

AWheel

THE MAGAZINE OF THE SOLIHULL CYCLING CLUB

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REGISTERED GO-RIDE CLUB



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Front Cover: SCC in action at Derby Arena

Rear Cover: A few SCC riders in this years WMCCL

Editor's Corner



Well I survived to have another go and this edition should find its way onto the table of the Annual Dinner.

Since the last edition I've personally ridden the first of Keith Jones' 100miles in 92 counties challenge, a most enjoyable day out in Warwickshire and I've put my name down for when he takes on Norfolk, I quite fancy the hill climbing challenge.

Adventures across the channel in France and Spain feature this quarter and I've included a "SCC shirts abroad" photo which I hope to continue to include so please send me through you pictures with a short description of where, what and why.

We've a excellent article written by Jacob Knight, one of the rising stars of SCC junior's section, bringing us a few snippets from 2016/17 CX season and keeping it in the family Pauline Knight his mother and our Welfare Officer has provided a few words entitled "Crash Buddies" which for those who partake in our clubs runs is a must read.

A couple forthcoming events are covered including this year's Reliability Trials, inspired by memories of "100 in 8" in the 50s and 60s the event takes place on Sunday 26th February...Dave has promised me a pint if I mention it!

So I hope you enjoy the read and let's see what 2017 will bring us!

Safe Riding

Rocky

Send copy to: editor@solihullcc.org.uk

Chairman's Report

The Club has continued to prosper in 2016. Membership seems to have settled down at around 500 paid up members. All of our varied cycling related activities continue apace.

Our Cyclo Cross Event held at Fillongley in October was a great success with a record entry of riders. Solihull riders took part in many of the WMCCL races with special mention going to the Knight brothers, Gary Rowing Parker, Ben Healey and Cameron Biddle.

Time trialling continued throughout the year with Steve Mountford, Eddy Priddy and Keith Reynolds putting in some great rides. On the Road many congratulations go to Matt Shaw for his win in the National Youth Circuit Race Series and also to both Dani Khan and Jake Stewart for their rides this year. The Club entered a successful team of 4 riders in the 3 Day Isle of Man Youth Tour in August.

The Tudor Grange Circuit continues to be at the heart of all this success with coaching sessions and races held on a weekly basis throughout the year now that we have lighting installed.

Finally we produced a World Champion individual pursuiter with Bob Richards winning this title at the UCI Masters Track Cycling World Championships. Congratulations to you all!

Touring activities included our usual trip to the Semaine Federal week in France held in the city of Dijon this year. Several members spent a pleasant week in Brittany in May and our Mega Tourist, Geoff Sales, spent some 3 weeks riding around Japan [from which he is still recovering !!].

Richard Burt and a team completed the 100 greatest climbs in August raising lots of money for the Dementia UK charity.

On a more sombre note the Club said good bye to both Roy Gordon and Ray Shuttleworth both longstanding Club members. Our sympathies go to their families.

Finally a big thank you goes to all organisers, helpers, Club Coaches and Committee members who all go to make Solihull Cycling Club such a successful organisation. Here's to safe cycling in 2017 and a Happy New Year to one and all !

Dick Law, January 2017.

Tudor Grange Track

Track extension recently completed to provide a bottom loop



Letters to the Editor

A note from Kevin Wilson

On behalf of myself and my family can we just say a big thank you to everyone who sent their good wishes and visited me in hospital and at home.

I'm still on crutches (3/1/17) but hopefully might have the cast removed towards the end of the month.

Back on the bike ? Maybe April. Pinning a number on ? Wait and see eh!

Ed says "Get Well Soon Kevin"



Congratulations to Maureen Paveley and Brian Jones on their forthcoming marriage on Wednesday 15 February 2017, at 2 pm at Solihull registry office.

Warmest best wishes for your future happiness from all your SCC friends.



Congratulations to Lucy Shaw on being selected to be part of the Dave Rayner funding programme. This award provides financial support to the cream of Britain's young cyclists living and racing abroad in helping them to make the step up to being a professional rider. This year there were many, many applicants for the very few places available and Lucy's selection is further confirmation of the high regard in which she is held.

Congratulations to Danni Khan who continues to progress within British Cycling's elite development system.

It was recently announced that Danni has now been promoted to the Great Britain Cycling Team Podium Program which is the highest level possible. Danni finds herself in the most exalted company. Just six female endurance athletes are in this select group - Olympic Gold Medallists Katie Archibald, Elinor Barker, Laura Kenny, Joanna Rowsell-Shand plus Emily Kay from Halesowen and Danni herself. This is a great achievement and shows that Danni is viewed as having the potential to be an Olympic Champion herself. Well done Danni - the whole club is very proud of you! Now, what is Daisy up to exactly?!

Crash Buddies

Members of the Committee have been discussing the welfare of our members when cycling out on the roads. We would like to introduce the concept of Crash Buddies when riding on one of the Solihull runs. No matter the age, ability or protests of "I'm fine" from a rider who has had a crash, at no time should he or she be left to fend for themselves - not immediately afterwards or later in the ride.

A rider who has crashed may have done more damage to themselves than they think, and even though the rider appears unhurt to others, may have delayed shock, concussion or worse.

So can all ride leaders and individuals please ensure that a crash companion/buddy is agreed upon before the ride begins.

Thank you.

Pauline Knight

Club Welfare Officer

TT Report

Once again we've had riders chasing fast times all over the country, luckily this year we managed to be at the two fastest 10 & 25mile events where the competition records got hammered.

The 10m event was on the superfast V718 course in Yorkshire and was won by Macin Bialoblocki of One Pro Cycling Team in 16m.35s!!! OMG. Then on Sunday in south Wales he did it again and recorded 44m.04s for 25 miles averaging 33 mph FANTASTIC! .Just being at the same events on the day was special at the 10 Eddie and myself both PB'd and at the 25 I PB'd again ,what fantastic weekend.

Eddie Priddy had a good season with a PB at the V718 course with 20m.03s so close to a 19m 10, then recording 53m.46s at the Welsh event, not quite as fast as his PB last year at Etwall in 52m.50s. Then he won the club champs 25 with 55m.54 and the 5 champs with 11m.24 so a good year for him.

Keith Reynolds had another productive year winning the club 10 champs with 20m.52s on the K1/10k course (Knowle) which was actually 9.5 miles on the day due to roadworks, back in April he recorded 22m.32s on the K36/10 course (Earlswood) a notoriously slow course, beating Cameron Biddle into second place by 1m.41s and as everyone knows Cameron is no slouch.

Pete Blackwell once again had a good season but could probably could have been quicker at 10 miles if he'd come to the V718 with Eddie and myself when we both PB'd and he didn't come, instead

going there the next week and doing 21m.27s for a PB but on a slower day OH WELL! He also achieved a 55m.18s on the superfast A25/11 course in Etwall.

Andy Simpkins didn't ride quite so much this year what with work commitments and reaching the grand age of 62, still recording a 58m.18s at the Port Talbot Wheelers event in September and won the club 50m champs in also finishing in 3rd place in the 5m champs.

I managed to achieve two new PB's right at the end of the season with a 20m.59s knocking 46 seconds off at the V718 on the Saturday and then knocking 45 seconds off my 25 time to 55m.10s on the Sunday event in South Wales, what a weekend!

In the 25 champs I came 2nd in 59m.21s and the 10 champs 3rd with 22m.13s and 2nd to Eddie in the 5 champs by 4 seconds with 11m.28s . I also managed to win SCC's season long competition.

So that money was well spent on a coach, who I'll be staying with this year in the hope of better times, more consistency and a smaller waist?

Jo Ness had a good season this year turning out for the club events on a road bike and achieving good results doing a 13m.45s to win the Ladies 5m champs and a 26m.18s to win the 10 champs. She could do with some more competition so come on girls, come and have a go, Penny Wilkin was around this year but couldn't make the champs recording a 28m.31s for a fastest 10 of the year.



From what I'm hearing there are going to be a couple of riders riding open events for the first time in 2017, Ben Mountford and Mike Pridmore Wood, are there any more of you out there? It's about time Phil Hewitt rode his first open, how about it Phil?

On the subject of new riders having a go, in 2017 we are going to have prizes for the 5,10 and 25 mile champs on road bikes, so come and have a go as it will level the playing field for those of you who don't have a TT bike and can race against each other as there aren't many riders on road bikes who can beat riders on TT bikes, Cameron excepted! Also it would be lovely to see some younger riders taking part, so come on coaches send you riders along 5 + 10miles won't kill 'em . Also calling all females from 12 to whatever age we'd love to see you and there are plenty of trophies going unclaimed.



This year we are running 14 events from 5,10 and 25 miles ,not sure about the 50m yet, with our friends from the Shirley RC these events will be on the club website.

I'd like to thank all my helpers and marshals who have made these events possible , if there is anyone out there who could spare an hour of their time to help run these events please contact me ,(Yes that's all it will take ,one hour of your time) as we always need help.

See you all in 2017 and keep your heads up !!

Steve Mountford TT sec

Club TT Championship Results

5 mile

- 1st. 11.24 Eddie Priddy
- 2nd. 11.28 Steve Mountford
- 3rd. 12.28 Andrew Simpkins
- 4th. 13.45 Jo Ness (L)

10 mile

- 1st. 20.52 Keith Reynolds
- 2nd. 21.45 Alastair Woodland
- 3rd. 22.13 Steve Mountford
- 4th. 25.17 Jacob Reid (13)
- 5th. 26.15 Jo Ness (L)

25 mile

- 1st. 55.54 Eddie Priddy
- 2nd. 59.21 Steve Mountford
- 3rd. 1.00.25 Ian Cowan

50 mile

- 1st. Andrew Simpkins

Season Long Competition

- 1st. Steve Mountford



L'Eroica[®]

The first time I visited Gaiole in Chianti was about 30 years ago, touring with Roy and Margaret and Ann-Marie. One night we were desperate for lodgings but drew a blank in Gaiole but a place further on was suggested which being Tuscany was inevitably at the top of a climb. Since then I've got to know Gaiole quite well. Surprisingly it's a totally unremarkable large Tuscan village with no attractive buildings, apparently little history and with a stream running down the centre that a century ago could have been an open sewer. Unremarkable except for one thing: the first weekend in October it hosts the Eroica bike rides and bike market.

For those unfamiliar with the concept, that since it's inauguration twenty years ago has spread around the world, the ride is for bikes from prior to 1987 and uses the Italian rural strade bianche -white roads. Rules for the bikes are essentially, pedals with toe clips, gear shifters on the down tube and brake cables exposed. Steel is king except for Alan and Vitus alloy frames from pre 1987.

No carbon. There is a desire that period costume be adopted but that can cover a wide spectrum from tweed knickerbockers and caps up to the woollen trade tops of the 60's and 70's. Classy riders use tubs and carry spares wrapped around their shoulders. There are also "easy" rides for period policemen and soldiers and postmen with matching bikes. Ladies seem to excel in this category with some very smart stylish period cycling attire and "Dutch" bikes.

To be honest there are no easy rides: distances range from 200k to 35k. All use white roads that can be smooth and level, a bit like the Stratford Greenway, or badly rutted rocky climbs with 15% gradients. Combined with the weight of the bike and gearing restrictions from pre 1987 (42 or 39 x 28) these climbs and the descents afterwards can be brutal and walking at some stage is inevitable except for the chosen few. A taste of schadenfreude is often experienced by the defeated when a young tyro passes the walkers and gets a good run at some horrible cliff; gradually just before the top, out of the saddle, with back wheel spinning and straining with every muscle he or she slowly grinds to a gasping halt. A good average riding speed for ex pros on the longer distances is 14 mph.

But it has its pleasures - it must have: starting 20 years ago with 100 riders it now hosts 7500 from around the world. The Tuscan scenery is beautiful, Siena city is spectacular with restaurant prices in the main piazza that don't break the bank. Why wouldn't you go there? For the last few years the pros have been racing around the 135km route finishing on the piazza. The Eroica concept is now repeated in the UK with the Eroica Britannia in the Peak District and in Holland, in Spain, in California and even in Japan. From being a straightforward hard bike ride it's become a commercial activity with all the ensuing problems. Parking for one thing in Gaiole is impossible and entering is a challenge in its self, with lotteries, charity entries, bike tour company entries and increasing entry fees.



I've ridden the Eroica in Gaiole four times now and hopefully I'll be back there again next October. Possibly do the "easy" 75k, but that means I'll have to stand around in the vast queue at the start at 0900 together with those doing the really "easy" 35k route instead of going off at 0500 with the fast men. What a choice.

Reasonably, I've been adopting a more measured approach by starting at 07.00 when it's just getting light so that by then I have a chance of avoiding the worst bits on the first descent of rough



stuff. After that it's sections of fairly decent smooth grit interspersed with tarmac going south skirting the walls of Siena City. The food at the stops every 30k or so is generous, with slabs of blueberry tart and hot stew as well as low grade Chianti wine. Bike

repair facilities are there and kept busy. A few years ago punctures seemed to be a major issue but the message seems to have got through and most seem to be using tubulars which are authentically retro. Eventually the hard sections arrive; thankfully on the 135k ride just after lunch! Be prepared for long grafting climbs with hair raising descents. Will I be able to avoid the ruts around this blind corner and will these terrible brakes with poor blocks stop me? And it's either getting hot - too hot: I need to take off the base layer I needed at the start, or it's a thunder storm and I'm soaked. Ah well; at the last feed a DJ is playing music from the 80s and I can have a bit of a nap before the final leg north to Gaiole by way of the climb I descended in the morning. A good

feeling as I cross the line and a nice person gets up to give me a sit down in one of the bars with a couple of bottles of beer.

But then it's not just about the ride, is it? THE BIKES are the thing. Bianchi are in attendance as well as Pinarello; the former now marketing a special L'Eroica steel model. The majority of the stuff on the huge market is frankly junk. But searching around the old bike nuts will turn everything over looking for the missing bit from some obscure make; but you can bet your life that when and if you do spot something the seller knows how much it's worth to you. Nevertheless there is something special about the bikes particularly from the classic decades of the 60' and 70s. These frames were made by dozens of craftsmen around Italy, and the UK and the US, but especially Italy where the pros racing in those days were iconic heroes who had steel bikes tailored to there special individual requirements. Artisan skill went into the tube cutting and joining, with the eye and hands of the creator building something of the moment. In one workshop in Milan the jig for Coppi's track and road frames still hang up in the loft.



Today's frames are designed by computer, transmitted to a factory, wherever; no dirty hands, no sweat, not the same thing at all.

Will Chris Froome's bit of Pinarello software hang on the wall somewhere in 50 years time? I doubt it. *Dave Stephenson*

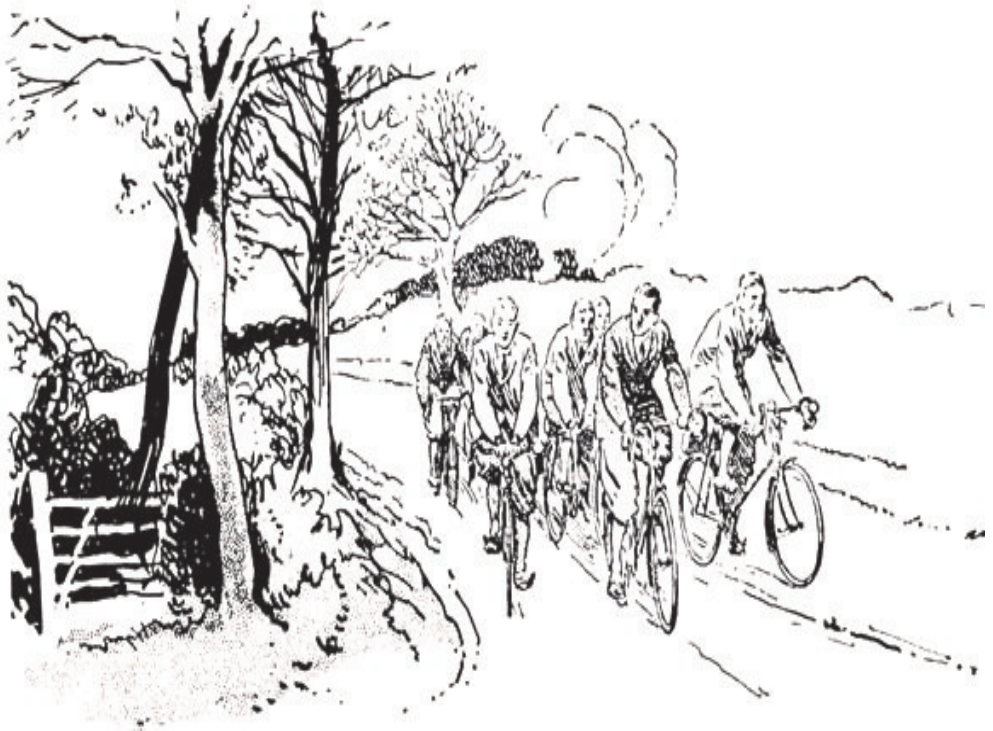
BACK 2 BASICS RELIABILITY TRIALS 2017

SUNDAY 26TH FEBRUARY 2017

82 mile and 62 mile Reliability Trials.

This year the trials will once again start and finish at the Blue Bell Pub in Earlswood, The routes will go south into the Vale of Evesham and return through the Lenches with the longer route adding a loop around Bredon Hill.

A new refreshment halt at Fladbury will now be followed by challenging section climbing Badger's Hill, and Church Lench and then a rolling terrain before the concluding climbs of Forde Hall Lane and Tom Hill.



Inspired by memories of “100 in 8” in the 50s and 60s the event will require a minimum average speed of 12.5 mph to complete the course in order to qualify for a finisher’s certificate.

Entry Fee £5

82 mile start 09.00

62 mile start 9.30

Route information can be found on the SCC Website

The start for both rides will be the Blue Bell Cider House, Warings Green Road, Hockley Heath, Solihull, B94 6BP. Map Ref. 139/128 743. Limited Car Parking on site but ample on surrounding verges. Toilets available at start and a variety of hot food and drinks at the finish.

Dave Stephenson

Shirts Abroad

Not sure whether you are still doing that 'Solihull Shirts Abroad' thing? If so this is me at Dongquian Lake near Ningbo in eastern China, near where I work. It can be a beautiful place but this is not the best of days.... but that's bike riding in China...'China Grey', we call it. Note the mask on the wall! Happy new Year to all at the club from what seems a very long way away sometimes.



Dave McHale

The CTC Winged Wheel

A recent article in *Cycling Weekly* takes Malcolm Smith on a ride up and down Memory Lane

Regular readers of *Cycling Weekly* – “The Comic” – will have noticed that for some time now the back page has been entitled ‘Icons of Cycling’. In December of 2016 one of these pieces was about the CTC winged wheel signs that used to adorn many establishments to assure cyclists of a warm welcome and a certain level of quality. Nowadays there are only about 200 signs left in the whole of the British Isles, but in the 1960s when I was a teenager and riding with the Huddersfield Road Club it seemed to me that they cropped up everywhere.

I therefore decided to try to find some local survivors and perhaps plan a ride to see some of them, which I could then talk about in *AWheel*. Unfortunately I haven’t found many.

I could, of course, be mistaken about the ubiquity of the signs in my youth, but there is one establishment that definitely sticks in my mind. This was the village stores and café at Langsett, near Sheffield in South Yorkshire. It is memorable for several reasons, not just its CTC winged wheel. For a start, it is the only place I’ve been to where one could get a pint of tea in an earthenware mug. Yes, really – a pint of tea! And it only cost 6d (2½p in today’s money). For ladies, and those gentlemen less well endowed in the bladder department, there were also half-pint mugs, although by some feat of creative Yorkshire accounting these also cost 6d. Being what Cliff Dobson once described as ‘a professional Yorkshireman’, I always bought a pint and either left or threw away what I couldn’t drink.

The café also sold a small selection of cakes and biscuits, but we usually ate our own food. This was quite common in cyclist-friendly establishments of that era. We all carried large cotton duck saddlebags, mounted sideways on racks that were attached to the saddle by leather straps, containing enough tools and spare parts to equip a small workshop, along with sandwiches, biscuits, spare clothing etc. Some older riders even carried small meths stove and billy can, tea, milk and sugar so that they could brew up on the grass verge at the side of the road. A waxed cotton rain-cape would be strapped on top of the saddlebag. All this equipment is probably more than Mike Toner carries, and added considerably to the overall weight of the bike.

Regarding the cape, this was usually bright yellow, but some of the more fashion-conscious youngsters opted for black. This meant that in the dark in the rain, these capes, combined with a lack of effective street lighting and the woeful inadequacy of bike lights at the time, cyclists were almost invisible to motorists. To be fair, given that the few cars that were around at the time were usually painted black, this, combined with ineffective street lighting, the woeful inadequacy of vehicular lighting and the terrible vacuum powered windscreen wipers of the period, meant that in the rain in the dark, motorists were almost invisible both to cyclists and to each other.

The statistics seem to bear this out: in 1960 there were about 9 million vehicles on the roads of the UK, of which about 6 million were cars. Road accidents produced 6,970 deaths, out of a total of 341,000 injuries.

In 2015, the latest year for which figures are available, there were about 36.5 million vehicles, of which roughly 30.25 million were

cars. Road accidents accounted for 1,732 fatalities out of a total of 186,000 injuries, 22,137 of which were classed as ‘serious’.

The 1960 injury statistics were not graded according to severity.

But I digress. Back to the Langsett café, which is also memorable for its location –directly opposite the entrance to the unclassified road across the moors of the Peak District National Park joining south Yorkshire to north Derbyshire, known as The Strines. Although only about 10 miles in length, this narrow twisting road features three back-to-back climbs, all with gradients in double figures, maxing out at 25%. This was, and still is, one of the most feared roads for cyclists.

The conversation at the start of a Sunday Club Run could go like this:

“Mornin’ Colin. Where’re we off to today, then?”

“Athersage, lad”

There would then be a few seconds pause, as the awful implications of this piece of information sank in. There would be a low murmuring and a shuffling of feet; reasons and excuses for going straight home, or somewhere else – anywhere else – were mentally rehearsed. Then someone would ask:

“Over t’Strines?”

“Aye”

Another pause as our worst fears were realised; then someone else piped up:

“Langsett, then?”

“ Appen”

Yorkshiremen talk like this. It’s a sort of code.

Everyone relaxed. This meant that, providing we were on schedule, we would be stopping at the Langsett café for a rest and

some refuelling before taking on the next part of the ride. After all, as anyone who has ever ridden from Huddersfield to Langsett can tell you, that in itself is not a painless ride. The route takes you through Jackson Bridge, the location for several National Hill Climb Championships, and continues uphill to Victoria, then down Crow Edge before going up again to Hazlehead and the Flouch Inn, which is just a couple of miles from Langsett. So why on earth this was chosen as the Club's annual "easy" Boxing Day outing, I'll never know.

Once over the Strines you will arrive at the Ladybower Reservoir. This is often mistakenly assumed to be the practice site for the renowned 'Dambusters' of RAF 617 Squadron in May 1943. Not so; it was, in fact, the Derwent Reservoir further north up the Derwent Valley. The confusion arises because the 1954 film 'The Dambusters' for some reason used Ladybower. In 1943 Ladybower was still under the final stages of construction and contained hardly any water, so was quite unsuitable for practising the deployment of the famous "bouncing bomb".

On then, through Bamford to the lunch stop at Hathersage. As well as a popular destination, this was also the location of the Club's annual free-wheeling contest, so you can tell that the roads hadn't exactly flattened out yet.

Then we had to go back! One option was just to retrace our wheeltracks, but this would have meant re-crossing the Strines and the gradients going south to north are generally steeper than the north to south direction we had come.

Sometimes, then, we would take the A625 through Castleton and over Mam Tor to Chapel-en-le-Frith or Glossop for afternoon tea.

This wasn't any easier than the Strines, just different. "Mam Tor" means "Mother Hill", as the frequent landslips create 'mini-hills' on the lower slopes. Locally it is also known as "Shivering Mountain". If you fancy trying this route yourself, you can't! In 1979 a massive landslide carried away most of the road. The Highways Authority had frequently tried repairing and rebuilding it in the past, but after this episode they just gave up and closed the road for good. Given the names and history of Mam Tor, I'm surprised they built the road in the first place.

As an alternative you could use Winnats Pass, open to light traffic only, or the A628 Woodhead Pass. Both these are tough climbs. The Mam Tor route can be followed on foot and probably by mountain bike, although I've never tried it. A good challenge for a mountain bike enthusiast, though, would be to combine Mam Tor with Jacob's Ladder, an off-road alternative to the Strines, going from Langsett Reservoir to Derwent Reservoir. I have, in fact, tackled Jacob's Ladder twice, as some of the Road Club chaps were enthusiastic members of the Rough Stuff Fellowship.

Another, shorter, but no less challenging route home was over the Snake Pass to Glossop. After that, there was "just" Holme Moss to tackle before going back to Huddersfield. A testing, hilly route of some 70 or so miles. To add insult to injury, when I got back to Huddersfield I had another 3 miles, all uphill, before I reached home! Believe it or not folks, your correspondent in those days was young, fit, strong, about two thirds of his current weight and could cycle immense distances at great speed, and climb fierce hills with the best of them.

OK, that last bit is a lie. I walked up all the steep bits but, hey, so did everybody else so it didn't matter. We had no granny gears in those days, nor lightweight aluminium or carbon frames and wheels, plus we had to lug around the aforementioned saddlebags!

Oh dear. Reviewing what I've written, I seem to have strayed from the subject of the CTC winged wheel plaques. Never mind, I hope you've enjoyed reading this as much as I've enjoyed writing it. I promise to write about the CTC signs for another issue, and stick firmly to the subject. Therefore if anyone knows of any plaques or other CTC signs in our locality, please let me know.

My email address is malsmith@btinternet.com. Thanks.

In closing, you might not realise it, but you have probably seen the café at Langsett. The business closed in the late 1960s, became a Youth Hostel, then a private house, then back to a café again, currently trading as The Bank View Café. In 2014 the Yorkshire



stage of the Tour de France went past it before tackling the Strines and in a marketing master-stroke the entire building was painted white with red polka dots to celebrate the KoM jersey, thus ensuring it featured prominently in the press and on TV. It is a great café – I can

recommend it. The only trouble is a (standard) mug of tea now costs £1!

Malcolm Smith

Club Trophy / Award Winners 2016 Season

TROPHY	AWARDED TO
The Paveley Vets RR Cup- St Johann – Vets RR Champion	Wayne McKeown
The Dunlop Trophy Club RR Champion	Cameron Biddle
Club Time Trials Champion	Steve Mountford
Sid Payne Trophy – Club 5 mile TT Champion	Eddie Priddy
Ladies 5 mile TT Champion	Joanne Ness
Solihull News Trophy – Mens Club 10 mile TT Champion	Keith Reynolds
CF Dawes Trophy – Mens 25 mile TT Champion	Eddie Priddy
D Jones Trophy – Mens Club 50 mile TT Champion	Andrew Simpkins
Clarks Cables Trophy – Club Ladies 10 mile TT Champion	Joanne Ness
A Freeth Trophy – Schoolboys BAR (5/10m) 10m TT Champion	Jacob Reid
F Knight Trophy – Club Cyclo-cross Champion	Jacob Knight
Schoolboy RR Bowl	Matt Shaw
Schoolgirls RR Bowl	Ella Tandy
Vets Cyclo-cross Champion	Gary Rowing-Parker
T J Camplin Trophy – Club Hill Climb Champion	Gary Blackman
W E Wright Trophy – Club 5 mile Track Champion	Paul Mann
Tian Franklin Go-Ride Plaque	Max Saunders
Ian Franklin Go-Ride Trophy	Nathan Edensor
Alistair Cave Crest – Most Improved Youth Rider	James Alexander
Ivor Goodman Trophy – Club MTB Champion	Ben Healey
J Waterson Trophy – Most Promising Newcomer	Ailsa Neely

Most Promising Junior Award	Cameron Biddle
Mrs H H England Femina Trophy – Ladies Runs Attendance	Susan Blackman
P Bennett Shield – Mens Runs Attendance	Cliff Dobson
Jarratt Cycles Touring Cup	Geoff Sales
Powergen Stay Active Cup	Harry Reynolds
H N Brearley Tray – Most Magazine Articles	Mike Cope
Yabber Gabber Best Magazine Article	Matt Shaw
Michelin Puncture Trophy	Roger Webb
D Osmond Shield – Mens Chief Hobo	Mike Pridmore-Wood
Ladies Chief Hobo Trophy	Sandra Turner
H Musgrave Marshalling Trophy	Russ Perry
Eric Arthur Official of the Year	<i>Awarded by Club Chairman</i>
The Glass Crank Award	Harry Reynolds
Presidents Awards	Richard Burt
	Paul Mann
	Bob Richards
	Dannielle Khan
	Matt Shaw
	Jake Stewart



Snippets from a Cross Season

I'm a 16 year old 1st year junior and in the West Midlands Cyclocross League the Juniors race with the U23s, the seniors and the Vets 40-49. It has been a long season which is coming to a conclusion with some great results by the Solihull riders.

I have enjoyed the Tuesday night training sessions with Robin and Gary and they have been well attended since they started in September.



Preparations for the season included riding long miles during July and August, but before that Harrison (my twin brother) and I had been off the bike for several months due to GCSE revision and exams.

West Midlands Cyclo-Cross League

The first race was at Pype Hayes Park in Erdington. The conditions were dry and fast over uneven ground which left those riding without gloves (me) with blisters! We finished 6th and 8th from nearly 180 riders in the senior, U23 and junior field. We started several rows back on the grid which posed a challenge for us, as we were some of the faster riders and were gridded too far back.

At many of the races, the Juniors and U23s have dominated

overall. At the Redditch race, a notoriously challenging course, the junior riders made up 4 of the top 5. The next week at Henley-in-Arden we had 3 junior riders in the top 4 overall. It was one of the highlights of the club season with three Solihull riders in the top 4 – Cameron, me and Harrison.

Baggeridge was another club highlight when me, Harrison and Cameron were leading the senior race. However, Harrison had a puncture with a couple of laps to go which dropped him off the back followed by a mid-race course change which put paid to Cameron's chances and I went on to narrowly lose out in a sprint finish to a senior professional rider.



Another club highlight was 2 weeks later at a tough new venue, Shelsey Walsh, where Solihull claimed the 1st and 2nd spots (Cameron and I) on the podium in the seniors race, beating two GB junior riders into 3rd and 4th place.

National Trophy Series

The first taste of National Cyclo cross came at Derby where the conditions were dry and fast.

Tom Pidcock, the European Junior Cyclocross Champion stormed to victory and Harrison rode to a top 10 finish. Harrison was also going well at Abergavenny, which was screened on live TV, before a mechanical problem put paid to another top 10 finish. I rode strongly to a 7th place finish at Abergavenny which was added to with a 9th place down at Ipswich.

National Championships

The course in Peel Park, Bradford was possibly the best cyclocross course in the country and it played host to the National Championships. There were many off cambers, steep inclines and drops, making for exciting racing for the thousands of fans who turned out. The atmosphere was brilliant and we heard lots of people calling our names as we raced.



I would like to thank Robin and Gary on behalf of all the crossers for giving up their time for coaching and supporting every club rider. Their advice is invaluable. Harrison and I would also like to thank the West Midlands Cyclo Cross League for the bursary as it has helped us by giving us financial support for the racing.

Thank You!



We would like to thank Mum and Dad for driving us to all the races, mechanical assistance and for standing in cold and muddy pits throughout the races.

At the time of writing there are three races left. I need two more solid positions to secure the victory in the WMCCL Junior category and Harrison needs three good races to secure a 2nd or third place. We love cyclocross and are looking forward to our first road race season this year.

Jacob Knight



Barcelona Ironman October 2nd 2016

Or

A bit of a swim, a bit of a run and a lot of cycling **2.4 mile swim—112 mile bike—26.2 mile run**

Twelve months ago I decided to embark on a journey that was going to be a mental and physical challenge and enter an Ironman competition. Having been dabbling in Triathlon for the last few years, this seemed to be a logical progression but one that I was not going to take lightly. I knew that the training would be long and hard but I was prepared for that and once I had submitted my entry, I knew there would be no turning back.

My journey into triathlon had not necessarily been smooth. I have been a competent runner for about 20 years and have completed numerous marathons here and abroad. Swimming has always come easy to me but it was the cycling that I knew was going to make or break my chances of completing this race. I have never had a lot of confidence in my ability as a cyclist so 3 years ago I joined Solihull. One of my better decisions I must say! My midweek cycle rides proved the right thing in helping me gain the much needed confidence I needed in order to compete in several triathlons which then led me to enter Barcelona IM.



For the best part of this year I have spent a lot of time on the bike, ably guided by my coach, Penny Wilkin (another loyal SCC member) who taught me how to survive the many hours I would need to spend on the bike. Drinking and eating whilst on the move became a must – no luxurious coffee stops I'm afraid. I lost count of the amount of times we cycled past some lovely looking cake shops that just groaned under the weight of teacakes and gateau's. Not for us, we were on a mission. I kept reminding myself that I would not be able to stop on competition day so on we went (with a promise to return once training was over!).

Completing my first 100 mile training ride was immense. I was so proud (and tired) but it gave me the buzz to know that I could



definitely complete this triathlon. I just needed to work on my speed as I knew I would have to average 16 plus mph in order to get past the cut off point and not get pulled out. Over the months, my speed and confidence increased and after my third

100 miler, I was on a high. Barcelona would be a breeze!!!

Race day approached and we (there were another 10 of my friends doing it too) disappeared off to Barcelona. Well Calella actually which is about 30 miles down the coast. The buzz when we got there was huge. There were so many other athletes there to compete, about 3000 to be precise. The sea looked inviting and I must admit to actually looking forward to the swim despite the waves!. The run didn't look too daunting, 3 flat laps back and forth along the sea front. The bike course was a different thing to ponder over as we couldn't see the course. Standing on the sea

front, we could see the road disappear along the sea front (in an upward direction!) but that was about it. I was just going to have to hope that all my training was about to pay off and I would be able to hold my own.

The day before the race, we racked our bikes. For anyone that likes bikes (I can imagine there are a few out there), it was like bike-porn. I have never seen so many gorgeous bikes. Ok, a lot were time trial bikes, but there were also a lot that weren't. My bike was racked next to an Argon 18



that looked as if it had never been used as it was pristine. Mind you, my Pinarello shone like a new pin too!!

Race day arrived. We were in transition nice and early ready to go off at about 8am into the sea. The swim was amazing, really enjoyed it and even managed to swim the fastest at that distance than I have ever done. Out of the water, wet-suit off and then on to the bike. The first 3k was, as warned, quite technical as we had to negotiate tricky turns, speed bumps and numerous pot-holes trying to get out of the town. However, once out on to the main road, the real fun started. I was more than ready to compete the 2 laps required and headed off in the direction of Montgat on the outskirts of Barcelona with the biggest smile on my face. The first 5 miles were undulating but I was enjoying every minute of it, even passing people which gave me such a boost! The roads were amazing. Traffic free. Pot hole free. Lined with pockets of enthusiastic crowds. It was such a fantastic experience. The one hill that we had worried about proved to be a 5 mile climb but did not trouble us. Besides, what goes up, must come down!!

Montgat was the turning point and proved to be quite hard mentally as we headed back to Calella and straight into a head wind. I was determined though, wind or not, I was going to pedal as hard as I could. The halfway point in Calella soon appeared on the horizon and I knew that I was fine for time and would be able to start (and complete) lap two with plenty of time to spare. My speed was averaging 16.5mph so no need to worry and I was actually looking forward to cycling the second lap. I was loving it out there. In fact, when lap two was nearing the end, I was quite sad to think that I had to rack the bike and start running. The bike this time, had definitely been the best bit!!

Going out on the run, knowing that I had so much time to spare was an incredible feeling and barring falling ill whilst on foot, I knew that medal at the end would be mine. All out support crew where there willing me on as I shuffled past them. As day light faded, my time at Barcelona IM was nearly over and my last lap was the best. Hearing my husband Craig shouting me as I crossed the line was brilliant. Penny was there too to see me finish. Her expert coaching had paid off. I was declared an Ironman. Such an amazing experience. The best bit though, apart from receiving my medal, was without doubt the cycle ride.....I loved it!!

When can I do it all again!!!!



Ed says.....



**79th INTERNATIONAL
FEDERAL WEEK OF CYCLE TOURISM**
Mortagne-au-Perche 30 July to 6 August 2017



The 79th Semaine Federale in 2017 will be in Normandy, northern France from 30 July to 6 August. It will be based at Mortagne au Perche which is a small town in undulating countryside close to the channel ports of Le Harve. This will make travel easier than via Calais but can involve an overnight sea crossing. This will make a nice change after a number of years located in large towns.

The Semaine Federale is a very French version of cycle tourism and organised by the FFCT from a central base with a choice of 4 or 5 daily rides of varying distance. Maps and road directions are provided and the routes on the road are identified. It is always a thoroughly enjoyable week with regular participants from SCC and other British clubs.

Solihull CC usually consists of a group of c.20 people camping in their own tents for the week on one of the FFCT managed campsites and I submit a group application on everyone's behalf to ensure we are all grouped together on the site.

Application forms and instructions will be available in early January and interested members can obtain more information from the web site: www.sf2017.ffct.org or talk to others who gave enjoyed the event in the over 20 years we have been as a club.

If Members are interested in joining then please contact me.

Harry Balmer [07770 957674](tel:07770957674) or hbalmer@btinternet.com"

Email Update

Are you receiving our occasional newsletters? If not, we may not have your correct email address. Please let the membership secretary know if you have changed your email. membership@solihullcc.org.uk

Club Runs

Saturday

All runs commence at 9:00am
 A run starts Dorridge Station
 B Run starts Railway Inn Dorridge
 Apple Pie Run starts Dorridge Village Hall
 All rides have a coffee stop at :-
 Studley Garden Centre,
 Mappleborough Green

Thursday

DATE	A RUN	B RUN	C RUN	D RUN
		Led by Pete James	Led by Dick Law	Led by Trevor Bayliss
23-Feb	Wellesbourne	Astwood Bank	Hunningham Hill	Astley
02-Mar	Dunnington	Clifford Chambers	Stoneleigh	Hatton Craft
09-Mar	Wellesbourne	Hampton Lucy	Alcester	Astwood Bank
16-Mar	Dunnington	Bidford	Mappleboro Green	Blackhills
23-Mar	Wellesbourne	Hunningham Hill	Bidford	Alcester
30-Mar	Dunnington	Dunnington	Wellesbourne TC	Charlcote
06-Apr	Wellesbourne	Clifford Chambers	Dunnington	Stratford
13-Apr	Dunnington	Briar Croft	Hoar Park	Hatton Locks
20-Apr	Wellesbourne	Astwood Bank	Blackhills	Astwood Bank
27-Apr	Dunnington	Bidford	Long Itchington	Middleton
04-May	Wellesbourne	Hampton Lucy	Wellesbourne AF	Blackhills
11-May	Dunnington	Hunningham Hill	Clifford Chambers	Alcester
18-May	Wellesbourne	Clifford Chambers	Alcester	Charlcote
Runs Co-Ordinator Dick Law 01926 427200 A Run starts Dynamic Rides Hockley Heath at 9:15 am B and C run start from Punchbowl at 10:00 am				Deputy Run Leaders required for above run - Contact annntrev@talktalk.net

Sunday

DATE	A RUN	B + RUN	B RUN	C RUN	D RUN
19-Feb	Newton Regis	Kineton	Flyford Flavel	Lighthorn Hth	Stratford
26-Feb			Reliability Trial		
05-Mar	Chipping Cam	Heather	Lighthorn Hth	Kineton	Alcester
12-Mar	Stourport	Honeybourne	Jinny Ring	Battlefields	Clifford C
19-Mar	Broadway	Kineton	Craycombe Fm	Wellesbourne	Jinny Ring
26-Mar	Battlefields	Stourport	Napton	M Hussingtree	Middleton
02-Apr	Willoughby	Warmington	Flyford Flavel	Draycote W	Dunnington
09-Apr	Rosliston	Battlefields	Clifford C	Dunnington	Wellesbourne
16-Apr	Draycote W	M Hussingtree	Lighthorn Hth	Clifford C	Alcester
23-Apr	St Peter's GC	Blooms	Jinny Ring	Evesham Ferry	Hatton Locks
30-Apr	Ullesthorpe	Evesham	Warmington	Jinny Ring	Clifford C
07-May	Toddington	Stourport	Broughton Hkt	Ilmington	Hoar Park
14-May	Kineton	Warmington	Napton	Battlefields	Astwood Bank
Rides start from Clock Tower Solihull					
A and B+ runs start at 9:00. All other runs start at 9:15					
From 26 March all runs start at 9:00am					
Deputy Run Leaders required for D Run - Contact Trevor Bayliss annntrev@talktalk.net					
Beginners E Run also available - Contact Alan Thomson 01216808322 or alt492@hotmail.com					

Tuesday

B Run						
DATE	A Run Coffee Stop	Coffee Stop	(*)	Leader	Pub Stop	C Run
21-Feb	Hoar Park	Battlefields	E	Dave Stephenson	Plough Shusstoke	Charlcote
28-Feb	Pershore	Flyford Flavel		Harry Reynolds	Boars Head HL	Shottery
07-Mar	Evesham	Fladbury		Len De Vos	Gold X Ard Grafton	Hunningham Hill
14-Mar	Flyford Flavel	Evesham		Cliff Dobson	Cottage Of Content	Hatton Locks
21-Mar	Churchfields	M Husingtree		Dick Law	Tavern Broom	Astwood Bank
28-Mar	Kineton	Lighthorn Hth	PB	Mary James	Boars Head HL	Stratford
04-Apr	Broadway	Chipping Cam		Pete James	Fleece Bretforton	Astley
11-Apr	Whitlenge	Chad Corbett		Dave Stephenson	Rose & Crown Feck	Blackhills
18-Apr	Long Itchington	Heather	E	Len De Vos	Plough Shusstoke	Charlcote
25-Apr	Ilmington	Wickhamford		Harry Reynolds	Gold X Ard Grafton	Alcester
02-May	Wellesbourne	Warmington	PB	Dave Stephenson	Kings Head Welles	Shottery
09-May	Wickhamford	Shipston On Sto	PB	Harry Balmer	Kings Head Aston C	Middleton
16-May	Croome Court	Norton		Pete James	Tavern Broom	Hunningham Hill
Runs info Dave Stephenson 01564 776064, david@d.jks.co.uk						
B Run is an all day ride with coffee & lunch stop. Leaves Reservoir pub at 9:15 am						
A Run is faster with coffee stop, starts from Reservoir pub at 9:15. Leader agreed on day						
(*) Runs marked P start from Punchbowl, Runs marked E start from Eastcote X roads. 9:15 start						
Run Leader Trevor Bayliss						
Starts Punchbowl 10:00						
Deputy Run Leades required for above run - Contact annntrev@talktalk.net						

COMMITTEE OFFICIALS APPOINTED JANUARY 2017

Committee Positions

President	Guy Elliott
Vice Presidents	J Cordwell, J Jinks, M Lawton, H Reynolds
Chairman	Dick Law
Vice Chairman	Roger Cliffe
Treasurer	Phil Rosenbloom
General Secretary	Margaret Gordon
Membership Secretary	Pete James
Magazine Editor	Rocheford Pearson
Club Clothing Officer	Mick Edensor
IT Officer	Gareth Lewis
Press Officer	Pauline Knight
Social Secretary	Cliff Dobson
Welfare Officers	Pauline Knight, Simon Bach
Racing Co-ordinator	Russ Perry
Youth Development	
Committee Chairman	Phil Rosenbloom
TG Circuit Manager	Robin Fox
Touring/Club Runs Co-ordinator	Dave Stephenson
Management Committee	Roger Cliffe, Ian Cowan, Keith Jones, Pete King, Paul Nix, Dave Stephenson

Non-Committee Positions

Time Trials Secretary	Steve Mountford
Track Secretary	Robin Fox
Cyclo-Cross Organiser	Gary Rowing-Parker

Club Runs Leaders	A runs – Dave Homer
	B runs – Pete James
	B+ runs – John Wright
	C runs – Cliff Dobson
	D runs – Trevor Bayliss
	E runs – Alan Thomson
Mountain Bike Secretary	<i>to be filled</i>
Audax Secretary	Trevor Wale
Go-Ride Co-ordinator	<i>to be filled</i>
Semaine Federale Organiser	Harry Balmer
Reliability Trial Organiser	Dave Stephenson
Head of Communication	Dave Stephenson
Dinner Organisers	Pauline Gunn, Paul Mann
Magazine Distributor	Mick Edensor
Equipment Officers	Mick Edensor, Rocky Pearson
Bike Maintenance Officer	Dean Tranter
Building Fund Trustees	Dick Law, Phil Rosenbloom, Fred Towers
Auditors	Ian Jackson, Gordon Tunncliffe
Old Sols Secretary	Phil Rosenbloom
Club Coaches	Robin Fox, Richard Lodge, Jane Shaw, Phil Hitchmough, Ian Alexander, Becky Keogh, Mark Tandy, Mike Brownsword, Matt Rootkin-Gray, Lawrence Break- well, Gary Rowing-Parker, Paul Mann
Solihull Cycle Steering Comm	Paul Mann
Trophy Co-ordinator	Ian Cowan
BC Delegates	Richard Lodge, Guy Elliott, Robin Fox

Main Club Contact Details

President	Guy Elliott gielliott@btinternet.com
Chairman	Dick Law - 01926 427200 chair@solihullcc.org.uk
Secretary	Margaret Gordon - 0121 778 1884 secretary@solihullcc.org.uk
Membership Secretary	Pete James - 0121 444 3537 membership@solihullcc.org.uk
Treasurer & Youth Development Committee	Phil Rosenbloom - 07939 067367 phil.rosenbloom@blueyonder.co.uk
Press Secretary	Pauline Knight press@solihullcc.org.uk
Welfare Officer	Pauline Knight - 0121 447 7082 welfare@solihullcc.org.uk
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Club Runs Co-ordinator	Dave Stephenson clubruns@solihullcc.org.uk
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Clothing Officer	Mick Edensor clothing@solihullcc.org.uk
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