

# *Awheel*

*February 2024*



*Issue 711*



<b>President</b>	<b>Margaret Gordon</b> migandrjg@hotmail.com
<b>Chairman</b>	<b>Ian Cowan</b> ianc@4ps.co.uk
<b>Secretary</b>	<b>Ailsa Neely</b> secretary@solihullcc.org.uk
<b>Membership Secretary</b>	<b>Pete James</b> 0121 444 3537 membership@solihullcc.org.uk
<b>Treasurer</b>	<b>Phil Rosenbloom</b> 07939 067367 phil.rosenbloom@blueyonder.co.uk
<b>Social Media Secretary</b>	<b>Dave Fellows</b> press@solihullcc.org.uk
<b>Development Group Chair</b>	<b>Keith Jones</b> keishirconlex@gmail.com
<b>Welfare Officer</b>	<b>Ailsa Neely</b> welfare@solihullcc.org.uk
<b>Coaching</b>	<b>Mike Brownsword</b> coaching@solihullcc.org.uk
<b>Club Runs Co-ordinator</b>	<b>Cliff Dobson</b> cvmk125@gmail.com
<b>Time Trials Secretary</b>	<b>Dave Fellows</b> timetrials@solihullcc.org.uk
<b>Track Secretary</b>	<b>Robin Fox</b> track@solihullcc.org.uk
<b>Cyclocross Organiser</b>	<b>Gary Rowing-Parker</b> gary.rowingparker@gmail.com
<b>Clothing Officer</b>	<b>Phil Hitchmough</b> clothing@solihullcc.org.uk
<b>Awheel Editor</b>	<b>Steve O'Hara</b> editor@solihullcc.org.uk
<b>Website</b>	<b>www.solihullcc.org.uk</b>

# Awheel

The magazine of the Solihull Cycling Club

Hello! This is the first edition of *Awheel* for quite a while. I started to produce a magazine over a year ago but for a long time I had insufficient contributions to complete the task, only towards the end of January having enough material.

I joined the club back in 2022 and I've thoroughly enjoyed the experience. It's been very gratifying to find that SCC can accommodate riders of so many different abilities, interests and ages. I may have grey hairs and a bus pass - I'm not alone in that respect in the club - but I'm sure I can produce a magazine that reflects the interests and passions of riders far younger (and far faster) than me, as well as those ripe in years! (That's me below, with a pint in my right hand.)

So please enjoy this edition of *Awheel*, which I hope will be the first of many we'll be able to produce. Your contributions are essential - words and photos. My details are on page 2 opposite, under *Awheel* Editor.

*Steve*



# TO HOOGENHEIDE FOR THE WORLDS IN 2023

Gary Rowing-Parker

I'm not normally one for coach trips, but when keen cyclist John Johnson of Johnson's Coaches organises a trip to the Cyclocross World Championships, you can count me in! I went on his trip to Valkenburg in 2018 - the last time the Cyclocross Worlds were within striking distance by coach (and free of Covid restrictions) - so I knew I would be in safe hands for the trip to the 2023 event in Hoogerhiede, which is just north of Antwerp and over the border in the Netherlands.

So there I was at Johnson's depot near Henley-in-Arden before 6am for a day of travelling on the Friday. Coaches aren't allowed through the tunnel at present, apparently, so it was going to be a ferry crossing. Dover was surprisingly quiet with an almost empty car park, the sea was calm and the roads clear. We arrived early for dinner at our (very nice) hotel in Antwerp.

## Day 1

Up early on Saturday for the first of two days' racing. The highlight of the day would be the Elite Women's race in the afternoon. Hoogerheide was ready. They know how to organise a bike race in the Netherlands. The village was surrounded by well-marshalled car parks, but our coach was allowed very close to the centre.

Walking towards the venue felt like going to a big football match - so many people all going in one direction - the excitement growing as we passed the various countries' team vans and gazebos. You can tell where a nation stands in the rankings by how close their team encampment is to the venue. Fortunately, Great Britain has sufficient standing in cyclocross to be next to the main entrance. But the locals keep asking us 'Where's Tom?'. They love Tom Pidcock!

One of the things I love about a big cyclocross race is that you literally rub shoulders with the top riders. There are cheers and the crowd parts to let a rider through, and you are face to face with a cycling superstar. The venue was the local park, with two large flat areas of meadow separated by a largely wooded slope. It's a classic cyclocross venue that has been used for many years. But the top riders were already out there practicing - checking out the best lines while stopping to chat to each other and to spectators.

Having been to many big races in Belgium and the Netherlands, I know that the first thing to do once inside the venue is to buy tokens for food and drink. The organisers have it sown up. You can't buy food and drink

with cash or credit card. It used to be tokens, but now you have to put credit on a plastic card. You buy those at little kiosks that are scattered among the many food and drink outlets.

The first race (Junior Women) hasn't started yet, but the party already has. One of the features of big races in the Low Countries is the beer tent. At Hoogerheide there were three huge marquees. They have a bar down one side and a DJ playing VERY loud music. By late morning, they are crammed with people bouncing up and down to the beat - by early afternoon, they are crammed with VERY drunk people bouncing up and down to the beat! I'm sure some people spend all day in the beer tent and never watch the racing live.



The racing starts, and we start moving around the venue to find the best vantage point. The ideal spot will be a clear view of both part of the course and one of the big screens showing the TV coverage.

We find a place overlooking the big drop-off that is a feature at Hoogerheide, and marvel at the fearless speed that the Under-23 Men are descending it. But we can't see a screen. So we move on to have the obligatory frites en saus (chips and mayo) and to find a better spot.

After walking most of the course, we find it - a little bank that overlooks the pits and several other bits of



the course. Plus, we can see a TV screen! There are quite a few others there as well, but the view is great, and we watch the Dutch women dominate the final race of the day. We'll come back tomorrow to see if we can get this spot again.

## Day 2

We thought that the crowds were amazing on Day 1. But Day 2 is something else. Everyone is coming to see the big battle between Mathieu van der Poel and Wout van Aert. By early afternoon, there are around 40,000 people packed into the venue. They come from all around Europe and beyond, but



most are sporting the colours of Belgium or the Netherlands. The mood is good - lots of singing and friendly banter - with copious amounts of beer being consumed. Rival sets of fans are singing to each other. Fortunately, cycling fans seem to get happy drunk rather than fighting drunk.

By the time we arrive at our preferred viewing point so have several hundred other people. But it still fits the bill. We are three rows back, but the rising ground means that we can still see all the action. Something else we can see from this vantage point is the drone being used to follow the leading riders on each lap through the woods. If you haven't seen the TV coverage (still available on GCN Plus) then do watch it. The drone flies a few metres behind the riders as they swoop down a tricky twisting track. You really get a feel for the speed and skill on display. We can also see the drone operator, who I later learn is a world-leading expert in piloting drones to cover live sport. After each lap, he has to land the drone on a special pad to give it a rapid recharge. Amazing skill and superb TV!



The main event comes and the expected showdown between the two cycling mega stars plays out. I won't spoil it for you if you missed the result, but suffice to say that it's well worth a watch. What I will say is that you could tell where the main protagonists were on the course. There was a roar that followed their progress around the park - sometimes distant, then getting closer, then upon you as everyone around is shouting and stretching to get a good view.

What a day, and what a trip! I'm already working out how to get to Tábor in the Czech Republic early next year. That won't be by coach. It's too far. But John Johnson will hopefully put on a trip to Liévin in northern France in 2025.

If you get chance to go to a big cyclocross race in Belgium or the Netherlands, I urge you to do so. The World Cup and other classic races are almost as good as the World Championships. There's a unique atmosphere - a cross between a grand tour mountain stage and a rugby or football match. There are few elite sporting events that allow you to get so close to the action.



## OUR COACHING

Sam Brownsword,  
Solihull CC Coach

As a club with a large racing cohort, as well as people who want to improve their skills, coaches are imperative. Currently our coaching is mostly on the circuit at Tudor Grange and at the track (velodrome) whether this is locally outdoors at Halesowen or indoors at Derby Arena. As we move towards the next academic year and cycling season we will be looking forward to our CycloCross (CX) training.

The biggest group of people we coach at Solihull is our youth. We have three main coaching sessions throughout the week - Monday, Tuesday and Thursday evenings. These sessions cover a range of abilities from novices to people competing nationally for the club. At these sessions we coach bike handling skills and confidence by focusing on specific aspects of cycling such as cornering and group riding, supplemented with endurance efforts to support overall fitness.

We don't just coach our youth though. In March and April 2023 a series of 6 coached adult sessions were hosted jointly with Dynamic Rides. These sessions were immensely successful with at least 15 riders at every session (some kept coming back) and 30+ different people attending over the course of the 6 weeks. In these sessions, we focused on group riding skills to build confidence within a club run setting.

One of the things I love about being a coach is the sense of fulfilment at seeing the riders I have coached improve, through the everyday process of failing and trying again. The enjoyment of seeing a rider finally achieve that tricky skill is one of the main reasons I wanted to become a coach, along with helping the club and riders progress.

Additional note from Mike (Solihull CC Head Coach): It's great to have our youth riders involved in coaching, Sam is our youngest coach, currently racing at Under 16. However, they can't coach by themselves so we're always looking for support. All our coaches are volunteers and the more we have the lighter the load. If you're interested in learning more about the sport, helping riders develop or building your own confidence as well as others. We support our coaches through the learning and qualification process so please get in touch via [coaching@solihullcc.org.uk](mailto:coaching@solihullcc.org.uk)



## WHEN IS A FORD NOT A FORD?

Malcolm Smith

The many cafes in Alcester are popular coffee stops for the Solihull Cycling Club, so the chances are that most of you reading this article will have cycled along Mill Lane, the road from Aston Cantlow leading towards Walcote and on to Alcester. There is also a better than evens chance that, going in this direction, you will have seen on your right what looks like a farm track, but with a modern road sign advising of a ford ahead which is 'impassable at all times'. So, if a ford is impassable at all times, is it still a ford?

This conundrum can have the whole ride happily discussing the matter all the way to Alcester. On the return journey, taking the B4089 out of Alcester and through Great Alne, you will see the other end of the track, also with the same peculiar sign, plus a couple more warning of a weak bridge and advising that the 30mph speed limit no longer applies. Not that anyone could do anything approaching 30mph along this lane - at least not without



serious risk to life and limb. The road doesn't seem to have a name or number, but I understand that the ford is known locally as Tidman's Ford.

All these clues lead you to the realisation that what we are dealing with here is no mere farm track, but a public highway along

which you are legally entitled to walk, cycle, ride a horse or drive a car. Not that I would recommend you do any of these things - this narrow road is unsurfaced, rutted and rocky and when you reach the ford the bed of the River Alne under the water is even worse. The ford itself is the longest I have ever come across. If you are tempted to have a go at driving a vehicle through the ford, you would need a sturdy 4x4, one that you wouldn't mind getting a few dents and knocks in - think Land Rover Defender rather than Range Rover Vogue. It is possible, though, and I have seen a photograph of a Defender splashing its way through.

It is also possible to cycle through the ford; I know someone who has done it on a mountain bike, although he says it is not something he would care to repeat. You could, I suppose, wade through it, but here again you could lose



your footing and as the river, never what you might call shallow, has some deep and fast-flowing spots, there is the likelihood of getting thoroughly wet, if not actually drowning. The same goes for riding a horse. However, tyre tracks indicate that farmers occasionally drive tractors through the ford, so it is not quite impassable if you have the right equipment.

There is even a rumour that someone once drove a Morris Minor along the road all the way from Aston Cantlow to Great Alne during a severe drought, but this has never been verified.

So, you might ask, why does the road exist at all? Well, in days gone by his was the shortest and quickest way from Aston Cantlow to Great Alne, and by extension from Stratford-upon-Avon to Alcester, so it was a popular and well-travelled highway. The only drawback was that the River Alne got in the way, but that was easily overcome by a ford simply going straight across from one bank to the other.

At the ford the river flows west towards the road, then turns ninety degrees to flow north, before another ninety degree bend sends it west again and on towards Alcester (think of a capital 'Z' to illustrate this stretch of river). However, very gradually over the years the river banks were eroded and when the river was in spate the road and its surroundings flooded. Eventually, around 1860 the river banks were completely overpowered and the river flowed along the road, as well as along its original course, creating a brand new island.

Suddenly, the ford no longer took traffic across the river, but into it. This was the beginning of the end for this road. Although at first the water was quite shallow, the fast-flowing river steadily swept away the surface of the road and the water steadily got deeper. However, in 1871 a railway line began to be constructed from Bearley to Alcester via Great Alne, so the railway company built a bridge to take the road to the north of the ford across the tracks. The railway has long been closed but stretches of the track-bed and the bridge remain.

In 1874 the Alcester District Highways Board considered working with the railway company to extend the railway bridge to take the road over the ford, or building a totally separate, second, bridge. At that time, highway works were paid for by parish funds plus further monies from public subscription. The problem here was that although Great Alne was in Alcester District, Aston Cantlow was in Stratford District. Each parish would contribute to the cost of the bridge according to their rateable value, and Great Alne agreed to do so.

Stratford, however, insisted that each parish pay the entire cost of its own

approach. As the eroded riverbank, which would need extensive work to repair and re-divert the river, was in Great Alne parish, Alcester District would be required to bear the brunt of the total costs; Aston Cantlow, in Stratford District, would only have to provide a short ramp up to their side of the proposed bridge. The Alcester Board decided that this would be 'so unfair to the parish of Great Alne' that the matter would be adjourned 'sine die' - that is to say, indefinitely. And that remains the position to this day, which is why the road is not officially closed and still has the largely redundant modern road signs.

So, is a ford that is impassable at all times still a ford? Well, the ford is still there, but rather than safely delivering traffic across the river to the far bank, this particular ford leads the unsuspecting traveller into even deeper water. Under normal circumstances only those with access to specialised off-road vehicles can use it. Therefore I would say that it isn't actually a ford any more. That's only my opinion, though; you will have to make up your own mind. But do go and have a look at it sometime; it is in a very picturesque setting and you might be lucky enough to see someone attempting to cross it.

When I was there taking photographs to accompany this article, a gentleman turned up on a mountain bike intending to ride through. He changed his mind, though, when he saw how deep the water was. He told me that as a young man he used to ride his motorbike through and even managed to ride up the banking onto the island. He doesn't think this is possible any more as the water is now much deeper and the banks steeper.

He also told me - and I don't know if this is true - that the local farmer got so fed up with off-road enthusiasts tackling the road for fun that he used a JCB to dig a ditch along one side of the flooded road. Any unwary motorist would, and did, slip sideways into the ditch and get stuck. Extrication proved troublesome and costly. This sabotage of a public highway is, of course, totally illegal, hence my suspicion that the story may not be true, but if you are ever tempted to try a crossing - just watch out!





Nine o'clock at the Clock - how many times have riders met there over the years? How many adventures have those riders had, what joys, what misfortunes, what surprises, what accidents? How many cups of coffee have been swallowed, how many snacks scoffed?

Although the area our runs cover is inevitably limited, even on the more vigorous runs, it's surely not a cliché to say they're all different.

Let your editor know your memories - recent or going back a bit, good or less than enjoyable - and share them with your clubmates.

## FAREWELL FROM BARRY AND JANET

The time has come to leave the club; infirmity, not old age, is the main reason - our little legs are weak. We both have many happy memories to recall and some forgotten which may be recalled when talking to older members.

I learnt about the club when cycling with some friends. I noticed one of them rode smoothly and he told me he was in the club. This was 1946! My first ride with the club was January 1st 1947. I told the Touring Secretary, Charley 'Waggor' Brown, that I wished to join: he told me not to join, I may not like it! Well, it turned out I did like it and paid my subs in April.

The winter was bad that year; several roads including main roads were covered in knobs of ice. However, we went out in all weathers even in ice, frost, snow, not wearing enough clothes. We had larger tyres for the winter, at least 1 ¼ inches, not pumped up hard. I do remember coming home from tea just outside Henley when the whole group fell off on black ice except for one of the leaders, although no one was hurt. However, riding home from work the next day my aluminium crank broke.

My bike was a Sun - war finish, no chrome, with a three-speed Sturmey Archer gear at a cost of £12.10s (£12.50). I was 16 years old earning 25 shillings (£1.25) a week at Lewis's store. I soon realised I needed a derailleur four-speed which was fine until someone said he could reduce the thickness of the sprockets and turn it into a five-speed with a 3/32" chain, one of the very few in the club at that time. Janet joined in 1956.

MY first lightweight was bought after my army conscription - a Rotrax 24 inch Super Corsa which cost £19.19. It was perfect in every way, total cost of bike £50 and I still have it.

A saying which sticks in my memory when we were on the other side of the Malverns on a weekend run - one member said he didn't want to go to the Mormons. What a laugh!

I am sure the club will continue to flourish and get a magazine in the future  
All our best wishes for the future,  
Barry & Janet

P.S. We have some good bikes for sale if anyone is looking for a road touring mountain bike.

*Barry and Janet James*



## IMPROMPTU TYRE REPAIR

Editor

On a recent 'D' run to Hoar Park, somewhere in that dense network of narrow wooded lanes that characterises Warwickshire north of the A45, there was a sudden loud bang - a sharp wooden spike had penetrated a tyre. The force of the explosion had left quite a hole in the tyre. What to do?

Well, the ingenious solution was this: first, take your gel. Then, consume the contents! Finally, use the wrapper as a temporary repair, as shown below.





# Our 2022 Prizewinners

F Knight Cyclo Cross Club Trophy, Cyclocross Champion	<b>Zoe Parker</b>
Youth Male Cyclocross Trophy	<b>Sam Brownsword</b>
Youth Female Cyclocross Trophy	<b>Zoe Parker</b>
Schoolboys RR Bowl	<b>Samuel Greenwell</b>
Schoolgirls RR Bowl	<b>Ella Tandy</b>
Veterans Cyclocross Champion	<b>Ailsa Neely</b>
T J Camplin Club Hill Climb - Hill Climb Champion	<b>David Fellows</b>
W E Wright Club 5m Track Champion	<b>Stuart Jameson</b>
Tian Franklin Go-Ride Plaque	<b>James Philips</b>
Ian Franklin Youth Trophy	<b>Friedrich Schneider</b>
Ivor Goodman Club MTB Champion	<b>Samuel Greenwell</b>
J Waterson Most Promising Newcomer	<b>Ben Southall</b>
Most Promising Junior	<b>Jeremy Maclean</b>
Mrs H H England Femina Ladies Club Runs - Runs Attendance	<b>Ailsa Neely</b>
P Bennett Shield Mens Club Runs - Runs Attendance	<b>Graham McKean</b>
Jarratt Cycles Touring Cup	<b>Sandra Ward</b>
Powergen Stay Active Cup	<b>Len DeVos</b>
H N Brearley Tray, Most magazine articles	<b>Cliff Dobson</b>
Michelin Puncture Trophy - Puncture Trophy	<b>Kevin Wilson</b>

D Osmond Shield, Hobo Trophy, Chief Hobo	<b>Rob Hampton</b>
H Musgrave Marshalling Trophy	<b>Jean Brownsword</b>
Eric Arthur Official Of The Year - Officials Trophy	<b>David Fellows</b>
Glass Crank Glass - Crank Award	<b>Gordon Tunnicliffe</b>
Solihull CC Girls Youth Junior Track Champion	<b>Ella Tandy</b>
Solihull CC Boys Youth Junior Track Champion	<b>Ben Woodhouse</b>
Alistair Cave Crest, Most Improved Youth Rider	<b>Alex Burden</b>
President's Award: <b>Stuart Jameson, Hari Kolnaty, Phil Rosenbloom, Paul Mann and Gary Rowing-Parker.</b>	



# Our 2023 Prizewinners

Clarkes Cables 10m Ladies	<b>Zoe Parker</b>	The Paveley Vets Road Race Cup - St Johann Ivor Goodman Club MTB Champion	<b>Paul Mann</b> <b>Sam Greenwell</b>
Solihull News Mens Club 10m TT	<b>Jeremy Maclean</b>	Chief Ladies Hobo	Not Awarded
C F Dawes Mens Club 25m TT	<b>David Fellows</b>	Michelin Puncture Trophy	<b>Mike Wood</b>
S Payne Mens Club 5m TT	<b>David Fellows</b>	Powergen Stay Active Cup	<b>Pauline Hanlin</b>
T J Camplin Club Hill Climb	<b>David Fellows</b>	Cath Ward 25m ladies Club TT	<b>Zoe Parker</b>
W E Wright Club 5m Track	<b>Oliver Tandy</b>	Tian Franklin Go-Ride Plaque	<b>Rose Neely</b>
F Knight Cyclo CrossClub Trophy	<b>Zoe Parker</b>	Ian Franklin Youth Trophy	<b>Fabien Etienne</b>
J W Bryant Mens Club 100m TT	<b>Russ Perry</b>	Alistair Cave Crest - Most Improved Youth Rider	<b>Ben Southall</b>
C A Lovegrove Schoolboys 5m TT	<b>Sam Brownsword</b>	Glass Crank	<b>Stuart Jameson</b>
A Freeth Schoolboys BAR (5m/10m)	<b>Sam Brownsword</b>	Schoolgirls 5 Mile Time Trial Champion	<b>Zoe Parker</b>
H Musgrave Marshalling Trophy	<b>Ian Jackson</b>	Schoolgirls 10 Mile Time Trial Champion	<b>Zoe Parker</b>
Mrs H H England Femina Ladies Club Runs	<b>Lucy Blackman</b>	Club Time Trials Champion	<b>David Fellows</b>
P Bennett Shield Mens Club Runs	<b>Gary Priestley</b>	Veterans Cyclocross Champion	<b>Gary Rowing-Parker</b>
D Osmond Shield - Hobo Trophy - Chief Hobo	<b>Eddie Priddy</b>	Most Promising Junior	<b>Ella Tandy</b>
J Waterson Most Promising Member	<b>Hari Kolnaty</b>	Ladies 5 mile TT Champion	<b>Zoe Parker</b>
Dunlop Trophy Club Road Race Champion	<b>David Fellows</b>	Schoolgirls Road Race Bowl	<b>Ella Tandy</b>
Schoolboys Road Race Bowl	<b>Sam Brownsword</b>	Youth Male Cyclocross Trophy	<b>Ben Southall</b>
Eric Arthur Official Of The Year	<b>Peter James</b>	Youth Female Cyclocross Trophy	<b>Rose Neely</b>
Jarratt Cycles Touring Cup	<b>Maria Hanmer</b>	Solihull CC Girls Youth Junior Track Champion	<b>Ella Tandy</b>
D Jones Mens Club 50m TT Champion	<b>David Fellows</b>	Solihull CC Boys Youth Junior Track Champion	<b>Sam Brownsword</b>
		Presidents award	
		<b>John Monk, David Rutherford, Trevor Bayliss, Maureen Paveley.</b>	

# Racing Results 2023 Season

BY DAVID FELLOWS

## Zoe Parker

Solihull CC's very own cycling polymath, in 2023 she covered most disciplines - Cyclocross, MTB, Track, and Circuit. Her best results include but are not limited to:

*Win in the West Mids CX League as a first year junior  
7th National Trophy CX Series, Junior Women  
3rd Mixed team at Herne Hills Boxing Day madison CX*



## Sam Greenwell



Sam moved to Belgium in 2023 and will hope to experience some very high level racing whilst he's there. His disciplines include Road, Cyclocross and MTB.

Some of his best results from 2023 were:

*11th National MTB at Margam Country Park  
23rd at Herentals CX - UCI Ranking Event  
21st in the Isle of Man Hill stage and 25th  
on GC*

## Oliver Tandy

For the last couple of years Oly has been based in Sheffield for university but that hasn't stopped him representing Solihull on the road and in hill climbs:

*Bank Road HC 8th*

*Abingdon circuit race Nat B 4th  
Solihull CC Road Race 9th*



## Ella Tandy

Possibly Solihull CC's most successful racer of 2023, Ella is off to race for Tofauti Everyone Active in 2024 and we wish her all the best. With a list of major results as long as your arm here are her best 3:

*North West Youth Tour GC win & Stage 2 win  
Track National Championship 3rd Individual Pursuit, 2nd  
Points Race  
2nd Inter Regional Road Championship, 3rd Team Prize*



## Stuart Jameson

One of the many GB based riders to take advantage of the world championship gran fondo being in the same location as the elite road worlds this year, Stuart once again had a decent set of results in 2023:

*TLI Worcester Wednesday series 2nd Senior  
BMCR Stallard Series Luton CC 2nd  
BMCR Stallard Series White Peak RR 3rd*



## Ian Cowan



In his own words Ian says his season was pretty poor results-wise in 2023. However the chairman always gave his all when representing Solihull which is what we like to see.

*2nd in TLI RR at Welland  
BMCR National Handicap 10th  
BC Masters National Criterium 15th*

## Gary Rowing-Parker

Solihull's off road stalwart. With the advent of Gravel racing Gary adds another string to his bow alongside Cyclocross in 2023. His best results include:

*7th V65-69 UCI Gravel - The Gralloch  
1st West Mids CX League V65-69  
3rd West Mids CX Championship*



## Paul Mann



The winner of the veteran's road race bowl for 2023, Paul had not set out with any specific goals in mind for 2023 but ended up winning his first race on the road!

*TLI Pinvin Win  
3rd TLI Worcs Wed series E Cat  
Pinvin CASP RR 13th*

## Ailsa Neely

Our club's general secretary represented the club well in the cyclocross this past year. Her best results are as follows:

*WMCCCL Rnd 3 Ullenhall 4th overall*

*WMCCCL Rnd 10 Top Barn 6th overall 1st age cat*

*WMCCCL Rnd 11 Walsall Arboretum 5th overall 1st age cat*



## Hari Vikram



Hari is one of our club's coaches; he coaches on a Thursday night and has recently completed his level 2 BC coaching award. He also managed to get in a few races both on and off road this year.

*WMCCCL 17th overall in V50 cat*

*Many entries into club TTs*

*Decent performances in gravel endurance races during summer*



## Pete Ward

Pete was diagnosed with an advanced form of cancer not long ago but is managing to race whilst undergoing treatment and is aiming to prove that having cancer doesn't mean you have to give up.

*WMCCCL League win 70+ cat*

*WMCCCL Baggeridge race 19th V65*

*Malvern CX Race 26th V65*



## Dave Smith

Known to his mates and to his competitors as Diesel Dave, Dave was instrumental in helping Paul Mann to his first win on the road and is hoping the favour is returned in 2024.

*BMCR Omloop van die dorpen 4th E*

*TLI National RR 5th*

*BMCR Kenilworth RR 3rd E*

## Russ Perry

In his own words Russ describes himself as one of the less successful vets racers, but after reviewing his results I, personally, beg to differ. See what you think; these are Russ' best results this past year:

*Club 100mi TT Champion*

*BMCR Stallard Darley Moor 11th*

*TLI Pinvin Team win*



## Kit Buchanan



Kit had a solid year in 2023 with a new bike for TTs, plenty of hill climbs and road bike TTs to boot. He's a regular on the club's TT scene. Here are some of Kit's best results:

*Inaugural Midland Hill Climb League WIN*

*Stratford CC Saintbury HC 5th*

*Banbury Star Hard riders TT 9th, Road bike*



## James Pearce

After suffering a broken femur in 2022 James was apprehensive on his return to racing in 2023; however, he managed to overcome this and produce some great results:

*Course record at Tony S Mem 2up 10mi TTT*

*Fastest Road bike 3up at Mallory Park 10mi TTT*

*5th Hartside Pass Hill Climb*



## David Fellows

Hopefully after all that you'll allow me to indulge in my own results for a while.

I was hit by a car during our 10 mile club TT champs and winning this is usually one of my goals for the year; so is the National hill climb but I was also out of that with a slipped disc which the medical pros think was caused by the 10 mi TT accident. I was also plagued by cancellations of target events but I still managed a few decent results:

*TLI Series win and 2 Round wins*

*M40 Mountain TT Course Record*

*TG No frills 234 win*

