

AWheel

THE MAGAZINE OF THE SOLIHULL CYCLING CLUB

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REGISTERED GO-RIDE CLUB



**BRITISH
CYCLING**

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Front Cover: Esther Barnes and her daughter Imogen enjoying a Grand Tour

Rear Cover: Zoe Parker one of the rising stars from our Youth riders

Editor's Corner



You're probably asking "Where have you been?" and I can only offer my apologies but with the unprecedented time we find ourselves in you can imagine articles for the magazine have been fairly scarce.

It's been 12 months since the last edition and what a 12 months. Lockdown 1 and solo cycling, then Rule of 6 and currently Rule of 2 (except households!) but credit to you cycling mad bunch you've certainly been inventive. During this time I've tried to maintain my appearance but it's been hard.

So from solo rides and grand tours to the virtual world of cycling we've remained active, we even managed to be the only West Midland's Club to host a Cycle-Cross event, what a great event that was.

So into 2021 we go, everything crossed that the vaccines provide a route out and before long we can be out out! Back to coaching our youth members, they must be going stir crazy, a return to racing can't come too soon for some and if you're like me just a social ride out with friends and the possibility of coffee and cake.

Ride Safe

Rocky



P.s. Don't forget to check out our social media pages on Facebook and WhatsApp to see the latest news.

Send copy to: editor@solihullcc.org.uk

Chairman's Report for 2020

Well where do you start! It's fair to say that after 12 years of excellent service at the helm Dick and Margaret certainly picked the right time to step down! A year of zoom committee meetings later and Covid-19 sadly continues to dominate all our lives and disrupt our cycling passion.

Nevertheless I am pleased to say Solihull CC is very much alive and kicking and that is all down to the strength of character of its members ably supported by a committee determined to not let this crisis break the clubs spirit.

The pandemic has led to an amazing growth in online training and socialising. The club now has a thriving Zwift social group ride section (complete with virtual sign sprints) and a growing and ever more enthusiastic Zwift Team Time Trial group with no fewer than 4 SCC teams competing every Thursday evening with thousands of other riders from around the globe. Another online training platform RGT has only just this last week inspired members to join each other on virtual time trials and Saturday morning club runs using our usual routes even if it needs bewildering technology, a big screen a towel and a noisy old fan to take part it is keeping members cycling together!

Our Youth riders have unsurprisingly taken to the video game version of cycling and have been very active in British Cycling sponsored coaching sessions and races on Zwift.

David Fellows and Stuart Jameson have been racing really strongly in TTT races on Zwift with some highly rated performances and their avatars appearing in starring roles on YouTube coverage of races!

Thankfully it's not all been "virtual" cycling this year, when the Covid restrictions have permitted club runs in smaller groups and with limited cafe stops have been the order of the day.

The SCC Grand Tour took place in early summer blessed with fabulous weather and quiet roads the search for the mystery locations produced some great photo's and some big days out on the bike for those chasing the winners Jerseys.

The need for reduced numbers and socially distanced riding spawned a few different club rides in the form of Friday night and weekend "gravel" rides allowing our mud starved cyclocross riders to at least get in some off road action discovering new local tracks, lanes and bridleways.



Never one to follow the crowd like sheep the chairman takes no bull when out on a gravel ride.

The club led the way taking the opportunity to host one of the few cyclocross races anywhere in the country with Gary Rowing-Parker's COVID-19-safe event template being rewarded with a really high quality field of competitors and recognition from other race organisers.

The last minute conversion of the venue into a drive through Halloween set certainly gave our race organising team a few headaches but made for a memorable event!



Akhil Kolnaty out on a Grand Tour

In the few CX events that have taken place our youth girls have led the way with young Zoe Parker travelling up to Bradford for a short series of events and gaining some excellent podium finishes whilst the ever improving Ella Tandy continues to podium in virtually every race she takes part in.

With bunch racing cancelled throughout the year the few time trials that were permitted saw large entries with riders just happy to pin a number on their back and race. The clubs events so well championed and organised by Dave Fellows were a highlight of the year especially seeing such a large number of youths and riders of all categories giving their all in the "race of truth" for the first time.



At least there was a track

In the club's open TT held on the K1/16 course Solihull riders accounted for 50% of the 40 entries with impressive results from Dave Fellows 2nd and Paul Mann 2nd Veteran.

Ian Cowan successfully promoted one of the very few races before second lockdown, the BMCR TT in November.

In the painful autumn ritual of the Hill Climb Sam Greenwell had an outstanding result coming 2nd in his age category in the National hill climb championship up Streatley Hill in West Berkshire.



Aptly named entrance the SCC Cycle Cross event at Fillongley

The clubs annual hill climb championships managed to avoid lockdown and was held in socially distanced style on Gorcutt Hill with Dave Fellows and Ella Tandy taking the honours at the head of an impressive field of 33 Solihull riders.

Jack Rootkin-Gray and Jakey Stewart continue to forge ahead in the elite cycling world despite the pandemic.

At the time of writing this report Jake has just finished a remarkable 4th in GC behind the likes of Michal Kwiatowski and Tim Wellens in the Etoiles de Besseges, his first race of 2021 for French World Tour team Groupama -FDJ.

Jack has been rewarded for his relentless pursuit of excellence with a place on the coveted British Cycling Senior Academy Squad.

On a sombre note we remember the seven members who have sadly passed away this year, their obituaries are presented in this edition of AWheel.

The club AGM was recently held virtually for the very first time and I am so pleased to announce that Margaret Gordon is the new club President, she is a marvellous ambassador for the club and is deservedly the first ever female president in the club's history. Our thanks go to Roger for his three fine years as President.



Pete Ward on the club's open TT

I must offer my sincere thanks to all on the committee who have worked tirelessly in this most difficult of years with a special mention for Ailsa who in her first year as club secretary has dealt with everything that has been thrown at her with brilliant efficiency and an ever present sense of humour.



Samuel Greenwell

We welcome Gary Rowing-Parker (head coach), Phil Hitchmough (clothing officer) and Colin Eagle (management committee) to the committee, Dave Fellows has taken on the new role of social media secretary and I'm sure they will all do a great job for the club.

So finally to it was a year where our riders continued to rack up many miles albeit often solo, virtually or socially distanced. Just as importantly we kept in touch with each other and kept an eye out for those in need.

Fingers crossed, the vaccines work and we will be treated to a Covid free, gloriously sunny summer of riding with cafe stops, races and social events a plenty. But if we aren't lucky enough to be Covid free this summer one thing is for sure we'll keep on riding and we will be there for each other ready to celebrate riding together as normal whenever that comes.

“Ride On” Solihull CC.

Keith Jones

Chairman

In Remembrance

2020 saw the Club sadly lose 7 of its senior members:

† **Barry Bodenham**

† **John Moore**

† **Barbara Richards**

† **Derek Russell**

† **John Andrews**

† **Bob Powell**

† **Mike Cope - January 2021**

May they all rest in peace.

Over the years Mike Cope was a regular contributor to AWheels and his final post was a simple photo and caption



A proper cyclist !

Your New President

When first asked if I would consent to being nominated as club President I was surprised and at first reluctant. I thought this role was for the ‘movers and shakers’ which is not how I see myself. However, having been elected I thought I should take the opportunity to introduce myself to those who are not yet acquainted.

I joined SCC when I was 18: it just seemed a good idea at the time! I found a friendly, welcoming club with a largely youthful membership, who the more senior members (Stan Bray, John Moore to name a couple) were attempting to knock into shape. Some of those younger people, like me, are still club members – Pete King, Mick Bennett, Steve Tonry, John Monk, Bob Richards, Harry Reynolds, Trevor Bayliss, amongst others – and most are still getting a few miles in.

I met and married the ever popular Roy, a prolific time triallist and ultimately A runs leader for many years. Our eldest son, Tim, following a mid life change of career to become a maths teacher, simultaneously took to the mud to ride cyclocross encouraged by his eldest son, Alex, one of the first Go-Ride juniors. Our younger son, the incorrigible Dan (known to many!) had a short season as a Paralympian in Athens, riding as stoker on the track behind pilot Barney Storey (Sarah’s husband). Roy and I could often be found on Tuesday runs (Roy’s ‘flexi’ days were infamous), Thursday runs and the Saturday runs. We toured together, arranged cycling holidays in Spain and Mallorca, and were with the first intrepid adventurers to the Semaine Federale in France!

Club life has unfailingly been interesting, varied and friendly, and has given me so many genuine and loyal friends, and I enjoyed (or is that endured?) more years than I choose to remember as Club Secretary with a succession of Club Chairmen.

In this last year of Covid it has been a relief and a pleasure to escape to the lanes, observe the changing seasons (much easier to do on one’s own), greet familiar faces and have a chat (socially distanced, of course!), and I feel privileged to have been able to do this.

Cycling and the club have been part of my life for a long time and in recent years a ‘raison d’etre’.

We are all hoping the future months bring us the freedom we yearn to ride as we would wish, and for my part, as the new President I will do my utmost to support the club and continue to help us move forward.

Margaret Gordon

President

CLUB TROPHY / AWARD WINNERS OF 2020

TROPHY

AWARDED TO

Sid Payne Trophy – Club 5 mile TT Champion	David Fellows
Ladies 5 mile TT Champion	Ailsa Neely
Solihull News Trophy – Mens Club 10 mile TT Champion	David Fellows
Clarks Cables Trophy – Club Ladies 10 mile TT Champion	Anne Marie Bathmaker
C A Lovegrove Trophy – Schoolboys 5 mile TT Champion	Akhil Kolnaty
A Freeth Trophy – Schoolboys BAR 10 mile TT Champion	Oliver Tandy
Schoolgirls 10 mile TT Champion	Ella Tandy
F Knight Club Cyclo Cross Champion	Ella Tandy
Youth Male Cyclo Cross Champion	San Greenwell
Youth Female Cyclo Cross Champion	Zoe Parker
Vets Cyclo Cross Champion	Stuart Jameson
T J Camplin Club Hill Climb Champion	David Fellows
W E Wright Club 5 mile Track Champion	Stuart Jameson
Tian Franklin Go-Ride Plaque	Imogen McDonald
Ian Franklin Youth Trophy	Ben Woodhouse
Alistair Cave Crest – Most Improved Youth Rider	Sam Brownsword
Ivor Goodman Club MTB Champion	Zoe Parker
J Waterson Trophy – Most Promising Member	Noel Gray
Most Promising Junior Award	Conor Jones
Jarratt Cycles Touring Cup	Anne Ford
Powergen Stay Active Cup	Bill Majurey
Michelin Puncture Trophy	Paul Mann
H Musgrove Marshalling Trophy	Dave Green
Eric Arthur Official of the Year	Cliff Dobson
The Glass Crank Trophy	Steve Mountford

As soon as it is safe to do so the Club intends to hold an award presentation event, at which time the President's and Merit Awards will be announced.



Communications

A guide to information outlets and Social Media at SCC

With the expansion of the online world during the 2020 Covid-19 pandemic, along with the continued dominance of Social Media over more traditional print communications in all walks of life, including at Solihull Cycling Club, there has been confusion over the amount of outlets & platforms and what in particular each one is used for.

I will attempt to shed some light on WHICH platform & WHEN you will need to keep an eye on in order to continue the experience you are used to, under normal circumstances, as a member of Solihull Cycling Club. I will also outline what kind of information you can expect on each individual platform & quickly describe what each individual platform is.

Timescale – Long term refers to 6months or more, Medium term refers to 1 to 6 months, Short term refers to 1 week to a month & Very Short term refers to the same day up to a week

Hopefully I have cleared up any confusion

David Fellows



Twitter



Instagram



WhatsApp



Facebook



Platform	Handle or name of outlet	What is it?	Timescale of information*	What kind of Info can I expect?
Website	www.solihullcc.org.uk	<ul style="list-style-type: none"> - The Clubs Official Website - Main source of information for both SCC Members & the Public 	<ul style="list-style-type: none"> - Long - Medium 	<ul style="list-style-type: none"> - Club Run Destinations - Social events calendar - Dates for your diary - Race dates - Important Documents
Facebook Page	Solihull Cycling Club	<ul style="list-style-type: none"> - The main way of communicating our clubs exploits to the PUBLIC - You may expect to find information which needs to be acted upon on the same day, such as a time trial course change or event cancellation - Imagine it as a Newspaper but one that we run 	<ul style="list-style-type: none"> - Medium - Short - Very short 	<ul style="list-style-type: none"> - Race Reports & Results - Events Calendar (website more Comprehensive) - Pictures from training sessions, Club runs, Social Events etc - Public Announcements, Covid -19 policy etc
Instagram	@solihullcc	<ul style="list-style-type: none"> - Basically, a more modern version of the Facebook Page - The Facebook Page is linked to the Instagram - Most of the posts you see on the Facebook Page & Instagram will be identical 	<ul style="list-style-type: none"> - Short - Very short 	<ul style="list-style-type: none"> - Race Reports & Results - Posts revolve around pictures so expect to see a few pics - Once again very similar to Facebook Page
WhatsApp	Solihull Cycling Club	<ul style="list-style-type: none"> - The Quickest & most efficient way to get a message out to all members who have the app on their phone. - For communication WITHIN the club - Chat & replies to posts should be kept to a MINIMUM so that the information attempting to be relayed is not lost in subsequent conversation 	<ul style="list-style-type: none"> - Short - Very Short 	<ul style="list-style-type: none"> - Announcements of Events - Calls for Volunteers - Club Run Destinations - Event Cancellations - Roads to avoid (fallen trees, Roadworks, Oil Spills etc) - Links to articles, surveys etc
WhatsApp	Solihull CC Chat	<ul style="list-style-type: none"> - Similar to the Group above but this one you can chat about anything as much as you like 	<ul style="list-style-type: none"> - Very Short 	<ul style="list-style-type: none"> - Anything as long as there's nothing overly offensive
Facebook Group	Solihull CC Members FB Group	<ul style="list-style-type: none"> - A private group for members of Solihull on Facebook - Mainly for communication between members - Very similar to the website forum 	<ul style="list-style-type: none"> - Medium - Short 	<ul style="list-style-type: none"> - Anything whether that be informal of formal, Discussions, Race results from ex members, Articles etc
Website Forum	Forum link off of Website	<ul style="list-style-type: none"> - A forum for discussion on several different topics to do with cycling. - Very similar to the Facebook Group - Usage of the forum seems to have peaked around 2010-12 - not as slick as other methods such as WhatsApp or Facebook 	<ul style="list-style-type: none"> - Long - Medium - Short 	<ul style="list-style-type: none"> - Several different message boards are outlined on the home page
Twitter	@solihullcc	<ul style="list-style-type: none"> - One of the Big 3 on social media - Seems to be under used & not as popular as Facebook or Instagram - Platform mainly for sharing what other organisations post through "retweeting2" 	<ul style="list-style-type: none"> - Short - Very Short 	<ul style="list-style-type: none"> - We will never solely rely on Twitter for any important announcements
Newsletter	[insert email]	<ul style="list-style-type: none"> - Monthly Newsletter with short articles detailing a sort of "what's coming up this month" - Anyone can contribute - Contributions to the current editor of the newsletter which can be found under [insert email] 	<ul style="list-style-type: none"> - Medium - Short 	<ul style="list-style-type: none"> - Calls for volunteers - Bereavements - Club Run Destinations - Anything that relates to the club's activities
Club Magazine	Awheel	<ul style="list-style-type: none"> - Quarterly Printed Magazine detailing longer articles from club members on whatever they wish to share with everyone 	<ul style="list-style-type: none"> - Long - Medium 	<ul style="list-style-type: none"> - Anything that the club members wish to share with one another Adventures, Race reports, "Journeys" etc

Cycling in the Virtual World

Although most of would rather be riding outside, the weather and a global pandemic has meant that we need to find some alternative solutions! In addition to the various rides the Club members are partaking on Zwift, we have recently introduced some new rides on the RGT Virtual Cycling platform. At the end of this article we explain how the virtual world is obtainable without the use of Smart trainers or Watt bikes.

So if your current indoor training is limited to solo turbo sessions listening to the Vengaboys on your cassette player (sorry Cliff) then read on..

Solihull CC Zwift Zwift has been in existence since 2015 and from then till 2019 a few people in the club had been Zwift riding in their pain caves but I have to be honest here, it wasn't a proper road ride so I never gave them kudos on Strava.

Then things changed drastically in March 2020 and with the money I saved from not going to the Tour of Flanders and it's sportive due to cancellation, I took the plunge and purchased a Smart Turbo and signed up to the £12.99 a month on Zwift.



Like most people, getting used to it didn't take too long and before long I was entering and competing in races in the virtual world, making use of the coaching section and enjoying riding with friends on the meet ups.

With BC and BMCR racing cancelled due to the pandemic, along with periods of limited club cycling rides, Zwift has been a great way to try to make up for that, with group rides, coaching and racing.

We currently have a Weekly Monday night get together (Solihull CC social ride) which I organise, where we ride and chat on an app called Discord. An in game 'elastic band' keeps the ride together no matter what power you are pedalling.

We have a training session on a Friday night run by David Fellows and the linked chat on our WhatsApp group allow people to organise get togethers, either to enter a race together or just meet up for a ride and a chat. As you can imagine David Fellows and Stuart Jameson perform well in these races with regular podium positions.

The club has a Zwift WhatsApp group which currently has 52 members and a TTT group for the Thursday night Time Trials which has 29 members excluding the youth TT team.

The Thursday night WRTL team time trials have proved to be popular with club members and we currently place 4 teams of up to 8 riders in the coffee class leagues. That's A, B and C teams plus a youth team who ride in the same class as the B team. All teams are improving on a weekly basis but it's not just about the competition, it's about working together as a team and although tough, getting a good workout.

Yes, it's not the same as riding on the road with your club mates, cafe stops, sprinting for town signs, 70-100 miles on a Sunday morning, but then again it's no where near as bad as being sat on your turbo trainer looking at your garage door. And yes, now I know what's involved and the efforts people have to put in, I'm glad to award Kudos to my friends on Strava for Zwift rides.

If anyone would like to know more about our Zwift activities and is interested in getting set up then speak to Paul Mann, David Fellows, Mick Such or Guy Elliott.

What Do I Need

Zwift and RGT etc is not only obtainable through the use of Smart trainers/Watt bikes, which can be very expensive, but can also be obtainable through using a standard turbo trainer or even Rollers (Dumb trainers).

There is a story of someone zwifting on rollers and when the road in front of him swung round to the left, so did he on his bike and he ended up crashing into the garage wall! Anyway, by using power pedals, cranks or back wheel hub for power, a cadence sensor and heart monitor if possible, linked to a lap top or iPad etc via blue tooth and or Ant+ will be sufficient.

In addition to power Zwift uses details of your height and weight to produce the amount of watts per your weight to determine how fast your avatar moves on the road on the screen in front of you. As you ride further you get the opportunity to upgrade your bike and wheels to make your bike lighter and more aero to make you go quicker.

Smart trainers automatically alter resistance on the climbs On the dumb trainers you would have to increase your power to stay with the riders you were probably riding along the flat with.

With probably more than 100 club members riding in the virtual world I'm sure you could find someone who could offer you further advice if you need it.

Happy Zwifting everyone.

Paul Mann



RGT is different in many ways to Zwift but has a few key differences that allow us as a Club to organise events for members without them having to pay for a subscription.

RGT are currently running a trial where Coaches and a limited number of Club representatives get a free premium subscription that allows us to organise events for Club members. It also allows us to create what are called Magic Roads for us to ride. All that's needed is a high quality gpx file, for example one that has been plotted in Strava rather than one created from an actual ride as that will have gps and elevation inaccuracies.

Both myself and Gary Rowing-Parker have this premium subscription and have already started to organise events based on Magic Roads that we have created. So far I have run the 10 mile Time Trial from Knowle and will run this every week at 6.30pm on a Wednesday and the Saturday morning Station ride from Dorridge Station at 9.06am. If necessary, I can alternate it with the K36/10 course if you need a change. The TT will run like a normal TT but the intervals are 15 seconds (there's no drafting effect so it doesn't matter if you catch someone) and the Station Ride is a normal group ride. So far we've run it at a steady pace that everyone can keep up with and has the benefit that we also chat on Discord at the same time.

The Magic Roads that RGT creates very accurately reflect the bends and elevation of the real roads. As an example, my time on the 10TT is within 5 seconds of what I have done on a road bike on that course. They can't show all the features we would normally see but you can work out where you are! Gary is also looking to organise Virtual Coached sessions at Tudor Grange to replace the ones he can't currently run.

Due to the current uncertainties and the possible weather disruption, I have organised a virtual Reliability Ride on the 28th February 2021. This is the normal shorter course, starting and finishing at the Bluebell and is just under the 100km Magic Roads limit.

To get involved, please contact either Paul Mann or David Fellows to request to be added to the SCC Virtual/Indoor Riders WhatsApp group, which is where we organise events and post the links to the upcoming RGT events. The link to the Discord app is also on there in the description.

RGT runs differently to Zwift in that you run it with two separate but linked apps. The first runs on your phone and does most of the work such as connecting to sensors etc and another runs the display on a screen. Full details are on the RGT website rgtcycling.com and has lots of information on how to make it work.

Technical Bit plus some things we've learnt already!

RGT needs a power input and uses Bluetooth only through your phone. This is fine with either a smart trainer or most power meters such as 4iiii etc, however I have found that Garmin pedals are Ant+ only but they do come with an Ant+ dongle so you can update them. A little tip here, if you warm up on Zwift, you'll need to power your turbo down as it'll be talking Ant+ still so the app won't find it.

To display your ride on screen, you'll need an Apple app on a suitable device or an app on your Windows 10 laptop. The laptop option also means that you can use your Ant+ dongle to see your non-Bluetooth power or heart rate source.

Give it a go, it's free to use unless you need to create routes however we have a solution for that. If you want to do your own route, send me a good gpx file to mwood12@virginmedia.com. I'll get RGT to create the Magic Road and then I can create a meet up for you to ride with others. Note that this isn't an instant process so give me a bit of time to get it sorted and the route has to be under 100km. Also, one of the routes you can access on the free subscription is the road to Formentor and if you've ridden in Mallorca it will feel very familiar, particularly at the start!

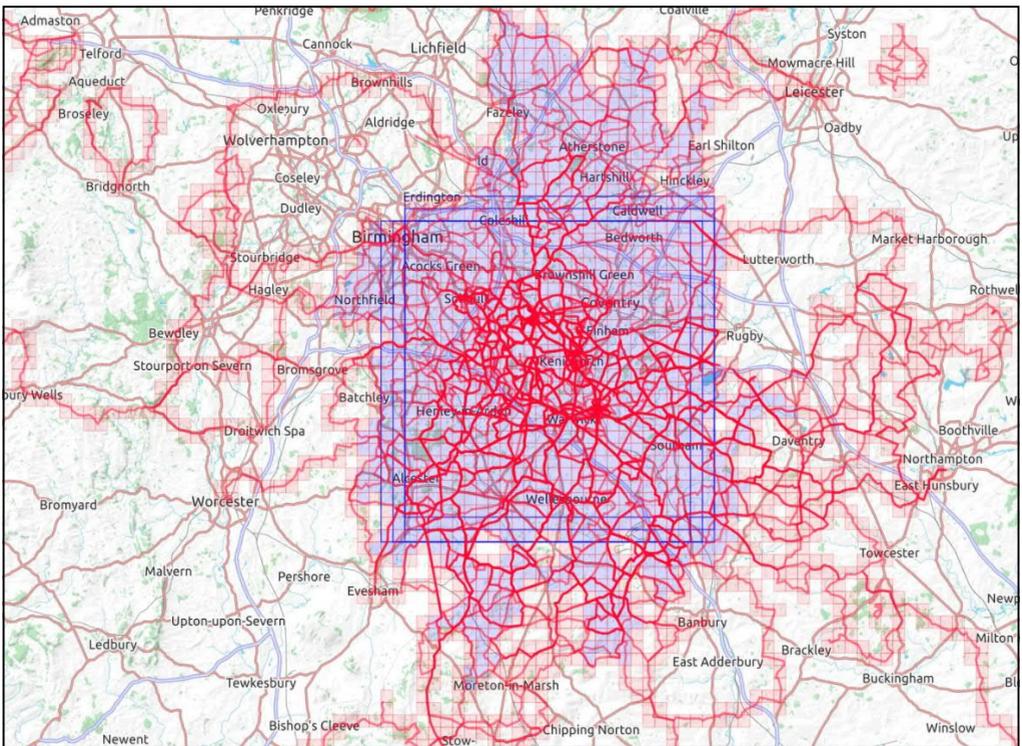
Mike Pridmore-Wood



Tile Hunter

When Cycling Weekly dropped through my letterbox last April I noticed a front page headline saying “Tile Hunting, a new way to plan your rides, have fun and discover unriden roads”. My curiosity was aroused.

The article went on to explain that popular cycling website VeloViewer overlays it's maps with a grid, each square (or Tile) measuring about 1000x1000m. When you enter a new Tile, and record it using a GPS (Global Positioning System) such as a Garmin or Wahoo, it registers on the website. As you enter more Tiles in the grid they co-join to form a ‘Cluster’. Veloviewer counts the size of the Cluster, gives you a score and places you in a World Ranking.



VeloViewer also embeds Strava data to give you an amazing array of enhanced information and since I've recorded all my rides on Strava since 2014, I was curious to see what my VeloViewer Cluster might look like (see photo). I was pleased to discover I already had a head start! Curiously, there were some Tiles in my local area that I had never visited. Some, it turns out, are not easily accessible by road bike, there are others, like say industrial estates, where you

would not normally choose cycle but I've also found some real hidden gems where I had simply not been before. This is because, like most of us, I was a creature of habit and in the past would often go by the same routes.

Since April I've been having loads of fun, when allowed, busily filling in my local missing Tiles, growing my Max Cluster and rising up the World Ranking. Be warned, this tiling lark is addictive! I've even started a sub-cluster in the Lake District and been wiling away my winter evenings strategising on how I'm going to conquer Cumbria!

Anyone can do this by road bike, gravel bike or mountain bike - actually - any bike will do - although I have to admit that tyre choice has become an issue recently, probably best not attempted on your best Colnago!

Right now, I would not wish to encourage anyone to get into difficulty or stretch beyond their local area but Lockdown won't be forever and the sap's rising!

Sometimes, when we are feeling a little stale, a different kind of motivation is all that's needed to get us back out there enjoying our cycling, it doesn't all have to be ten-tenths stuff! Tiling is great fun, I promise you'll discover wonderful new places and comically, other places that you'll never want to visit again! But that's half the fun of it, you never know what's round the next corner!

Richard Horswill

Richard is a new member who enjoys road cycling and TT's in the warmer half of the year and off-road cycling during the winter

Use the following link to see a film that explains a bit more about VeloViewer Tiling... <https://youtu.be/7SRGArEvP1Y>



Our journey to the heart of cyclocross racing [Veldrijden or ‘cycling through fields’].

Background:- As a bit of a fanatic of our great sport of cyclocross I have always been willing to travel further afield to feel the atmosphere, experience racing at different venues and test myself.

So this year we decided to go to the heartland of ‘cross and go to Belgium.

A couple of us vets from the WMCCL [Martin Tinsley of Bromsgrove Olympic and myself] decided to make the journey to Belgium to find a race preferably on a sandy course.

A lot of people said to us ‘so you’re going all the way to Belgium for a long weekend just to race for 50 minutes?’. Yes, why not?

Preparation:- Our biggest challenge was finding a suitable race. All events are posted on the Belgium Cycling web site. It’s quite difficult navigating as its all in Dutch and can be a bit hit or miss. We needed a race that accepted amateur vets [cat D], as close to Calais/the tunnel as possible and has a sand section. However after a lot of investigation and since our proposed dates clashed with some big pro races there was limited choice.

We decided to enter the Mostencross, a full weekend of cross racing for all age groups held near Meer in the Hoogstraten district, north of Antwerp near the border with Holland – and it had plenty of sand! It would have been a lot easier to enter a local town race nearer Calais before Christmas but they clashed with our own WMCCL events plus the tunnel and traffic would have been so much busier. In the main cross season there are events in every Belgian town and village at weekends even midweek. In January there are fewer events and the only D cat. race we could find was the Mostencross.

I made contact with the event organiser Niels Koyen to confirm the details of the race [Niels is a semi pro sponsored rider who rides in the big pro races alongside MVDP, Toon Aerts, Wout Van Aert, Laurens Sweeck].

We also had to apply to British Cycling for the ‘permission to ride in Europe’ letter – which is quite an expensive way of getting an UCI registration number. However it turned out to be a fairly simple enough process.

Day 1:-So with the hotel and tunnel booking done, our BC letter in hand and passports at the ready we set off from Solihull on Friday morning and drove to Folkstone and Belgium.

It was an uneventful but fairly long drive mainly motorways: 3 hours to Folkstone, 30 mins in the tunnel then another 3 hours up to Meer with a couple of stops.

We had arranged to stay in Breda a beautiful town just over the border in Holland, 10 miles north of Meer. We chose to stay in Breda as we needed a good choice of restaurants (+ bars) The Hoogstraten area is wholly agricultural, acres of glass houses and made up of small villages with very few hotels to speak of and nothing open on a Saturday or Sunday.

Point of interest: you ever wondered where all your tomatoes, salad and strawberries come from in winter? – Hoogstraten!

Our 2nd day:- On Saturday morning after a good breakfast we decided to ride the 10miles over to Meer to check the venue out, to ride the course if possible and watch the day's racing.

The Mostencross event is a totally cross oriented family weekend - Saturday for the younger riders from u6's to u16's. Sunday for u18's, vets, ladies and elites.

The event is held at a water sports centre with 2 large lake set in a pine forest. The whole area is sandy, there were long sandy banks/beaches running down to the lakes.

On arriving at the venue the first thing you see is the large number of camper vans lined up in car parks – and it seems that every rider [i.e. U6's to U16's] had sponsored vans and wore a sponsored shirt. The pits were full of spare Ridley's and there was an army of very enthusiastic vocal supporters.

YES they take their cyclocross very seriously over here.

We took the opportunity to acclimatise ourselves to the venue - find out where registration was, where to park, refreshments, toilets etc.



We met up with Niels who made us feel very welcome, he thanked us for entering and for making his event 'international'!

We watched a couple of the junior races and were amazed by the pace and the technical skills on show especially thru the sand sections. Every rider seemed to have a top of the range bike.

We rode the course a couple of times. The start was a two hundred metres long tarmac road with a sharp right hand turn onto grass, then over a couple of planks. The course then passed through a tented area with HQ/Bar/food, the commentator and the podium lorry.

There were several stretches of fast grassy/hard mud single track. Alongside the lakes there were long sections of soft sand plus a couple of sandy climbs off the lake bank onto grassy tracks.

It was noticeable that not many riders could ride all or even some of the sand sections – even the elites would have to dismount, quite often unceremoniously and not very gracefully either.

There were several sections of fast undulating windy single track through pine woods. For anyone who has watched Belgian cross on TV there was the familiar steep scaffold bridge that you rode over and under.



The most difficult sections were made up of very soft sand which had been bulldozed into steep mounds. Most normal riders had to dismount, shoulder the bike and run. There was only a handful of elite riders who had the pace to actually ride up these mounds. The sand was so soft that even after loads of riders there were no ruts or set tracks appearing – this made it very challenging, energy sapping and almost impossible not to fall off.



Race day:- As our race did not start until 10.30am we didn't need to be up too early. However, we wanted to get through registration quickly and more importantly be able to get some practice laps in.

Despite getting a bit lost on the way we arrived at the waterpark to find the car park was already pretty full of smart looking very professional camper vans adorned with advertising logos.



We paid our 10 Euro entry fee into the waterpark [which was actually a parking fee].

At registration we met the commissaires, half a dozen very official, portly Belgian gentlemen bedecked in their Belgian Cycling/ UCI jackets seated at trestle tables signing people on, issuing numbers and timing chips.

We paid our 6 Euros race fee, pinned on our number and strapped on our timing chip. No-one

read our expensive BC letter but just made a note of the UCI number.

We made our way onto the course to do some practice laps. As it had rained quite heavily overnight we needed to understand how the course would ride. We were pleasantly surprised that despite the rain the course had not been affected too badly and was still pretty quick and the sand still very soft!

During the practice laps both Martin and I had some big ‘offs’ in the soft, it was impossible for us to ride. We both agreed we wouldn’t even try to ride and would dismount, shoulder the bike and run.

As it turned out very few riders in these practice laps managed to ride the sand – so we didn’t stand out as the incompetent Brits.

Whilst we waited nervously for our race to start we chatted with other riders in the car park and had those typical pre-x race conversations around tyre pressure, how the sand would ride, would the rain stay off? Not so different from home really.

But everyone we spoke to wanted to know why a couple of old guys from the UK would travel all the way to Belgium just for a 50minute race.

Just before 10.15 we made our way to the start to be gridded which turned out to be based on age so we started near the back just in front of the 70+year olds.

It was a fairly small field probably around 50 riders.

The whistle sounded and we were off.

All nerves were gone in an instant as we raced off down the tarmac road, our focus on making sure we were well positioned not to slip as we transitioned onto the grass.

The racers spread out into a long procession as the faster ‘younger’ riders raced away quickly at the front as they entered the single track through the pine forest. But all came to a bit of bottle neck at the first steep mound as someone had fallen off and everyone had to stop, dismount and run up the hill.

By the time we got to the first section of sand there was a long line of riders but the sand section soon brought us closer together as some of the front runners had fallen and crashed into each other.

We all know the 1st lap of any x race is always hectic, energy sapping and very challenging - whilst you try to keep to the ideal line you found in the practice lap, at race speed and with adrenaline racing through your veins all that planning goes out the window and you have to improvise and ride different lines on the hoof.



After the first couple of laps the race settled down. Being a very average rider you then tend to stop racing against other riders and start racing against the course to make sure you find the best, smoothest and quickest line – and stay upright!

On the penultimate lap I felt I had the line nailed, was going well and feeling confident. I was even hitting the sand sections hard, riding relaxed and allowing the front wheel to go where it wanted.

But you can never relax in a cross race as that over confidence soon ‘bit me on the bum’ as I slid out at the bottom of a fast descent off a steep slope.

I fell into the path of another rider, a well built Belgian who crashed square into my back and he went flying over me. Fortunately, I was more embarrassed, not injured and was able to jump back on the bike and ride away. However I was amazed when the angry Belgian threw his bike at me along with a few Flemish expletives. [well it sounded like it anyway]

Martin and I both completed the race, having made a good go of it especially through the sand, we both finished towards the bottom half of the field totally exhausted but certainly not embarrassed.

Afterwards whilst both completely exhausted we both agreed it had been a fantastic experience, hard work but the sand had not beaten us.

We even got our 6 Euro entry fee back when we handed in our numbers.

As a kind gesture the event organiser Niels presented us ‘internationals’ with a ‘winners’ pack of local Hoogstraten goodies.

We scoffed some well earned hot frites, burgers and mayonnaise and stayed on to watch the elite race.

Watching the elite riders was a master class in riding cross and sand. Their

phenomenal speed, awesome power and skill were amazing. The sand mounds that seemed impossible to ride up were being breached by most of the front runners with apparent ease. Riders were even riding the long sand sections as more defined ruts were being created.

Return:- On Sunday evening we enjoyed a fabulous meal in Breda plus several amazing trappiste beers.

The journey back to the UK was uneventful. We both felt quietly satisfied that we had finished the race and made a good go of the sand. So what's all the fuss about?

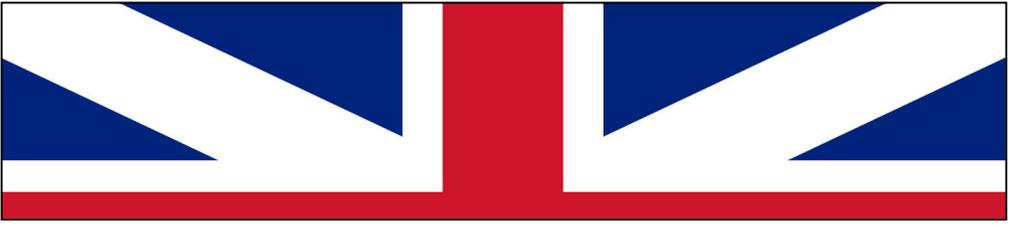


Would I go back? Yes definitely - it was a great experience, fairly easy to organise, everyone we met was super helpful and friendly. However I would try to find a race nearer Calais in the Flemish region perhaps before Xmas, late November/early December.

Peter Ward

June 2020





North, South, West and East of Gt Britain, coast to coast

Back In 2011, I was asked by fellow member Pete Knight whether I would be interested in joining him and another SCC member Stuart Parr along with a group of other friends, from Rowney Green to do a long distance ride from Lands' End back to Rowney Green the following year.

Lands' End to John O'Groats takes about twelve days to complete, including the outward and return journeys and so was too hard to fit in for most of us. I had done a couple of distance rides before in 1976 and 77, stopping out overnight at a Youth Hostels organised by the club for the Youth Section, accompanied by a few parents including Harry Reynolds, Dick Bowes and Maureen Paverley. In remembering what fun, they were and fond memories I still held, I certainly had to agree to be part this ride.

Unfortunately, the plans had a setback almost immediately, when Pete and his two sons Harrison and Jacob were involved in a coach crash whilst returning home from a school ski trip in February 2012. The coach had rolled over and although Pete thought he was uninjured it quickly transpired he had broken his back.

The ride was scheduled for the Spring bank holiday and we all agreed it would now have to be postponed until the following year. We did however instead do a ride down through the Cotswolds as a group to Chippenham and back.

Pete still recovering joined us at Snowhill for the rest of the return ride. It was worthwhile doing this, as a practice run because most of us hadn't rode that sort of distance for a while, on two consecutive days.

Whitsun 2013 quickly rolled around and preparation started early in the spring, with longer rides and regular group meetings to discuss routes and logistics etc. Two charities were chosen Arthritis Research and Churchview Respite Centre. There were ten of us riding and we had a support



vehicle driven by James accompanied by his dog Dizzy. The baggage, dry clothing, snacks and bike spares would be in the transport, leaving unless unburdened and considerably lighter. The accommodation would be either a Travelodge or a Premier Inn if available.

The shirts were printed with the Acronym Name 'LERG' (Lands' End Rowney Green) and were handed out. In an assortment of vehicles Pete, Stuart, Sue, Andy S, Andy C, Chris, Graham, Mil,



Mark, Tony and driver James set out from Rowney Green at 6am and arrived at Lands' End mid-morning in May 2013.



The first day's ride to Hayle was brief, but hard as it included some sharp ups and downs, twists and turns on some perilous road surfaces. We made the 25miles safely through the busy holiday traffic to the Travelodge. It was basic accommodation, but it did the job, plus we could put the bikes in our rooms.

The next day was 65 miles full of testing climbs and descents through the beautiful Cornish countryside to Liskeard. Concentration was the key, different terrain, different companions and wanting to absorb the views could be the recipe for a tumble. After a cautious morning cycling, we stopped at a picture postcard Pub, which hadn't really opened yet, for coffee and scones.



This was followed by a coast down the lanes to a river and a lovely ferry crossing.



The weather was beautiful the rest of the afternoon until we arrived at the Premier Inn in Liskeard. The hotel was superior to the previous night, but too smart to allow bikes in rooms, however they managed to find us a

secure compound.

The next day we left Liskeard and our route took us up and over Dartmoor through Devon. The lunchtime stop was a smart Hotel, centrally located on the moor and again scones and cream were ordered. Ideal weather (not too hot and dry) was perfect for quite a tough day of rolling roads. From Exeter the gradients weren't too extreme, and we made good time of the 90 miles to Wellington.

Day four saw us heading for Chippenham. Lots of narrow country lanes ensued, snaking our route of 75 miles parallel to the Severn Estuary. The routes we chose



were the most rider friendly rather than being the most direct which suited us all and made the ride most enjoyable.

The final day we awoke to drizzle and so it continued all the way back. Bad weather doesn't help with navigation of the route, because when you're wet and cold you lose concentration. We found the section around Cheltenham very testing and the heavy traffic didn't help. The pretty Cotswold landscape made up for it to a degree though and once you are wet through you can't get any wetter so we pressed on to a well-earned break at Snowhill.

Leaving puddles of water on the café floor we reluctantly made a move. The rain showed no signs of giving up and it really did feel like four seasons in one ride! However, after getting home and having hot showers or baths, we all felt a sense of accomplishment and enjoyed celebratory meal and drink together with family. There were 345 miles covered, 5814 metres climbed, six counties crossed and £3056 raised. With that It wasn't long before we were beginning to think of another long-distance ride!

Finish the job! Were Peters rallying words in the Autumn of 2015 meaning, John O'Groats back to Rowney Green. **JOGROG**. How could any self-respecting cyclist decline this! I said yes immediately without thinking it was going to be almost twice the distance of **LERG**.

The date was set for the July in the summer holidays of 2016 and a route of 680 miles, plus the Charities Midland Air Ambulance and cancer charity 'Look

Good, Feel Better' were chosen. We were the same band of riders but had lost Mil and Tony but gained Gerry Lynskey. There was going to be a mixture of accommodation this time and a minibus again, travelling with the luggage / spares/food. Some of the group again had to make their own way to the start because of the logistics of it all. I made especially sure this time I had a towel and a dry change very handy in the van. Everyone tells you that its along way up to the top of Scotland and after ten or so hours travelling up to Wick, I would say that was an understatement!



Day1. We set off along the rolling coast road heading west to just past Bettyhill before turning inland. Marks son Matt was sponsored to join us too for the first day. The roads were lovely, quiet and very scenic. The terrain surprised me on the first day as it wasn't as hilly as I had imaged, but I still

suffered probably because of not doing as many distance rides as I probably should have or not fuelling up properly. Exhausted I arrived tailing, into Lairg trying not to think about another six days of effort!

Day 2. This was the day that we were going partly along Loch Ness en-route to Fort Augustus. Some of us hadn't been that far North before, and it certainly didn't disappoint. James and Marks' wife had travelled ahead and set up a roadside canteen for us all again which was just perfect.



After stunning afternoons ride there was a horrendous final climb into a headwind and decent to end the day before rolling exhilarated into the camp at Fort Augustus.



Day 3. It was a tough day. Our route would take us up over Glencoe and across Rannoch Moor. We knew we were in tough territory when we passed the Commando Memorial before Fort William nr Ben Nevis. It was there because that's where they trained before deploying on courageous raids during World War 2.

The weather turned for the worse after we stopped for a late breakfast at Fort William and it made for a hard afternoons cycling. HGVs thundering past every now and then focused the attention and stopped one from admiring the dramatic scenery too much. Tired and wet the



accommodation was a welcome sight and that night some of us chose Haggis from the menu, which I must say as I tried for the first time and thought it was very nice!



Day 4. Today was significant because it was going to see us cross the halfway mark. We were on route to Larkhill just past Glasgow.

The weather was good, and spirits were high. We rode along the canal cycle path into Glasgow and did a bit of head scratching trying to thread our way through the central streets. It's very infuriating when you can see where you need to go, but the road signs prevented it so we resorted to a bit of short-cutting.



We kept our cool and soon found the route that the Garmins kept stubbornly telling us to follow. We arrived at our destination and were taken back with the luxury and comfort of the Hotel after two nights in lodging huts.

Day 5. Today was going to see us back in England. Unfortunately, the weather was inclement most of the day and it was going to be the longest, 115miles. The roads were flatter and smoother than the past few days too. Damp and mucky we arrived late in Penrith to where some of the wives and children were awaiting to greet us and lift our spirits.

Day 6. The weather changes again this time for the better so we all set of with smile and three extra riders, these being Peters lads Jacob and Harrison and Stuarts son Ben (all SCC youth riders), who then completed the remaining three days with us.



It was a lovely day of rolling countryside and pretty villages and great views and then suddenly we were in Burnley which by contrast was post-industrial and run down. We were greeted with a banner and again cheered us all.

Day 7. Was again a day of varied scenery. We wove our way through the Northern towns of

which the lyrics and images of The Smiths records entered my mind. Just when I thought I was being too melancholy, we left those streets and traffic behind and climbed up onto the Peak District National Park. What a drastic change within just a few miles. We passed Alton Towers and wound our way down through high hedgerows to Uttoxeter.

Day 8. The final day was here, and joined again by young Matt. We set out with a spring in our pedalling as this was a short day by comparison 55miles and we were going to savour it because when we arrived home we knew we had completed North to South of the UK and we were crossing the centre of it by chance too at Meriden. We raised £4858 and the final distance was 683 miles, which included 10, 103 metres of climbing.



Just before Christmas 2018 we all got WhatsApp messages suggesting we meet for a curry and discuss who would be up for another long-distance ride. This time it was just a given 'Of Course'!

We just wanted to know where and when! This ride was to be St David's to Great Yarmouth

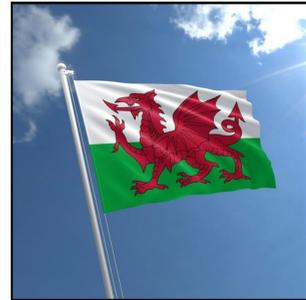


(South Wales to East Anglia Tour) **SWEAT** all we had to do was discuss what charity. Sadly, when we had our next meeting Gerry informed us that he had recently lost his son who had been awaiting a heart transplant. His

son Jim Lynskey (22) had been campaigning for a charity he had set up which draws people's attention to the fact of the importance of organ donation. It was called 'Save 9 Lives', so-called because each donor can save nine peoples other lives with their organ donation. So, it was obvious what our charity should be.

Unfortunately, Stuart wouldn't be able to attend this ride because it clashed with his daughter's wedding, but we would have Jacob Harrison along for the first two days. Jacob was familiar with the roads around Brecon and would make some of the climbs look a lot easier than they were.

Day 1: We set off from St David's in hot, sunny conditions. After a couple of miles, we passed the attractive beach of Newgale which was busy with



holidaymakers. Distractingly, as it was definitely a day for the beach, but a shared task lay ahead. Starting on the coast, the gradients of the roads were punishing, and it took a while to settle into a rhythm and pace. Pembrokeshire looks and feels very much like Cornwall together with the large amount of English place names. We were all ready for lunch when we stopped at Whitland and though the Pub originally chosen was closed we found another which was welcoming. The lanes continued to roll and twist for the rest of the day easing out a little after Carmarthen, but it was a day to hold a little back for a longer than expected climb that could suddenly present itself. We arrived in Cross Hands all evenly shattered from the terrain and heat. After 62miles and 4400ft of climbing we reached Cross Hands near Ammanford.

The evening meal meant a half mile walk and some of the styles of walking showed the effects of the day. Nice, reasonably priced food and drinks helped ease the aches and pains.

Day 2: We knew today would be a day to be reckoned with so we all just

wanted to crack on and complete it. The route was slightly altered to omit some of the climbing, but two serious climbs lay ahead, Bwlch and Rhigos. The weather and temperature thankfully was ideal and the scenery beautiful. Riding through the town of Treherbert was like running the gauntlet and gave us our



first real taste of Welsh driver impatience, however us being of calm, forgiving sorts we didn't let it get to us. The next part of the day was fun following cycle paths to avoid the perilous main roads on POETS day. We met some very friendly helpful locals along the way to be fair. The day had a sting in the tail with a final climb up and over the Brecon's to the Tumble. On top there were fantastic views down over the Seven Estuary in the distance and more importantly an ice cream van.

Exhausted and full of ice cream and coke, all we had to do now was hang on and freewheel a long exhilarating descent down to the Premier Inn at Abergavenny after 84miles and 6932ft of climbing.

Day 3: An early start along some gorgeous, quiet rolling roads made perfect cycling and familiar territory lay not far ahead. The border was crossed, Ross on Wye was tranquil and a pleasure to ride through. The roads then opened out and the pace quickened as the Malvern's sprung into view. Crossing the A38 the yellow Cotswold stone walls started to appear and picture postcard villages were a joy to ride through. A final big winding climb by Winchcombe emptied the legs of any remaining energy and brought on a Welcome break at



Snowhill Tower where James was again patiently waiting. We now had the psychological benefit of knowing that we were halfway on the trip overall. The stops were most welcome but were too pleasant and it made it all the harder to get back on the bike afterwards. After a few miles the sharp pains eased, and we covered the last twenty odd miles to the elegantly impressive Walton Hall near Wellesbourne after 84 miles and 5312 ft of climbing.

Day4: We had all dined well the night before and knew that there wasn't going to be anything too horrendous ahead, so the mood was upbeat and positive. We



passed the old battlefield at Edgehill and had a bit of change of route around the Army Ordinance Depot there, but we were soon back on track and making great progress through lovely countryside again to a really nice little pub The Walnut Tree near Northampton. The diversion to the pub unfortunately led to a nasty gash puncture courtesy of some broken glass and the group splitting into two for the rest of the day. The landscape started to change to a more open sort with less hedgerows and a strong side/headwind, but we grouped up and dropped our position to forge on. Today was the longest day, some 98 miles with a bit of Criss crossing through Cambridge at the end to catch up with the rest of the crew and straight into the bar.

Day5: Today was going to be a day when we expected to catch for a little rain but after a slightly dull start it held off and was thoroughly enjoyable, we even had a bit of a tail wind to help us home.

Newmarket was a lovely, interesting place to go through especially seeing the racehorses being exercised on the fields surrounding the town. On days like today you feel you could cycle endlessly. We passed into Suffolk notable for flint faced walls, pink rendered properties and Dutch influenced

architecture. The Thetford area was where a lot of the Dads Army outside scenes were shot. It was tranquil and like going back in time. James met us with provisions for a midmorning break at a quiet village pub car park because we really were 'out in the sticks'.

We then joined the Angles Way which took us through Diss into Norfolk. A relaxed café converted from a pub was the place of our final stop of the entire ride. I think we could have stayed there all afternoon but had to drag ourselves up for the final push of 20 odd miles. After 92 miles we rolled down into Great Yarmouth led by Gerry.

The final roads down to the front were rather surreal as we were greeted by some unusual sorts and the bustle of a cheap and cheerful holiday town. We gathered on the sea front with some riders' partners to acknowledge what the ride had been all about...Jim Lynskey and his save9lives cause. The whole journey seems to have lasted twice as long as the five days done probably because it had been so varied in scenery and characters.

We raised over £1500 for the Nine Lives Cause and hopefully contributed to raising its profile.



For the entire three trips (excluding practice ride) we cycled 1448 miles, climbed 22, 817 metres and raised £9, 414 for charities.

I thoroughly enjoyed these distance rides and recommend everyone to do one. I would like to thank those involved with the organising and reconnaissance trips and James for doing all the driving, that made these rides possible. I mustn't end without mentioning Dizzy's patience and good nature. The question now is, where to now during this next decade?

Laurence Breakwell



MINUTES OF 'virtual' ANNUAL GENERAL MEETING

WEDNESDAY 27 JANUARY 2021

PRESENT: The President, Chairman and 29 other members signed the attendance list.

APOLOGIES: Paul Mann, Tony Baker, Maureen Paveley, Pete King and Dick Law.

The Chairman welcomed members to the meeting. As the meeting was held via Zoom due to Covid-19 restrictions, the Secretary advised members of etiquette for the virtual AGM.

MINUTES OF 2020 AGM – Action for clarification to be added to website around the new proposed Traffic Act of causing death by dangerous cycling and cover provided by 'club members insurance' Keith Jones had been actioned for this item and apologised that he had not done so. To go forward to next committee meeting. **Action – Keith Jones**

ACCOUNTS AND BALANCE SHEET –

- i) Guy Elliott noted the healthy state of the clubs reserves in spite of spending in various areas continuing, and commended the club for supporting initiatives and making charitable donations.
- ii) The Treasurer noted that due to Covid-19 restrictions, it had not been possible for the accounts to be audited as normal. Instead account balances were reviewed by the Chairman and Secretary and approved as being in order.

No other issues were raised and the accounts were accepted.

MATTERS ARISING No issues were raised.

APPOINTMENT OF OFFICERS

Head Coach – Gary Rowing-Parker, previously co-opted, agreed to continue in the role. Proposed by Pete James, seconded by Ian Cowan. All in favour.

Social Media Secretary – David Fellows offered to fill this new role. Proposed by Roger Cliffe, seconded by David Stephenson. All in favour.

Management Committee – Colin Eagle was proposed by Pete James, seconded by David Stephenson. All in favour.

Clothing Officer – Phil Hitchmough offered to fill this role. Proposed by Rocheford Pearson and seconded by Guy Elliott. All in favour.

TT Secretary – David Fellows offered to fill the role in the interim and to begin the search for a replacement immediately. Proposed by Ian Cowan and seconded by Roger Cliffe. All in favour.

APPOINTMENT OF PRESIDENT

Roger Cliffe advised members of his retirement, noting it was an honour and privilege to have held the position. He proposed Margaret Gordon be appointed as President, seconded by Pete James. David Stephenson noted that Margaret was the most suitable candidate. All in favour.

ANY OTHER BUSINESS

David Stephenson noted that Cycling UK had scrapped the reduction in annual subscription for older members, advising that a code was now required to access this. He requested this be published in the next newsletter to advised members on how to claim. **Action Cliff Dobson**

Keith Jones advised members of the expression of interest to British Cycling in renting a modular Clubhouse, to be situated at Tudor Grange. In order to build a proposal, Keith requested volunteers to join a working group to help ascertain the viability of such an instalment. Mick Edensor offered his assistance. Any further volunteers are to contact Keith Jones or Ailsa Neely.

No further issues were raised.

OFFICIALS 2021

Committee Officials

President	Margaret Gordon
Vice Presidents	J Cordwell, G Elliott, M Lawton, H Reynolds
Chairman	Keith Jones
Vice Chairman	Ian Cowan
Treasurer	Phil Rosenbloom
General Secretary	Ailsa Neely
Membership Secretary	Pete James
Magazine Editor	Rocheford Pearson
Club Clothing Officer	Phil Hitchmough
IT Officer	Gareth Lewis
Social Media Secretary	David Fellows
Press Officer	Stuart Jameson
Social Secretary	Mike Pridmore-Wood
Welfare Officer	Ailsa Neely
Racing Coordinator	David Fellows
Dev Committee Chairman	Keith Jones
TG Circuit Manager	Robin Fox
Touring/Club Runs Coordinator	Cliff Dobson
Management Committee	Ian Cowan, Russ Perry, Margaret Gordon, Gordon McKean, Colin Eagle.

Post AGM: Rob Cull has expressed interest in a position on the Management Committee. As there is a position vacant, the Committee supported co-opting Rob until the 2022 AGM.

Non-Committee Officials

Time Trials Secretary	David Fellows (interim)
Track Secretary	Robin Fox
Cyclo-Cross Organiser	Keith Jones
Club Runs Leaders	A runs – Mike Pridmore-Wood B runs - John Wright C runs - Gordon McKean D runs – Cliff Dobson E runs – John Persaud F runs – Alan Thomson
Mountain Bike Secretary	Keith Jones
Youth Race Organiser	Phil Hitchmough
Semaine Federale Organiser	Dick Law
Reliability Trial Organiser	Solihull Wheels for All
Dinner Organiser	<i>not filled</i>
Date Protection Comp Manager	Ailsa Neely
Magazine Distributor	<i>not filled</i>
Bike Maintenance Officer	Dean Tranter
Equipment Officers	Rocheford Pearson, David Fellows
Building Fund Trustees	Dick Law, Phil Rosenbloom
Auditors	Gordon Tunncliffe, Colin Eagle
Old Sols Secretary	Phil Rosenbloom
Club Coaches	Mike Brownsword, Mark Tandy, Matt Rogers, Stuart Jameson, Gary Rowing-Parker, Esther Barnes, Lawrence Breakwell, Ian Alexander, Paul Mann, Keith Jones, Robin Fox, Matt Rootkin-Gray, Richard Lodge
Trophy Coordinator	Ian Cowan
BC Delegates	Richard Lodge, Robin Fox

BIKE SHOP: **0121 745 2618** / WORKSHOP: **0121 745 9047**



Our mission

To say the bike is one of greatest inventions of humankind is not an exaggeration. It is up there alongside the wheel, the printing press, antibiotics and the micro-processor. In our own way at Red Kite Cycles, we work for the bike every day. We understand it, we love it and we want to share that energy. In our shop we weave together bikes and people. We service, adjust, maintain and fix your bike whilst helping you choose the perfect parts, components and accessories. A proper local bike shop is a rare creature. Visiting the shop is like going to a supermarket staffed by top chefs. We don't just point you towards the flour, sugar and eggs – we give you the whole recipe and detailed cooking tips, then invite you back and to tell us how much you enjoyed it.

Main Club Contact Details

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