

WHEELER'S DIGEST

Events | Guidance | Club Updates

Welcome...

Welcome to the August edition of the Wheeler's Digest.

Without your stories and news this would be a very brief newsletter so please send me anything cycling related, preferably with some photos as well, to webmaster@wellesbourne-wheelers.org.uk

Next issue at the end of September.

Steve Kirk - Editor

Diary Dates

12 October 2023 - Cyprus Club Trip
26 May 2024 - Ride London

Club Kit – Autumn/Winter Orders

It may still be late summer, although you might not think so, but I'm starting to plan for the chillier (and possibly even wetter!) days ahead. The products I'm looking to order are :

- Roubaix® Jacket - P4033 (endurasport.com) £68 plus VAT for a minimum order (5+)
- Pro SL Classics Jacket - P6019 (endurasport.com) £109 plus VAT for a minimum order (5+)

I am willing to ask for samples from Endura if there is enough interest to make it worthwhile to organise a try-on session. Please let me know if interested.

In the meantime, there is one new Roubaix jacket (medium) in stock at last year's price of £62.40 (see p4). First come, first served!

All replies/enquiries to kit@wellesbourne-wheelers.org.uk

Ashley Sherren - Kit Secretary

GTC in '23 Update

August has been another good cycling month with plenty of miles ridden by Wheelers here and on the Continent.

On Saturday 9th September Wellesbourne has its annual Fayre on the Recreational Ground, near where we start our rides. WW have a stand where we will be promoting the benefits of cycling and advantages of joining our cycling club. The event is from 11am until 4pm and WW have arranged the police to come from 12noon until 2pm to do free bike marking, for anyone who wants it. Invite friends and neighbours and pop in yourselves.

Good cycling

Philip - Chairman



Broughton Castle Awards Night

The evening of Tuesday 15th August saw two of our team of four successful riders, myself and Andrew Marcroft (plus our wives Bobbie and Danielle respectively) attend the awards night where we were presented with the President's Trophy by Martin Fiennes (owner of Broughton Castle); this for winning the 50 mile event for the fourth time in four attempts!

A beautiful evening saw the victorious teams and Whichford hill-climb winners gather alongside the organisers and recipient charities for a superb drinks and canapés reception prior to the presentation ceremony.

Jericho CC (an Oxford based club closely aligned to Oxford University) won the 100 miler, whilst Apache Brave Racing from Coventry collected the award for the 75 mile distance.

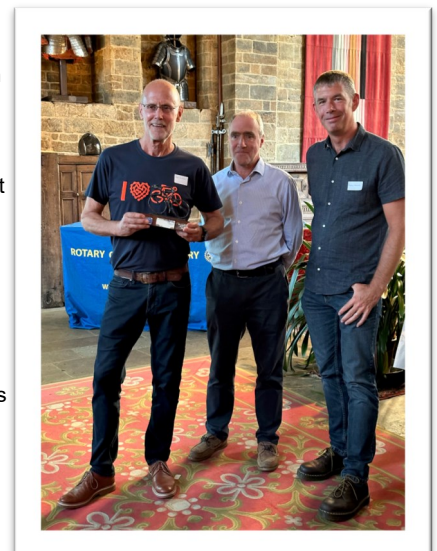


way!

I'll close by mentioning an amusing incident surrounding the presentation of our trophy. I noticed soon afterwards that the winners plaque confirming "Wellesbourne Wheelers 2023" was missing. I mentioned this to the organiser and he responded by saying that it was definitely there prior to the presentation. It was only when Bobbie and I were walking back to the car park in semi darkness that I noticed a faint silver glimmer protruding from the underside of my left shoe. The plaque had obviously fallen off unnoticed as I accepted the trophy and you can see the evidence in the photo (left) if you look just to the outside of my left shoe!

Gary Gristwood

We actually beat the latter's 50 mile team into second place and, at this point, I must mention the contributions of guest rider Martin Nuttall (so strong at the front on the day) and Paul Meade, who had been crewing a yacht in the Bahamas for a couple of weeks just before race day and therefore missed out on some vital training but, importantly, there was no way he was going to let the side down on the day, even if he had to max out the whole



Mike Veal's Etape Du Tour

For those unfamiliar with the Etape, it is an annual cyclo-sportive following the route of a Tour de France stage, usually a week or so before the pro's come through. This year, it was Stage 14 from Annemasse to Morzine. The 16,500 participants enjoyed a 157km route along closed roads with 4,100m ascent and regular refreshment stations. We also 'enjoyed' baking hot temperatures, but more of that later.



The sheer number of participants creates problems as we were all in different start pens. You are placed in one of 16 pens based on your expected finish times. One of my group was deservedly in Pen 1 with the fast guys, one in Pen 7 and myself in Pen 11 (where I belonged), which meant we were all starting at different times, 85 minutes apart.

The climbing started almost immediately as we hit the lower slopes of the Col de Saxeil (4.3km at 4.6%), a quick descent, followed by the Col du Cou (7km at 7.4%). The descent of this climb proved to be quite technical. I saw a guy in front of me almost come off and somebody else attended by an ambulance. I must say, this spooked me and I lost some confidence in my carbon rim brakes, especially as there were a lot of very quick descenders swarming around. We then arrived at the Col du Feu (5.9km at 7.8%) of which I can't remember very much at all.

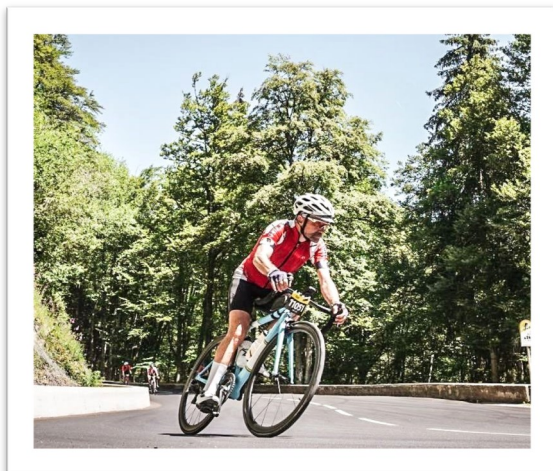
After getting down off the Feu, there was a long drag of around 6km at 3%. By now, it

was getting very hot indeed, with the rock faces either side reflecting and amplifying the heat. There had been refreshment stops all along the route so far and the next one at the foot of the Col de la Ramaz was very welcome. As always there was a chaotic scrum to find somewhere to leave the bike, then get to the food and water stations.

Back on the road at the start of the Col de le Ramaz, the first big climb of 14.3km at 7.1%. The early slopes were okay, largely due to them being around 6%; I knew this because every kilometre, there is a sign at the roadside informing of the distance to the summit and the average gradient over the next kilometre. With around 7 km to go, we were at 8% and 9% and it was getting quite tough. People were stopping and quite a few



were walking, which could create a lot of congestion. I could see the 5 km to go sign approaching, but couldn't make out the gradient, hoping it might start to relent. Finally, it came into focus. Oh no! 10%! At this point I thought, ok, I'm going to stop, take a breather, emergency gel and then grovel up the rest of the climb. Fortunately, a very brief, flatter section appeared, a perfect stopping point as you must be able to get going again and it can be very tricky at 10%! I stopped for a few minutes, in the shade with a lovely cool breeze. All around me, people were stopping, walking, starting badly and weaving. Other people were whizzing up the hill with no problem at all, looking as fresh as anything.



I got going again and felt so much better. The end was in sight and the last few kilometres flattened off back to 6 and 7% again. Easy! The descent of the Ramaz was fantastic. It was not steep enough to seriously trouble my confidence or brakes and the field had thinned out enough I didn't feel 'swarmed'. The feed station in Samoens was the last before the final climb, the fearsome Joux Plane (11.4km at

8.5%). I was following my usual water protocols, with the added delight of a chap with a fire hose drenching anybody that chose to stand in front of him. I have never been so happy to be so gloriously wet in my cycling kit! Having had a very successful stop on the Ramaz, this was going to be my strategy for the Joux Plane. I was well in front of the Broom Wagon, so I just needed to take it steadily, stop whenever and get over the top.

I've climbed the Joux Plane before and recognised some of the early sections. Remarkably, I was feeling alright, and the steeper sections were nowhere near as disheartening as those on the Ramaz. By now, there were no fast guys whizzing past, but far too many people walking. Eleven kilometres is a long way to walk at the best of times but pushing a bike and in cleats! Before long, I was over the top and dropping down into Morzine. There were a lot of spectators in the final 100m or so and it is a special feeling to be cheered over the finish line.

I've tried to write this piece as guide of what to expect during an Etape for anybody who may be tempted to apply. I recognise that some may think 'why on earth would you want to do that, it sounds terrible'. In many respects they would be right. It is extremely challenging, but the scenery, camaraderie, spectator support and sense of achievement makes it all worthwhile.



Mike Veal

Ride London 2024

I've just entered Ride London for the first time, with the event (now the only closed road sportive in the country) due to take place on Sunday 26th May next year.



Cost for the 100 mile event is £99 and entries are now on general sale.

You'll enjoy an iconic start along the Embankment, as well as a memorable finish on Tower Bridge whilst, in between, you'll also experience the joys of riding the Essex countryside.

Places will inevitably go fast so, if you want to Ride London 2024, then go to www.ridelondon.co.uk for further entry details.

Gary Gristwood.

WW Time Trial

Since last month the only change is that Gary has consolidated his lead with an improved time of 27:34:

1	Gary Gristwood	27:34
2	Steve Kirk	29:51
3	Mike Massey	29:54
4	Ashley Sherren	30:22
5	Peter Dewis	31:00
6	David Godefroy	32:35
7	Paul Markwick	33:29

If you want to have a go, the route is on the [website](#) (Welles-00). After completing the TT, email me with a link to your Connect/Strava ride for verification and then I'll add you to the board

Steve Kirk - Editor

The Netherlands Club Trip 2024

Next April I plan to go to the Netherlands to do a cycling/canal trip, whereby you stay on a canal boat overnight and for meals, and get off and cycle each day (typically around 25 miles per day).



I have chosen a 'Discover Windmills, Tulips, and Picturesque Cities' trip that starts and ends in Rotterdam, and is 7 nights long. Likely cost is around £800 each for the boat, plus drinks, tips, etc. Most cabins are two berths, so you would be expected to share (example cabin picture below).

The start date is April 27th (Saturday), and the end date 4th May (Saturday).

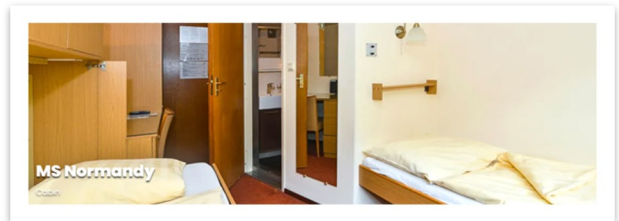
Travel options are:

- Train**, which would allow taking bikes too. Train from London to Rotterdam is 3.5 hours, and approx. cost is £150 return. In addition, the train from (say) Banbury to London return is around £80 return. Nuisance is co-ordinating arriving and departing London (i.e. train from Banbury and train from Euston). Train times not yet available.
- Drive** there. Approx. 8 hours plus Chunnel. Allows taking bike. Could share travel. Parking around £150 for the week.
- Flying** is an option if you don't want to take a bike. Typically, flights are from Gatwick. Prices vary.

You can bring your own bike, providing it doesn't have stick-out mirrors, etc. or rent; normal bike, around £50, eBike around £150.

The itinerary is Rotterdam, Dordrecht, Gorinchem, Utrecht, Schoonhoven, Gouda, Rotterdam. Options to Delft or The Hague If you'd like to more information please email me (Chas@childitch.me.uk) or call me (07977 423584)

Chas Hilditch



Club 100 Mile Challenge



We recently had a rerun of our annual century ride.

The route was a local one to Wellesbourne and intricately weaved through familiar lanes but not in the normal sequence. This was a disorientating effect due to entering the lanes from the left not the usual radial direction into and out of from Wellesbourne. It was at my most "lost" moment that Martin said we were only five minutes from his house which was both good but also a failure of my objective of a ride to allow/cajole riders out of the standard, comfortable and regular route.

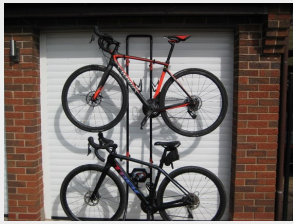
The route connected 3 watering holes; Bidford, for the much enlarged/improved cafe, Ye Olde Pounce Cafe and finally Stoneleigh for a recharge for the last charge. Departing Stoneleigh provided the first navigating hiccup as HS2 had closed my chosen road but we were soon back on course. The smooth progress was interrupted by my choice of a very rough cycle track across HS2 into Ufton from a busy Welsh Road (not recommended and my apologies to those that I inflicted this on).

Much thanks to the participants Andy Spink, John Sullivan, John Tuck, Martin Le Toc (lent for the day, thanks Hastings), Richard Freer-Hewish, Tony Beesley and Olwen Kelly who made the day a complete success for all involved. Climbing probably a max of 4900 ft for the longest distance group as to travel interesting roads and avoiding busy A roads involves inevitable hills. Smile & contentment value for all involved a resounding YES.

David Thomas

Bike Stand for Sale

This item is by Gear Up and called the Lean Machine Gravity Bike Rack.



It takes 2 bikes as shown and is designed to be free-standing so can be moved around, although it is supplied with wall fixings (plugs and screws) that hold the top bar to a wall, which makes it more stable. The hooks that support the bike frame are height adjustable to suit any frame size and shape. It has been used a couple of times, but is basically in "as new" condition.

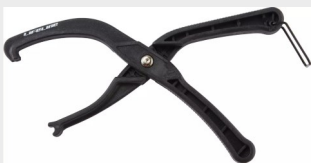
£30 ono. (Bikes NOT included, unless you make an offer I can't refuse!)

Please call me on 07753 147408 or email ashley.sherren@virginmedia.com

Ashley Sherren

Gadget of the Month

Punctures! The most annoying part of cycling has to be standing by the side of a busy road in the rain, struggling to change your inner tube.



Getting the tyre off and swapping the inner tube is usually okay but getting the tyre back on without pinching the inner tube or damaging the valve can be a real challenge.

That's where this little gizmo comes in handy. It's a tyre lever on steroids that hooks on to the rim and squeezing the handles pulls the tyre bead over the other rim and hopefully into place.

Some of us are now carrying one on Hastings rides and they have already come in very useful for those occasional roadside pitstops.

It's only £10 on [Wiggle](#) and a worthwhile investment.

Steve Kirk

Myton Challenge 2023

As the name suggests, this local sportive is an annual charity event raising funds for Myton Hospice. Taking place on Sunday 6 August, and therefore part of the Sunday Club schedule, those taking part were pleased to see reasonably bright and dry weather conditions following the previous day's persistent and occasionally heavy rain, although a somewhat brisk, chilly headwind greeted those who rode to the start at the hospice on the Myton Road in Warwick.

Taking part in the 100km event were Sunday Club Not So Quick (NSQ) regulars Peter Dewis, Paul Markwick and Ashley Sherren accompanied by Lynn Sherren from Hastings. Just one Quick (Nick Hawtin) took part, also in the 100km ride, along with Martin Le Tocq (Hastings).

For the most part, once out of Warwick via the Stratford Road and over the M40, the route covers fairly familiar territory along Fulbrook Lane to Hampton Lucy, Charlecote, past Wellesbourne Airfield and up the hill through Loxley. From there it is Alderminster, Preston-on-Stour (with the first feed station for anyone who got up too late for breakfast!) and through Admington, heading for the first challenging climb of the day up the notorious Larkstoke. With that safely despatched, it is across towards Chipping Campden with a fast descent down the recently resurfaced hill into Aston-sub-Edge, followed soon afterwards by the next lung-busting climb of Saintbury. On reaching the main road at about half-way, a left turn signals the long run back down to Chipping Campden via Dyers Lane, through the centre negotiating the tourist traffic and then taking the familiar roads through Ebrington, Charingworth and out to the Fosse, over the crossroads and down into Shipston before heading out to Tysoe for the second feed station. A diversion due to the long term road closure added a couple of extra miles into Kineton, but with legs by now beginning to feel the strain up onto the Old Lighthorne Road, the descent into Ashorne was welcome, then out onto the Newbold Pacey Road, down Wasperton Lane into Barford before the final stretch back to Warwick and the welcome sight of the Myton Road to the finish.

The NSQs covered the 64 mile route at a respectable average speed of approx. 15mph considering more than 3900 feet of climbing, whilst the lone Quick managed an impressive 17mph. More importantly, all arrived back safely, with only a brief shower towards the end which soon gave way to bright, sunny conditions for the return to Wellesbourne, making a total distance of some 80 miles for the day.

Subsequently, although the number of entries appeared to be down this year, congratulatory emails from the organisers showed that the fundraising target of £35000 from entry fees and sponsorship had been surpassed, with the total standing at more than £41000 at the time of writing.

Ashley Sherren - Sunday Club GO

WOWs Rise To The Occasion

On Tuesday 22nd August some of the regular Women On Wheels (WOW) met for a ride with a difference; to conquer Edge Hill.

It was proposed last week, so as to give the ladies time to tinker with this idea and decide whether its for them. One thought I was joking but four others knew I was not. So off we tootled to Kineton, Little Kineton and onwards and then 14% up Edge Hill. It was a first for Debbie F (no bother) and Penny (dark horse). Yet another Wendy (about her 15th time) of course did it, Alison (amazing) just back that morning from major pedal 'En France' and yours truly was driven by the fact there was only nettles on the bank side to fall into and it was my idea.



Reward was return back down said hill and back through Kineton again. A first for the Ladies group spelt Success. It is now a WOW annual calendar event.

Olwen Kelly

Club Kit Inventory

New

Endura S/S summer "Road" jersey	XXXL	New	£45.60
Endura S/S summer "Road" jersey	M	New	£62.40
Endura Roubaix jacket	M	New	£62.40
Endura Compact (summer) gilet	M	New	£58.80
Endura Pro SL winter gilet	L & XL	New	£88.80

Used

Owayo Bib shorts (in club colours)	M	Good	Donation
Owayo Bib shorts (in club colours)	L	Good	Donation
Owayo Cycling cap	Universal	Good	Donation