politics at the national office and the actual cyclists (us)

1. Keep the status quo
2. Become an informal group attached to an adjacent member group (if we could find one) which would mean we would transfer all funds to the national office and would no longer have to keep any funds or records. The member group might wish to receive all returns we currently send to the national office.
3. Form an affiliated club and ask riders to join the new club. The club would pay an affiliation fee to CTC and each member would be able to join the CTC through the club at a reduced fee with only the loss of the magazine. The new club would organise all the current runs etc.
4. Form the new club but keep the member group running both in parallel which would allow each member to make their own independent choice. This would also allow a gradual change as and when the members wished. All runs etc. would be joint ventures.

An attendee will attempt to quantify the options.

12. DATES FOR COMMITTEE MEETING 2016 -

February 17th May 18th August 17th October 19th AGM November 16th

13. ANY OTHER BUSINESS – Paul Rush wants to encourage more cyclists to join our groups and is hoping to improve previous leaflets for giving out while riding to inform them about what our groups dynamics are. He proposes a meeting of the Rides Organisers in February and will be in contact with all said organisers about this. He will present his ideas at the Christmas lunch.

The volunteer for the summer picnic in June is urgent as groups will need to know the date for putting it in their newsletters, magazines and on runs lists. It is a chance for many groups to get together and make us all aware of other cycling opportunities there are in our area. Mike is happy to book the hall again at Damerham which served well and would be suitable even if the weather was inclement (i.e. typical English summer). The work would entail setting up the tea, coffee and soft drinks, table for serving and banner and notices so cyclists attending would see the venue easily.

IS THERE A VOLUNTEER OUT THERE – with a little time to spare on a Sunday in June?

15. Next committee meeting Wednesday February 24th

The meeting closed at 9.30pm

Photos from the AGM 2015



NB Dave was not bored with the proceedings he is reading the notes in the agenda.

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