



THE

# PEDALLER

Yeovil Cycling Club

January 2005

## A veteran performance

From top to bottom: Chris Absolom (Hill Climb Champion and Points Cup for the Evening TT Series), Andy Pugsley (Web Shield for services to the Club), Dave Driver (Veteran BAR), Jo Callow (Club Handicap 10 Champion), Michael Loader (Best 25 and 50, Short Distance BAR), Nick Evans (Best Result in a YCC road race), Dave Walters (Senior RR Champion). Trophies also went to Steve Pym (Veteran RR Champion) and Terry White (Best National Championship performance).

The trophies were all presented at our Annual Buffet at the Sports Club in Yeovil. A good turnout of members enjoyed a really excellent feast provided by the staff at the Sports Club, (after all that food I am surprised anyone had the strength to move). Our Chairman, Garry Mitchener, did the honours as our 'regular', Ivy Andrews, was unable to attend, for the first time in many years, due to ill health. I am pleased to report that Ivy is now recovering well, having had a major operation in January.

There were several trophies that were not claimed last year, Junior, Juvenile and long distance events, so if you fancy your name on one of the club trophies the season is only a month or two away, get some winter miles in now!



## 2005 Membership

Is due now for the modest price of £12, or £5 for Juniors, Juveniles and those still in full time education. Form overleaf.

Your subs include membership of the Yeovil Sports & Social Club, attached is your card for 2004/5.

[www.yeovilcc.com](http://www.yeovilcc.com)

# Sunday Club Runs

The current Club run has become more of a training ride than a club run, with an average of 55 to 60 miles at a reasonable pace. We are aware that this may not suit all our members and therefore we are

introducing a second run on a Sunday morning. The intention is to reduce the distance to 40-45 miles, with a coffee stop, but at a pace to suit everyone in the group. If possible the two groups will meet at the coffee stop, the training ride having done a large loop to get there and will also take a less direct route home. Those that are feeling fit can swap groups. or likewise riders wanting a less strenuous route home can join the slower group. It should not be a case of having to *train for the club run*. We meet at the Sports Club at 9am and aim to be back in Yeovil for 1pm, so please come along and support the rides, the more there are the easier they become.

If the Sunday runs are too easy, or if you are booked in for the Etape this year, why not try the Dragon Ride on the 19th June 2005? It is a circular, 100 or 150km non competitive road cycle endurance



ride over the hills and valleys of South Wales. The ride is designed for experienced cyclists, so should only be attempted by reasonably fit riders. Entry is open to 600 riders for a fee of £10 (£20 for tandems). Start and finish, Bridgend Recreation Centre.

Further details

from: BreakAway Cycling, 3 Highbury Crescent, Bridgend, South Wales CF31 4RD or at [www.breakaway-cycling.co.uk](http://www.breakaway-cycling.co.uk)  
Tel: 01656 659116

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## Renewal of Membership 2005

Name

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Address

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Postcode

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Telephone

e-mail

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I enclose a cheque/cash for £

payable to Yeovil CC

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1st Claim Senior (£12.00)

Junior/Juvenile/Full time student (£5.00)

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2nd Claim (£12.00) 1st claim club

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To: Michael Loader, 3 Poppy Close, YEOVIL BA22 8US Tel: 01935 410790.

## Open Events for 2005

For a full listing of all the road races and time trials in the South West and West DC, as well as our Club fixtures see the Calendar page on the website.

A reminder that there is no entry on the line (EoL) for the road races held in the South West Division again this year. As a general rule the closing day is the Monday three weeks before the event for road races and the Tuesday ten days before the event for Time Trials.

## CTT HANDBOOK 2005

The new handbook now available, if you haven't already ordered your copy you need to send a cheque (payable to "Cycling Time Trials") for £5.50 to: Dept. WWWHB, 7 Baysdale Avenue Ferncrest, BOLTON, BL3 4XP. Don't forget to include your name and address.

## Club clothing

Is your club kit looking a little tired? Then why not treat yourself to some new clothing, contact David Notley on the number below or see me on a Tuesday or Thursday at Ilton or Podimore respectively.

### CLUB SECRETARY

John Clemit 01935 427541

### MEMBERSHIP

Mike Loader 01935 410790

### RECORDS SECRETARY

Mike Northcott 01458 273576

### TVCRA

Chris Absolom 01935 477965

### TIME TRIALS (Evening events)

Andy Pugsley 01935 428753

### NEWSLETTER & CLOTHING

David Notley 01963 440291

## 2005 Club Time Trials

As you may be aware there is a problem with the U30 courses (those using the A303) which includes our club 10 course. The West DC is currently in discussion with the Highways Agency to obtain permission for signs to be placed on the dual carriageway.

The list below is based on the assumption that permission can be obtained but in the event that it is not we will either revert to the 5 course or try and find an alternative for the 10s.

Check the website for updates.

Date	Dist	Event	Start
7 April	5		18:45
14 April	5		18:45
21 April	5		18:45
28 April	5		18:45
05 May	10		19:00
12 May	10	2-Up	19:00
19 May	10		19:00
26 May	10		19:30
02 June	10		19:15
09 June	10		19:15
16 June	10		19:15
23 June	10		19:15
30 June	10		19:30
07 July	10		19:30
14 July	10	H'cap	19:30
21 July	5	Come and Try It	19:30
28 July	10		19:15
04 August	10		19:15
11 August	10		19:00
18 August	5		19:00
25 August	5		18:45
01 Sept	5		18:45
08 Sept	5		18:45
10 October	HC		10:30

# Coming Through

By John Clemit Part Two. Chaffiels to Yeovil

## Tues 7 Sept Chaffiels to Lignerès – 134 miles

After a good nights sleep we were up early and in the dining room waiting for breakfast. Unfortunately the Boulangerie wasn't open yet, this wasn't a problem as we didn't mind resting our sore legs, however, sharing the dining room with a biting insect that was eating us for breakfast made the experience far from pleasant. Despite this set back we were on the road before 8am. The efforts of the previous days were starting to show and some of the squad were struggling with the heat and the brisk early morning pace. Immediately after the lunch stop it was apparent that drastic measures were required to keep us on schedule, we decided to redistribute some of the weight from the weaker to stronger riders. It became obvious why some were struggling when luxury items not usually akin to touring were found in their possession. Binoculars, a tool kit fit for a bike shop and excessive evening attire! This had the desired affect and we made better progress, assisted by flatter terrain. By early evening we arrived at Lignerès, having completed 134 miles. The 2 rooms were above a bar and were small and cramped with 3 double beds and 1 single. Needless to say I wasn't the lucky one and ended up in a double! Things began to look serious when we found out that we were not going to find anywhere to eat. The town was completely shut down for the evening including the bar downstairs. Chris A came to our rescue persuading the town's other closed Hotel to cook 7 Pizzas. These were consumed on the banks of the local river in very pleasant surroundings as we contemplated the pleasures of sharing a double bed with another man!

## Wed 8 Sept. Lignerès to St Callais – 143 miles

A very average breakfast, and disappointingly, the largest bill of the trip for the worst accommodation found us rolling out of town grumbling. The first few miles confirmed what we thought, today would be flat, totally flat as far as the horizon. Whether it was a coincidence that Chris A had his skin suit on wasn't clear, however we completed 76 miles in 4 hours before we stopped for lunch at Monte-Richard. That was this tours Team Time Trial stage! Sitting by the river Chez in blazing sun on the edge of the Loire Valley for 40 minutes raised the spirits, and questions about why weren't we

enjoying the scenery a bit more! All too quickly we were on our way traversing the Loire Valley on our relentless journey north-west doing our best to enjoy the passing scenery and putting down mental notes about where we would

like to come back under more leisurely circumstances. The afternoon brought tired legs and more undulations so progress slowed, however by our evening target of St Callais we had covered a whopping 143 miles and racked up what would be our longest day. In complete contrast to the previous night we all had a double bed each and gorged on another superb 11 euro per head 3 course menu. Having made such good progress it looked very likely that we would meet our target of getting back to the UK on Saturday morning having taken a Friday night ferry. Spirits were high, little did we know what the next day would bring!

## Thurs 9 Sept St Callais to Ouistreham – 132 miles

An excellent breakfast and a total bill for 40 euros including beer, food and bed found us leaving town with nothing but praise for the hoteliers of St Callais. A good pace was set to our first stop of the day, at which point we were ahead of our Friday night schedule. Recharged with food we were on our way again knocking more miles off. Then disaster, Jon Sharp's hamstring tore. Jon had been carrying a niggle for a few days that had been uncomfortable, and slowly getting worse, but it hadn't looked like preventing him from completing the trip. His condition took a big turn for the worse rendering him barely able to turn the pedals. An initial attempt of re-distributing his pannier was tried, unfortunately this didn't help and it soon became obvious that Jon would not be able to complete the journey under his own steam. The priority became finding a way to get Jon and his bike to a ferry-port. Luckily we were





able to get him to the next small town where a local café owner arranged a taxi

to Ouistreham, roughly 60 miles away.

This was an emotional time for Jon, particularly when the taxi arrived and it came to saying goodbye. Having come so close, it was a real shame. A few tears were shed by most of the group as Jon and his bike was loaded into the minibus. The decision was taken to change the route so that we could all meet at Ouistreham with the intention of getting the overnight ferry to Portsmouth with Jon who could then be picked up by his wife the next morning. Changing the final destination posed a problem for Chris A, he didn't know the location of the final Ouistreham sign. Consequently he set a 22mph pace for the last 30 miles ensuring nobody had the strength to contest the final sprint! When we arrived at the port we couldn't find Jon, as it turned out he had arrived in time to get the afternoon crossing enabling him to get home on Thursday evening. Team moral was already low as we waited at the ferry port, when a phone call home gave us the sad news that Danny Ellery had passed away. Spirits further deteriorated and the majority of the group just wanted to be at home with their family. Having boarded the ferry and sorted out the cabins we headed for the surprisingly plush surroundings of the Brittany ferry bar to drown our sorrows. Fuelled by a few beers a frank conversation revolved around how the trip measured up to peoples expectations. The final slightly slurred consensus being that badging the trip as touring was incorrect, and that a training/endurance camp was more accurate. Rolling into bed at 2:30am I got the impression everyone felt better for getting a few things off their chest, clearing the air at the end of a sad day.

**Friday 10 Sept. Portsmouth to Yeovil – 90 miles**

The grey drizzly day that greeted us as we cycled down the unloading ramp of the ferry at Portsmouth seemed perfectly in keeping with the mood of the team. England had rolled out her best weather to welcome us home.

Thinking things couldn't get any worse we attempted to navigate our way across Portsmouth, only to find ourselves back where we started, then the heavens opened. Drastic measures were called for so we headed for the nearest Tesco's and attempted to lift our spirits with a Mega-breakfast. When we eventually hit the roads again the weather had improved and the morning rush hour traffic had eased.

Without a map and making the route up as we went along we initially headed towards Fareham, then Romsey and Salisbury. The cooler, wet conditions made for slow progress and the polite French drivers who give you a wide berth and provide gentle encouragement seemed an alien species to their British counterparts.

Eventually we reached Shaftsbury where we decided to have a proper coffee and cake stop. Picking a nice looking establishment we sat down to 5 cups of tea and 6 fancy looking pieces of cake. Amazingly, this turned out to be the single largest extravagance of the holiday, the bill coming to a whopping £36. Definitely not a Sunday club run café!

By now a combination of the late night, beer and efforts of the trip were starting to have an effect on some of the team and a decision was taken to split up and cover the last 20 miles in smaller groups. So it was that I arrived home with a mixture of emotions on Friday afternoon having covered a total of 850 miles from Nice.

**And Finally...** Sitting writing this now brings back a lot of memories from the trip, primarily good, interspersed with a few bad. The overriding emotion is a massive sense of achievement at actually completing the trip, relatively unscathed and injury free. The high points of the trip for me were the days in the mountains which will stay with me for a long time, and the French drivers who give you so much respect and consideration. Would I do it again, yes, with the same group, yes definitely, would I want to do it every week, no! Would I recommend it to anyone else, yes, just make sure that you know what you are taking on, prepare for the trip so that you are fit enough to enjoy it and avoid too much suffering. If you get the opportunity then give touring in France a go!

John.

*A brief resume of the last committee meetings. Topics covered elsewhere in this issue are mentioned only briefly.*

## **October**

**General Secretary.** Correspondence dealt with. The secretary to write to SSDC listing attendees for the Sports Strategy consultation and to renew the BC affiliation for 2005.

**Treasurer.** Outgoing: £30 to CTT, £75 to CTC, £57.50 to BC all affiliations. £116 to BC for race permits. £352 to Sports and Social Club for membership. Income: £113.60 for the Danny Ellery collection. Autumn 10 profit of £5.86.

**Time Trial Secretary.** The Hill climb had taken place with 13 riders (9 YCC), the winner being Chris Absalom (2:58). The event had a nice social aspect with Tor 2000 putting on tea and cakes afterwards. Club event levies had not been calculated, but will be done soon. We have obtained the requested dates for the 2005 opens. The meeting to discuss the use of the A303 had been re-scheduled at the request of the Police. The question of whether or not permission should be explicitly obtained from the County Highway Department for the signage of the Yeovilton course was discussed.

**Road Race Secretary.** Dates for the 2005 events confirmed. A rumour that all events would be 1.2.3.4 this year did not appear to be the true, it was confirmed that there is no EOL.

**Membership Secretary.** Remains at 62.

**Runs Secretary.** Runs are progressing well, well supported albeit a little quick.

**Records Secretary.** Mike Loader has claimed the Hardriders 25 record (1:00:21). A request for the return of the cups, and claims for this year, to be included in the Newsletter.

**TVCRA Representative.** No. Due to the long-term absence of the current representative the committee wondered if a replacement was required. It was thought that Andy Millward may be interested.

**Press Secretary.** Little coverage recently.

**Newsletter Editor.** The next publication is due towards the end of October.

**Any Other Business.** Nick Armstrong briefed the committee on a private members bill, concerning the adoption of European time. He encouraged everyone to lobby their MP to vote for this bill and the obvious benefits it provides to cyclists. The bench for Danny Ellery was discussed and it was agreed a note should be placed in the newsletter inviting people to contribute.

## **November**

**Matters Arising,** The Danny Ellery collection now stands at £193.60. TVCRA representative, JC had spoken to Andy Millward he is willing to support the club by attending meetings, but does not feel that he will be involved enough next year to take on the role full time. It was agreed that Nick Armstrong would talk to Chris Absalom to determine if he will be able to continue in the role. SSDC Sports Strategy, some discussion took place over what the club would like to put forward at the forthcoming consultation evening. It was agreed that the ideal facility would be a circuit race/training course. CTT Delegates, Dave Notley and Andy Pugsley indicated that they would be happy to represent the club, all parties unanimously endorsed the candidates and they were subsequently elected.

**General Secretary.** Correspondence was dealt with. It was agreed that the club would not purchase CTT handbooks for 2005.

**Treasurer.** Received: £24 membership; £30 Danny Ellery memorial; £73.75 profit from evening TT.

**Time Trial Secretary.** £86 in levies had been submitted for the club events. Over the year a total of 344 rides had taken place, made up of 128 day members, 212 YCC and 4 juniors. The points competition results will be done over the coming weeks. Dave Notley reported that the meeting had been held with the Police/Highways agency to progress the use of the A303 for time trials. Dave Notley, Ron Diplock, Phil Heaton and Andy Relf attended along with Police and Highways representatives. CTT headquarters have purchased the appropriate sized warning signs for use on trunk roads that will be made available free of charge to clubs promoting events in 2005. The committee agreed that the club should support the use of rear warning lights on riders taking part in events at the forthcoming district meeting. Finally it was agreed that the club should look to promote a CATI evening TT event on the week of National Bike Week.

**Road Race Secretary.** No Report. Dave Notley agreed to contact Eddie Mclean to get a list of the division events for 2005.

**Membership Secretary.** Remains at 62.

**Runs Secretary.** Recent destinations have included Wells, Wookey Hole, Stourhead and Taunton.

**Records Secretary.** A claim for the veteran 50 time on standard record, with 2:07:25 from Shaun Walsh, would be investigating. Some

discussion was held around the recipients of the club trophies for 2004.

**TVCRA Representative.** No report.

**Press Secretary.** The Hill climb had been covered in the Yeovil Times two weeks late and that the coverage had been poor, missing some riders from the results.

**Newsletter Editor.** The newsletter editor thanked people for their contributions to the previous issue in October.

## December

**Matters Arising.** TVCRA representative, the possibility of Terry White taking on this role was discussed, it was agreed that he would be a good candidate. SSDC Sports Strategy, the President and General Secretary reported on their attendance at the meeting and indicated that they had put forward the suggestion of a traffic free race circuit. CTT Delegates, Dave Notley indicated that he and the TT secretary had attended the district AGM recently. He also reported that he had attended the national AGM where many motions were not passed due the requirement for a 2/3 majority.

**General Secretary.** Correspondence dealt with.

**Treasurer.** £48 received, membership. £400 paid out for the club buffet.

**Time Trial Secretary.** In the absence of the secretary Dave Notley reported that he was in the process of producing a document on the use of the U30 for time trials. This document was being developed with the input of district and national CTT representatives. He also noted that the accident report for the year indicated that there had been no fatalities, and that 12 dual carriageway accidents had occurred compared to 36 on single carriageways. CTT headquarters will be distributing 70-mph legal warning signs in January/February, permission will be needed from the Highways Agency to put these signs out. If necessary CTT may fund training.

Andy Pugsley has submitted the evening TT dates to district, and has scheduled a CATI event to coincide with national bike week.

**Road Race Secretary.** It was agreed that the Nuffield HQ should be used for the Pittards/ Ham Hill RR. The general secretary to write a letter to Pittards about continued sponsorship for 2005.

**Membership Secretary.** Remains at 62. However he also noted that he knew of 3 members who were not going to renew as first claim members.

**Runs Secretary.** In the absence of the secretary it

was noted that the runs continue to progress well, although at a quick pace for this time of year. A long discussion took place about the speed, and competitive nature of the runs. It was felt that maintaining longer and quicker runs during the winter may be having a detrimental effect on the attraction of new members. Various options were discussed including the possibility of two separate runs meeting at the same coffee stop. Particularly at this time of year it was felt that the runs might benefit from a more social and less training orientated approach where weaker riders are not left behind. It was also noted that YCC had a reputation for having very fast runs (to the extent where Tri-UK have advised potential members to not go on the runs as they would get blown out). It was agreed that there is no easy solution to this as everyone rides at a different level!

**Records Secretary.** The secretary reported that he was in the process of assessing a record claim from Dave Driver.

**TVCRA Representative, Press Secretary.** No report.

**Newsletter Editor.** The next publication January.

**Any Other Business.** Garry Mitchener reported that he had spoken to Ivy Andrews following the club buffet. The question of whether or not marshals for road races automatically get Bronze membership of BC was raised. If they do, it was felt that this may assist in attracting helpers for events. This needs to be clarified.

*The next committee meetings are on 8 November and 13 December. All at 8pm Yeovil Sports Club.*

### CLUB SECRETARY

John Clemit 01935 427541

### MEMBERSHIP

Mike Loader 01935 410790

### RECORDS SECRETARY

Mike Northcott 01458 273576

### TVCRA

Chris Absolom 01935 477965

### TIME TRIALS (Evening events)

Andy Pugsley 01935 428753

### ROAD RACE SECRETARY

### NEWSLETTER & CLOTHING

David Notley 01963 440291

# All the best from Yorkshire

By Tony Taylor

Why is it that so many of Britain's top racing cyclists have come from Yorkshire? Partly because it is the largest county but more likely the beautiful and varied landscape has drawn people out from the industrial towns and cities, to the open countryside – and what better way than by cycling. Added to this is the Yorkshire weather, which has traditionally bred and moulded tough and determined character.

The list of outstanding Yorkshire riders is endless – from pre-war stars like Cyril Heppleston and 'Shake' Earnshaw, B.B.A.R. winners in 1937 and 1938, and 'massed start' stars Jack Fancourt and Jack Holmes, to post war pioneers breaking through on the continent, to make their mark in the Tour de France - Brian Robinson, followed by Tom Simpson and Barry Hoban, all who have become cycling legends. Others who obtained a contract with a continental trade team were Vic Sutton, Peter Hill, and Malcolm Elliot, who have all ridden the Tour de France. Two of the four Daily Express Tour's of Britain were won by Yorkshiremen, Ken Russell in 1952 and Gordon Thomas in 1953. The Tour promoted by the B.L.R.C. in 1955, after the Daily Express pulled out, was won by yet another – Tony Hewson. The Milk Race that followed had relatively few British winners, but of those were, Billy Holmes (1961) and Arthur Metcalfe (1964), both from Yorkshire. Metcalfe also became the first rider to win the National R.R. Championship and the B.B.A.R. in the same year – 1966. Other top Yorkshire road-men were Geoff Clark, Ken Jowett, Brian Haskell, Wes Mason – Empire Road Champion in 1962, Ron Coe, Albert Hitchen, Bernard Burns, Keith Lambert, Sid Barras, Dudley Hayton, Brian Jolly, Mark Walsham and the late Peter Longbottom.



*Vic Sutton leads Jacques Anquetil, Roger Riviere and Charley Gaul on the Tourmalet.*

In time trialing, short distance stars Bas Breedon and Dave Dungworth were outstanding. Dungworth rode sixteen '25's inside 55 minutes in the mid 1960s – almost twice as many as anyone else, and was R.T.T.C. champion at 25, 30 and 50 miles in 1966 and 1967. Billy Holmes also twice broke the 25 mile competition record in 1955. Clifton C.C.s brilliant Pete Smith, Ian White and John Watson, each broke the 50 mile competition record between 1966 and 1970. Long distance man Nim Carline, was R.T.T.C. 24 hour champion six times between 1962 and 1973. He held the 24 hour competition record at 496 miles, and Roy Cromack took it to 507 miles. The national 12 hour record was broken in 1952 by Eric Britton with 262 miles, Mick McMamara in 1967 with 276 miles, and in 1969 by John Watson with 281 miles. Before Peter Hill turned professional, he won the B.B.A.R. in 1963, (aged 19), and again in 1964.

As for women, well just the name Beryl Burton says it all, but there is also Yvonne McGregor, Jill Reames, and we should not forget Beryl's daughter Denise.

Currently leading the way are John Tanner, Kevin Dawson, Chris Newton, Malcolm Elliot and brothers Russel and Dean Downing – the White Rose still rules!