

AWheel

THE MAGAZINE OF THE SOLIHULL CYCLING CLUB

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REGISTERED GO-RIDE CLUB



**BRITISH
CYCLING**

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Front Cover: Stuart Jameson—Hill Climb

Rear Cover: "D" ride in the depths of Hatton Park

Editor's Corner



Well here we are again, the clocks have gone backwards, dark evenings returned and turbo trainers now getting a bashing.

Cycle-Cross season is in full swing and by all accounts it's a muddy one so expect some mucky pictures in the next edition.

In this edition you find a stories of adventures completed, challenges undertaken and a great letter Jack Rootkin-Gray as he leaves SCC to join a new team. We wish him all the best and I look forward to reporting on his successes in the future.

In your envelope you'll find the booking form for the Annual Awards Dinner plus a Membership renewal form, don't forget to get both back in time, especially the latter as you don't want to give Pete and excuse to hound you.

Thank you to all that have contributed, I've a couple of stories already for the next edition (had to keep the page count down so we could include the forms within the same envelope.)

Safe Riding!

Rocky

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



Send copy to: editor@solihullcc.org.uk

Letters

I have recently received an email from a concerned lady with respect to cyclists in the Earlswood area which I have copied below.

Good afternoon

I am touching base with all the local cycling groups regarding the vast amount of cyclists that ride around the Earlswood area.

I've had numerous incidents recently where there has been no slowing down by the cyclists when over taking or passing my horse. This has resulted in him now being spooked by any cyclist.

I would be very grateful if you could reach out to your members and ask them to respect other people on the roads. My horse is only young and he needs good experience on the roads as they are busy enough already. The main area I'm focusing on is around Warings lane by the Blue Bell and up towards the M42 bridge. It's a straight road but please SLOW DOWN for horses!!

She does not imply that the riders are from Solihull CC but just wants to remind all of us to slow down when around horses for the safety of all. Having ridden horses in the past it's not just the speed but also the silent approach that can spook them so can I just ask that we all remember the words in the 'Safety' Section of our Club Run Etiquette with regards to horses, and remember that this should apply whenever you're out on two wheels.

Pass horses with care, singling out, and when approaching from the rear always give the horse rider an audible warning.

Many Thanks

Kathy Alexander

Useful technology

I am sure many of our tech savvy members will already know about the App for mobile phones called **What3words** which you can download from the App Store

When you download it, you should find it very easy to understand the instructions. It enables you to identify on an online map exactly where you are within a 3 metre square and the app then gives that location a unique identification using just 3 random words.

So if you need assistance on a deserted country lane which might be hard to describe, you just tell anyone looking for you the unique three words. They then enter that on their phone app and click on navigating to your exact location. It can also be used abroad.

The app is now being used by many of the blue light services. It costs nothing to download or use and might just quickly get help to you one day when you need it most. It might also be particularly useful for parents of younger members venturing out on new routes and being able to call home for some support.

Guy Elliot

Tour d'Ilmington

On behalf of the organisers of the Tour d'Ilmington I would like to thank all the riders who supported us with this years event by coming to Newbold Village Hall as part of their Sunday run.



We had over 200 riders and cycling visitors with the proceeds going to local Rotary charities and good causes. Once again-thank you.

Bob Armstrong

AGM - Thursday 30th January 2020

The AGM is the opportunity for all members to find out how the club is progressing and to ask questions. It is also, of course, an opportunity for volunteers to offer their help with the organisation of all club promotions – racing, social, touring, club runs etc. There are many senior members who over the years have fulfilled most of these roles, and for the club to continue moving forward it needs new and enthusiastic input

Please put this important date on your calendar. Members will be notified closer to the date with information of vacant roles, but these will include Club Chairman and Club Secretary.

“Ask not what your club can do for you, only what you can do for your club”

ANNUAL GENERAL MEETING



GET INVOLVED!

Up The North

The landscape of the North defines its people, Tight-knit and proud with a shared heritage and history. Compact, interlinking towns in valley floors dominated by hills and moorland, once dependent on mill or mine but now having to reinvent themselves to survive.

Some old traditions have died, but others continue alongside new retail parks and trading estates, helping to preserve the unique culture and character of the North of England.

The Whit Friday Brass Band Competition dates back to 1884 and is hosted by eleven of the thirteen villages that make up Saddleworth and Oldham district. The annual event regularly attracts over one hundred brass bands from all corners of the globe.

Each band must plan its own journey and perform in at least six villages during the day to qualify for the overall title. Competition is fierce and rivalry between elite bands such as Yorkshire's Brighouse and Rastrick and Lancashire's Fairey band is legendary. It's a festival of community, beer and brass, with big cash prizes for winners and generous encouragement for every band.

Cycling hill-climb time trialing is similarly quirky and also has its strongest roots in the North of England. Classic races like The Rake, Peaslows and Pea Royd Lane run through September and October each year, culminating in the National Championships, rotated around the regions of England.

Thousands of enthusiastic supporters line the course to cheer and ring bells to encourage our nation's quickest men and women up some rugged, punishingly steep hillside to see who can take the crown.

Like the brass band competitions, cash prizes are awarded, but nearly every rider is amateur, with only a few professionals taking part.

Every rider knows the pain of racing uphill and shares that solidarity and camaraderie with other cyclists who clip in on the start line to take it on. Yes, there are some pretty expensive solutions to cut the weight of the bike down, but there is no bike porn and no bling – those kind of riders do not do hill climbs.

Just like our best brass band players there are some world-class performers, and phenomenal athletes, like four times former hill-climb champion Chris Boardman.

Just like brass band players, hill climbers are often the humblest, most polite and generous people you could ever wish to meet.

Just like brass band competition, there is nothing else quite like our hill-climb time trialing anywhere else in the World.

Richard Burt

La Marmotte – 7th July 2018

What is it?

La Marmotte is a 100mile Sportive that takes in 4 classic Alpine Climbs with about 16,000 feet of climbing. It includes Col du Glandon, Col du Telegraphe, Col du Galibier and the final ascent of the legendary Alpe de Huez with its 21 hairpin bends.

It's the toughest and most challenging sportive I have ever done! It was an incredible achievement to finish the ride and I'm happy to have ticked it off my bucket list.

Can I do it? It was a challenging ride but totally doable! With the right attitude, preparation and planning a wide range of people get to the finish and I saw all sorts of people taking part.

Training: I trained on my bike 4 times a week. This included a couple of mid-week rides of 1.5-2hrs and a couple of weekend rides mostly 3hrs. Mid-week rides included lots hill reps and strength work as well as intervals focussed on improving threshold and VO2 max. I spent the winter suffering on my turbo and the spring including lots of reps up Maxstoke, Wall Hill and Mancetter.

I've been seriously short of time so my staple weekend rides were only 3 hrs in duration but included some seriously hard work. Only in June did I increase the distance and length of my weekend rides, and even surprised myself about what was possible. This season I have learned that riding long isn't always the answer!

If you have time, then it makes sense to go and find some hilly sportives to do in preparation so that you can test yourself and experience some different terrain to what is found on our weekly club rides. Having said that, I did all my riding around the West Midlands, so with the right strategy it's amazing what you can achieve (this is where a coach can help).

Travel: We flew to Lyon and then hired a car for the drive to Alpe de Huez which takes about 2hours, just make sure your hire car is big enough for your bikes in boxes.

Bikes: Of course it's possible to hire a bike a high quality road bike in Alpe de Huez if you book in advance. Personally for 11hrs on my bike – I want to ride my own bike!



Accommodation: There's nothing worse than another 10mile ride to get back to your hotel at the end of the day on top of the extra 10 you might have done to get there. Think carefully about where you stay, and how you will get to the start and finish of the ride.

The ride starts at in Bourg-d'Oisans at the bottom of Alpe de Huez and finishes at the top of the mountain. We had a beautiful ski chalet in Alpe de Huez with the most amazing views of the mountains. This proved to be one of the best decisions of the trip. A hotel at the bottom of the mountain is a definite NO. We met lots of people who couldn't resist their hotels and threw the towel in at the bottom of the mountain.

Stay warm at the start: Even with a sunny and warm day, there is the potential for it to be cold at the start of the ride. My teeth chattered, and I shivered for about 45minutes at the start of the day, which apart from being miserable wastes energy. Take some old clothes to keep warm at the start, and discard them before you start riding.



Clothes: Consider the clothes you wear, and how to carry any spares. We had a great forecast and a perfect day for riding. Hot at times but at least this meant the views were incredible and it wasn't too cold at the top. I witnessed many people totally over-dressed wearing long tights, over shoes, and a winter jacket sweating their arm pits off.

If the weather isn't so good there is the potential for it to be ZERO at the top of the mountain – so you need to consider the clothes you carry, how to carry them and what will keep you warm.

Time Limit: There is a time of day cut off which means you need to arrive at Bourg d'Oisans at 6.15pm in order to get a medal. Work out a race plan in advance! What average speed does this equate to and don't forget to factor in stops. Elapsed time, and average speed (without stops) are useful fields to put on your Garmin data screen – and mean that you know what you need to do to get the job done. If you are at all unconfident of your fitness then having this information and knowledge can be the difference between a medal and not finishing.



Make Friends: Wear a club Jersey, or something with GB on it: This can make it easier to make friends and for other riders to start talking to you. This is a great distraction strategy and can make the climbs go quicker.

Food and nutrition: Carry some food (sweet and savoury) and some money in case you fancy an in cream or a can of coke.

Feed stations: It's a long day, so don't waste time standing still.

Get what you need and be efficient in the feed stations.

Pace yourself: It's a long day! So pace yourself up the climbs but don't be afraid to ride fast on the flat. After spending 90minutes riding at 3mph uphill the flat sections will feel stupidly fast. But remember fast doesn't necessarily mean hard. So take a break, but keep moving forward.

Power meter: For a ride like this a power meter is the most amazing tool available to you and I have an intimate relationship with watts and gradient! (Get in touch to find out how to use one).

Climbing Don't look up – this will destroy you! Look at the road in front, or the next corner. And for anyone scared of heights, don't look down.

Descents: Careful on the descents and ride within your capabilities. Don't be afraid to go slowly and let people go past.

Post Ride: Buy a jersey and wear it with pride!!! Wear your medal for at least a week! And EAT CAKE!



Penny Wilkins

Stallard Series Final Race



St Ives, Cambridgeshire

Paul Dring (Worcester Echelon) went from the gun, which I liked the look of. If he was well up the road I only had to really worry about Rob Watkinson (Doncaster Wheelers)... but Chris Quinn (Omnipex Bioracer, Manchester) reeled him in. Quinn was the other threat - if he wins today and I fail to score, he overtakes me in the series.

After reeling in Dring, for a lap, it felt like every 2nd attack was either Watkinson or Quinn which I had to cover. Going into this race I lead the National Series. Watkinson is 1 point behind Quinn 5. I have the luxury of more wins. In a tie I win on count back. So today if Watkinson beats me I have to be next over the line.

2 months ago I'd have been more confident. Legs have been bomb proof since the Tour of the Abberleys. But Watkinson has hit serious form. 2nd in the National Crit champs 4 weeks ago, 3rd in National Road Race two weeks ago. I was in the mix in the national road race but my post holiday legs had faded badly in the last lap. Panic training ensued.

After an attritional 40 min of attack them, defence me, Dring plus one got away again. Further this time. Relief, I can just focus on Watkinson again. But again Quinn, who frequently wins races by soloing to victory, decides to drag the field back to break. Then immediately attacks. More chasing.

After constant attacks a lull. Lap 3, the pace slowed right down, no action for 3/4 lap, bliss! I drifted to the back and talked to Dring. I float the idea that he actively tries to get in a break with Quinn. Riders, if not riding for a team, often help out local regional riders. I was confident Dring from across the county border would out sprint Quinn at the finish. Plus, Watkinson

would then have to chase Dring & Quinn. Best made plans...

Three riders clip off the front, no reaction. Great! Maybe Quinn has burnt himself out. Another quiet few minutes. Chatting to Simon Hill (SCC) I ask him if he could actively defend the 3 up the road by disrupting the bunch if chase starts up. Pretty much immediately Quinn launches, typical! But Si was on his way to the front, he chases on to Quinn and drops me off on his wheel - good timing!

Quinn is churning a massive gear in the cross wind section the lull has clearly freshened him up after his initial exploits. We turn left up the small berg & he keeps the pressure on, then Watkinson comes flying past. I switch to Watkinson's wheel pretty well in the red but not too deep. The Barton (2017 winner) comes past. Looks like this is it. Some breaks are let go or form from lone riders firing off the front, others are a selection where the stronger riders split the bunch on a challenging section of road. A Luton & Verulum rider appear, but looking back, it's selection made. We're away as a 6.

It's probably simpler if we're away, fewer moving parts. I work with the break for half a lap until we can't see the bunch, then start missing turns. I hope it causes disruption & slows the chase, but the others work well. The uncharacteristically Quinn loses concentration on a sharp bend. He clips a wheels and almost takes out Verulum who rides into Watkinson. Wheel surfing at the back I lock up and swerve across the road. Somehow, no-one goes down. "For god sake Quinny, if you're going to crash make sure you to take us all out!" Some choice language from the others but Quinn is apologising profusely and we regroup. A small delay suits me, we're all safe so can laugh about it. But the shot of adrenaline and they're riding really hard into the headwind section.

We can see the front 3. If we catch them I'm back to marking

both.. It takes most of a lap for us 5 to get to 100m from the catch. The Luton & Verulum riders have tired in the head wind. In the cross wind Quinn & Watkinson by far the strongest but our break is squabbling. Only Quinn & Watkinson are working and starting to get shirty with the others. I shrug. I don't care if we don't catch them. But I can guess what's coming.

Quinn starts motoring as we turn into the berg for the penultimate time. We're gapping Luton and Verulum. I lose concentration. I think the pace is nice and high, we're going to catch the 3 and we'll see from there. I'd forgotten Watkinson. He flies past gapping our break by a good 20m. I'm boxed by Barton & Quinn on the narrow climb. I shout (more of a yelp!). Thankfully they let me through the middle. &%ck, &%ck, &%ck. I chase super hard up the berg but Watkinson's already caught the break & driving it 5kmh quicker.

The chase was only 3/4 of a mile, 2 minutes of effort, but it was the deepest I've been all season. I just, just made it across by the skin of my teeth as we take the bell for the final lap. Glancing over my shoulder I expect Quinn to be grinning at me, but he's 150m back & the others dropped.

I explain to the new front 3 that i'm not working, just following Rob. I now want the break to work to put Quinn fully out of the equation. Paul Allen gets a bit shouty with me, but he's the sole A category rider in the break. If he doesn't work & the break gets caught he's chucked away an easy category win!! So, he starts working, i start recovering.

Now this is where I think Quinn does me a real favour. Like the terminator he is he's slowly clawing his way back against the four in the break working pretty well together. I sense Watkinson doesn't want to let him catch and is going hard on the front. I've now recovered and am feeling comfortable but on the inclines I there's that hint of dreaded cramp in the quads - just like 2 weeks

ago at the nationals when my legs emptied & I had no finish - &% ck not now! I down the rest of my drinks and start stretching & shaking the legs trying not to let Watkinson see. Turning into the headwind section for the final time Quinn bridges across to us. He is an animal! But at least he looks like a genuinely exhausted animal.

The pace is good but steady into the last half lap. Then everyone starts looking at each other. Up the little ramp down the back of the circuit the pace drops so low I end up out the saddle looking back at them. As we crest one of the original 3 in the break from Moda sprints off the front. Only a mild response he keeps drifting away Quinn, Watkinson & Allen only making half hearted efforts. Perfect!

Moda gets to a 200m gap. With a third of a lap to go Quinn & Watkinson start winding up a chase - all I have to do is not get dropped. Focus. Back onto the cross wind section 1/4 lap to go. Moda 150m up the road but we're closing. By the time we turn left onto the berg for the final time Moda is 100m ahead. Watkinson goes all out from the bottom but this time up I was positioned on his wheel. All I have to do it stay in the hole in the air. Out the saddle - pretty much all out sprint. Quads twinge, change to a higher gear, twinge again, higher gear again. Genuinely not sure if I'm going get to top before legs lock up, but I can feel it starting to level off... I can sit down and spin up the legs. Watkinson keeps churning all out, but on flat I'm now recovering. 1 mile to the



finish. I don't look back until 400m to go. We've put 50m into break and 30m from the leader 400m. I think we could have caught him but Watkinson eases. There's no risk of us being caught but he wants me to go for the win from too far out. His last chance to win the series is to hope I go for the win & fail. I decline his kind offer dab the brakes to stay behind him. With 150 to go Watkinson opens up his sprint but it's easy to get round him given the work he's just done. Moda wins by 30m I get 2nd, Watkinson 3rd. Job done!

I can't quite believe I've managed to follow in Wayne McKeown's wheel tracks from 2018. Solihull CC retain the B cat (45-49) Percy Stallard National Series in 2019! Many thanks to the club for being so full of supportive, enthusiastic & entertaining people! The banter, training rides, coaching, and advice is top draw.

Stuart Jameson



Solihull Cycling Club Annual Dinner & Awards Night 2020

Saturday 1st February 2020

Reception: 6:15pm – Dinner: 7pm

Venue: Robin Hood Golf Club, St Bernards Road, Solihull B92 7DJ

Cost: £16 per adult and £8.50 for a child under the age of 11. (The club is again subsidising the meals which should be £26 for adults). The children's menu is the same as the adults – but smaller portions.

Menu choices:

Starters

- ◆ Chunky spring veg soup with home-made fresh bread (v)
- ◆ Stilton filled breaded button mushrooms with lime mayonnaise

Main Meals all served with a choice of seasonal veg

- ◆ Roast turkey with sage and onion stuffing and home-made cranberry relish
- ◆ Baked Darnè of wild Scottish salmon with tomato, garlic and basil salsa
- ◆ Butterbean hotpot with mash (v and vegan)

Desserts - followed by coffee and tea

- ◆ Limoncello plum tart with vanilla pod ice
- ◆ Chocolate torte with a berry compote topping, vegan ice cream – non vegan version also available
- ◆ Selection of English cheese and biscuits with grapes and celery

Dead line for return is Sunday 19 January 2020. No bookings taken after this date.

Jack Rootkin-Gray

Dear Margaret,

I am writing to thank you for the past 10 years that I have spent with the club. I first got an interest in cycling when I was walking through Tudor Grange park, and saw Dave Rutherford running one of his Saturday morning sessions. I was intrigued and referred to this session as 'Solihull Cycling Club' and would tell my dad how I wanted to go to Solihull Cycling Club, actually meaning Dave's session. Eventually, he took me along and from that point onwards my obsession with the sport grew. I did the Saturday session for a while, and then started doing Robin Fox's Thursday, and shortly after, Tuesday sessions. I was loving it and it just became part of my normal life, always loving it, never even considering otherwise. I just loved riding my bike with my friends fast and hard, with no real view as to it being anything other than an evening of fun. Then there was the 'Apple Pie run', which was the highlight of my weekend. Starting with the 9:30 from Dorridge Village Hall, then the 9:15, then 9:00, all gradually faster and longer way to the café. Then the classic slab of cake, or teacake with a milkshake was consumed. Eventually the 9:00 graduated to the elite 'Station Run' which not strictly an SCC ride, something I wouldn't have had a clue about without them.

Overtime I gradually got better, not that I really realized, as all I could see is that Matt and Jake and the other older lot were still better than me. I started doing some races, which turned into lots of races, which turned into almost every weekend year-round! I was never really aware of the guidance, and help I received from those in the club but remained in my own little bubble of racing and smashing round Tudor Grange.

Mainly due to following James, Jake and Matt (as most things seemed to be thanks to) I started doing Friday Night Track League at Halesowen, when it wasn't rained off ha ha. I started with freewheelers, and then courtesy of the club, more specifically Richard Lodge, I was sorted out with a classic red Fuji track bike, and started racing proper track races. This bike got me as far as U10 National Omnium Final, where I mostly came last in every race ha ha.

From that point onwards, it all moved very quickly; I got older and did some bigger races, still not doing very well, apart from the rare occasion. As a second year U14 I did track nationals and got noticed by the British Cycling program, so going into 1st year U16 I joined the ODA program and started doing all the stuff that involved, mainly days in Derby on the track and road. As a 2nd year U16 I started to take it more seriously and did some more training which brought me my best season yet with a National Series Round Win, 2nd Overall in the series, 2 National Titles on the track, as well as a couple podiums, and 3rd overall in the European Assen Tour. At the end of the year, I was selected to join the next level of the British Cycling program, called the junior academy.

This brings me onto this season as a Junior, where I still raced for the club, in National Road Rounds and National Champs, Elite and Junior, on the track and road. I also guested for the South East Regional Team in races abroad, and then represented GB at Nations Cups on the road. I've had a fun season, and despite not achieving some of the success I had hoped, looking forward to what next season brings with more opportunities. With those new opportunities, an offer to join a new team has arisen, and one I am happy to accept. I have chosen to join the team not because of free kit, or free bikes or some great promise of new sponsors; instead because they give me good opportunities to race more of the best races around Europe and offer good support along the way. I'm also looking forward to racing with other people, as a team. I won't be leaving the club, I'll remain a second claim member, and still stay involved to the extent I currently am, the only difference being I won't wear the club colours when I race.

So finally, I'd just like to say thanks for everything that the club has done for and given me so far; I won't forget it, and definitely will not become a stranger.

Many thanks and appreciation,

Jack Rootkin-Gray

Solihull Wheels for All

At Tudor Grange Leisure Centre outdoor track, the Solihull Wheels for All cycling sessions are drawing to a close for this year.

Our year began with the exciting news that our cycling project had gained charitable status, which would allow the project to maintain and develop the existing cycling provision for the community of Solihull and wider area, hurrah.

Solihull Wheels for All is a truly inclusive cycling programme that enables people to participate in a cycling activity within a safe, secure and sociable environment.

Many of our service users have a disability, restricted mobility or other health issues which restricts their opportunities for physical exercise, but with our range of adaptive cycles such as wheelchair transporter, handcycles, trikes, recumbent, side by side social bike, tandems and selection of conventional two wheeled bikes we offer cycling facility that anyone can enjoy.

Among our regular attendees who benefit from the cycling sessions are Headway, the brain injury association, Sense an organisation that supports individuals and families with complex disabilities including deafblind, Parkview Adult Day Care Centre, Solo a client support service for individuals from Solihull and Birmingham.

John is one of our regular attendees, his whole life changed following a road accident causing an

Acquired Brain Injury. John had to re-learn many skills and came along to our to our project two

years ago to re-learn his cycling skills. By working with John, and helping him, he has progressed amazingly well, from tricycle to tandem to balance bike and can now ride a two wheeled bike for 10 miles independently at our sessions.

We are proud to say John has recently returned from a holiday in Lanzarote where he took part in a 25 mile group bike ride there.

John is an example of how cycling (and our project) has helped him, and has been a factor on his journey towards recovery.

SWFA were thrilled to be selected by Solihull Cycling Club to become their charity partner this year, we are fortunate to have a large local and successful cycling club in our community. The partnership will help us to continue delivering and developing our cycling sessions for existing and new service users, enabling us to generate more success stories like John's and have our own SWFA champions.

SWFA gives a huge thanks to all the SCC members who have donated money to our charity, to all club members who have donated bikes, equipment, raffle prizes and supported our fundraising events, recognition goes to club members Alan Thomson, Neville Gunn, Gordon Tunnicliffe, Bernie Wareing, Gary Christian and Syd Macrow for their volunteering commitment to this project and to Cathy Fox our dedicated cycling instructor.

A further huge thanks to Keith Jones and the support from Rocky who have raised £500 for SWFA from their Snowdon Ultra Marathon challenge,

Whether our service users are attending cycling sessions for health benefits, for personal goals and challenges, for friendship and connecting with other people in our community, or for the simple pleasure of cycling and having a good time, no matter how many laps of the track individuals are completing they are enjoying the opportunity to be active through cycling, and with the option of tea and cake at the near by Tudor Grange Leisure Centre cafe, what's not to like.

We would be very pleased to hear from any SCC member who is interested in supporting or volunteering for our charity which makes cycling accessible to anyone.

Arthur Salisbury

15 Reasons to have a go at Time Trialling

1. It's a different type of riding to your usual club or group ride so it adds some variety and fun to your regular routine.
2. It only costs about £3 so it's cheap as chips.
3. You don't need any fancy kit – just your bike. Seriously! You do not need to buy anything to get started – just your bike.
4. A 10mile Time Trial only takes 20-30minutes – so you don't need to be fit enough to hang on to the club run for 5hours. Which makes it great for people new to riding or coming back after illness or injury.
5. Having a set distance to ride and a time to beat can be super motivating.
6. It gives you a benchmark of your fitness so that you've got something to train for and beat over the season and year to year.
7. It can help to give purpose to your riding and training because you want to beat your time.
8. 20-30minute of HARD work makes you a fitter and stronger cyclist (for the data junkies think improved functional threshold power). And saves you having to get the turbo out or do intervals on your own.
9. You always work harder with a number on your back!
- 10.It makes you work HARD– perhaps I'm a bit weird....but this gives me a real kick and there's nothing like the buzz from a hard workout.
- 11.It gets you out of your comfort zone! I am still surprised about how hard I can work and what I can achieve.
- 12.It teaches you focus – if you don't keep your mind on the job then your times are usually rubbish. (These are essential skills for triathletes)
- 13.It teaches you to embrace the suffering!!! And makes you hard as nails.
- 14.You find out what you're really capable of – no drafting, no coffee stops, no excuses!
- 15.It's Fun!!!! It gets you out of your comfort zone! I am still surprised about how hard I can work and what I can achieve.

Penny Wilkins



Wednesday 4th Dec

Upstairs at the Red Lion

From 8:00pm

This is a great social occasion with the opportunity to bag a bargain. Get your Christmas presents and get rid of all that stuff in the garage, somebody will want it. Or just come for a chat and drink. All welcome.

From bikes to socks, Garmins to tyres

New quality tubes will be for sale at a very low price!

Local shops will also be invited and have had some great bargains in the past.

If you have a lot to sell you can have a table or half a table. If you have a little to sell just walk around with it.

There is not entry charge or a charge for selling.

Any unwanted items you have, but do not want to sell bring along and put them on the club table proceeds go into club funds.

Please bring large items up the stairs near the smokers.

If you need any further information contact

Ivor Thomas

ivorandjen@hotmail.com

01789731451

07972058342

BAMBOOZLED!

Malcolm Smith investigates another bicycle with a Chinese connection.

I was in Shanghai recently (I may have mentioned this before).

On this particular day my wife had gone to a nail bar to have her nails done. To kill time whilst I waited for her, I wandered slowly up and down the street, taking in all the sights, sounds and smells of this vibrant Far Eastern city. Suddenly, I stopped outside a shop called “Kate Wood Originals”, admiring the model in the window. Now you might think from the name that this shop sold up-market ladies’ clothes and therefore a strange place to interest an old bloke like me. Let me explain. Ignore for now the word “Kate”, as the words ‘Wood Originals’ are more appropriate. Everything in the shop was made of wood, mostly bamboo: pens, sun glasses, pencils, watches, notebooks, cigarette lighters* and much more; bamboo is just about the most versatile plant on planet earth. But the window model I was admiring was a bicycle, also made mainly of bamboo. I just had to go in for a look.

Inside I found more bamboo bikes. There were several different models on display including a fat-tyred gravel or expedition bike, complete with pannier racks. I also looked at a multi-gear drop handle-barred road bike, which in addition to the bamboo frame also had bamboo rims and mudguards and a wooden saddle. This latter item didn’t look very comfortable, though not having tried one I can’t really judge. There was a city, or shopping, bike as well; in place of the usual wire shopping basket there was – of course – a bamboo crate on a front rack. All these bikes boasted bamboo tubes, with lugs made from hemp fibre.

My absolute favourite, however, was the one in the window - The Fixie. This was a single speed fixed wheel bike, with bamboo tubes in a gold-coloured high-gloss finish; this time the hemp fibre lugs were silver coated. The forks, stem, straight handlebars, seat-post, cranks and chain-ring were polished alloy. Matching bamboo rims shod with 700C x 28 white tyres, plus a white leather saddle and white rubber handlebar grips completed the co-ordinated look. Being a fixie, the bike was unencumbered with gears and brakes, plus all the associated cables, resulting in beautiful clean lines. I felt that this bike would be just as at home in an art gallery, or an exhibition of modern design, as it was in a bike shop.

I was soon in conversation with the owner, an affable Dutchman called Pim Gietelink and from him I learnt that there is no such person as Kate Wood. His daughter's name is Kate, his products are made of wood and they are all original designs – hence “Kate Wood Originals”. I enquired about the price of the fixie – none of the other bikes appealed to me quite as much – and found that it was 7,000 Renminbi, about £700. A bargain!

Pim started his business in Amsterdam in 2012 and is keen to take a little bit of Dutch culture with him all over the world – especially cycling. The company is run as a socially responsible business, and as it started with hand-crafted wooden sunglasses, 10% of the profits are donated to the Orbis Foundation, which ventures to remote areas of the globe with a flying eye hospital so that children with no access to healthcare can be treated and have their sight saved or restored. Pim even re-located to China so as to be nearer the source of his renewable raw materials: bamboo and other woods.

Kate Wood Originals is not, of course, the only manufacturer of wooden bikes, or even of bamboo bikes. A quick look at the Bamboo Bicycle Club website will introduce you to lots more. Nevertheless, wooden bikes remain a very small niche market. This may be because of concerns about safety and longevity. Today we are used to bikes made from high-tec materials such as titanium and carbon fibre, whilst good old steel still rules the market. Surely bamboo cannot compete with these?

Well yes, it can. In China today there are very few metal scaffolding poles – they are all made of bamboo. Chinese workers confidently scamper up and down them all day, even up to six or seven storeys. Likewise, ladders are also made from bamboo. Bamboo is, in fact, incredibly strong and light.

When you think about it, wood has been used in transport engineering for generations. Railway engines, cars, boats, bridges and even aeroplanes have all been made wholly or partly from wood. The gliders used in the WW2 Normandy landings were made from wood by a furniture manufacturer – MFI, now unfortunately defunct.

Bamboo also has a long and glorious history in the world of cycling, with the first bamboo bikes having been made in 1892. You may well have heard our racing members talking about “*Sprints and Tubs*”, referring to special lightweight racing wheels with rims designed to accommodate tubular or sewn-up tyres. But have you ever heard of “*Cane Sprints*”? These are the original sprints, wheels built with regular hubs and steel spokes but with bamboo rims, i.e. bamboo canes. These rims were much lighter than steel,

and just as stiff and strong. Such wheels were popular mainly in the velodrome and on grass tracks, and were used right up to the 1950s.

Some people also used them on the road, but here there was a significant drawback – stopping. As well as being light and strong, wood is an excellent insulator. Braking by friction on the rim produces heat, but as wood is a very poor conductor, most of that heat is taken up not by the rim, as is the case with metals, but by the rubber brake pad – which then swiftly degrades and breaks up. If this were not the case, the rims might start to smoulder, neither scenario helping to enhance the cycling experience!

Recent developments in cycling technology are, funnily enough, now coming to the aid of one of the oldest. Carbon fibre rims have similar properties to wood, leading to the production of carbon specific brake blocks, which can also be used to good effect on bamboo. Even better, disc brakes do not touch the rim at all.

Pim Gietelink’s expedition and road bikes are in fact equipped with disc brakes, and the shopper – being basically the good old Dutch town bike – uses a back-peddalling, or “coaster” system.

All this is of no concern to The Fixie, of course, as slowing down and stopping is effected by applying backward pressure to the pedals. And yes, I do know that in order to be ridden legally on British roads a front brake must be fitted. This would spoil the look of the bike slightly, but better safe than sorry. There is no such law in China (nor, presumably, in Holland) which is why the bike is built as it is. And which is why I didn’t buy the bike.

However, if you fancy a wooden bike, for yourself get on-line and see what’s out there. You’ll be pleasantly surprised, and might well end up as the only SCC member riding one – for now!



VISIT THE UCI WORLD CYCLO CROSS CHAMPIONSHIPS DUBENDORF, SWITZERLAND

Friday 31st January to Monday 3rd February 2020

Here's your chance to enjoy two days of top class Cyclo Cross action – seeing the world's best riders in one action packed weekend!



The package includes:

- ✓ 1 Night B&B at the Novotel Zurich City West, Zurich. This 3 star hotel is located just 10km, and 20 minute coach ride from the track at Dubendorf. All bedrooms are ensuite and include satellite TV and free Wi Fi.
- ✓ Full hot buffet breakfast on Sunday morning.
- ✓ Return ferry: Dover/Calais/Dover. (It may actually be tunnel).
- ✓ 49 or 53 seat executive touring coach, with reclining seats, toilet, hot drinks facilities, and DVD player.
- ✓ A combined ticket for both Saturday and Sunday's action.
- ✓ Transfers to and from event on both days - the hotel is only a 20 minute coach journey from Dubendorf.
- ✓ Free and secure parking at our Henley-in-Arden premises.

Supplements:

- Single Room supplement £45 per person
- Travel Insurance £41 per person
- Dinner is **not** included, however with the hotel being central there are numerous restaurants and bars close by for you to enjoy

Itinerary:

Friday 31st January – 09.30 depart from Johnsons coach premises. Travel to Dover for a late afternoon ferry to Calais. Travel to Switzerland during the night.

Saturday 1st February – Arrive at Dubendorf in time for most of official training and all races. Depart after the last race and drive to the hotel, detailed above. Dinner at own expense at local restaurants.

Sunday 2nd February – Breakfast in the hotel then travel to the track again to enjoy the whole day of racing. Board the coach and at 5pm approx, commence the journey home, with comfort stops for food and refreshment en-route.

Monday 3rd February – Board an early morning ferry and arrive back at Johnsons at approx 11am.

£289

Per Person
in a Twin or Double



How to Book

Just contact our friendly sales team on 01564 797000 or book on line at www.johnsonskoaches.co.uk. Seat locations are confirmed on booking.

Deposits and final Payments

A deposit of £75 per person is required at the time of booking and payment can be made by all major credit and debit cards. Final payments are required at 8 weeks prior to departure, by Friday 6th December 2019.

This package complies with European package travel regulations 1992 and all payments made are protected by our BCH holiday bond. All passengers will require a full passport for this trip. Full terms of booking are detailed in our Trading Charter which can be supplied on request, or viewed on our website.



Club Runs

Saturday

A run from Dorridge Station at 9:00am

B run from The Railway Inn Dorridge 9:00am

Apple pie run from Dorridge Village Hall at 9:00am

All these rides have a coffee stop at Studley Garden Centre Mappleborough Green

Sunday

DATE	A RUN	B RUN	C RUN	D RUN	E RUN
10-Nov	Napton	Stretton U Fosse	Jimmy Ring	Charlcote	Middleton Hall
17-Nov	Evesham	Newton Regis	Wickhamford	Clifford Chambers	Alcester
24-Nov	Hartlebury	M Hussingtree	Clifford Chambers	Lighthorne	Astley Bookbarn
01-Dec	Newton Regis	Long Itchington	Craycombe farm	Dunnington	Stratford
08-Dec	Mince Pie Run				
15-Dec	Blooms	Hartlebury	M Hussingtree	Botany Bay	Kingsbury
22-Dec	M Hussingtree	Wickhamford	Blackhills	Kenilworth	Stoneleigh
29-Dec	Clifford Chambers	Draycote	Crowle	Hatton Locks	Astwood Bank
05-Jan	Craycote Farm	Evesham Ferry	Long Marston	Stratford	Blackhills
12-Jan	Draycote	Battlefields	Clifford Chambers	Middleton Hall	Stratford
19-Jan	Wellesbourne	Onley	Jimmy Ring	Wooten Wawen	Middleton Hall
26-Jan	Kinver	Long Marston	Battlefields	Wellesbourne	Alcester
02-Feb	Battlefields	Grendon	Wellesbourne	Crowle	Stoneleigh
Rides start from Clock Tower Solihull					
All runs start at 9:00. <u>Throughout the year</u>					
Beginners F Run also available - Contact Alan Thomson 01216808322 or alt492@hotmail.com					

Tuesday

		B Run			
DATE	A Run	Coffee Stop	(*)	Pub Stop	C Run
12-Nov	Evesham	Fladbury		Broom	Kenilworth
19-Nov	Hunningham Hill	Clifford Chambers		Ardens Grafton	Snitterfield
26-Nov	Wellesbourne	Mickleton		Aston Cantlow	Blackhills
03-Dec	Kenilworth	Wellesbourne		Norton Lindsey	Hatton Craft
10-Dec	Clifford Chambers	Xmas Lunch			Stoneleigh
17-Dec	Kingsbury	Evesham Ferry		Barton	Stratford
24-Dec	Bidford	Dunnington		Long Marston	Alcester
31-Dec	Hatton Locks	Bidford		Feckenham	Astwood Bank
07-Jan	Fladbury	Battlefields	E	Shustoke	Wooten Wawen
14-Jan	Hunningham Hill	Ilmington		Hampton Lucy	Snitterfield
21-Jan	Dunnington	Long Marston		Ardens Grafton	Kenilworth
28-Jan	Blooms	Pershore		Broom	Hatton Craft
04-Feb	Hoar Park	Long Itchington		Barford	Blackhills
Runs info Dave Stephenson 01564 776064, davidjks@icloud.com					
B Run is an all day ride with coffee & lunch, starts Reservoir pub at 9:15 am					
A Run is faster with coffee stop, starts from Reservoir pub at 9:15					
(*) Runs marked P start Punchbowl, E start from Eastcote X roads @ 9:15					

Thursday

DATE	A RUN	B RUN	C RUN	D RUN
14-Nov	Wellesbourne TC	Astwood Bank	Alcester	Shottery
21-Nov	Dunnington	Snitterfield	Stoneleigh	Wellesbourne TC
28-Nov	Wellesbourne TC	Charlcote	Mappleboro Green	Alcester
05-Dec	Dunnington	Clifford Chambers	Wellesbourne TC	Snitterfield
12-Dec	Wellesbourne TC	Blackhills	Stratford	Kenilworth
19-Dec	Dunnington	Lighthorne	Xmas Lunch	Hatton Craft
26-Dec	Wellesbourne TC	Astwood Bank	Charlcote	Wooten Wawen
02-Jan	Dunnington	Wellesbourne TC	Long itchington	Alcester
09-Jan	Wellesbourne TC	Dunnington	Wellesbourne AF	Great Alne
16-Jan	Dunnington	Snitterfield	Dunnington	Charlcote
23-Jan	Wellesbourne TC	Clifford Chambers	Hoar Park	Astwood Bank
30-Jan	Dunnington	Blackhills	Clifford Chambers	Stoneleigh
06-Feb	Wellesbourne TC	Astwood Bank	Kingsbury W P	Alcester

Runs Co-Ordinator Dick Law 01926 427200

A Run starts Dynamic Rides Hockley Heath at 9:15

B,C and D run start from Punchbowl at 10:00 am

Main Club Contact Details

President	Roger Cliffe chat2rog@gmail.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	Phil Rosenbloom - 07939 067367 phil.rosenbloom@blueyonder.co.uk
Press Secretary	Stuart Jameson press@solihullcc.org.uk
Development Group Chair	Keith Jones keishirconlex@gmail.com
Welfare Officer	Ailsa Neely welfare@solihullcc.org.uk
Coaching	Robin Fox coaching@solihullcc.org.uk
Club Runs Co-ordinator	Tony Baker clubruns@solihullcc.org.uk
Time Trials Secretary	Steve Mountford - 0121 745 4758 timetrials@solihullcc.org.uk
Track Secretary	Robin Fox track@solihullcc.org.uk
Cyclocross Organiser(s)	Gary Rowing-Parker gary.rowingparker@gmail.com
Clothing Officer	Mick Edensor clothing@solihullcc.org.uk
AWheel / Newsletter Editor	Rocheford Pearson editor@solihullcc.org.uk www.solihullcc.org.uk
Website	
Web Administrator	Gareth Lewis admin@solihullcc.org.uk

