The Quarterly Magazine of CTC Wessex Cycling in and around Bournemouth, Poole and Christchurch
Elected at the Annual General Meeting in October our committee meets four times a year and co-ordinates the group’s cycling activities and the clubruns of the various sections.

Next committee meeting: 17th February 2022


17th Saturday: BunRun to Briantspuddle. 60 miles.

18th Sunday: Rode to Blandford and met the West Dorset riders out from Dorchester for coffee and accompanied them to The Vine at Pamphill for lunch. 36 miles

22nd Thursday with The Riders to The Sticky Bun for a coffee then home. 48 miles

A fine farewell to Cycling as these were the three groups that have most fed the memory a diet of pleasant adventures to cherish over the years. The cycle no longer whispers the lanes along the ways of which (to paraphrase Sir Hubert Opperman) my wheels knew every bite in every grade along the rolling highway and every turn and narrowing twist about the cob thatch hamlets & villages and tidy tawdry towns.

Cycling done, the wheels hung, there are some bits to tidy. Preparations are well in hand. WessexSR is to be handed on. Peter Trevis, (and wife Kate) both much embued with the spirit of the cycle tour take the reins for the 2022 Dorset Coast. That organising experience, together with his riding prowess and knowledge attained through completing multi distance Audax events, means Peter will be well schooled to take on the full WSR series from 2023.

My tenure as editor of Cycle Ink closes at the next AGM. Should the Club wish to continue the Newsletter … a new editor will be needed.
Brevet de Randonneur Mondial

**April 30**th **Hard Boiled 300**
**May 1**st **Dorset Coast 200**
**June 5**th **Porkers 400**
**June 25**th **Brimstone 600**

Longer distance hilly events crossing the Wessex landscape: Jurassic Coast, Salisbury Plain Cranborne Chase, North Dorset Downs, Anna Valley, Mendips, Somerset Levels, Blackdowns, Poldens, Wiltshire Downs, Avon & Stour vales, New Forest.

For entry details: [www.wessexsr.org.uk](http://www.wessexsr.org.uk)

Cyclist’s Picnic

This very popular social gathering is to be at Damerham Village Hall from 11am to 3pm on Sunday 26th June 2022 further details to follow

No dates yet … in the planning

New Forest Excursion 207km
New Forest Day Out 107km
Gridiron 100km (October)

Further information will appear [www.wessexctc.org](http://www.wessexctc.org) and facebook

All events subject to Covid control regimes & regulations
9th November - A big thank you for sending me the badge and lovely card listing the various stages of my WSR epic. I haven’t been that excited in a long time. Pretty much everyone knocking at the door in the last 72 hours was shown the card and had to endure me repeatedly pointing out the Thesiger quote . . .

‘the satisfaction in attaining a goal . . . directly in proportion to the hardship and challenge involved in getting there’

Sir Wilfred Thesiger 1910-2003 explorer
Faro way home

Hello, I’m Alan; just an average Brit who cycles. Come and follow my journey as I head back home.

My route will take me from Faro Portugal into Spain at Ayamonte, from there I’ll go round Huelva and head east until I reach the N630 (Ruta De la Plata) up to Salamanca then Valladolid, Burgos, Vitoria. At Alsasua I’ll cross the Pyrenees and drop down towards Tolosa, Oiartzun and into the border town of Irun. The French section will take me up the West Coast to Royan. From here I’m not sure.

In 2019 I set out on the exact same trip. Then the tour ended prematurely due to mechanical issues. Surely it can’t happen again?

For daily logs of this and my other trips please go to: www.crazyguyonabike.com/doc/
Thursday November 4, 2021, 77 miles (124 km) - to Trigueros

Faro had beautiful sunshine as I departed - though a little chilled by the Northerly winds.

On most of my trips I find the start really hard to get going, it's a mental thing.

It's around 35 miles to reach the border crossing the river into Ayamonte. The route wasn't too bad until I passed by Tavira, using a bike trail wasn't that pleasant - rough gravel. With 10 miles to go until I reached the ferry I opted to use the N125. Luckily I did for no sooner had I paid the €3 to board, the ferry departed. Good timing eh!?

A bite to eat in the quaint town that is Ayamonte, I set off on another bike trail, this just got worse the more I peddled. Large sections covered in sand, making riding impossible. Damn you....

At the nearest opportunity jumping on the N430, east, a tyre went bang! What was that? It turned out the tube in the front tyre was too big. Pushing the bead off the rim?!! A first for me. Quick change to a smaller tube and I’m off.


So on arrival at Trigueros, I happen upon a hotel. A good price too. I really should start scouting for suitable camp spots sooner? Spain isn't the best for wild camping from memory.
Friday Nov 5, 2021, 72 miles (116 km) - to El Ronquillo:

After breakfast, which isn’t much here in Spain, I set off Eastbound. Glorious sunny day. Hey what could go wrong?

Passing through olive groves by the mile. They certainly use every inch for crops. As I went round Niebla, and used the Camino De Servicio (Or service road for the Huelva - Seville Autovia) the road got worse.

Lumpy and gravel for a few miles. I was glad to get off it, only to use a similar track for a diversion. ‘Help! Is it going to be like this much longer?’ I said to myself.

Well not really, I’m now heading north east, on a lovely quieter route. A brief rest at a filling station and continue.

The A477 east to Gerena was busy, just a few more miles and I’m on the N430 just 12 or so miles north of Seville.

Some climbing from here for a few miles. The traffic mostly on the Autovia A66.

I end my day’s ride at a hostel in El Ronquillo.

Oh I’d forgotten how tough Spain is!
Sat Nov 6, 2021, 76 miles (122 km) - onto Almendralejo

The Hostal El Desembarco was not a favourite place. Noisy neighbours and the bar area downstairs, echoing. It was nice to be on the road with just the birds singing for company.

At +4°C a few layers were called for. Not wearing the leg warmers tho' everything else for certain.

At about 16 miles of undulating terrain, I hit Santa Olla-la. Into a cafe for coffee and tostadas. My timing could not have been better, as no sooner had I got my order in, about a dozen or more motorbikes pulled in. Just when I thought I’d left the noisy neighbours behind!

My breakfast downed and back on the N630. Peace apart from the adjacent A66 which has plenty of traffic on it.

A bit of a climb up to Monesterio, nice chance to escape the northerly winds.

I did think about stopping for a coffee, but declined as the locals seem to think it is OK to smoke in the outside areas, which are covered and full of people. Not having a whinge, just stating facts you know.

Back in 2019, I rode up to Zafra from Huelva area, re-joining the N630 near Fuentes De cantos, I distinctly remember a tailwind pushing me north. Oh the memories....

A supermarket appears at Villafranca, good chance to top up supplies. Very quiet for a Saturday afternoon, unlike in UK. A joy with around 10 miles to my destination the route being mostly flat now, I arrive and check into the Acosta Vetonia Hotel on the north side of town.

I came here (the restaurant) only a month or so ago when I was working here and liked it, hence the stopover booked.

A peaceful ride on the Ruta De la plata
Sun Nov 7, 2021, 73 miles (117 km) - onto La Peral

Easy like Sunday morning: A good rest in the hotel, I even had a lay in.
Smooth road surface on the old National. Made quite good progress into Merida.
A young couple in matching kit and S-Works bicycles were passing me as I trundle northwards. A morning greeting and off they rode.
On the north side of town, I chose to cook my own breakfast; tea and porridge is the norm isn't it?
Glorious sat in the sun as I sip my tea.

There’s around 36 mile to Caceres mostly up hill. This is Spain - there is always a hill.

Some interesting sights in the skies above - flocks of migrating Storks, mix with Red Kites, Buzzards and Griffon Vulture. An everyday occurrence in Extremadura it seems, a different world from the south coast of the UK.

Around lunchtime it goes very quiet. A perfect time to transit Caceres then?

Something went right for a change. A Guardia Civil car drove by me slowly, I’m now heading north on the lookout for a camping spot. I top up the water at a garage, using a backpack to carry the 1.5litre bottle. Hope the bag holds.

Just a few yards from the Camino De Santiago trail, I pitch up and settle in for a long night. Sunrise here just after 07:00hr.
Mon Nov 8, 2021, 63 miles (101 km) - onto Baños De Montemayor

Not a bad night considering the constant barking of dogs nearby. Plus some animals creeping about.

The alarm went off, but I wasn't interested.

More zzzz's. Before sunrise, a chilly +2°C, gloves on, whilst I de-camp. I had 11 miles to Canaveral. Fabulous views to my left as I continue north.

I get a desayuno (breakfast) at the Hotel Malaga. Plus some heat into my toes. A bit brrrrr. Still the sun was out for the day so it will warm up.

Onwards in the glorious now warming-up sunshine. I've had arm/leg warmers on since 0800hr. By 12:30hr, I had to remove them, too hot, +18°C it read on the GPS.

A farmer spotted me drying out the tent by his field, he just laughed and drove off. It didn't take long at all such was the ferocity of the now familiar northerly winds.

His cows became inquisitive.

With little in the way of sustainable energy for a while, I get a lunch break at a hotel/restaurant just 12 miles from Baños.

It's 1500hr and they are still serving, good job then.

Fabulous food at a reasonable price. I believe 1600hr is the cut-off time for most establishments.

The final 12 mile was of course up hill, for good measure the temperature dropped and I’d run over a nail in the final mile.

I walked the last bit to my booked accommodation at the hotel Glorieta.

The tube was exchanged tubes once I’d manhandled the bike into the bedroom.

Good eating later down the road in the bar/restaurant.
Tue Nov 9, 2021, 54 miles (87 km) - *onto Salamanca*

I had a lay in, feeling like I have to listen to my body. Breakfast was included in this establishment. As I was later than usual, I was the only person in the huge dining room.

It’s about 12 miles to the summit Vallereja. Most of it uphill. Another, getting used to this, beautiful morning. The air crisp and clean, or so I thought until a car came by me.

At the summit a pause to hydrate. Once over the top I came across a water tap and truck driver was making the most of the free water. He was Portuguese who loaded in UK for Gibraltar. I mentioned I’ve a similar journey in reverse! Refuel the bottles and I head off north.

Beautiful blue skies again. Don’t be fooled it peaked at 10°C.

Needed to warm up - with the northerly breeze it felt really cold. A bus shelter; an opportunity to brew up and cook some soup.

With more ups and downs and my legs still feeling it from yesterday I decide to stop over in Salamanca. I’ve no agenda except reach Portsmouth sensible to stop at a good early (for me) time.

I get checked in at the €urowest hotel on the edge of the city. After some shopping, I got back to the room and collapsed on the bed. Good night.

Wed Nov 10, 2021, 77 miles (124 km) - *onto Valladolid*

A grand buffet breakfast in the hotel this morning and it was OK. That's all.

On the road by 08:30hr and reach the N620. The gritting trucks had been out by the sound of the crunch under the tyres on the hard shoulder. +2°C. Another clear morning. So, the N620 - it is the 'old' road. Very little traffic on this route. The odd tractor or delivery vehicle.

A brief stop for a brew, and made good progress to Tordesillas.

I pulled over to view the map on my phone, when from nowhere a vehicle drove into me!! The phone and the bike +me went flying! - What just happened???

The 'driver' was pulling into the Red Cross building I was apparently blocking the entrance to. 'You OK?’ he said. Not Inviting me inside to check me over.

I was more shocked once I’d picked myself up and felt my left leg which he drove into.

I’m fine. It was my fault for not being more aware of my surroundings.
A little shell-shocked, I decide to ride the Eurovelo1 route, rather than the route north. The 'off road' route was much the same as down Huelva way. The gravel was so loose it became sand ...... unridable on 28 mm tyres. I walked that stuff, one spill was enough.

**Thu Nov 11, 2021, 84 miles (135 km) - to Pedernales**

A relatively smooth exit from the big city. Helped by fabulous cycling infrastructure.

The GPS is stating temperature to be below 0°C. I'm not going to argue. I certainly felt it. From memory this was a tough ride in any weather. A lot of climbing ensued.

I had the kettle Brewing at about 25 miles in. A few of the villages had water taps. A real bonus for people like me. No doubt they'll be frozen in a month or two.

Another climb, another summit. I'm about to open my can of coke when a woman pulls up and asked if I need help? ... 'No, I'm fine' I thanked her, and off she went. Nice to know folk are aware of the terrain for a cyclist. Heaven forbid if anything happens, it could be a while before a vehicle / tractor passes. Such was the peacefulness of the areas here.

The sun appeared through the cloud around 2pm. What a relief, to get some sun on my winter boots. The toes take the longest time to warm up it seems. The final 10 miles were a killer, brutal headwinds, more climbs, and commuter traffic to deal with. On the whole they behave well. I've had one mishap, don't want any more thanks.

I get room just a few mile before Burgos, a few minutes before sunset.

*To be continued ...*
As I fell asleep in the early evening after finishing the Porkers (Cycle Ink #202) my heart was pounding. My last thought before I lost consciousness for the next 9 hours was ‘I wonder what that’s about, I’d better Google it … tomorrow’. The results for ‘post exercise elevated heart rate’ were a little alarming:

*Dehydration can negatively affect your organs and bodily functions, including your heart and cardiovascular system. When you are dehydrated your blood volume, or the amount of blood circulating through your body, decreases. To compensate, your heart beats faster, increasing your heart rate and your blood pressure. Also, when you are dehydrated, your blood retains more sodium, thickening your blood and making it harder for your blood to circulate through your body.*

[https://theheartfoundation.org/2019/03/08/the-importance-of-water/]

{Old timers penchant for soup seems to make more sense now ….. Ed}

(Step 1)

Full of optimism borne of my successful Porkers, I set off, one week later, from the Longfleet BP Garage forecourt at 6am under clear skies to complete The Hellfire 600km permanent for my 7th WSR. Dehydration? I made a mental note not to let it happen again.

As the day got hotter, my fluid intake got higher, but by 5pm I’d drunk so much I didn’t fancy anything much to eat. By 10pm at Exmouth McDonalds, the chips were as appetizing as sand, and the two large Coca Colas didn’t touch the sides. Night navigation errors lost me time, and as I approached Taunton Dean Services (TDS) the thought of WHSmith food filled me with dread, as did the thought of a second day in that heat… I decided to have a sleep, wait for McDonalds to open for breakfast, and then ride the 80km home. Note to self: never try overnight riding two weeks in a row again.
Two weeks later, this time with a companion, I was again under the green light of the Longfleet BP fuel station, having splashed out on a night at the Travelodge to buy some extra sleep. Off we set full of optimism and every kilometre was way easier than the previous time I’d ridden.

As we climbed out of Otterton, 5km from the Exmouth control, there was a loud snap in my front right shifter, then dunk, dunk, dunk as my chain rocked down onto the smallest ring making riding beyond Exmouth impossible. Luckily we were in time for the last train out of Exmouth for Taunton where a room had been booked ahead at TDS. The next day, following cable replacement at a town centre bike shop, found me again pedalling back to Dorchester from Taunton this time via the Levels - and enjoying the fine view of the Blackdown Hills rather than from them. After a stop for a pub lunch and a beer in Yeovil I continued pedalling merrily home.
Two weeks later, with the season’s end looming, the forecast, miraculously, was perfect – cool, windless, dry. With rooms booked at the Travelodge, and another drop bag at the Days Inn at TDS I set off again with prospective first time WSR Moritz. The previous two training rides had really lifted my fitness, we pedalled along; perceived effort well below the two previous attempts; speed a little faster; into Exmouth 2 hours ahead of cut-off time, and 2.5 hours at TDS. Bathe. Eat. Drink. And sleep for 90 minutes, before setting out onto a cool but not cold Somerset Levels at 04:30hrs, quickly making up the time we’d ‘used’ sleeping. An impromptu meet at Chew Valley lake with Bristol WSR Graham lifted our spirits, and a full 30 minutes of chat ensued, so we were cutting it fine by Malmesbury, but feeling strong finishing with 15-30 minutes in hand was my guess based on the previous completed circuits of this properly testing course.
Then another impromptu meet on the road. This time Tony Hull, controller extraordinaire on recent calendar events. There was less time to chat but with spirits lifted again, off we pushed, up out of Freshford.

An accidental purchase of Coke Zero left poor Moritz pedalling on empty for the last 40km but finishing in time was not in doubt, and we happily completed the ride with just over 15 minutes in hand. Both elated to have got round this incredible ride.

All content by Andrew Preston
Local Cycle Rides

Our club members volunteer to lead regular group rides offering a gentle half day or a more athletic day outing as well as rides to suit the more moderate leisure cyclist.

Over the years our club members have built ‘the knowledge’ and maximise use of the country backroads to best enjoy the scenic and explore the interesting.

For beginners, and those returning to cycling after a long break - No membership required.

All ABOARD 4 BURLEY. Every Saturday along a route intended for beginners yet attracting cyclists from all disciplines and all abilities as a social activity. There is no designated leader and no back up provided. Start 09:00 at Waitrose Supermarket, Christchurch or just make your own way to the Old Farmhouse Tearooms, Burley for 10:00 (see www.wessexctc.com for further details)

* * * * *

For an introduction to club riding:

PEDAL SUNDAY. The runs are approximately 30 to 50 miles, depending on the season, at an easy pace suitable for solos and tandems where the beautiful scenery can be appreciated. With stops for morning coffee, a picnic lunch and occasionally an afternoon cake stop group members will make you most welcome and be very happy to natter on matters cycling.

THURSDAY DAWDLERS Rides are at a modest pace but don't really dawdle. Most members are seniors but all are welcome. The members share an interest in the countryside, coast, buildings and views. The ride stops at cafes for elevenses and tea but members always carry their own picnic lunch.

TUESDAY TOASTERS. A 20 to 25 mile ride from Wimborne Square to Blandford using quiet roads at the pace of the slowest riders, making it ideal for newcomers to group cycling.

* * * * *

Moderate Paced

THURSDAY RIDERS. This group aims to provide moderately paced sociable rides of approximately 40 to 50 miles using minor roads, to explore Dorset and the New Forest. We stop for coffee, picnic or pub lunch and often afternoon tea. A good friendly day on the bike

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Medium Paced

THE “INTERS” are a happy go lucky bunch who look forward to Sunday rides of 60-80 miles in the winter and 80+ during the summer enjoying sociable stops for morning coffee, lunch (own packed or pub/cafe where available) and for afternoon cake. A group with a fairly wide range of ages and abilities there is a relaxed attitude should a break "go off the front." Occasional weekend trips are organised too.

* * * * *

Somewhat quicker

THE SATURDAY Velos and both ROULEURS groups take their riding that bit more seriously and produce a quicker riding experience whilst still taking in the joys of being ‘tourists’. Destinations: Coffee only Sat & Sun, while Thurs take lunches and on occasions raises the bar to 100+miles for the day.

Our next quarters Runs List follows

have a look, you’re welcome to come and join us for a ride or 2. Our ride guides will not leave you lost.
rides are 50-70 miles with the all-important CAFÉ STOP at about midpoint (we’ll do shorter rides as we start back from lockdown). We aim to enjoy a good half-day’s ride in friendly company on attractive Dorset lanes averaging 14-16 mph. New riders are supported as they get up to speed.

We keep up to date on WhatsApp, so please contact Richard Spencer on 07811946302 if you’d like to join us.
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Additional notes:
- Coffee Run Only is a different route for a coffee run, typically 60 miles (96 km). This is not a regular ride and is indicated by a specific time slot.
- The format of the table includes columns for date, group name, time, start location, and lunch provider, with additional notes for special events or changes in schedule.
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Dorset Dawdlers & Pedal Sunday section style changes:

*there is a change of format in that there are no designated rides leaders*

Dorset Dawdlers meet at either Wimborne Recreation Ground, Merley Willett Arms Car Park, Upton Country Park Entrance, Ferndown at junction of Wimborne Road East & West Moors Road or Hurn Village Stores. Come to the START POINT to meet up with other cyclists or make your own way to COFFEE. Then choose to go on as a group depending upon conditions or inclination.

Pedal Sunday has a similar format to the Dorset Dawdlers and uses the same START POINTS. Go to the start point to meet other cyclists going to the coffee stop or make your own way there. Then decide whether or not to continue further as a group, depending on the weather or inclination.

Hope the above makes sense- Yours,

Jim McDonald
My formal Gridiron ‘insider’ duties normally end when I’m asked to close the entries on the website. Easy you might think; remove the web pages that disable to links to the SQL database and delete the input fields. Turns out that sometimes people have the original page in their buffer and manage to sneak through! Ah well!

2021 Gridiron day dawns bright and warm and I decide to cycle over to Burley Street for about 13:00 which I calculate {correctly!} will find many of the riders as they approach the turn at Forest Road. So, unofficially, I take station there just as a group of twenty riders swoop down the curved road. That took away any doubts that my presence might be unnecessary, the front riders all went straight on and my shout of “Gridiron Left!” was rewarded with a screech of brakes and a lot of chaotic turning in the road.

It is still good to see that even in these days of GPS there are riders who are plainly sure of their way; cyclists who haven’t a clue; and riders who will follow the cycle in front even if they are going wrong. An enjoyable couple of hours then as a Gridiron outsider, standing there and waving riders through. Unofficial, and not essential, maybe, but many a cheery wave from the riders, an occasional stop for a chat, and a “Bon Chance” from me and it all helps the day along.

By Keith Matthews

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**Thursday Riders**

Coffee at the 1859 Café in Swanage

and then

a picnic lunch enjoying the view at the quayside

_By_

_Cathy Cottenham_
After a chance comment on a Facebook page last year, I decided that I fancied riding the Wessex SR in one week (or less). You’re probably thinking - why? Well, why not? I tried and failed then, largely due to lack of mileage, naivety & over-confidence. (See Cycle Ink #199) This year would be different. I now have a great coach, and I was going into it prepared, although not in the Lance Armstrong sense of the word.

So, on the eve of the lifting of some more Covid restrictions in May, I rode down to Poole to start the Brimstone/Hellfire (600) shortly after midnight. After several years of riding such rides (especially the Brimstone which I’ve ridden every year since 2015) I know to take it easy on the first leg - especially when riding through the night, which is always slower.

It went well, although there was an unusual amount of wildlife about during the night - fox cubs, deer, bats, badgers and some more deer. Lots of deer. At one point there was a herd of 20 or so in the road ! I had to slow to a halt while they all filed through some poor mug’s garden to get away from me. I’ve never seen so many deer in one night.

Amesbury’s Solstice Services were fully open when I arrived there after dawn (a change from last time in September when they were literally barricaded shut). It wasn’t the quickest I’d ever ridden there, but I felt good and hadn’t expended too much energy. Things were going to plan. I had a good feed and pressed on.

Riding through Great Durnford looking for the info control though, the wheels didn’t literally come off the wagon, but they had a good go. My front tyre was slashed open by a flint that looked like a shark’s tooth - if the shark had been a smoker (it was an odd, nicotine stained brown). I spent well over an hour, first trying to plug it, then trying to patch it and finally bunging a tube and a boot in to bodge it up. I was now not only behind schedule, but had blown my time in hand and was slower than the minimum speed … I legged it as soon as I could but then had to stop again before long as I’d nipped the tube whilst struggling with the tight bead.

I got going again, chasing the control time at Codford. I texted the Org to check that being two minutes late wouldn’t invalidate the ride. Thankfully it wouldn’t but he reminded me that this ride had to be completed in 40 hours. If I wanted any sleep that night, I had to push it now, as I was starting from scratch again, trying to build up a buffer.

Apart from riding on a front wheel as circular as pre-decimal coinage, I was at least moving forwards at a reasonable pace. I’d make it if it all worked out from now on… I bought some more tubes at Exmouth, had a heavenly Prawn cocktail sandwich at Taunton Deane and pushed it on home to Bristol and bed. I had a decent, albeit brief, sleep and rode through the dawn towards a workaday Malmesbury. The sun was out again and things were looking up. Life wasn’t so bad eh ?

Heading back southwards though, the clouds got heavier, and the Gods started looking at my rear tyre which inexplicably let all its air out during a heavy rainstorm in the middle of nowhere near Shaftesbury. After the previous day’s fun & games, I’d had to add to my time deficit in order to get some sleep. I was already riding my luck and now this. I couldn’t work out why the air wouldn’t stay in the tyre. There was sealant around, but not coming from any obvious place. I chucked it and shoved in another tube. I literally had no time for this - especially out in the open, scrabbling around in someone’s driveway in a rainstorm.

I resolved to go straight to the nearest bike shop in Poole after getting my final control receipt to get some new tyres. Any tyres, because mine were obviously knackered.
I negotiated the end of the school day at Wimbourne, with all the traffic that entails, but got back to the BP garage at Longfleet in Poole (just) in time. I’d made it. Now, to get the tyres fixed, get some food and sleep before Day 3 and Porkers (400).

Then came tyre-a-geddon. While trying to fit my new tyres in the hotel shower, my emotional state was on the cusp between blind fury and a screaming rage. There wasn’t much in it. I wasted so much time struggling with those new (and very expensive) Conti GP5000s. Try however I might, there was no way I was getting them on. I angrily stuffed them back in their boxes, re-fitted my old tyres and tried to get whatever sleep I could in this wound up state.

The alarm went off before I knew it and up I got - pitched out into a quiet but soaking wet Poole just after 1am. The rain just couldn’t be heavier and it lasted until just before dawn, when, exhausted and already close to the time limit, I’d reached the first control on Porkers - the Lobster Pot at Portland Bill. There’d be a steady westerly in my face on the outward stretch - all the way to Taunton Deane services - and my head just dropped. My tyres were rolling like old thrup’ny bits and it was slow going and, just to further spice things up, I’d had to wade through a flood under a rail bridge near Beaminster.

Thankfully, shortly after a Beaminster rest, who else would appear but AndyP who happened to be riding another Dorset Coast that day! His company cheered me up no end and he also helped sort the tyres when we found Wheels In Motion bike shop in Chard - whose owner re-seated my tyres so they were round once more - hurrah! We parted ways shortly after, and I rode on to Taunton Deane Services where I had a quick refuel in the sun and pressed on.

The eastward leg was greatly aided by a tailwind thankfully, so I was through Corscombe and Winterborne Whitchurch in no time - despite a stupid mistake that saw me cross a muddy cow field to correct a navigational error. I sailed along northwards up to Salisbury Plain as the sun and the temperature went down, reaching Shrewton just as the Co-op was about to close. The final stretch was going to be hard work. The dozies hit at 6d Handley, where I stopped briefly for a nap, and continued on my sketchy way on fast, empty roads all the way back to Poole.

My lights went out as soon as I hit the pillow, but before I knew anything about it the alarm was going off and I was up again, getting ready to go out on day 4, but, what do you know, the rear tyre was flat. Not the best way to embark on the Hard Boiled 300. I quickly put a new tube in and got to Longfleet garage where I resolved to use some WD40 to reseat the tyre. I faffed about there quite a bit before I’d managed to do it, meaning I was already way behind schedule at the start of what is a difficult ride at the best of times. I then happened to notice why my front tyre had started to vibrate noticeably the night before - the sidewall was de-laminating!

I couldn’t ride like this - the tyre was dangerous - but the bike shop didn’t open for another hour or so. I had no choice, so I just slopped off back to the hotel, and got the tyres I couldn’t fit ready to exchange them.
While I was there, I couldn’t help but notice the wind was getting up. Looking at my Met Office phone app, I also couldn’t help notice there was now a weather warning for the area. The westerly had picked up and there’d be gusts of over 50mph that afternoon. Now I was not only starting very much later than scheduled, but also thoroughly exhausted in every sense and would have to face that whilst going through some exposed and remote landscapes. I dragged myself back to the hotel and decided that plan B - to ride the Dorset Coast today instead - was also foolhardy.

So that was it, was it? Another doomed attempt, despite overcoming such grotty weather and my self-inflicted tyre misfortunes. I got (lots) of food in, changed my tyres and watched daytime TV in the safe haven of my hotel room. As I was planning how I’d ride home the next day, my wonderful wife instead simply suggested I should see the weather out and start riding again on Saturday. And that’s exactly what I did.

Starting the Hard Boiled at the standard time of 2am, I rode north to Amesbury in the drizzly dark and on westwards into a stiff but manageable breeze. Thankfully, the Albion was open for a mid morning fry-up when I got to Ashcott. I got chatting to the owner who even asked if I was riding the Hard Boiled when I mentioned I’d just come from Poole. Onwards across the Levels and into the Blackdowns I was riding through lanes gritty with the debris and outwash of the previous two days of storms. Although my tyres were new, I had my fingers crossed that they’d do the right thing and stay inflated.

The front then let me down in some dank muddy lane somewhere near Powerstock of course. But I changed it, got back going and was back at the hotel by half past six. Not bad considering the week I’d had. Although having two days off had wrecked my ride a day plans, I was well rested, and riding the WessexSR in a week was still on. All I had to do now was the Dorset Coast - just a 200 - simple, right?

I loaded the bike up with all I wanted to keep, as everything else was being dumped at the hotel. I was on my way home, via the Dorset Coast. I got the obligatory BP garage receipt, and headed west to Dorchester to meet up with AndyP who was doing yet another DC, this time with me for company. After a hearty breakfast, we set off towards Axminster into a cold headwind. At least it was dry today … so far. The miles rattled by easily, as they do when you’re in good company. A quick pic at Axminster for the control followed by a coffee and food stops at Burton Bradstock and Weymouth and we were well on our way eastwards and heading to Poole before the rain started as we got off the chain ferry.

What a cold, penetrating rain it was! By the time I got to Poole station I’d decided that I’d had enough and was getting the train home to Bristol. Although the ticket attendant at the station decided he couldn’t sell me a ticket for before 5am the next day, because there were no reservations left on the covid-affected service, AndyP made the genius suggestion I just got on at Hamworthy and winged it. I bought a ticket from the conductor with no problem and was home at last a few hours later. I’d done it - not as planned - but I’d completed the SR in a week.

By Graham Seward (Bristol Audax)
Wallisdown Road – Mountbatten Roundabout – completed

Poole Town – Rigler Road In construction
Poole Town - Wimborne Road – Garland Road - New Inn Junction

This map is a diagrammatic interpretation of proposals as of October 2021. Not to scale. Existing facilities, including footways and crossings, to be retained unless otherwise indicated. Adjacent roads only indicated as points of reference. Road markings not included. The exact location of bus stops in relation to cycle tracks would be subject to further design development.
Bournemouth Town Centre - Bourne Valley – Glenferness Avenue

Commenced
**Ashley Road – Harewood Avenue**

Phase one (end July to early September 2021) - Harewood Avenue: complete
Installation of a new, raised toucan crossing on Harewood Avenue near the roundabout links the cycle and walking path and provides dedicated space for pedestrians and cyclists. The existing toucan crossing and speed cushions further south-east Harewood have been removed. Extension of the 20mph zone covering all arms of the roundabout onto Harewood Avenue, Littledown Avenue and Harewood Crescent.

Phase two (November 2021 to September 2022) - Ashley Road to Harewood Avenue
Will include: A new, separate cycle path will be installed next to the existing footpath between the Vitality Stadium and Harewood Avenue. This will create a 2m wide footpath and a 3m wide two-way cycle path, separated by an area of wildflower planting where space allows. A new separate 3m wide two-way cycle path and 2m wide footpath separated by an area of wildflower planting will be installed alongside Kings Park Bowling Green. Improved cycle and walking facility alongside the car park by the Vitality Stadium, a new informal raised crossing will be installed over Kings Park Drive between the car park at the Vitality Stadium and Kings Park Bowling Green to slow traffic and provide a safer area for pedestrians to cross.

Improvements to existing lighting and installing of new lighting through the park to improve safety and security. Disabled parking spaces will be relocated from the eastern side of the cricket pavilion and café to the Ashley Road side of the building. This will allow space for the construction of a new improved access ramp to the cricket pavilion and café. Installation of new larger raised crossing, improved pedestrian facilities and cycle parking facilities outside the café. Changing some parking bay locations on Kings Park Drive to create safe access along the new cycle track. Bollards will be installed on the existing line-marked cycle lane on King’s Park Drive to prevent vehicles from parking within it.

**Whitelegg Way – almost finished**

A new, dedicated (segregated from traffic) 850m cycle track along both sides of Whitelegg Way between Redhill roundabout and Northbourne sides of Whitelegg Way between Redhill roundabout and Northbourne roundabout providing a protected route for cyclists.
Reducing the speed limit from 40mph to 30mph along Whitelegg Way to make the road safer for drivers and cyclists. Upgrading and relocating the existing crossing closer to...
Northbourne Roundabout with new walking and cycling links into Wimborne Road. Upgrading the street lighting. Resurfacing the carriageway. Upgrading the traffic signs. A 4-metre-wide toucan crossing across Whitelegg Way close to Redhill roundabout. A raised table crossing – a traffic calming measure – across the junction where Old Road (east side of Wimborne Road) meets Whitelegg Way. This includes new shared use paths across adjoining side roads, with new shared use paths to allow eastbound cyclists access to the road.

New cycle and walking paths either side of Whitelegg Way from Redhill Roundabout up to Wimborne Road slip road.

Removal of the left-turn from Wimborne Road onto Whitelegg Way to reduce waiting times for buses, cars and cyclists. There will be a dedicated waiting space for cyclists at the junction, as well as a head start for cyclists before vehicles when lights turn green. New bus stop shelters and real time information displays along Wimborne Road slip road.
Working with 31 schools across Dorset including in Ferndown, Verwood, Upton and Wimborne.

Sustrans and Bikeability partnered to promote Bike to school week across the country at the end of Sept/start of October. Very positive response locally with lots of schools running events. Despite Covid our local project has kept busy, particularly with Dr Bike events and learn to ride sessions. Schools are still keen for us to work with them, especially with outdoor activities being less risky.

Over the summer holiday we delivered a number of learn to ride sessions. These were held at schools as a venue, but available for anyone to sign up to. Lots of nice feedback and many more children able to cycle without needing stabilisers. Working with a couple of schools to improve access for people cycling. Allenbourn and Wey Valley are considering changing elements of their access road or car park to make improvements. I am hoping to work with a couple of schools on a pupil voice project this year. It is designed to help pupils identify barriers to cycling to school and then work on solutions to fix things.

Cycle shelter update – 260 new cycle parking spaces installed over the summer at various schools.

**Exciting times for walking and cycling!**

*Paul Turner, CTC Wessex Cycling ‘C.A.N.’ Officer [BCP]*

![Image of a water refill station in Dorset]
Minutes of the Committee Meeting
18th Aug 2021 (via Zoom)

Present: Rob Ward (RW) (Chairman)
Henrietta Howarth (HH) Secretary
John Jackson (JJ) Treasurer
Cathy Cottenham (CC)
Keith Matthews (KM) Meeting host
Penny Buckley (PB) (Minute Secretary)

1. Welcome & Apologies:
The Chairman opened the meeting at 7.30 pm. Apologies were received from:
Steve Gray, Jim McDonald, Shawn Shaw, Richard Spencer and Paul Turner.

2. Notification of Any Other Business
Cycling Advocacy Network – to be covered at item 12
Shawn Shaw – Request to Wessex CTC to underwrite 3 x Randonneur events in 2022. Organisation of these Audax events. Item to be covered as agenda item

3. Minutes of the previous meeting: 19 May 2021
The minutes were accepted
Proposer: KM
Seconded: JJ

4. Matters arising from the minutes
There were no matters arising

5. Correspondence
HH had received correspondence from CUK, to be covered in her report
RW had received request from Nicky Cook to be a Bikeability trainer

6. Chairman’s report
Elect Auditor: RW had spoken to member, Nigel Steel, who was well known to the Committee and willing to accept the post.
Proposer: RW
Seconded: CC
RW would make contact ACTION: RW
Christmas Lunch: Should the event be held? Time is running out. Dave Langley and Dennis Eveleigh had organised in the past. A discussion followed covering reluctance vis-à-vis Covid and the benefits of meeting other clubs / members. RW pointed out the variety of ‘tools’ available on the CUK website to promote clubs and events.

JJ would contact DE to sound out possibility of using Bournemouth Sports Club and cost ACTION: JJ

RW suggested convening a separate meeting after 2 weeks ie. 1 Sept with HH and JJ to discuss this further ACTION: RW, HH & JJ

Track nights at the Velodrome: These had been popular and had brought back former members. The recent success at the Olympics would encourage more people to try.

It was suggested that Wessex CTC underwrite 4-6 nights during July/ August 2022. Cost: £80 per night to include a coach which was considered essential. These nights would be aimed at younger riders. It was acknowledged that there were plenty of members with requisite DBS clearance.

Bikeability: To be covered later

Deputies: RW stressed the need for officers of the Committee and anyone with a defined role to identify a deputy, with a view to covering absence and securing the succession.

KM also mentioned the website

RW said that he was not seeking answers this night but that everyone should consider the matter; a plan had to be in place.

Several points were made: JJ said it was difficult to be enthusiastic unless a fixed date is named.

HH asked if members could come onto Committee without a specific role. By doing so, they would get an indication of how much time would be involved for different roles they might take on in the future

KM added that ‘old’ faces tended to put people off.

KM said that he was always on the lookout for new faces. He was now running the website on a maintenance basis, pointing out that he was unwilling to learn a new package and there were plenty of tech savvy younger people who could take it on. KM added migrating the domain would not be difficult.

RW said Shawn Shaw was resigning as Editor of Cycle Ink and HH had news for later.

RW said he would put together a communication before the next AGM asking for deputies, stressing that Committee roles were not ‘life-time’. This would not be healthy for the Club and everyone should feel a responsibility to contribute to the management of the club.

ACTION: RW

RW summarised by saying that he, JJ and HH would put some ideas together before the next Committee meeting. ACTION: RW, HH & JJ
7. Secretary’s Report

HH had received an email from Tom Page summarising various tools and services available from CUK. She wanted the Committee to know of these capabilities. As Group Secretary HH had the necessary permissions for editing CUK web page. She could also grant permissions to other Committee members. Info on CUK website:

Cycling Group Digital Tools (for Member Groups and Affiliated Groups) | Cycling UK

RW agreed to email Tom Page

ACTION: RW

Assemble – on-line ride leader registration and other tools
All Committee members can register for this. HH is registered and encouraged other ride organisers to register the ride leaders of their groups. Info on CUK website:

How to register your ride leaders and group officials | Cycling UK

Going the extra mile – recognising outstanding volunteers
Possible to nominate volunteers. Also thank you cards and certificates available and opportunity to induct into the CUK Roll of Honour. Info on CUK website:

Going the Extra Mile: how to recognise and thank outstanding volunteers | Cycling UK

Ride Leaders’ Workshop
Q&A session took place on Wednesday 11 Aug. A recording is available on CUK website

Women’s Rides
To encourage women onto rides, women only rides might be considered, alternatively a suggestion that a female member escort prospective women on a trial ride(s). HH invited comments and suggestions on this. Advice on attracting women to rides on CUK website: Top tips for running a women friendly or women-only cycle ride | Cycling UK

ACTION: ALL

A discussion followed on the perceived issues of women joining established rides which could be dominated by fast men in Lycra.

RW agreed to email the Tuesday Toasters to ask one woman to invite another onto women’s introduction rides.

ACTION: RW

RW reiterated that the CUK website suite of tools now available was good.

HH said that Phase 1 was now ‘live’ with weekly updates, email templates and the ability to unsubscribe

Phase 2 – Date yet to be advised

KM noted that if the above was as good as it seemed, a Club website and / or magazine might be superfluous.

RW agreed that individual websites were becoming less useful. Particularly with FB and Whatsapp available also.
Secretary role
HH told the meeting she wished to stand down from the role by the date of the next AGM or whenever a replacement had been identified, whichever is sooner. She asked all Committee members to consider who might take on the role.

**ACTION**: ALL

RW said they were sorry to see HH resign but thanked her for stepping up to the role and handing it on in good order.

HH thanked RW for his kind words.

8. Treasurer’s report
JJ reported that as at 18 August the balances in the accounts were:

- **Current**: £361.03
- **Deposit**: £1530.17
- **Total**: £1891.20 (a decrease of £342.13 since 19 May)

**Income**: £10.00 2 x post subscription for Cycle Ink
**£00.03**  Interest

**Expenditure**:
- £95.00 Terry Walsh Memorial Booklet
- £165.00 Printing of Cycle Ink
- £76.16 Hosting CTC Wessex cycling website
- £18.00 Engraving Freewheel Cup

JJ summed up by saying there were sufficient funds to cover future expenditure, there were no significant expenses in the pipeline.

RW reported that there had been 520 registrations for the Gridiron equating to approximately £5,200. JJ added that the event should generate a profit. RW asked if the event would be run separate from the general account. JJ said this was the case.

9. Bikeability
RW reported that BCP had been very busy with cycling improvements. There had been no training in 2020.

RW said all instructors had been extremely busy during spring/summer. RW and his wife had also done training. Funding to the value of £1,300 was available to train 2 more instructors of which one was Nicky Cook.

10. Gridiron
RW told the meeting that more volunteers were needed for the event. He planned to be at the start and also to ride. RW said he would send an email requesting volunteers.

**ACTION**: RW

CC reported she would be doing a recce of the Hyde stop the following week with Tony Clewes.

It was agreed the Gridiron was in good shape.
11. Publicity: Flier, press releases, FaceBook
   RW was minded to reprint the general purpose flier once more also one for the
   Gridiron but added that communication via internet, FB and Whatsapp was the way
   ahead. He encouraged everyone to post photos on FB. Electronic press releases
   would be used in future.

12. CUK membership database problems & Cycling Advocacy Network
   RW said issues with the database had been resolved
   RW had read and accepted PT’s report and would encourage PT to continue what he was
   doing.
   KM added that PT was working for CUK

13. AOB
   3 Randonneur events
   HH reported that Peter Trevis was willing to organise 3 events though he had not
   organised events before. The meeting was told that Andy Preston was standing down
   from organising the Dorset Coast. This surprised KM and he agreed to contact Andy
   ACTION: KM
   RW confirmed that the Club would only be underwriting these events and not organising
   It was agreed to publish the events on the website.

   Diverse abilities
   CC had received enquiries from some who had found the pace too much. A discussion
   followed on the problem of encouraging new riders without compromising the expectations
   of the ride for others CC said the average speed was 13 mph. It was important not to
   discourage people. It was acknowledged that John Hayter managed the situation well.
   RW suggested advising the pace on the rides’ list and chatting at the start of the ride.

14. Date of next meeting
   Wednesday, 17 November, at 7.30 pm at Kinson Conservative Club. Alan Baker would be
   asked to book the venue.
   ACTION: AB
   RW was keen to find a new venue with wi-fi to allow Zoom for JJ

The meeting closed at 9.20 pm

Penny Buckley, Minutes Secretary to the Group Committee
Bikes and bits to sell or exchange? Offer them here and on the website www.wessexctc.org

Mature model seeks human companion for adventurous treks in the countryside.
Columbus tubing with Campag 10 speed transmission. C10 chain: condition good
Stronglight Rings 48/34: cassette is 12:32.
Wheels are Racing 7 Fulcrum - Carbon forks with Cane Creek headset
Offers (guide £350)
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