

Westlands Winners



The 2025 winners were presented with their trophies at our first summertime social event held at Westlands, where a good crowd enjoyed an excellent buffet, and put the world to rights!

Pictured above are Dave Driver (5 and 10 handicap), Doug Martin (Points Cup), Martin Wills (Mike Loader Award), Steve Talbot (Dave Pitman Award), Lee Frost (Ivy Andrews Trophy and Vet RR) and Al Salter on behalf of Will (Hill Climb and Best National Championship Performance)

Not all the winners could make the evening, missing from the line up are Nick Cooper (Best 10 and 25 time trial, Short and Long distance BAR). Darren Matthews scooped the two new trophies (Cyclocross and Gravel).

The Webb Shield for services



to the club goes to Mark Boxall in recognition of all his work as Membership Secretary over the last decade. Mark has done such a good job, and made the position so attractive, we have had not one but two people volunteer to take over. Which means it is safe to come to the AGM the Press Gang have been stood down.

Annual General Meeting 2026

The AGM will take place on **Monday 14th September at 7:30pm at The Forum, Abbey Manor Park, Yeovil, BA21 3TL**. In the Parish room which is on the first floor, access is via the slope at the side of the building. The doors open at 19:15, the meeting commences 19:30.

Any Resolutions for the Agenda need to be submitted in writing, no later than 7th Sept. You can either e-mail Doug (secretary@yeovilcc.com) or post them to him (see back page).

Agendas will be available on the night, or upon request from the Gen. Secretary.



SANDRA'S 100

The annual 100 mile ride will be on either 16th August or 23rd if the 16th is too wet. It is open to everyone, there is no cut off time for those that want a gentle pace, nor is there any record for those that want to blitz it!

It will follow the same course as last year, the route is still on the club website, Sandra's Hundred 2025. There will be the usual options to cut back at various points on the ride if you don't want to do the full distance. There are Garmin routes for the shortcuts on the website and FB page.

Marilyn Cottle and her team will be providing the refreshments at the Coxley and Westonzoyleland stops. The usual selection of energy boosting goodies and plenty of water.

Lunch can be at Sweets, Doublegate Farm or Avalon Marshes, whichever takes your fancy or looks least busy.

Groups of similar ability riders will be setting off from the usual meeting point off Picket Lane from 8:00am onwards, with the final quicker riders starting at 9:00am. There is no point setting off too early as Marilyn will not be ready at Coxley.

There is car parking at Picket Lane which will be open for early arrivals and late departures.

There is no entry fee but there will be a collection for the Somerset & Dorset Air Ambulance at the coffee stops.

This is a fun ride not a race, it is designed to give riders of all abilities the opportunity to ride a 100 mile event. So look after the other riders in your group. Keep an eye out for any of the early starters that may have a problem but above all enjoy the beautiful Somerset Levels in all their glory.

Au revoir George

One of our regular short run coffee stops is the George Hotel in Castle Cary. The hotel closes at the end of September so we thought it would be nice if the club all went there for one final 2026 ride before they close. Hopefully we will be welcome again once it has been refurbished, but you may need to increase the limit on your bank card as it is part of "the Newt" estate!

Deja vu

We have always tried to keep the organisation of the club rides as informal as we can, based on the premise that most people want to just

enjoy riding their bikes without being told what to do. But this does rely on courtesy and common sense, and adhering to the guidelines for group riding.

So it is disappointing to be in a situation once more where we have riders complaining about being dropped and the discipline within the groups being unsatisfactory. This is across several of the groups.

We do not want this to continue and we will have to look at introducing a dedicated leader for each group if we cannot get things back on an even keel.

Everybody in the group has a responsibility to ensure the ride is as safe and enjoyable as possible. There are bound to be riders of different abilities in each group and the stronger ones should help those that are finding the pace difficult or just having a bad day. Whether it is you or a fellow rider that is not coping ask the bunch to 'ease up' when you begin to feel in difficulty, don't wait until you are completely exhausted.

In simple terms:

Keep the group together

If a rider is struggling make sure that is communicated to the riders at the front

The group should then either slow down, split into two groups, or arrange with the rider how to proceed. They may be happy, to continue on their own, and join another group at the stop.



There is plenty of guidance online, Cycling UK have a very clear set of articles. Club runs are not races, if you want to prove you are a strong rider 'pin a number on your back and go racing!

Two by two

The official recommendation in the Highway Code is that we should be riding two abreast most of the time. The exception being when we are on a narrow lane and oncoming traffic is in danger of hitting the outside row.

Riding single file has two negative effects. It makes the length of the group twice as long and far harder for a driver to pass, and makes it far more tempting for a driver to squeeze by when their isn't sufficient room for them to pass and leave the required 1.5 metres of space.

Clear Indication

Another thing that is not consistent amongst the different groups is signalling.

Whilst a lot of the riders in the group now use their Garmin, or other units, to navigate there are some riders that don't. Which makes it important for the riders at the front to signal clearly which way they are turning at road junctions or if the route turns. It is also essential for other road users so they understand what is happening.

And don't forget to indicate upcoming hazards on the road, whether it is one of the numerous potholes or an obstacle in the road. If you don't feel safe removing a hand from the bars call out 'hole left' etc. Riders two rows back simply cannot see what is ahead.

Whats App Groups

If you haven't already joined the Whats App Group email Alec, runs@yeovilcc.com, asking to join

It's a community and within it you will find groups for various areas (Sunday rides, TT, Cycle cross, For Sale etc)

He'll send you a link to the Community, then simply select the sub groups you wish to take part in.

Thursday all day runs. Meet at Palmers Garden Centre at 9:00am

August

- 6 Burrow Farm – 70mi (W & SW)
- 13 Uphill – 80mi (N)
- 20 Portland – 87mi (S)
- 27 Chipping Sodbury Away Day – 76mi

September

- 3rd – Phil – Cheddar Gorge – 75mi (N)
- 10th – Marius – Exford Away Day – 56mi
- 17th – Tony – Westhay – TBD
- 24th – Marius – Colyton – 60mi (SW)

Sunday morning runs 9:00am at Athletics Track

August

- 2 North Curry, Community Café. Medium Cerne Abbas Reverse (newish route) using BoysHill Farm Café. Short Middlewick Farm Cafe, Short
- 9 Henstridge, Medium Boy's Hill, Round Chimneys Farm, Short
- 16 Sandra's Hundred, Sweets Tea Room (Westhay) Lunch stop. 25 Mile (Coxley) and 75 Mile (Weston Zoyland) catered by Marilyn Cottle
- 23 Bere, Jim's Cider Shack, Medium and Short routes, Reversible with the 16th August if it rains on the 16th,, Medium & short
- 30 Puddletown, The Rusty Duck (NEW Route) Medium: Galhampton, Mabel's Café, Short

September

- 6 Stourhead, NT Cafe, Medium Wincanton Otter Garden Centre, Short
- 13 Castle Cary, George Hotel, Medium & Short
- 20 Canal Centre, Medium & Short
- 27 Burnham on Sea, Long, May's Cafe Westhay, Medium, Sweets Tea Room Godney, Short, Double Gate Farm Cafe,.

Home and away

What have YCC members been up to lately? Roger Hitt crossed Italy on an organised tour in the heat of summer and then set off on a UK adventure...

I cycled to Derby from home in South Petherton to meet a group of 4 friends (another was joining us for the last 3 days) for our annual cycling tour, this time to ride the Pennine Cycleway. This is billed as a long and challenging, long-distance cycling route spanning roughly 350 miles along the spine of Northern England from Derby to Berwick-upon-Tweed.

We share a mix of abilities and only 3 of us, myself and best mate Steve and Mark, were planning to ride the whole route scheduled over 7 days. One was on an e-bike which in short time would present some challenges.

The evening before the start, we committed, as we always do, to take it easy and to a gentle night on the town and with that an early start the next morning.

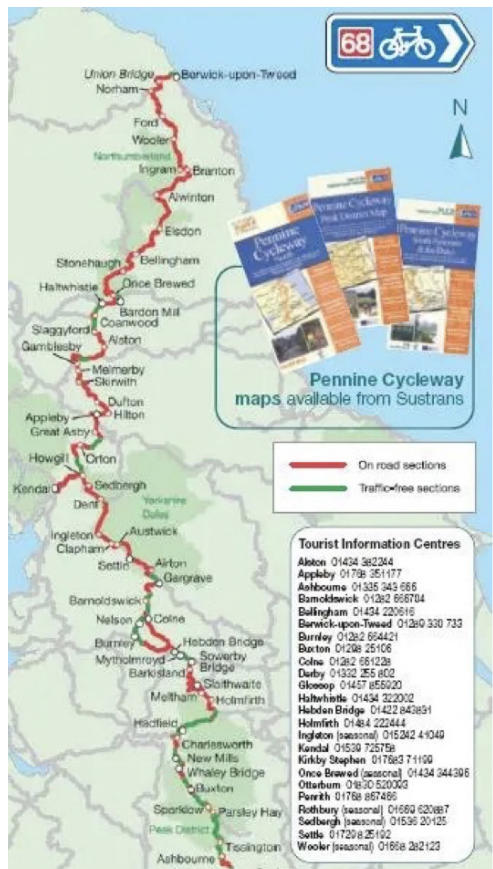
Suffice to say, this commitment very quickly was thrown out of the window after a few beers, a Greek meal with wine, followed by free ouzos!!

Surprisingly, we did manage a reasonably early start leaving Derby at 09.10 starting along National route 54 for our 46 mile ride to Buxton. (2648 ft)

This is a relatively easy section some of the route going along the once GNWR Mickleover to Etwell line before joining



Me, Steve, Mark & Lloyd



route 68 following quiet roads to Ashbourne then joining the Tissington Trail, a former railway through the Peak District. The route then becomes the High Peak trail and from Hurdlow we dropped down into Buxton to our B&B for the night arriving later than we should have and in a rush to get washed and changed in order to find a pub screening the England vs DR Congo game.

Day 2 we rode from Buxton to Rishworth (51 miles 6135 ft) This was an altogether different day. A 50 mile ride with 6,135 ft of elevation, made tougher by a persistent headwind along most of the route. It was however worth it for the stunning scenery along the climbs and ridges and in cooler



miles 4921 ft) This started with a nice descent into Ripponden to rejoin the PC and and a gentle ride along the Carder and Hubble navigation before the serious accents over to Hebben Bridge and again to Colne. Following

temperatures. By 19 miles Lloyd, the e-bike rider, was already fretting with range anxiety, so this prompted an early cafe stop to top up the battery. This made for an enlightening conversation over coffee and cake, about the virtues, or not, of e-bike riding.



the first climb, my rear mech decided not to engage the the 2 inner rings leaving me with the lowest gear of 30T. I thought no problem I'd drop into a bike shop but the nearest one in Hebben bridge was closed. I called the next one in Colne, 12 miles on, and with a fair amount of climbing. He said he was too busy to help but when I explained I needed to get to Long Preston that evening he said he

Further along the route there were off road sections made up of large rocks making it near impossible to ride requiring us to push the bikes.

Suffice to say, there would be another battery top up required that day, leaving me to ride the final third solo to our pub accommodation to check in and secure a later table booking for dinner.



would. He diagnosed a problem with the GRX clutch so we decided to leave it switched off but just as he was doing his final



stunning scenery.

We made time for a little R&R in the very lovely Sedbergh just over halfway along the route before heading onto Appleby where we met Lloyd and newly arrived Alan, who was riding the remaining 3 days with us.

Day 5 Appleby in Moreland to Haltwhistle (51 miles 4357ft)

It was raining when we started off from Appleby and through most of the day.

checks the problem reoccurred. Following much head scratching, I remembered I'd had a problem earlier in the year with the di2 connection so we removed, cleaned with electrical contact cleaner and bingo this worked.

That evening it came to no surprise to anyone that Mark, who thinks his occasional 22 mile ride sufficient training to see him through, decided to bail and return home.

Day 4

Long Preston to Appleby on Moreland (62 miles 6060 ft). Just Steve and I rode this section as Lloyd had already planned to opt out because of the terrain (and range anxiety) and meet us at our B&B for the evening. After a 6 mile ride into Settle, a quick coffee and doughnut we rejoined the PC into the Yorkshire Dales. It was a beautiful ride mostly in cool rain on very quiet roads through incredibly



Today's route included a climb up to Hartside Summit in pretty grim conditions removing any opportunity to take in the view across to the Lake District and North Pennines. However, the weather but improved after the descent down into Alston but not before Lloyd took the opportunity to show off his designer cape, which for some obscure reason, makes me think of a contraceptive advert from the 80's.

We reached Haltwhistle in Northumberland, which is known as the Centre of Britain. This

was Lloyd's last day with us so we took the opportunity to enjoy our last evening together before taking a few hours nap before waking to watch the 2am Mexico vs England game.

Day 6 A later start for us in the morning for our ride to Alwinton (51 miles 4705 ft)

This was a terrific, peaceful ride, a lot of it through the Northumberland National Park and along beautifully quiet roads and forest tracks. Highlights include the views around



Hadrians Wall, the remote forestry tracks in Redesdale Forest and the beautiful descent into Upper Coquetdale.

Day 7 Alwinton to Berwick upon Tweed (56 miles 3556 ft) This section is widely

regarded as one of the most scenic parts of the entire route and combines remote upland riding, quiet country lanes, plenty and short gravel tracks and a spectacular finish on the Northumberland coast.

Highlights include riding through the historic villages of Etal and Norham, crossing the Union Bridge along with taking in the impressive walls on arriving into Berwick.



Maps and gpx files for the Pennine Cycleway are available from <https://www.walkwheelcycletrust.org.uk>

Audax Meanwhile Ian Gardiner has been doing some impressive day rides including a 300km audax starting in Yeovil and looping out through Salisbury and Bath

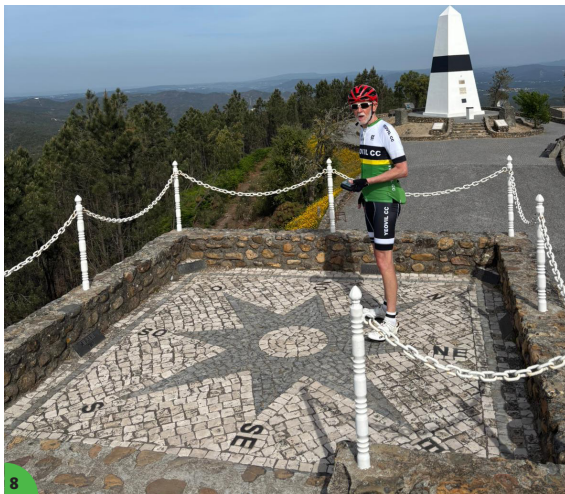


Chasing the Sun

Adrian Corbett ventured north to Chase the Sun from Whitley Bay to Ayr. This year was the biggest uk north event ever! 610 starters, 571 finishers, with 492 arriving before sunset in Ayr. They all experienced the breathtaking landscapes and quiet roads for over 200 miles.

N2 Challenge Whilst I joined 23 fellow riders from across the globe to ride from the northern tip of Portugal to it's southern coast, 738km. I must admit it was the easy option with 3 guides, a support van which was a fully stock repair shop and luggage transporter, ferrying all our excess weight between a selection of top quality hotels. There were a wide variety of ages and abilities, as well as nationalities. But

we soon settled into groups of similar fitness. The countryside was fantastic. The N2 is the old main road, now superseded by shiny vast motorways, which runs the length of the country. Which meant we enjoyed wide, well maintained roads that had small amounts of local traffic. There were some potholes, one much bigger than the rest! (see right). The road twists it way through the spectacular



vineyards of the north, steady climbs – day 2 started with a 20 mile climb – and fast swooping descents. The hills were rarely steep, apart from the 23% up to the centre of the country (compass mosaic left). The descents were open with clear visibility so you could really enjoy them.

The scenery changed as you hit the agricultural plain just over half way. The endless straight roman roads just disappeared into the horizon, luckily the wind was behind us. Everyone completed the challenge and the cold beer on the harbourside finished things off nicely!



Cycling Shorts

Hot Stuff

We are now on our forth official heat wave, although by the time you read this we are equally likely to be back to the cold, wet and windy weather that has become increasingly common im August.

But what affect does heat have on cyclists? Heat dramatically impacts cyclists by reducing maximum aerobic output, elevating heart rates, and accelerating dehydration. While excessive heat above 39°C core temperature causes severe performance drops and heat illness.

When exposed to high temperatures, the body struggles to maintain core temperature while supplying blood to working muscles.

Endurance performance drops significantly at temperatures above 30°C. Blood is diverted to the skin for cooling, dropping cardiac output and reducing the amount of oxygen reaching the muscles.

To compensate for blood being diverted to the skin, the heart rate spikes, meaning you expend more energy to achieve the same speed as you would in cooler weather.

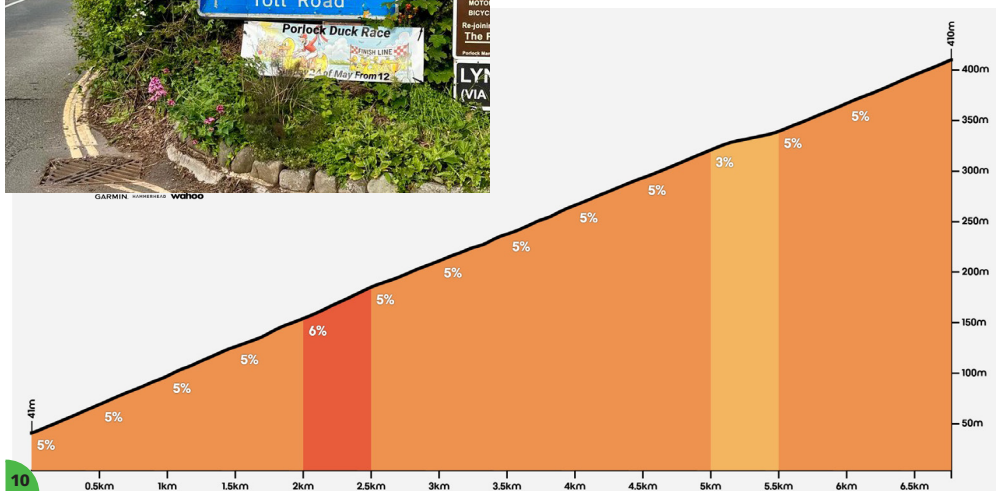
Heavy sweating strips the body of water and crucial electrolytes (like sodium). This thickens blood, making the heart work even harder and significantly increasing the risk of cramping or heat exhaustion.

National Hill Climb

This October, Minehead Cycling Club will proudly host the National Hill Climb Championship on the legendary Porlock Toll Road

This will be the first time in many years the National Hillclimb is to be held in the South West, making a change from the very short and very steep courses that have become common. The Porlock Tollroad offers a complete contrast, longer and steadier but most definitely uphill.

A spokesman for Minehead CC said "It's a huge honour for our club and a fantastic opportunity to showcase one of Britain's most iconic climbs, along with the volunteers and members who make our club so special.



Whether you're planning to race, spectate or simply cheer everyone on from the roadside, we'd love you to come along for the journey".

British Tours

The riders competing in the 2026 Lloyds Tour of Britain Women will face the longest race in the event's history, with a total distance of almost 650km, across the five stages.

Battling through 635.8km (395 miles) of roads with a total ascent of 8895m, the riders will travel through the picturesque counties of Cumbria, Lancashire, Flintshire, Denbighshire, Conwy and Powys, before crossing the finish line in Warwickshire.

The riders lining up for this year's 2026 Lloyds Tour of Britain Men will be in for a challenging contest, taking in nearly 900km with 8814 metres of ascent across the five stages of this year's race.

The world's best riders will face 910.3 (565 miles) of racing across the stages which start in Lincolnshire, before moving up the coast to East Yorkshire, then into North Yorkshire, before heading to the Scottish Borders for its conclusion.

The challenging route will take in some iconic locations from the famous Michaelgate in Lincoln, seaside towns on the East coast, to the cities of Hull and Ripon before heading into the heart of the Yorkshire Dales, and then onto intriguing sections in the Lammermuir Hills of the Scottish Borders ahead of an overall race finish in Earlston.

The womans tour runs from 19th to 23rd August, followed by the men from 2nd to 6th September.

Traffic lights

Over four months of roadworks are set to take place across Somerset under new proposals. Works to replace old traffic signals will take place at Stapleton Cross, Martock, A37 Lydford Cross Keys, and the B3153 at Lovington over the rest of the year.

The traffic lights are over 30 years old and coming to the end of their working life. Somerset Council say phased closures and

traffic management would be put in place during the works.

Works at Staple Cross, Martock, have begun, and are scheduled to finish in early September with 4-way temporary traffic lights and overnight closures

Meanwhile, work on the B3153 in Lovington should begin in early September and finish in November 2026. Expect full road closures with signed alternative routes.

Travelling light

Another holiday company is keen to offer their services to us, as usual this is an unsolicited offer and we have no immediate experience of this company, so do your homework before you book

Responsible Travel offers a wide range of cycling holidays, from UK rides to more challenging international trips. We work with small, locally run businesses, whether that's mountain biking in the Scottish Highlands, a self guided ride from Porto to Lisbon, or a small group journey through Vietnam. We prioritise local guides, so routes reflect real knowledge and support the communities you ride through.

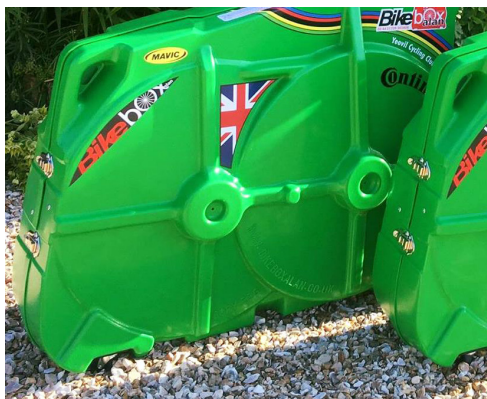
As a member of Yeovil Cycling Club, you can use YEOCC100 to get £100 off all holidays.

To book, visit responsibletravel.com, call 01273 823 700, or email rosy@responsibletravel.com.

Convalessing

A Speedy recovery to Martin Barnes and James Curson. Martin was knocked off his bike on the roundabout at the junction of Coombe St Lane and Ilchester Road.

Whilst James had negotiated the descent of Stone Lane. But when he got on to the flat section he blacked out. He was found by someone in a 4x4 in the hedge. He'd sustained a fairly serious head injury which didn't manifest itself straight away and he has been in and out of YDH. He then had low sodium levels as a result of trauma (haematoma) to his brain we've been told by the consultant. He's on the mend now but it's a cautionary tale regarding being well rested and hydrated.



Bike Boxes

We have two different models now. The new 'easyfit' model that allows you to transport the bike without the need to remove the handlebars. The frame travels upside down with the bars in the box like section, bottom right. If you want this one when you book your hire please let Simon know. The charge is £3 per day . There is a deposit which will be refunded when the box is returned intact.

Simon Bracher is the man to speak to. Full details are on the Membership page of the website, including the booking form. If you want to hire one, or more, of the boxes the first thing you need to do is contact Simon to see if the dates are free.

Please remember that these are on a first come first served basis, but if you have hired them and for whatever reason no longer need them please let him know as soon as possible to give other club members a chance to use them.

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Will's progress

If you are an avid watcher of cycling you may have caught a glimpse of Will at the National Criterium race in Aberystwyth, or riding at the Commonwealth games. He was in the Individual and Team Pursuit as well as the Points race.

By all accounts he is progressing really well in the Alpecin Premier Tech Development squad. Impressing with his all round abilities and sprinting. He is being compared to Kayden Groves – if you are too young to know who he was then Google him!

