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## The end of season club awards.

Before departing for Ireland, Ian made sure we all had a great end of season awards evening. Great food and company with plenty of awards, and raffle prizes to make for a very enjoyable evening. In fact the hats from the raffle were quite a hit!

This year though the cycling achievements took second place to the biggest achievement of the Westerley year.

When I first joined Westerley, one man in particular was mentioned. In fact that same man was one of the first people to email me, welcoming me to the club.

He is fondly known as Roly.

Roly has been battling illness this year, it has seemed determined but he has been even more so.

It was quite something for club members to have the surprise of seeing Roly, with his family, at the club dinner. Not just at the club dinner but in great spirit, with all the humour and warmth people admire him for.

It was very fitting for Roly to be named Club Person of the Year.

A man who, in between illness this year was cycling out to a club 10TT. A man who apologised TO ME, for getting ill on the way there and being unable to meet me in person. A man who is a complete Gentleman.

Roly and family we all wish you well for 2019.

Terry..

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## THE RESULTS

Ladies Champion	Gillian Morgan
Short Distance Champion	Ben Allen
Vets Champion	Ben Allen
Charlie Allen Memorial 50 Mile Trophy	Ben Allen
50 mile Ladies	Gillian Morgan
H.L Kennedy 25 Mile Trophy	Nic Stevenson
25 mile Ladies	Gillian Morgan
W.Harrison 10 Mile Trophy	Ben Allen
Ann Woolsey 10 Mile Trophy	Gillian Morgan
Norman Ware Trophy	Jeremy Ball
Road Race Champion	Ben Allen
Old Crocks	Dave Morrison
Bob Kynaston Hill Climb	Ben Allen
Hillingdon Overall	Tim Childs
Hillingdon Handicap	Dave Morrison
Presidents Trophy	Ben Allen
Les Ames Shield	Ben Allen
Club Person Of The Year	Roland Collicott

# The Big Interview

This months big interview is with Christine Meek.

This year Christine has represented Great Britain in various athletic disciplines. Her incredible achievements really are inspiring.

Thanks again to Christine for her time and well answered questions, hopefully you all enjoy it as much as I did.





1. Name  
Christine Meek
2. Age  
60 next week
3. Where you live  
Hanwell
4. Where you're from  
Birmingham
5. Bike-Bikes owned. Past or Present as many as you like. Currently I have too many and strangely they are all Treks. I guess my favourite is my glittery, red Speed Concept TT, although I am enjoying riding my daughter's tatty old cyclocross bike.
6. What got you into cycling?  
My sister's Boyfriend when I was early 20's. He dragged us off to France for cycle touring and camping.

7. What is your favourite cycling memory?

My favourite cycling memory is of a solo ride I did in France as preparation for my first iron distance triathlon. We were camping in the foothills of the French alps on a lake near the Swiss border. I mapped out a route that took me round the lake, up some climbs and completed 3 laps to achieve my target distance of 140km. Looking back now, it does not seem much, but at the time it was the furthest I had ever ridden and it was a real challenge.

8. Who is/are your cycling hero/heroes?

It sounds a bit corny, but it was actually my dad. He was not a recreational or racing cyclist or a member of a club, he just didn't have free time for that sort of pursuit. But my earliest memories were of him riding to and from work/station every day. He used to keep his bike well oiled but looking tatty so that it did not get nicked.



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9. Following lots of qualifying events, this year you have been representing Team GB on the world stage! What did it feel like to compete against the world's best?

Competing at this level was a real privilege and a bit of an eye-opener. There are some seriously talented and committed athletes out there, some competing well into their 80's.

10. Being the incredible athlete that you are, you have experienced success in Triathlon, Duathlon and Aquathlon. What has been your hardest event to date?

The toughest event for me so far has to be Ironman Wales, which I raced in 2015. I knew Wales was hilly, but even the swim had hills in this race! The bike leg(180km) was so tough that I had little left for my favourite part(the marathon). I had to dig deep to finish, but the local support for this race and my brilliant clubmates(who had all finished) kept me going.

11. You have been in events across the globe representing our country, Ibiza and Australia to name just two. If you can, what has been your favourite place to cycle?

It has to be France. Anywhere in France. The countryside is wonderful for cyclists. It has everything from flats, winding lanes, little villages, cafes, lakes, rivers, cafes, hills, mountains and did I mention the cafes? Also, everyone loves cyclists, it is the only place I have felt safe cycling.

12. Do you have any advice for athletes wanting to step up a level in their sport?

Whatever your sport you need the 3 D's - Discipline, Dedication and Determination. A sense of humour is useful.

13. Finally What you love about Westerly cc.

What I love(and hate in equal measure)about Westerley CC is the old fashioned and slightly weird customs. The baffling technical terms and unfathomable handicap system. The huge list of Trophies for competitions I still don't understand even after winning some of them myself! But it is the enthusiasm and inclusiveness of the members that will always make a good club great.

# N+1. How many bikes should you own?

There's a little known cycling rule that the correct amount of bikes to own is  $N+1$ .  $N$  being the amount you currently own.

It's a curious rule fairly specific to cycling. The same can't be said for football, rugby, tennis or most other sports. Maybe fishing and golf. Essentially it's a rule and thought process that helps us cyclists, justify what we are about to do.

We all start somewhere right. Essentially cycling is free and usually starts as a child on a BMX or mountain bike. It's only as an adult are we fully groomed.



The road bike shows us speed and a different experience and kick starts the hard stuff. This usually leads to more expensive tyres, a top end groupset and a new wheelset.

You try the club's 10 mile TT and convince yourself that you could be almost as good as Ben, if only you had a TT bike. Okay so that's a little specific to me, subsequent I've realised that I need to be able to pedal a decent gear ratio first.

I digress....

The TT season finishes, the days get shorter and cleaning the bike gets longer. You consider getting a winter bike.

The winter bike has chunkier tyres, you take it off road, you like it, you buy a mountain bike or a

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cyclo-cross bike.

You try off road events, it's bumpy, it hurts, you get a turbo trainer.

The turbo trainer wears out your expensive tyres, you get a turbo tyre, the turbo tyre needs a wheel, needs a cassette.

The only thing left is track racing, also if I go to Japan maybe I'd like to use my own keirin bike.

Humbleness kicks in.....

I need to remember why I started cycling in the first place. The days where I just jumped on my bike, hit the roads, went to the park with some friends, left it outside a shop and grabbed some sweets.

I KNOW, I NEED A SINGLE SPEED BIKE!!

Ultimately N+1 helps keep the cyclist interested. I think my wife sold it to me once in a justifiable way.

*"At least you're not spending it all in the pub"*

Let's hope you've been good girls and boys this year and that Santa brings you whatever disciplined bicycle you need.

TCH



**ONE FROM THE ARCHIVES...** For anyone looking for some inspiration in 2019, here's a well written piece from our own Keith Shorten.



'Where exactly am I and which in direction do I need to go?'



### **The Fred Whitton Challenge Made Easy by Keith Shorten**

Years ago when I learned of The Fred Whitton Challenge my first thought was, 'I'd really love to do that'. My second thought was, 'You're well past it. Forget it'. But I didn't forget it and now and again looked at the route and considered the possibilities. It could after all be ridden over several days by someone whose powers had declined just a little from their youthful vigour. Logistics were the main problem. I needed a quick fold bike with very low gears that rode like a road bike. My much used and modified Airnimal failed the quick foldability test. I also have a Dahon Mu8 which passes the quick fold test and on which I have had many adventures over ten years but with straight bars I found it only suitable for relatively short easy rides.

Around March this year I was reflecting that in September next year I will 80 and feelings of 'now or never' started to creep up on me. In that mood I was hit by the inspiration that it must be possible to modify the Dahon to suit my needs. A bit of web searching showed that it could be done and so I set to work.

The Dahon had an 8 speed cassette with a single 53 tooth chainwheel and 20 inch wheels. I set about converting it to drop bars to give a road bike riding position with Shimano Tiagra STi brake lever/gear shifters and gears. Add a 34/50 double chainset and 11 to 32 tooth ten speed

cassette and the gear range is extended down to a very low twiddle as required. One problem was that the frame configuration where the front mech is mounted is very cramped. Not to be defeated, I located an adaptor designed for the purpose and available direct from Hong Kong. As the conversion went ahead mounting the front mech was problematical. The Tiagra mech has a long actuating arm and was no go. In my spares collection I had a fifteen year old 105 mech with a much smaller angled arm that just fitted in the space available. A problem remained that the combination of the large chainwheel and the



three largest sprockets cannot be used because the chain rubs under the top of the front mech cage. There is no room to raise it clear but I can live with that.

The Dahon was equipped with standard V-brakes with 10cm arms that require too much pull for operation with drop bar STi levers. This was solved by replacing them with Tektro Mini V-brakes with 8cm arms. The combination works well at the cost of reduced but still acceptable tyre clearance.

Another 'problem' is folding the bike with drop bars.

When folded the original 'flat' bars lay along the front wheel inside the folded frame. This is not possible with drop bars. The answer, was to saw off half the length of the telescopic handle bar post so that it can be extracted from the steering column during folding. The bike can then be folded and the loose bars hooked over the frame. It works for me but I'm sure it is not an acceptable design feature for sale to the public!

In the past I have used two small panniers and a rack bag for luggage but was looking for something more manageable. A Carradice rack bag with side pockets that drop down to make small panniers provided adequate capacity. It has the convenience of being easily detached from

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the bike and carried using a shoulder strap provided for the purpose. So luggage and folded bike can be handled together by one person.

When the 'conversion' was 90% complete and rideable I loaded up the rack bag and panniers and took off on a 50 mile test ride around the Chiltern lanes. The bike handled well, has the feel of a 'road' bike and the low gears allowed me to twiddle up short sharp rises with ease. In short, I had created a brilliant expedition bike. At that point in March I decided that early May would be a good time to go and set about making arrangements. The plan was to travel up to Ambleside on Monday 8<sup>th</sup> May, ride the Fred Whitton route over the next three days and return to London on the Friday. With train seats booked on the Virgin west coast main line and one night hotel stop overs booked at Ambleside, Keswick, Gosforth and back to Ambleside, I was ready to go.



Carefully checking out the route I was going to ride I printed it off from Memory Map on nine sheets of A4 and highlighted the roads to be taken. This was my normal route guide. As backup I carried the whole UK Memory Map on a 7 inch tablet. This was occasionally used to resolve doubt about 'Where exactly am I and which in direction do I need to go?' as it shows a little Sat Nav position locator on the map on the screen.

During the week before my departure The Lake District enjoyed fabulous weather and I began to fear the good weather allocation running out.

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Looking at the week ahead forecast on the day before setting out my hopes rose. It was looking good. Come Monday morning and I rode off from home in cool, wet and windy conditions. A two mile ride takes me to Brentford station. Train to Waterloo and then ride the couple of miles up to Euston to catch the 12.30pm express to Oxenholme on the south east outskirts of Kendal. The train was packed but my folding bike was accepted at the ticket barrier with a, 'You will fold that up before you board the train won't you sir?' There is very little luggage space on these Virgin trains but the folded bike is OK by the exit. As we travelled north the sky cleared and the sun shone. Emerging from the station into the sunshine at Oxenholme I studied page one of my maps. Ambleside is about 17 miles away through Kendal, over the moors via Crook, drop down to Bowness on Windermere and then along the lakeside to Ambleside arriving about 6.00pm. I booked into The Churchill Inn in the town centre, showered and changed, had a meal, a short walk around the town and by 9.30pm was reading in bed with my alarm set for 7.30am. In the past alarms have been a problem. My high frequency hearing has gone so high pitch electronic alarms are out of my range. My solution is a small spherical loudspeaker about the size of a golf ball that plugs into my mobile phone. A music playing alarm app is then set for the required time. So at 7.30am Joni Mitchell fills the air with 'Big Yellow Taxi' and I am wide awake. At 9.00am full of 'Full English Breakfast' I am off. The official Whitton route starts in Conistown and goes up Kirkstone via the main road but I thought that I would see if I could struggle up 'The Struggle'. With a couple of stops to admire the view I did but was made well aware of the limitations of age on the way. Near the top I stopped for a couple of photos and that set the pattern. No records were broken but a pictorial record was kept. In fine weather I descended into Patterdale and continued through Glenridding and along beside Ullswater. Not paying enough attention I went too far. At the head of Ullswater I realised that I had missed my turn and retraced back to Aira Point where I turned on to the A5091 to climb steadily up to Matterdale End and on to join the main A66 road to Keswick. The few miles along this main road were the least pleasant of the whole journey but by mid-afternoon I was exploring Keswick. At 6.00pm I was showered, changed and enjoying a cold beer before a leisurely evening meal in the very welcoming Keswick Park Hotel.

At 9.00am on Wednesday morning I set off for what looked to be the most challenging day. From Keswick the Fred Whitton route goes south beside Derwent Water and through Borrowdale to Seatoller. Here it turns west to go over Honister pass and drop down to Buttermere. In the tree

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lined section not far up the pass I was reduced to walking. At the top I took a few pictures including the massive dry stone portal at the old slate mine looking west down the other side. Riding up to that landmark from the other side in years gone by I often wondered why it was built. For whatever reason it was built it provides an impressive gateway framing the view towards Buttermere.

At Buttermere village the route turns north and goes sharply up to ascend Newland Pass. To me the fells here look bleak and remote but you are actually heading back to within a couple of miles of Keswick having followed a U shaped route. A bit more walking was required before reaching the top and starting the long descent down to Braithwaite. Towards the bottom the road is lined with a mass of brilliant yellow gorse.

Through Braithwaite the road heads west again to climb steadily through woodland over Whinlatter pass.



This is the least dramatic of the Lakeland passes and while up there in height with the other passes it is not as steep and you ride over it without realising that you have passed the summit. Further on the road takes a few turns as you negotiate the spread out villages of Lorton but I just

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followed roadside signs put out by the village shop and café. This is the only cyclist's café for miles and provided much needed coffee and cake.

From here the route turns south through Lorton Vale to loop around Loweswater and then head south to Ennerdale Bridge via Lamplugh. This is mostly easy riding through open country skirting the west side of the high fells. It was getting towards late afternoon but I was confident of reaching my destination at Gosforth by 6.00pm when I started the climb



up Cold Fell. It was now past 5.00pm and as I started the long steady climb up the fell a convoy of fast moving cars came down towards me. This set a pattern. Every few minutes another speeding convoy heading the other way. Towards the summit I realised that this remote seeming fell is actually close to the nuclear plant at Sellafield and I was seeing people from there returning home after a day's work. The open moorland at the summit is populated by a herd

of beautiful shire horses that were grazing under the clear blue sky oblivious to the cars speeding by.

From Calder Bridge a couple of easy miles east along the A595 brings you to the large village of Gosforth. Here I booked into the Kellbank Hotel, showered, ate and slept. It had been a hard but wonderful day.

Next morning I set off in bright sunshine riding at a leisurely pace towards Eskdale. Posing for a self-timer photo by the sign at Santon

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warning of the steep hill narrow road hazards ahead a group of half a dozen club riders came speeding by like a road race break. A little further up the road there was a meeting of the tortoise and the hares. One of their number had punctured and they were gathered by the roadside while the repair was done. Stopping for a chat I learned that they were from local club Honister 92 on a mid week ride over Hardknott. Some of them had ridden the real Fred Whitton Challenge on the previous weekend with times not much over six hours. I felt slightly awed in the presence of supermen. In return one of them expressed admiration for someone over the hill going over the hills on a folding bike loaded with panniers.

At Dalegarth Station café at the Ravenglass light railway terminus I stopped for coffee and cake. Here I sat chatting to a couple of London visitors congratulating ourselves on being where we were in such fabulous weather. Continuing along Eskdale under a clear blue sky I felt a sense of elation it is hard to describe. This stayed with me for the rest of the day as I did a bit of riding and a bit of walking up the hard bits of Hardknott and Wrynose. Looking back down Eskdale from the hairpin bends on Hardknott with the distant sea visible between the rising fells framing the green valley pastures your spirits lift beyond words. Wrynose Bottom has not changed since Freda and I walked it with back packs in the early 1960s and the sense of continuity gives a special feeling.

The official route goes through Little Langdale but at the bottom of Wrynose I turned left to climb up towards Blea Tarn and then down into Great Langdale. At the cattle grid at the start of the descent I did what I have done many times before. I propped my bike against the steep hill sign and took another time delay self-portrait. Looking at that photo now raises a smile. It exactly captures the feeling of joy and being so very pleased with myself that I felt at the time.

By now my energy reserves were dwindling and my throat felt like sandpaper. The sunny day had become more like a heat wave and I was getting dehydrated. Not far along Great Langdale the open air 'Walker's Bar' at the New Dungeon Ghyll Hotel was crowded. I joined the crowd and sat in the sun drinking a celebratory pint of cold lager. That left just a few easy miles to ride along Langdale to Ambleside. There I booked into the Queens Hotel and revived with a shower, a meal and an early night.

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Next morning I rode slowly to Kendal and caught an early afternoon train from Oxenholme back to London. As the train departed a heavy rain shower fell. How lucky can you be? In my case, very lucky.

Keith Shorten





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# Winter Warmer 2019

on SEPTEMBER 26, 2018

[Click here for 2018 Results](#)



The Westerley Winter Warmer is on Sunday 13th January 2019.

Entry is free for club members, non-members may sign up here via [Rider HQ](#) (click link)

There are three versions:

- The main route is 108km in length with just under 1200m of climbing.
- Or it is possible to turn left at Great Kingshill, cutting out the farthest loop to do the medium version which is 60km. This misses out the bigger climbs of the main Chiltern ridge but has the pleasant climb up Hatches Lane from the Hughenden Valley as well as a good few shorter ones. It has 528m of ascent in total.
- Finally, the short route turns at Penn to miss out all the big climbs and also the main road sections, giving a 44km route with 440m of climbing.

The main climbs on the 108km route are:

- Freith Hill
- Dunsmore
- Bledlow Ridge
- Loosley Hill
- Hatches Lane

All the events are reliability rides which have a target speed range of 12.5mph – 18mph. That equates to about 3½-5 hours for the long ride, 2-3 hours for the medium and 1.5-2.5 hours for the short version. We expect that there will be some fast riders but, for avoidance of doubt, the events are not races. Riders will be set off at intervals to reduce the risks from riding in large bunches on narrow lanes.



Click here for:

[Map and elevation profile](#)

[Long route / route sheet](#)

[Long route / GPS track](#)

[Medium route / route sheet](#)

[Medium route / GPS track](#)

[Shorter route / route sheet](#)

[Shorter route / GPS track](#)

(no premium membership necessary to download GPS tracks)

The routes will also be signposted with numerous orange arrows. Please note that, occasionally, a couple of the arrows have been taken down by members of the public before some riders got to them so they are best seen as guidance rather than a foolproof way of navigating.

You can enter all three distances via [Rider HQ](#) here:

### **Hazards**

The event takes place on public roads so normal care and attention is required. However, there are a few specific hazards we'd like to draw your attention to:

1. Turning from the A404 into Sheepcote Dell Road (between Penn Street and Holmer Green). The surface here is badly cratered and it's easy to get caught out and not spot it in time: it's a right turn off a main road so you will be focusing on the oncoming traffic.
2. Descent from the Hale; this is narrow with lots of pot holes and adverse camber towards the bottom.
3. Hatches Lane climb: 'narrow and mucky'
4. Noakes lane / Crown Lane climb, leading up towards Penn. Again pot holes and mucky.
5. Pauls Hill descent (past the Royal Standard pub) – beware of potholes.

We'll update this list nearer to the time if there are any other hazards of note.



### On the day

The HQ for the event is: [Chalfont St Peter Scout Hut](#)

Gravel Hill

Chalfont St Peter

Bucks

SL9 9QX

It is located right next to the Community Centre. Click [here](#) for a map.

There is plenty of car parking space nearby. Please use either of the public car parks nearby (free on Sundays) not the one for the Community Centre as other people use the Centre during the day. It's unlikely but, if they fill up, then there is a very big one a mile or so away by Gerrards Cross railway station.

The HQ will be open from 8:00 with the start from 9:00am. Last start is 9:30 for the long route and 10:00 for the medium and short routes. There will be tea and coffee available before the ride and a selection of food at the end. All rides close at 3:30pm. We'll have a hot drink and food waiting for you until then. If you think you are going to be later than that – or if you decide to abandon at any time – please call us on the number we will give you on the day.

## Dates for 2019

2019	Sun	6 January 2019	<b>Winter Warmer helpers' ride</b>
	Wed	9 January 2019	Turbo Evening
	Sun	13 January 2019	<b>Winter Warmer</b>
	Wed	23 January 2019	Turbo Evening
	Wed	6 February 2019	Turbo Evening
	Wed	20 February 2019	Turbo Evening
	Sun	3 March 2019	WLC H10/2 8:01
	Wed	6 March 2019	Turbo Evening
	Sun	17 March 2019	WLC H25/4 8:01
	Wed	20 March 2019	Training evening for Hillingdon TTs
	Wed	3 April 2019	<b>Hillingdon 10</b>
	Sat	6 April 2019	Westerley Spring Crit
	Sun	7 April 2019	WLC H25/4 7:31
	Sun	14 April 2019	Club 10 (H10/4) 8:31
	Wed	17 April 2019	Hillingdon 10
	Sun	28 April 2019	<b>Open 10, Marlow (H10/22) 7:31</b>
	Wed	1 May 2019	Hillingdon 10
	Mon	6 May 2019	Audaxes
	Sun	12 May 2019	InterClub 25 Fifield (HCC001) 9:01
	Wed	15 May 2019	Hillingdon 10
	Sun	19 May 2019	WLC H25/4 7:31
	Wed	29 May 2019	Hillingdon 10
	Sun	9 June 2019	WLC H50/4 7:31
	Wed	12 June 2019	Hillingdon 10
	Sun	23 June 2019	Club 10 (H10/2) 8:31
	Wed	26 June 2019	Hillingdon 10
	Wed	10 July 2019	Hillingdon 10
	Sun	21 July 2019	Sociable 10 (H10/4) 9:01
	Wed	24 July 2019	Hillingdon 10
	Wed	7 August 2019	Hillingdon 10
	Sun	18 August 2019	WLC H25/4 7:31
	Sun	1 September 2019	WLC H10/4 8:01
	Sun	15 September 2019	<b>Open 25, Marlow (H25/2) 7:31</b>
	Sun	6 October 2019	WLC Windsor Hill Climb 9:31
	Sun	13 October 2019	Club 2-up 10 (H10/4) 9:01 Club Hill Climb (Longdown Hill) 11:31