



Rye and District Wheelers Newsletter

July 2021

From the chairman:

Welcome to the Rye Wheelers Newsletter.

In this edition you will find:

- Exciting news about a 33% club kit sale for July and August
- An invitation to express interest in an overnight ride leaving from Rye at 1 minute past midnight on Saturday 14th August.
- A ride report of the solstice ride kindly provided by Dave Greenwood. The text is as on the website, if you are a close follower of that, but new photos are included.
- A ride report of last year's "Up for Lunch", published with apologies to Dave Richardson as I omitted it from the last newsletter
- My ramblings about my Land's End to John O'Groats ride.
- A report from the Racing Secretary on this year so far.

Before I go on though, congratulations must go to Captain Dave Greenwood for achieving Club Champion 2021 in the 100 mile TT KCA (National/Kent Group VTTA) 100 Mile Time Trial. And also to Rick Box on completing the Highland 500 (we missed each other by a few miles when I was doing LeJog) which included a hugely strenuous and, in true Rick style, eyewateringly mountainous trek up the west coast of Scotland whilst I was cruising the kinder terrain of the east side.

Phil Lawson

Club Kit Sale

There is a club kit sale, while stocks last. It's an opportunity to get your hands on some club kit at an **incredible 33%** off the normal prices. Prices have been harmonised and there will no longer be a price distinction between the two previous suppliers we have used. Sale prices are as follows:

	WAS	SALE PRICE
Short sleeve Jersey	£40.00	£26.40
Long Sleeve Jersey	£44.00	£29.04
Gilet	£40.00	£26.40
Bib shorts	£47.00	£31.02
Winter Jacket	£55.00	£36.30
Bib tights	£49.00	£32.34
Race Suit	£70.00	£46.20
Overshoes	£20.00	£13.20

Please remember this is **WHILE STOCKS LAST AND ENDS ON 31 AUGUST 2021**

To check stock in your size and take advantage of these properly amazing prices, please contact Angela Collier on:

Email: sharkakomasi@hotmail.co.uk tel/text/whatsapp: 07478 314223

Are you having trouble sleeping these summer nights?

If so we may have something for you. Phil Lawson is planning a night ride from Rye leaving at one minute past midnight on the very early morning of Saturday 14th August, thereby cannily avoiding riding on Friday 13th. This could either be a one way ride to Margate in time for the very first café opening (7am) then a train journey back or a shorter circular ride back to Rye, back to your car/home and bed. In either case there will be a refreshment stop half way through, details to be notified. There is scope for a fast and a slow route, Phil himself plans to aim for 12-13 mph which seems to be an average speed for many riders in the club, but NOBODY will get left behind. Please express your interest by either texting 07901 947061 or emailing email@phillawson.uk with "Night Ride" in the email or text. Please also say whether you would prefer a circular ride or a one way ride to Margate. Whichever route gets the most preferences will be the route taken.

Summer Solstice Ride 2021 19th June. (Dave Greenwood)



Introduction

The Summer Solstice Ride is a single day ride of 200+ miles ridden on the closest Saturday to the Solstice day (June 21st). The ride is taken on by Barry Goodsell, Nick Wilson, Steve Gooch and myself (Dave Greenwood). In 2019 we rode the well known "Chase the Sun" from the Isle of Sheppey to Burnham on Sea on the west coast. Due to the pandemic our rides in 2020/21 have started and finished in Rye.

The prep

I have taken on the responsibility of route planning, route recce, route briefing and generally keeping order on the day. Barry, very kindly host's the briefing at his Pub, The Crooked Shepherd. As the title suggests the route briefing is a detailed description of the route, planned refreshment stops and general points of interest. There is of course beer to drink, food to eat and fat to chew. Partners and guests are invited, however, they do not have the required clearance to be in the briefing.

This years ride.

We met up at The Cattle Market car park @ 0445hrs for a 0500hrs roll out. The start of the ride was the only flat part, taking in the bridge at Appledore then along the Marsh to Hythe. Our 19 mph average was soon sharply reduced as we took on inclines out of Sandgate, Folkestone and up past Dover Castle.

We followed the coastal roads and tracks from Dover to Deal . On route we came across an unplanned fallen tree obstruction on the country path between St. Margaret's at Cliffe and Kingstown at which point there was no turning back, so we split either side of the fallen tree and passed the bikes through. After a quick dust down we were on our way to our first feed stop at The Gulf Garage on Ramsgate road east of Sandwich at 53 miles.



Turning inland through Minster, Monkton and Hoath, then back along the coast from Bishopstone to my Dads house in Whitstable. The idea behind this stop was to shed Gilet's and arm warmers, but this was not the case. The temperature never raised above 13 degrees, mixed in with wet roads and a dampness in the air it made for a pretty cold day throughout.

Carrying on through Faversham, Sittingbourne, Iwade then Upchurch for our 100 mile planned stop, 7 hours in, with over 16 hours of daylight promised there is no need for rushing.

Next we tackled the Medway towns of Gillingham, Chatham and Strood, before heading back out to open roads up to the Cliffe Marshes.

A brief stop at the Cyclopark we then finally started to head southish, with "Toys Hill" on our minds. We hit the base of Toys Hill in Brasted at 145 miles for the 1.85 mile climb with an average of 5%. As we rolled over the top it was a down hill run to our only proper sit down café at Four Elms Nursery, and a joy it was to have sausage and egg muffins washed down with tea and coffee.

Leaving the café at 16:10 with 50 miles left of ups and downs to cover, we headed down to Frant, Wadhurst, Burwash and our final bidon refill in Battle. The passing traffic had picked up as we headed to Ore then our final climb up and over and down Battery Hill to Pett level.

Chain Gang mode kicked in for the final head wind push through Winchelsea beach then onto the finish at The Cattle Market Rye.

At the finish we were very gratefully met by Rebecca Wilson and Phil Lawson with much needed beer, tea cakes and chocolate brownies.

Stats for the Solstice Ride 2021 were 201 miles with an elevation of over 9,900ft. Total time of 18hrs with a riding time of 12 hrs 30 mins.

Here's to Solstice 2022.



Some more pictures of the solstice quartet!



Up For Lunch 30th August 2020 (Dave Richardson)

Along with most group based cycling events, Up For Lunch 2020 did not take place in the usual way with riders from other clubs able to join the challenge. Instead it was run as an extended Sunday club ride starting from the new "Hub" building at Rye Hospital.

Around 12 of the club stalwart Sunday riders took on the hills between Rye and Burwash including James Ashburnham who completed it earlier in the morning completely unaided by any refreshments at all.

Phil Lawson and Paul Simpson acted as food marshals at Brightling Observatory and Hundred House Lane. Patiently waiting until the last riders; Dave Richardson, Rick Box & Lisa McNally passed through at between 12 noon & 1.30pm. Lisa was the only female to complete the Black route making it over the 103Km with 1900metres of climbing.

It was a shame not to be able to take advantage of the facilities offered by the new community Hub at the Hospital. But through very generous donations from those who took part we managed to raise £180 for this very good cause.

Due to racing commitments it looks like Up For Lunch will be held on 29th August this year. It will be an open event again with all three rides, White(50K), Red(75K) & Black(100K) catered for and a final lunch stop back at the Rye Hospital community Hub.



Lands End to John O'Groats May/June 2021. (Phil Lawson)

Having cycled from Vancouver to San Francisco in 2019, I had been planning an East Coast USA extravaganza from Florida to Boston this year. Covid put paid to that and I was to say the least very put out, ready to sit at home, eat pizza, pile on the pounds and regret wasting my winter of training. My America trip had been cancelled with just 7 days to go, as the long awaited announcement did not put USA on or anywhere near any green lists.

After a good couple of days in a monumental sulk, I started thinking marginally more positively and after a friend had kindly sent me GPX data for Lands End to John O'Groats, I had added it to a google mymaps and to my astonishment found there was only 21,000 feet of climbing in the whole ride. I don't know which key I pressed because on my computer keyboard there is no "add things up wrong" button. That'll be easy, I thought, and booked a train ticket to Penzance. Like an idiot I watched the flight I had intended to take to Georgia



on FlightRadar and saw it's avatar land at Atlanta airport whilst on the amazingly long train journey to Penzance.

Arriving at 20.30 and planning to be at St Just Youth Hostel by 22.00 had not been a big ask, and wouldn't have been I'm sure, if I hadn't punctured after half a mile.

Fortunately, being so far west, and mid May, it was still light-ish, and I mended that and got to the youth hostel with 15 minutes to spare. No food, so I heated up baked beans and sausages on my stove outside, and went to bed with the journey ahead of me.



A good tailwind and a sunny day, but hills like nothing in Rye, I arrived about 7.30 in St Austell and could not find a hotel to stay in. B+B's were closed "due to Covid" and their phones implored me to leave a voicemail and they would ring me back. To this day I have not had a callback from a single one. I had the tent, but what was I expected to do, and would I be allowed to pitch up in a park in St Austell? I ended up staying in a luxury hotel at £130 for the night and lamented not being in a \$50 motel in America, my mind crowded with thoughts of giving up. A call to my wife persuaded me to carry on for another day (she likes the extra few feet in the bed).

The following morning, 60 mile an hour winds and lashing rain accompanied me across Bodmin Moor and it took me until 8pm to get to Oakhampton. The hills were brutal, and it began to strike me as odd that I had climbed nearly 9,000 feet of my expected 21,000 in the first two days. The following day a further 4,500 feet of climbing and a trip through an unexpected town which I later identified as Taunton finally took me to the corner in England where I could turn North.

There followed Chepstow, to where my son drove over from Uni in Cardiff to meet me for a meal (obviously I was paying), and in and out of the Welsh Border to Ludlow where I had my first rest day. So far 20,500 feet of my expected 21,000 so I had to conclude either Scotland was very flat or my estimate was very, very badly wrong!

From Ludlow, I went through Wales again to Chester, Lancaster, Kirkoswald, Hawick and Rosyth to my next rest day. The top highlight was cycling with the Lake District mountains on my left and the Pennines on the right passing through Kirkby Lonsdale on day three. I remembered on my first ever tour from my home in Yorkshire when I was in my twenties riding up to the Lake District, all around there and back towards home having to buy a new tyre in Kendal, and it failing by Kirkby Lonsdale. I had then locked the bike in the war memorial in KL and hitchhiked back with the wheel to Kendal to take the tyre back. I was a true Yorkshireman in those days.

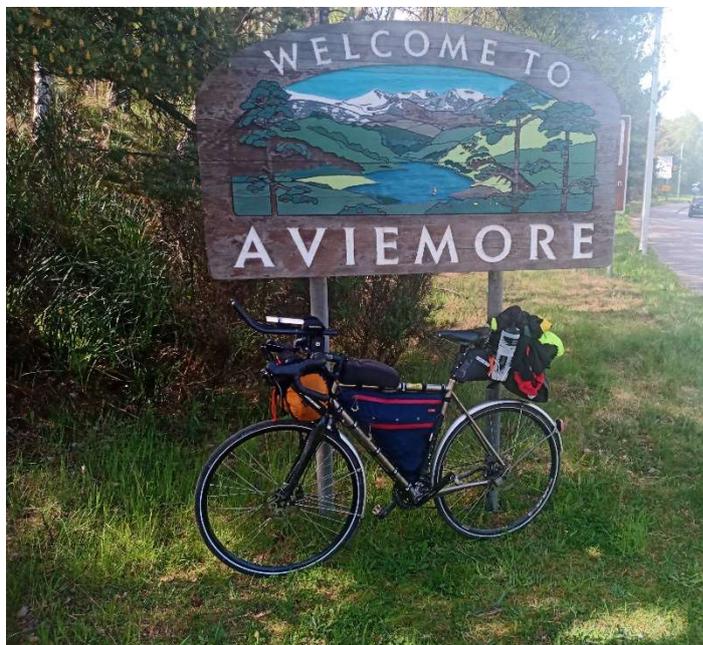
Another highlight was a visit from my sister who lives in Northumberland when I was at Hawick, and sampling the fare of their Wetherspools.

The low point was sleeping in a "camping pod" on a hard wooden floor near Kirkoswald.

The Severn Bridge had been amazing, the Forth Bridge not so as there was a thick fog as I crossed, called the Haar by the locals. But a day off in a sunny Edinburgh and a trip to Decathlon for a replacement for my helmet which was literally falling apart was just what the doctor ordered.

And this is where the trip became really special. Scotland north of Edinburgh was absolutely beautiful, with day after day of unbroken sunshine, and much easier hills than Cornwall. I saw red deer. I saw a golden eagle. Many, many buzzards, oystercatchers (which seem to have replaced gulls in Scotland), thousands and thousands of swallows and housemartins, which you don't see many of in Kent. I arrived at the signpost at John O'Groats having completed 969 miles and 57,500 feet of climbing. I also arrived no longer regretting I had not been able to go on my American trip. The absolute focus being from Lancaster northwards, I had seen half of Britain in the most amazing weather which I could never have even hoped for, the trip had been strenuous and challenging and I had prevailed. I had completed it in a not too bad 14 and a half riding days, (apparently the record is under two days though) carrying everything including a tent and cooker, a total bike weight of about 32 kg. Although I

had had to mend gears near Lancaster, I hadn't had a single puncture since Penzance, I'd had some problems with electronics, but had managed to measure distances and routes.





Racing reports (up to June 2nd) — Nick Wilson

After the cancellation of all the early season time trials in our district, the eventual lifting of some of the Covid restrictions in April meant that those keen to take on the clock were able to dust off their racing machines by mid month. The first KCA scheduled event was a 25 miler on the Q25/8 Chilham course on 18th April and three Wheelers made the start. It was a bright but very cold morning and overnight the organiser had advised that roadworks would mean a shortened course. The ten mile route would be the first time that the Q10/6 course was used and provided a real test with the poor road surface and a nasty climb in the last mile.

Aerocoach will be a name familiar to racers as a provider of trick components for racing machines and services to improve aerodynamics, this year however, they have sponsored a road bike only series for riders who aren't interested in joining the time trial arms race and this event formed part of this national series.

Dave Greenwood 25:21

Alex Balfour 25:46 (road bike)

Rebecca Wilson 26:09



After nearly a two year break, our own club series got underway on 7th May. We had been hoping for a good turnout as there had been very few opportunities to race locally in the weeks before and the popular Ashford events are restricted to their own club members again this season. It was therefore a little disappointing to have only five riders, although I am grateful to those who rode and those who came out to watch and help run the event

Barry Goodsell	24:32
Dave Greenwood	25:00
Rebecca Wilson	25:48
Jamie Kirkham	29:51. (road bike)

The cold, dry North Easterly winds of April gave way to cold and wet winds in May, the next event on our calendar was the Medway Velo 10 on 15th, which would also be run on the Q10/6. There were four Wheelers not put off by the rather miserable conditions, and it was also my start to the season.

Nick Wilson	22:58
Alex Balfour	24:51. (road bike)
Dave Greenwood	25:34
Rebecca Wilson	26:16

At the end of the unusually wet May, the bank holiday forecast was surprisingly good and we were all hoping for a pleasant day to ride a couple of laps of the marsh in the KCA 50 held on the Q50/11 course on 30th. The morning was rather overcast which meant that the cool overnight temperature didn't lift throughout the event, but it was the stiff North Easterly which provided the real test. The wind strength seemed to increase for the second lap and the final push from Jury's Gap to the finish in Hamstreet put a dent in most average speeds.

Nick Wilson 1:55:29

Alex Balfour 2:09:05. (road bike)

Dave Greenwood 2:10:57

Mark Amon 2:20:09

Rebecca Wilson 2:21:45