



THE

PEDALLER

Yeovil Cycling Club

July 2010

A Record Breaker

It has been a record year for the Club, and it's not over yet. Not only has the weather been a record breaker, ideal cycling weather, but we have more members than ever before, over 70.

We have more riders out participating in events than we have had for some time. We even had some Yeovil riders in a Yeovil road race. Chris Martin and Mark Plummer took up the challenge of the Long Sutton to Langport circuit. Sadly neither finished but Mark Plummer was well up with the leaders for a good proportion of the race until he lost contact when slowed by a crash.

Yeovil were in the prizes again at our Open 25 Time Trial. The team of Michael Loader, Chris Martin & Hugo Baldacchino took the team prize with an overall time of 2:57:07. Dave Driver won the vets on standard with a +18:17, and that just the day after he and Shaun lowered the National Tandem record, for their age group, (see page 4 for more).

More riders are participating in both local and regional time trials, we have even had teams in a lot of events. The evening TTs are proving popular again this year with a mix of events aimed at making the sport accessible to a wide range of abilities. The new course at Sparkford provides a more sporting challenge

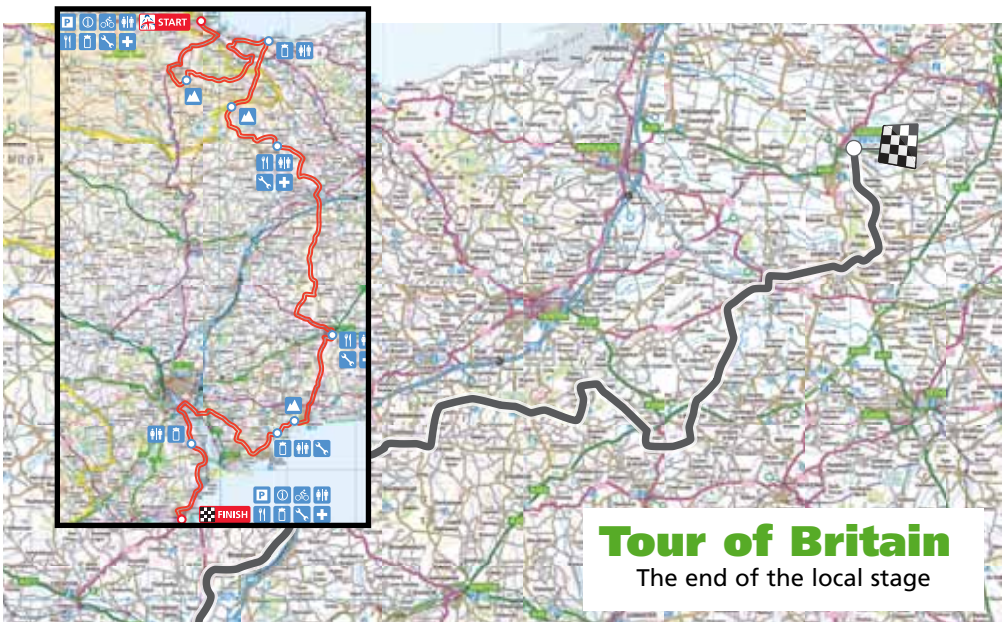
and the 9 mile at Yeovilton was used for the first time to give the younger riders a taste of the longer event.

We had new evening rides, thanks to Mike Ives and Roddy Payne, aimed at women riders. The second evening was well supported and there are plans to do more in 2011, as well as some longer rides open to everyone.

We are well represented at Ilton too, in all age ranges. Sadly the 4-up team time trial did not happen this year but once again we are going to see if we, Yeovil CC, can resurrect it next season. We also have investigated the use of Clay Pigeon Karting Circuit for some Junior Crits.

You know the season is drawing to a close as the evening TT events start to move forward in time and this week we start at 7pm. We still have the fun of the 5 and 10 handicap events to look forward to, as well as the Hill Climb in October. But all in all we can already look at 2010 and say that was a good year for the club. Here's to an even more successful 2011, and if you have any ideas we would like to hear them at the **AGM, which takes place on Monday 13 September at 8pm.** Motions or proposals to Mark Plummer before 6 September please.





Tour of Britain

The end of the local stage

With just over six weeks until The ToB, you can still be involved in the country's biggest professional cycle race. They are looking for volunteers to help out with a variety of roles at stage starts and finishes, as well as en route at King of the Mountains and Sprint locations. Whether it is marshalling crossing points, dealing with enquiries from spectators or helping to marshal team parking, there are a variety of opportunities available. To find out more please go to

www.tourofbritain.co.uk/_ns_volunteer

In addition to getting close to the action all volunteers will receive a Tour of Britain Goody Bag on completion of their duties, while every volunteer will also go into a prize draw to win VIP Hospitality at a venue of your choosing during the 2011 Tour of Britain and a signed ToB leader's jersey.

Saturday 11 to 18th September

Stage 1, Rochdale to Blackpool

Stage 2, Stoke-on-Trent

Stage 3, Newtown to Swansea

Stage 4, Minehead to Teignmouth

Stage 5, Tavistock to Glastonbury

Stage 6, King's Lynn to Great Yarmouth

Stage 7 Bury St Edmunds to Colchester

Stage 8, The TfL London Stage

Don't forget you can also follow in the wheel tracks of the professionals and ride the Minehead to Teignmouth Stage, at 175km it is a long day in the saddle and a testing course. The Tour Ride sportive takes place on Sunday 5th September (see inset above for route) and costs £40, start time is 7 to 10am, riders must be over 16.

Coaching company Sportstest is offering a 20% discount on a Cycling Sportstest. Which reduces a full cycling assessment session by £45 to £150.

You will be assessed for the performance indicators of VO2max, peak cycling power, physiological characteristics, measures of endurance capacity and fuel utilisation rates. In fact everything needed to give you a clearer approach to your training and boost your cycling performance. Using this information you will then have a bespoke training plan prepared for you.

The offer is available during August 2010 only, and is designed to get you in shape for your perfect cycling performance. Call 0333 900 3330 or email office@sportstest.co.uk to book.

Sunday sanity

The club runs have always been the core activity of most traditional cycling clubs and we are no exception. It is where newcomers learn to ride in a group, to extend their abilities and above all to get out and enjoy the beautiful Somerset countryside with like-minded enthusiasts.

We are lucky to have a wealth of country roads to use and a well spread selection of coffee stops to supply that much needed dose of caffeine and calories on a Sunday morning. Ranging from the village run cafe in North Curry and the Canal centre in the West, through Glastonbury, Coxley, Wells, Wookey Hole, Westhay and Burcott to the North, the promise of the garden centre cafe in Wincanton reopening (now owned by Otter Nurseries) and Gillingham garden centre to the East. Whilst heading south we have Cerne Abbas, West Bay and Broadwindsor to choose from.

The format is basically the same each week. We normally have two groups, occasionally three, depending on the ability and needs of those present. The 'fast' group takes a longer route to the chosen stop whilst the intermediate group will take a slightly more direct route. The pace is not hugely different but the extra couple of miles an hour the fast group average can make quite a difference to the energy expended.

The intermediate group will always travel at the pace of the slowest rider, waiting where needed and ensure everyone gets home together, whilst the faster lads may well split into smaller bunches on the way home.

The number of riders will vary, we are now regularly getting up to 20 riders each week, so why not come and join us for a little sanity on a Sunday morning?

We are always open to ideas on what people want from the Sunday morning rides, perhaps even an all day ride. In the past we have had rides round the Isle of Wight and the Somerset 100. Thoughts?

Sportives

If you fancy something more challenging than the club run then how about a sportive.

Winding from the banks of the Thames up into the Chiltern hills, the course of the Woodcote Sunday Sportive, which takes place on 15th August, is a consistently challenging but beautiful ride through countryside that rarely sits flat. Entry fee is £14 - £17 by distance, for that entrants get comprehensive route marking, two support and feed stations, roaming support vehicles, transponder timing with finish line results, GPS course files and even a cuppa at the finish.

Classic South Downs Cycloportive

The Southern Sportive is a fantastic 155k event that takes in the best road climbs in the South Downs, with 112k and 71k options.

The route bisects the massive rolling chalk downs several times, travelling over the tops on it's way to and from the coast. The result is a flowing route that combines challenges and rewards in equal measure, with a stunning landscape backdrop throughout.

Target times for the full route are:

Gold = 27.35kph (17mph) 5hr 40mins;

Silver = 24.5kph (15.25mph) 6hr 19mins;

Bronze = 22.1kph (13.75mph) 7hr 0mins

The event base is at Churchers College in Petersfield on Sunday 12 September 2010.

Booking for both events above, is available online or through an entry form download at www.southernportive.com

Dragon Ride

The 2011 Verenti Dragon Ride will take place on Sunday 5th June and will once again be based at Pencoed Technology Park, near Bridgend. The route for the 8th edition of the UK's Premier Sportive event will be announced by the end of September. Entries for the event will be available online live from midnight on the 29/30th December 2010. It is unsure at this time if any additional places over this year's 3500 entries will be available. The 2010 event sold out in just 10 days.

Visit www.verentidragonride.com

FOR THE RECORD From Dave Driver

At the end of the 2009 season, Shaun Walsh and his son Alex turned up at the final evening five-mile time trial with an old touring tandem, complete with mudguards, canti-lever brakes and toe straps. Much to everyone's amusement they rode the event, but complained that the tandem was grossly under-gearred. I made the mistake of telling Shaun that nearly twenty years ago, the late Tony White had suggested that he and I should try riding a tandem, but that we had never got around to it.

Shaun replied that if he upgraded the old tandem, would I be interested in riding it as stoker, with him on the front in 2010? I said that I would think it over during the winter, expecting to hear no more about it.

In May 2010 Shaun phoned to say that he had finished the upgrade, and would I like to go over to Bruton for a trial ride. I duly turned up to find a nicely renovated *bijke*, with the rear saddle set to my height.

I warned Shaun that if he scared me then I would never ride on it with him again. We sat aboard the beast and gradually wobbled off down the road, out into the country. We were learning everything from scratch, we had not even read anything about tandems never mind having ridden one. Every time another vehicle approached us Shaun would call out, "Left foot out", and we would wobble to a stop. Because we were on country lanes we were constantly changing direction at a fairly slow pace, and being on the back, I had no idea what sort of speed we were doing.

For our second ride, the machine was tweaked, and Shaun said, "I've given you something to look at", having fitted a

Garmin computer which told us distance, speed, average speed, his heart rate and calories used. It did seem more interesting than continually reading "Selle Italia" on the back of Shaun's saddle! I suggested a route that would give us straighter

roads, and we began to gain a little confidence, achieving a maximum of 33mph and an average speed of 19.8mph, without even trying. Shaun said that it was the highest his heart-rate had been all year. Whether this was from effort or fear, I never

found out. It did seem that the faster we went, the more stable the machine was, but it was still a bit nerve-wracking when negotiating traffic.

To find out how well we were going in comparison to other tandem riders we decided to enter an open event, and chose the Sotonia CC 10 on the P613 on 22nd May. Meanwhile we rode together a couple more times, and did a bit more tweaking to the machine. We began to realise that there is a lot more to tandem riding than simply transferring your solo bike skills to a double machine.

When Hugo Baldacchino heard of our entry, he said to me "So you've drawn the short straw". I asked what he meant, and he replied "We all know Shaun's history of crashes, I'm not sure if I think that you are brave or barmy!"

It was a beautiful day for the open event. Shaun and I thought that at least we could set some club records, as there did not seem to be any for ten miles on a tandem, so all we had to do was finish!

Whilst waiting to start, we asked the riders setting off before us how long they



had been riding a tandem. “About two years”, was the reply, and from the riders behind us “Just over two and a half years, how about yourselves?” They all seemed rather surprised when we replied, “About a fortnight”.

Once we got rolling in the event it soon became apparent that we were very lucky in that Shaun and I like to ride with about the same pedal cadence. Whenever I thought to myself, “It’s time to change gear”, sure enough Shaun did so. On the two occasions that he didn’t I glanced over his shoulder to see that we were about to crest a rise. Now that we were riding in anger, the corners at the turn were taken at a much faster pace, and I had confidence that Shaun knew what he was doing when he banked the machine over. Previously I had found it a continual struggle to try not to hold the tandem upright, but now it was easier.

We overtook some other riders, and we were ultimately passed by the event winners.

After the finish, we stopped to get our breath back, and Shaun eventually said, “We’ve done it!” I agreed, but I was not sure what it was we had done. Did he mean that we had finished our first event, that we had set a club record, or maybe even a VTTA West group age-related record? He added, “Oh by the way, I didn’t tell you before but the rear wheel has got a bent spindle in it, we’d probably be a bit quicker with a straight one”.

Our time was confirmed as 20min 53secs, which by our reckoning is a new National Record for our average age. This also means that we must have set several other records during our ride, and we were second overall and first on vets standard time. Not bad for our first Open Tandem event. Of course all this has to be ratified by the various governing bodies but in the meantime it makes all those winter training rides in sub-zero temperatures worthwhile!

Postscript

We decided that our second open Time Trial on the tandem should be a ‘25’, so we entered the Dursley RC event on the U46B

on 12th June. Never having ridden the tandem for 25 miles non-stop, and having previously complained of pins and needles in my hands, Shaun put an extra layer of tape on the rear bars. I suppose that this problem occurs because your hands remain in one position on the rear bars, as no gear-changing or braking is required.

Fifteen miles into the event, my hands had lost all feeling, and remained numb until well after the finish – just as well that I was not gear-changing or braking. Meanwhile at about 20 miles, Shaun started performing the “Shaun shuffle”. This comprised of gradually sliding forward on his saddle, and then throwing himself backwards again. At first I thought that the brakes had failed, and Shaun was trying to stop us by throwing his weight backwards!

This became more frequent as we approached the finish, and I guessed that he was suffering from some saddle soreness. The shuffle made a good accompaniment to my hand shaking as I tried to regain some circulation and feeling, and must have been quite amusing to any observers along the course, as we shook and threw our way along.

Our other problem was with the gear change, which for this event we were using a friction bar-end lever. Shaun could not hear when the derailleur was out of alignment, but I could see and hear it, so I was shouting to him to give it more or less on the lever to ensure alignment.

At the finish, Shaun fell to the ground exhausted, and I was left panting at the rear sprawled across the handlebars. Fortunately Brian Newton held on to the machine until we had recovered a little, and we found that we had set an age National Record by only two seconds (subject to confirmation), so our efforts had not been in vain. We had also won the tandem event, which was not too difficult since we were the only ones to turn up for the event.

PPS

The records continue to fall as they have now got the 10 time down to 19:45

Club Clothing

The club clothing has finally arrived and the verdict is that it was worth the wait. Everyone has been very impressed with the quality of finish and the pads in the bibshorts and skinsuits are extremely comfortable.

We have a small stock of clothing if you did not order any and the special offer of a new road vest for £25 will only last while there is stock available. At the time of printing we have:

	S	M	L	XL	Cost
Bibshorts	1	1	2	1	52.00
Road vests (full zip)		3	2	2	25.00
Skinsuits		2	2	1	86.00
Mitts	1	1	2	1	15.00
Overshoes					8.00



OK, it is a bit early but if you want Santa to bring you something really useful this year some club clothing should be on your list.

We still have a small amount of the Provision kit at the discounted prices:

	3 (S)	4 (M)	5 (L)	6 (XL)	Cost
Bibshorts	1		1		20.00
Road vests		3	1	2	20.00
Skinsuits ls			2		35.00
Skinsuit ss			2	2	35.00
Training Tops	6	2			25.00

The kit is available from David Notley, usually at Thursday evening TTs or give him a call on 01963 440291.

The committee meets on the second Monday of every month at the Sports Club. Minutes from the Committee meetings:

MAY

Apologies Shaun Walsh

Matters Arising The General Secretary had been asked to write and send letter of thanks to South Somerset Council for their assistance with the gas works on the B3151 during the Ham Hill Road Race – he confirmed that this had been done.

General Secretary Little to report but stated that Chris Yates the BC Regional Development Officer was willing to meet with the club to discuss Youth Development. It was agreed that he should be invited to next committee meeting on 14 June.

Treasurer Reported on the following transactions: Income: Membership £167.00; Profit from Ham Hill RR £804.00; Open 10 TT £80.20; Open 10 TT Catering profit £20.39; Evening TT's £100.49; Club Clothing £200.00. Expenditure: Newsletter costs £55.04; Leaflets £97.50; Ham Hill Motor Cycle Escort £345.00.

Time Trial Secretary Little to report however, the new Sparkford course had been well received.

Road Race Secretary Not present.

Membership Secretary There are now 67 paid members for 2010, the largest for many years.

Runs Secretary Not present.

Records Secretary Nothing to report.

Newsletter Editor Newsletter just issued.

TVCRA Representative There has been good representation by YCC at Merryfield both on Tuesday night training sessions and in the open events held so far this season.

Any Other Business David Notley stated that there had been little progress with the new club clothing. It was agreed that Kalas be given 7 days to declare whether they could fulfil our order, if not we would seek other potential suppliers.

David Notley gave out the newly printed Club leaflets to committee members for distribution.

David Notley also suggested that an electric boiler be purchased in support of catering for club events. All members were in agreement and David agreed to ascertain prices and purchase one.

Mark Plummer stated that Rock and Road had declared an interest in forging stronger links with YCC. It was suggested that they could be invited to participate in the John Andrews RR with a neutral service vehicle – Mark agreed to discuss with them. George Sartin had discussed possibility of holding a cycling event at the Clay Pigeon Karting Circuit with the owners. They had stated that it could be made available on a Monday or Tuesday evening at a cost of between £35.00 - £75.00 dependant on whether medical cover was provided by YCC or the karting facility. Committee members agreed to meet at the course on 14 Jun 10 at 19:00 to make an assessment of the suitability of the course with a view to holding a club event there during the

summer. Mark Plummer agreed to seek guidance on insurance for such an event with BC.

JUNE

Apologies Shaun Walsh, David Notley and Andy Gaylard.

General Secretary Nothing of note to report.

Treasurer The Treasurer reported on the following transactions: Income: Membership £51.00; Evening TT's £125.00; Club Clothing £200.00; John Andrews RR £1285.00 (Est profit £450.00). Expenditure: Clothing £1532.58 (50% deposit of £3065.15); Catering £4.41; Ham Hill Motor Cycle Escort £345.00.

Time Trial Secretary Volunteer for placing signs for Open 25 Required. Dates for using the new Sparkford course for evening TT's to be reviewed now road works complete in Yeovilton.

Road Race Secretary Not present.

Membership Secretary There are now 70 paid members for 2010, the largest membership ever.

Runs Secretary Club runs generally well attended, usually with two groups each week.

Records Secretary Nothing to report.

Newsletter Editor Not present.

TVCRA Representative All events generally well supported by club members.

Any Other Business Earlier in the evening, Committee members undertook a recce of the Clay Pigeon Karting Circuit to assess viability of using the course for a youth event during the summer. This had kindly been organised by George Sartin and it was generally agreed that there was significant potential to hold a worthwhile event.

BC Regional Development and Events Officers, Chris Yates and Andy Parker attended the committee meeting to provide general advice on the club achieving Go-Ride status. This included guidance on training courses that would need to be completed and additional positions on the Committee required to satisfy the requirements of BC. It was stressed that it was not excessively onerous and that with some dedication could be extremely beneficial for the Club and its relationship with schools and the local community. Chris Yates went on to say that BC would be only too willing to support a club wishing to move in this direction and enhance its development of youth riding and attracting new members.

Committee members thanked Chris and Andy for their time and agreed to review and reflect on their advice with a view to making further decisions at next Committee meeting.

JULY

Apologies Nick Armstrong, David Notley and Mark Plummer.

Matters Arising The Treasurer pointed out that the catering profit from the John Andrews RR had been entered as expenditure rather than income.

General Secretary Not present.

Treasurer Reported on the following transactions: Income: Subs £72.00; Evening TT's £99.60.

Expenditure: None other than for the 25 mile TT.

Time Trial Secretary Evening events going well.

Mike Loader reported the open 25 had made a profit of £81.31 with a further £15.36 from the catering. Concern was expressed as to why the event didn't attract a larger entry. An event on a fast course within the district the day before could have been one cause. It was thought that it may be worthwhile looking at alternative dates.

Road Race Secretary John Andrews RR went well. The commissaries were delighted with all aspects of the event and the HQ. Welsh Motor Cycle Escort Group provided good service.

Membership Secretary There are now 74 members.

Runs Secretary Not present, but members reported they were going well with 16 out the previous day.

Records Secretary No new records claimed yet.

Newsletter Editor Not present, July edition shortly.

TVCRA Representative Not present.

Press Secretary Local paper reports somewhat erratic. Last week report appeared within a few days of being submitted but nothing has appeared for this week.

Any Other Business There was no news about the delivery of the new clothing.

Roddy Payne said that he would like to become more involved in helping with club Activities, in particular to find ways of developing the profile of the club to new members. He suggested organising 'taster rides' that would attract more women members. The committee agreed to him organising two Wednesday evening rides on July 21 and July 28 this year with the prospect of more in future years. He will try to get the local paper to give publicity to the club and these activities. He would also like to promote some longer club runs and look at the possibility of running a sportive event.

Mike Ives expressed concern at some riders joining in club runs but without any intention of joining the club.

SECRETARY MARK PLUMMER

111 Bower Hinton, Martock TA12 6LA

secretary@yeovilcc.com 0777 573 4134

MEMBERSHIP Mike Loader 01935 410790

3 Poppy Close, Brympton, Yeovil, BA22 8US

RECORDS Mike Northcott 01458 273576

TVCRA Mark Plummer 01935 824556

TIME TRIALS Andy Gaylard 01935 424580

ROAD RACE Shaun Walsh 01749 812298

NEWSLETTER & CLOTHING

David Notley 01963 440291

SPOTLIGHT ON SOUTHAMPTON *By Tony Taylor*

The long established Southampton Wheelers produced two top post war time trialists - Ken Whitmarsh and Jon Baylis. After the last war Ken Whitmarsh had recorded times for 25, 50, and 100 miles, of 58min 54sec, 2hr 1min 6sec and 4hr 10min 0sec. He clocked 4:18:53 to win the National 100 mile TT Championship in 1952, while Jon Baylis took the same title in 1961 with a time of 4:11:54. The Southampton Wheelers, including his brother David Baylis and Pete Betteridge were also the winning team. That year, Jon Baylis recorded a 4:02:42 in the prestigious Bath Road 100, but was beaten into 2nd place, as was Pete Betteridge in the same event the following year, when he recorded 4:03:46. Jon Baylis recorded a 1:55:42 in the last 50 mile TT of the season to clinch the runner's up position in the 1960 British Best All Rounder (BBAR) the third Southampton Wheeler to have done so, after Johnny Potter and Ken Whitmarsh.

1961 proved to be the club's most successful year, with the Baylis brothers and Betteridge winning the team prize in the National 12 Hour Championship. Jon Baylis was again runner up in the BBAR, and the team of Jon Baylis, Pete Betteridge and Ray Holt were runners up in the BBAR team award. The Baylis's grandfather Alfred, was a founder member of the Southampton Wheelers, and their uncle was the club's best pre-war rider.

In the 1955 Womens' National 10 mile TT Championship, the Wheelers team of Anne Mounsey, Pat Clark and Olive Guard won the team award with a competition record.

Another outstanding time trialist was Glen Longland (Antelope RT). He broke the competition record for 12 hours in 1983, 1986 and again in 1991, breaking the 300 mile barrier. Longland later turned his efforts to three wheels, and between 1989 and 1992, broke the tricycle competition record at 10, 25 and 50 miles. The Antelope RT broke the team record on all these occasions, with R.Dadswell,

T. Dadswell and N. Stroud. R. Dadswell also broke the 12 hour tricycle record in 1993.

The Achilles VC was the first to affiliate to the British League of Racing Cyclists (BLRC) in 1944, to cater for road racing. An early success was the 3rd place by Ron Filsell in the first ever stage race in Britain, the 3-Day Southern Grand Prix, held that year. This club was superseded in the early 1950s by the Orion RC, later by the Test RC, and eventually the GS Europa.

The leading road-men from these clubs in the 1950s, 1960s and 1970s were Brian Packer, John Parfitt, Mike Lewis, Pete Glasspool, Colin Aley and Derek Witt, who was tragically killed by a drunk driver in 2008.

Southampton had its own cycle track at the Southampton Sports Centre, with regular meetings under the auspices of the Southampton Cycle Track League. Competitors were mainly from neighbouring Portsmouth/Gosport and Bournemouth/Poole area.

In 1945 Freddie Prince bought a cycle shop in Shirley Road, Southampton, and started to build racing frames, giving them the brand name Rotrax (his shortened version of road and tracks). The business proved very successful, until mass production proved too much for specialist frame builders. For the 1950 season Brian Packer rode as an Independent (semi-professional) for Rotrax Cycles.

Another business in Southampton was Jim Guard Cycles. Jim Guard was himself a racing man in the Southampton Wheelers, and for seasons 1960 and 1961 he sponsored as Independents, Test RC members Mike Lewis and Pete Glasspool.

Over the years there have been many local cycling clubs in the area most of which had racing traditions in time trials, the majority have since disappeared. Some familiar names were - Crabwood CC Erramus CC, Southern Paragon CC and Solent & District RC, although the Sotonia CC still survives.

