
Club Record



Social 10 “The Old Crocks Trophy”

This was the annual Social 10 but as it being the Westerley 95th year of racing, we looked to make it a special one. With the H10/4 course booked and the Hall in Great Missenden waiting we looked to get a good starting list for today's event.

The event was aimed at encouraging members of all ages to have a go at the 10 mile time trial. If this wasn't possible we had a club run arranged for the same day by Tony Flynn, to meet us all in Great Missenden after.

Letters went out in the post to try to gather members not on the forums or Facebook, which worked. We were pleased to welcome Johnathan Farndon who joined the club ride, having replied to the letters via email.

Other members reached out including a postcard from Chris Buck, pleased to hear from us but unable to make today event. With Roger and Ann arranging the race signs and the hall respectively, we set off casually after 9am. I mean, we were socialising after all.



Our two tandem teams set off, David and Hannah followed by Chris and Roly, the parent and child combos that make the whole club proud to see. Then we went through the list of us including John Hoskins and Kieth Shorten, having hardly time trialled in years.

Everyone put in a great effort on a tough course which is always a little windy and hilly. That's what I tell myself anyway. We all arrived back to HQ where the club ride had now joined us.

There was a fantastic crowd of people and it was a pleasure to drop in and out of conversations, hearing stories of Westerley

over the years. Club champions and record holders, reflecting on years gone by, “if only I'd been 1 second quicker” Richard still recalls about a race gone by.

It was nice as a relatively new member to hear the club's history in person. Something that we look to continue well into the Westerley 100's.

We were well fed and catered for with some great cakes and bacon butties. I think I had 4x, Hannah was just too good a waitress and I couldn't say no.

Then Roger got back with the calculated times and I was so pleased to see the winner.

Congratulations to Keith Shorten who wasn't sure he would ride, following some of Ann's persuasion ended up winning the Social 10!

A cracking day and I look forward to our 95th anniversary club ride later this year.

Terry H.



Un L'Etape du Tour dur.....

a tough day in the heat Dave Morrison and Sam Lachlan explain the pain!

Dave:

I'm sure that there are hundreds of reasons for entering L'Etape du Tour, the Tour de France's sportive allowing loads, and I mean loads, of amateurs to ride a mountain stage of the Tour de France. I have entered in the past with touristic motives, primarily to experience those famous climbs and say I've done them, as well as appreciate what the professionals are going through when watching on TV. Unlike the UK, Gran Fondos and Sportives abroad are races at the front end, and just like the professionals, the winners are twice as fast as me!



But this year there was a different motivation for me, there were three climbs and the only one that resonated with me was Cornet de Roseland, not much 'tick box' tourist interest there at first sight but then I was intrigued....the climb to the finish at Val Thorens was 33km long, climbed around 1,850m to a finish at 2,365m where the air is thinner....this was a real challenge: 4,602m of climbing

over 135km. So, the first decision to be made; do I drive down to the Alps or book a tour operator package? For me, this decision is largely dependent on how easy it is to get back to one's car after the finish, and although it was a rideable distance back to the start (around 60-70km) it was a mountain top finish so meant descending against riders still coming up; it looked messy so I booked a package assuming that there may be issues with getting back down the mountain at the end.



Sam:

This was my 10th L'Etape du Tour and the hottest on record. The plan was to set off promptly from Albertville at 7:30am. Immediately there was an untimely hiccup..... I had, generously, promised to ride with one of my friends on their first L'Etape du Tour, which offered social advantages but can also be a burden when you are not entirely synchronised. Having got to the starting area, at 7.25am my friend decided that their bike wasn't as it should be. So we joined the back of a queue for the mechanic and got a faulty chain link removed. Leaving at 8:45am spelt double trouble, maybe even treble trouble as, it cut down the time available to beat the cut-offs, the sun was now up and in full force plus we were leaving just before the broom wagon....the nasty 'Grim Reaper' vehicle that sweeps up riders not making the time cuts!

**Dave:**

This would be my 6th L'Etape du Tour and it looked one of the hardest on paper, in fact it would turn out to be my slowest and of 12,760 starters, only 10,229 finished, in other words nearly 20% didn't finish. For many, this will have been cruel as the cut off times are the same for everyone as the organisers have to re-open the roads at times agreed with local authorities. If you start in pen 15 you have the least time available but the organisers seed the riders in pens according to ability (based on past performances) so put the quickest at the front. Consequently, many of the slowest riders get the least time to complete the course!

I tend to finish about half way down the list, and seem to get a pen commensurate with that, which is fine for me. These mountain climbs are long, they are draining, and when it's hot they really can sap and dehydrate. Due to Scottish ancestry I don't cope with sun and heat brilliantly and have had learn to just take these long climbs steadily. I have memories of early Etapes where I was in absolute distress in the afternoon heat on the final climb of the day. I underestimated the Semnoz one year, 7km to the finish and I had water in my bottles both empty 3km later such that I was dehydrated and feeling giddy so had to pause. Of course, as painful as some of those experiences were, one learns from them and I now just ride steadily and drink as much as possible whether I'm thirsty or not. By the way, the opposite can be true too, I felt hypothermic with hands too frozen and numb to brake descending the Tourmalet in the cold once....it's all part of the experience!



The 2019 route basically involved climbing or descending all day, and if you have not done these types of descents, they take a lot of skill and concentration, they can also be tiring due to the constant braking on hairpins. Add in 10,000 other riders with varying degrees of skill mostly focusing on getting a fast time and it is positively dangerous....professionals descend in single file, a point seemingly lost on many amateurs!

Sam:

The first two climbs up Cormet de Roselend and Notre-Dame-Du-Pré were absolutely stunning and riding on beautifully smooth closed roads is an absolute joy. I felt OK after 100km but we knew what was awaiting us..... the last climb to Val Thorens, the highest Ski Resort in Europe, involved 33km uphill climbing at around 7%, slightly diluted by a couple of minor dips, down to 5.5% average.

Dave:

So, the usual fanfare start that makes you aware of just how big this is, and out of Albertville. Straight away it was uphill, about 1,300m up to the Col du Mèraillet followed swiftly by another 350m to the Cormet de Roselend (Category 1). This is one of the most stunning climbs I've done in France, an absolute gem and for those that made it past here at least got to see the best part of the ride. All I can say is, if you are planning an Alpine cycle tour.....stick this one in your itinerary. I took the descent more cautiously than usual and lost time, but felt safer. In actual fact, I saw less crashed cyclists covered in blood on hairpin bends than usual, so perhaps I was being a bit of a woos!

Next up was the little bump in the middle, a gratuitous Category 2 climb called Cote de Longefoy thrown in just to spice up the race. Nobody talked about this much, but a local guy who was booked to give us a pre-event briefing suggested we didn't underestimate it. He was right, it was harder than anticipated, the sun was now getting hot as it rose to 30 degrees centigrade and the effects of my

previous two days riding began to catch up with me! Furthermore, once through the KOM banner, there was still another 100m to climb to Notre Dame du Pré!



Indeed, I had gone out and done a bit of climbing each of the previous two days. That may sound counter intuitive but I like to make most of the trip and as I hadn't done any proper mountains for a couple of years, it was probably a good re-induction session in my view. I did about 3,300m of climbing crammed into two 50km (approx.) sessions, about the same rate of climbing as the main event. The roads varied and I did end up with some

very tricky descents on rough roads in very remote hamlets but also had some smooth clean climbing over Col de Tamie and up to Valmoral (a Ski Station).

Back on L'Etape, the descent from the second climb involved some tight hairpins but at least my legs got a rest before the 33km climb to Val Thorens at an average of about 5.5%. It was hot, so my approach had to be steady and conservative in my mind and watching the wrecked bodies in lying in heaps at the side of the road under any shade available I began to realise that there would be a lot of non-finishers. It was quite brutal, I was not interested in my time, I just wanted to finish and continued to ride comfortably. Even at my slow pace I began to pass many people I'd seen pass me earlier in the day, this was attritional. As nice as the views were, this was not stunning, it seemed endless and every small wisp of cloud that took out the sun felt brilliant as one's body cooled down. One guy commented as we rode that he would quite like some rain at that moment!

Sam:

I found the last climb up to Val Thorens absolutely brutal; the heat and gradient kicked me hard, my legs were on fire. When I reached the last feed station the Gendarme standing on guard had closed the last 15k of



road ahead. My first reaction was joy! I was disappointed to have missed the time cut but if I'm honest the last 15k would have been extremely slow and extremely unpleasant.

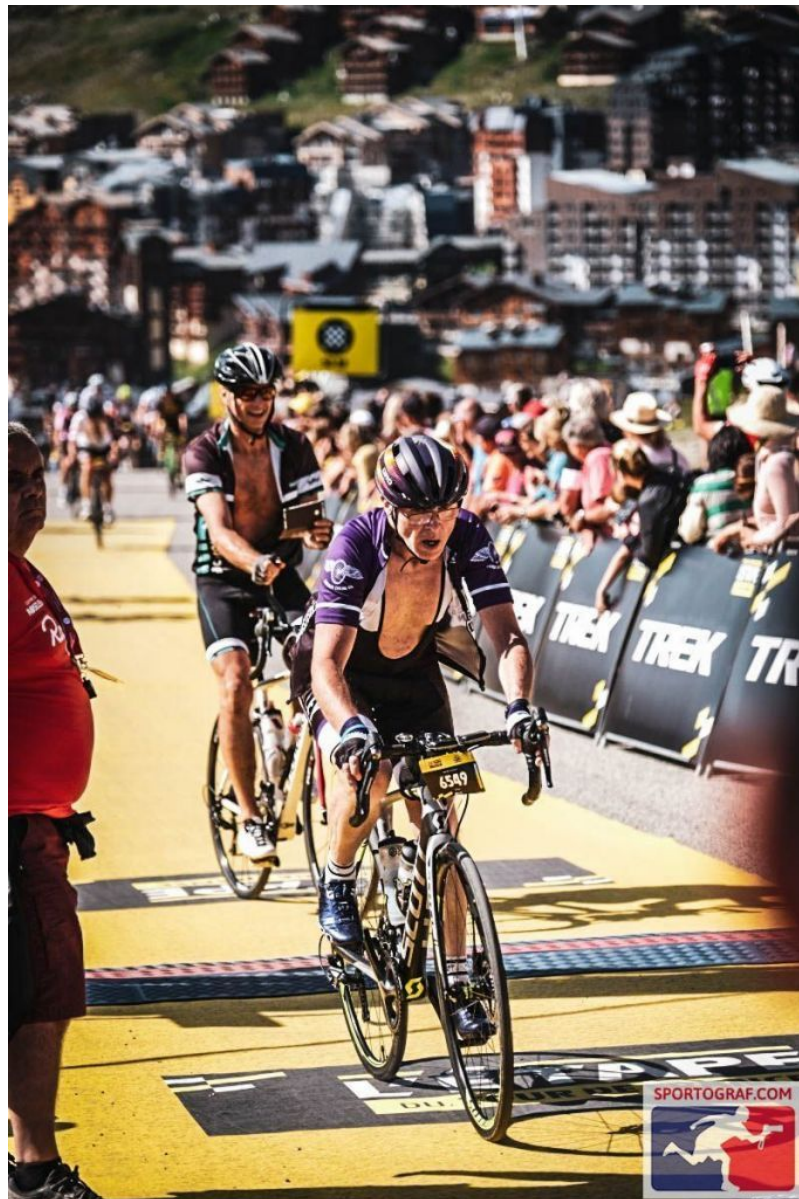
Dave:

Through the Ski Station at Val Thorens and then another 500m to the finish line, spiced up with a 13% ramp at 400m to go....nice! But I could see the line and the psychological effect was immense, there were 100s of people lining the finish straight, banging the boards and shouting encouragement.....it was as close to feeling like a Tour de France finish and atmosphere as an amateur could wish for, exhilarating but tempered by the exhaustion, an odd mix but my mind immediately switched to the next challenge; how to get down the mountain?



There was only one road down, we were allowed to descend for 22km (against the flow of cyclists ascending) so long as we set out before 5.45pm. After that, one had to take coaches from 7pm onwards....but I was convinced that the volume of coaches etc would make that a bit of a chore. After about 20 minutes of recovering I went to search out the way back, which involved pushing one's bike up a gravel path, back into Val Thorens and then navigating out of town. After 22km there was a junction we were supposed to take which meant we would no longer have a counter-flow against ascending cyclists and my Tour Operator had mini-buses laid on there to ferry us back the rest of the way but I chose to ride another 20km back to my hotel. I was glad I did.

Back at the hotel I packed my bike away for the flight home, had a shower, had dinner and sat and chatted with a guy from Essex and a couple of blokes from Dublin over several beers, a very nice evening. None of them had completed the course but they were great company. Eventually at around 9.30pm the coaches from Val Thorens arrived. People who had taken the mini buses fared better, but their bikes were bought down separately, much later on a separate wagon. I hadn't particularly enjoyed the 42km ride home, but now it suddenly seemed such a good idea!



The Big Interview

Our next big interview is with Richard Burton. Richard has been a very big part of the Westerley Committee in my time at the club, and prior to that. However when you look through our annual handbook, you'll see that he is one of the most decorated cyclists in Westerley history. He has been a Westerley member since May 1973 and is still a very important person in the club to date!

Richard Burton, 64

Born in Barnet, currently residing in Potters Bar but have always been around north London.

So Richard, What got you into cycling?

I got into cycling through my step dad who was only ever a touring cyclist. He used to ride miles and miles on a Sunday. He bought me my first proper bike. A Claud Butler.

I did my first 50+ ride aged 12 then started riding the Edgware CTC. I joined Westerley through that route, having seen the likes of Bob K, Alan Gouch and Tom Newman racing, usually via helping on the Westerley open 100.



I've been having a look through my Westerley handbook, I can see you were quite the force around the late 80's! What was the club like around that time?

When I first started racing I relied on just the miles I did while out with the edgware etc. It was only after I realised that if you trained abit, races didnt hurt quite as much, and perhaps I could go a bit faster with a bit more effort!

So I did train in the winter with Tom Newman a bit but more so with Keith Shorten on Saturdays for 3 hours around barnet or, with Don Frawley for 3-4 hours and sometimes the same mid-week. Some of those rides were with Bob Hornsby. In fact at one point putting the time in, racing seriously and Don, Bob, Brian Alexander and myself trained to ride the National 4 up TT Championship. Unfortunately we forgot to post one entry in time, whoops!

Obviously these training sessions were span out over my career, but once I did start riding and racing seriously, I tended to rely on my races as my way of keeping fit.

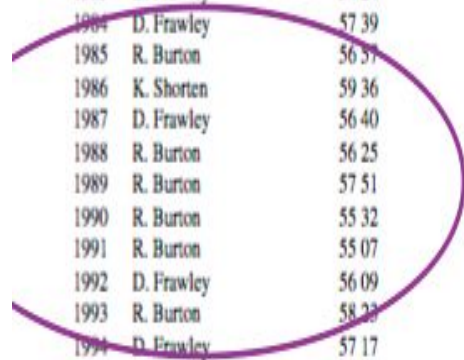
So a normal week during the season was

Monday 35 miles, Tuesday 40 miles as fast as possible, Wednesday was squash or 5-a-side football.

Thursdays Evening 10' usually the hard 10 on the F4 near Radlett (fastest time 21.30),

Friday a gentle 30 mins, Saturday either a 10, sometimes 2x a day, and a Sunday 25.

Repeat, repeat, repeat!



| | | |
|------|--------------|-------|
| 1982 | D. Frawley | 56 00 |
| 1983 | D. Frawley | 54 24 |
| 1984 | D. Frawley | 57 39 |
| 1985 | R. Burton | 56 57 |
| 1986 | K. Shorten | 59 36 |
| 1987 | D. Frawley | 56 40 |
| 1988 | R. Burton | 56 25 |
| 1989 | R. Burton | 57 51 |
| 1990 | R. Burton | 55 32 |
| 1991 | R. Burton | 55 07 |
| 1992 | D. Frawley | 56 09 |
| 1993 | R. Burton | 58 28 |
| 1994 | D. Frawley | 57 17 |
| 1995 | S. Woffenden | 57 39 |
| 1996 | D. Frawley | 55 21 |
| 1997 | D. Frawley | 58 33 |
| 1998 | J. Bannister | 58 01 |

25 mile TT

This explains why my season tended to only last from Feb on the north road harder 25, through to start of August having raced close to 30 times in this period.

Early season usually included the Kenton 2-up ride with Keith or Dan, WLC 25 2-up and some sporting course events.

Riding 10's and 25's until July when I was taking it seriously and started riding 50's and 100's, still with the midweek 10's

I should say that throughout my racing career, my early seasons were usually club events mainly, including 50's on the Amersham course which used to be Amersham-Aylesbury-Bicester and back. It was when I was doing the bulk of my riding with Don, that we used to play hunt the first open event in the country. Having said that I did use to get pleasure from recording, my club events rides when I started to go faster than Bob K or Alan Gouch.

You dominated Westerley for the late 80's/early 90's in 10-25-50 mile time trialling, even a 100 award in the Westerley handbook. It's very impressive! Can you run through your accolades, please don't be modest, it's okay to show off if someone asks you to.

If you're saying don't be modest, well then here goes. So during the time I took racing seriously I did break the following club records...

| | | |
|------|--------------|---------|
| 1975 | R.W Kynaston | 2 08 58 |
| 1976 | J. Hoskins | 2 11 52 |
| 1977 | A.G. Gough | 2 08 22 |
| 1978 | C.R. Hornsby | 2 11 19 |
| 1979 | A.P. Thomas | 2 15 00 |
| 1980 | B. Alexander | 2 05 03 |
| 1981 | D. Frawley | 1 59 41 |
| 1982 | R. Burton | 2 04 18 |
| 1983 | B. Alexander | 2 07 20 |
| 1984 | B. Alexander | 2 06 00 |

Page 26

10 mile TT four times, the last time being set by myself was 21:45.

50 mile TT

25 mile record twice, last time 55:05 and also held the team 25 records.

| | | |
|------|--------------|---------|
| 1985 | C.R. Hornsby | 2 06 21 |
| 1986 | B. Alexander | 2 10 47 |
| 1987 | R. Burton | 2 05 55 |
| 1988 | R. Burton | 2 02 02 |
| 1989 | M. Slaney | 2 04 42 |
| 1990 | R. Burton | 2 02 39 |
| 1991 | R. Burton | 2 03 20 |
| 1992 | M. Slaney | 2 11 25 |
| 1993 | T.M. Childs | 2 09 16 |
| 1994 | S. Woffenden | 2 08 26 |
| 1995 | S. Woffenden | 2 02 26 |
| 1996 | T.M. Childs | 2 00 55 |
| 1997 | R. Burton | 2 10 45 |

I never broke the 50 record as Don F was always faster than

me, I hated 50's! My fastest time in a 50 was 1:54:58 but they don't always show in the handbook, in my day the 50 was only awarded for rides on West London Courses.

I broke the 100 record once 4:01:26 and the team 100 record.

I did also do a 253.49 mile 12 hour effort and I'm not going to talk about 24's!

I should say that most of my best rides were done on F or E regional courses, most of which don't exist today. The likes of F1, E27, E8 and E38. I rode these usually because they were nearer to home and they were fast. I did ride the H25/2 and H10/2 fairly often too. After riding lots of west london courses in my early days, later on I tended to give them a miss.

That's an amazing period in cycling for you! You've mentioned before though that at one point you decided to stop racing. You still keep involved in our cycling club and community, can you tell us more about your cycling life now?

Yes I retired racing 20 years ago, had a comeback 5 years ago managed to do a short 58' for a 25' and a short 25' for a 10', after which I decided to fall off my mountain bike, break my leg and dislocated my ankle. So now I race very occasionally, ride a couple of times a week for fun and maybe one or two turbo's a week too, not for fun.

These rides are usually in Hertfordshire or Essex but I do like to get away to suffolk or the new forest.

Apart from that I am on the Westerley committee as awards secretary. John Hoskins persuaded me to be on the LWDC committee and when possible, to help with marshalling at Hillingdon.

Away from the racing and the records, what memories do you have of cycling back then. What places did you go to and with whom?

I could write about tours in Scotland with Tom N, or about him falling asleep riding his bike! We were riding up to York for the CTC rally.

Keith Brown lecturing me on bike maintenance when my crank fell off, riding a Westerley 100 on the old course at Theale.

John H might want to talk about how he dropped me in the 2-up 25' in the last couple of miles, after sitting on my wheel for the first 23 miles! In fact he reminded me of this at the recent Social 10!

I have many more but perhaps for another day.

Do you have any advice for any new members looking to target any events, or how to get the most out of being a Westerley member?

Just enjoy riding whatever you do in fact try everything the club offers from club runs, Dave Ms audax rides, time-trialling but not just Hillingdon try the road too and all distances. In fact I did try the track and road racing but never my thing. I suppose I am an out and out TT person and would love to see the club bucking the trend and riding more of these, as its always a challenge in the race of truth to go better than the last ride.

Finally What you love about Westerley cc

It's the friendships made over many years and even after my break when I came back to be more active, it seemed like I had never been away! Also we have always been good at organising both events and the club, long may it continue.



Adventure Bikepacking

By Daniel Bradley

After recently returning from a cycling trip, Terry asked if I would be willing to write a few words reflecting on my journey, I agreed gladly so here you all are...



When I have free time, I try my best to plan an overseas cycling trip and this time round, myself and two friends from my previous cycling club, The Cowley Road Condors, planned a route from the Black sea in Georgia to the Caspian Sea in Azerbaijan, Batumi > Baku.

This trip was a little more adventurous than previous, it felt like a step into the unknown for us. With Google Street View not an accessible planning tool for this trip we read blogs, searched for photographs and trawled Strava for inklings as to the surfaces we'd be riding on.

We took camping gear and sufficient spares, aware of the possible difficulties due to the surfaces and lack of bicycle shops in more remote regions.

We alternated between hostels and camping, opting for hostels when we became stinky unable to find a camp spot near to a river or lake.

Both of the countries we travelled through were culturally very different to one another but overwhelmingly the people we encountered made this trip so special, often going out of their way to make us feel welcome.

Traveling through villages and encountering cows on the road, angry territorial dogs chasing us, children shouting “hello, hello, hello!” and endless car horns tooting welcomes (mostly) to us were things we became accustomed to but at first totally alien to us.

The surfaces ranged from beautiful smooth asphalt to truly awful unmade tracks, the most challenging stretch was during our second day on the bikes, a 65km stretch of gravel track that topped out at a smidge over 2000m.



Overall we covered 1100km in two weeks with a couple of rest days wedged in-between.

For me, getting to ride my bike day after day is the best feeling, a week never seems long enough so having two weeks for this trip was luxury.

It's often said that a picture tells a thousand words so rather than masses of text I've included a few photographs beneath that give a feel of the trip.

Recommendations:

- **Everything you pack weighs something, travel light and go far.**
Take some smaller trips first, figure out what you really need to pack and what can be left behind.
- **The location isn't as important as the journey.**
The location almost becomes irrelevant, the most memorable times are sat on the floor at a petrol station drinking a Coke or perched outside a shop eating an ice cream to save you from an almighty bonk.
- **Don't be a slave to time, always allow for more than you need.**
If you fly, allow an extra day to find a bike box and pack.
Factor in for bad weather, headwinds or mechanicals.
Having the feeling of a tight deadline or a *need* to be somewhere goes against the foundations of a trip like this and isn't a pleasant experience.

Inspirations;

- Youtube: “Melons, Trucks and Angry Dogs”, “Rapha DBDuro 2019”, “GCN Bikepacking”.
- iOverlander and Komoot apps.
- Audax community.



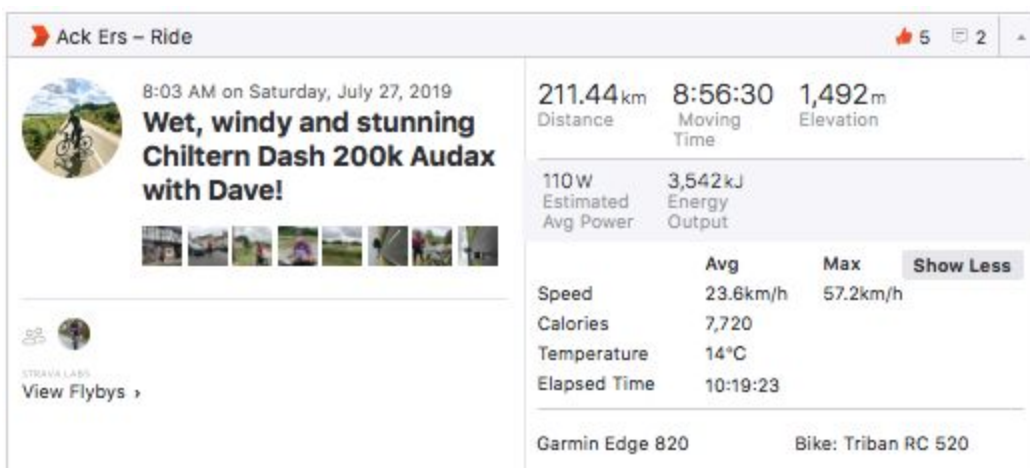




Another good month for the club on Strava, here's a pick of some rides.

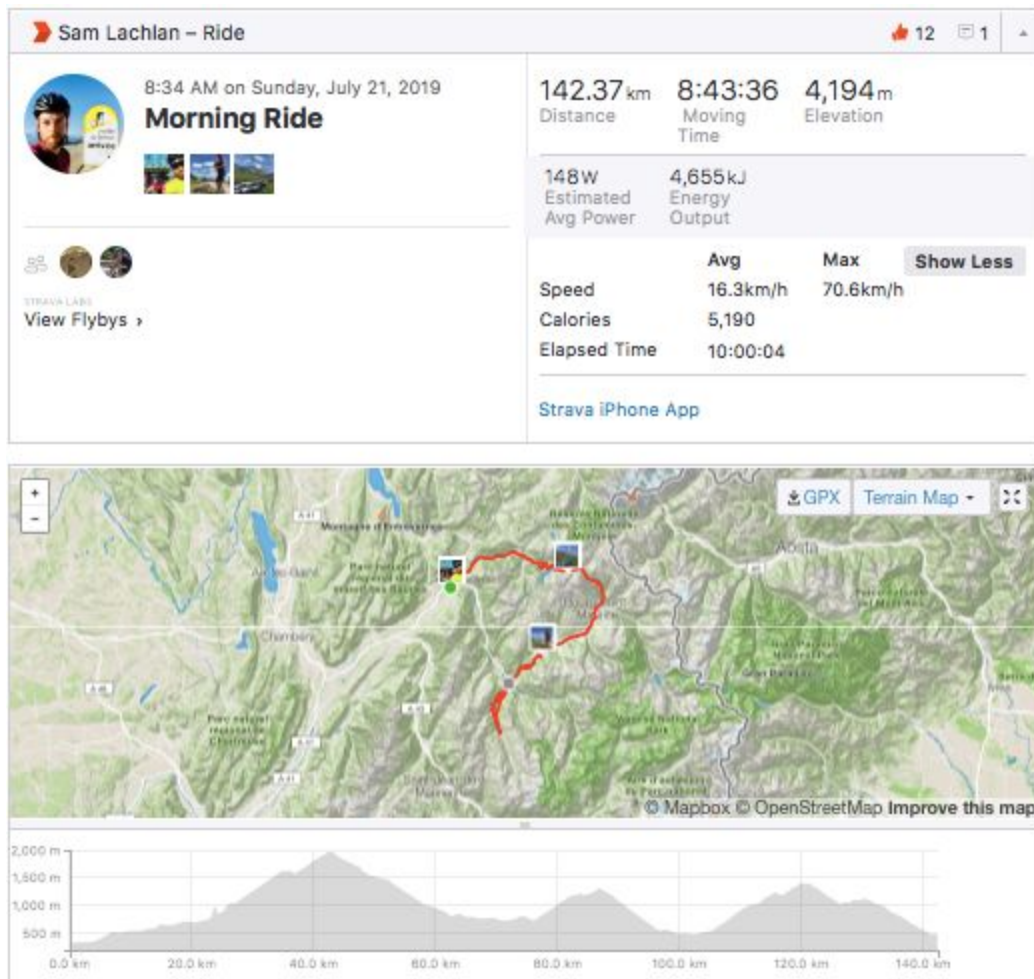
Firstly here's one from Ahmed, getting into his Audaxing with Dave Morrison. They Could push Westerley up the Audax UK leader board!

<https://www.strava.com/activities/2567973480>



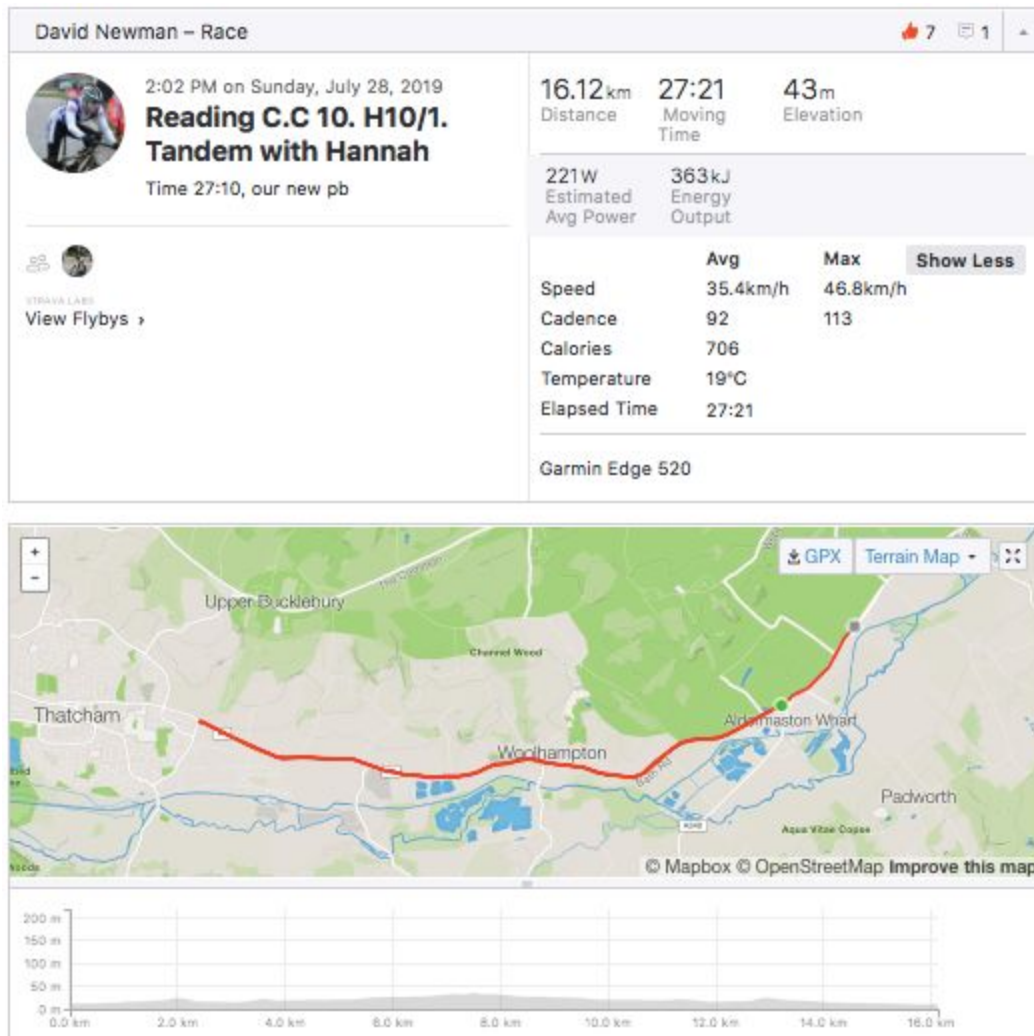
Here's Sams L'Etape ride, subtly named Morning Ride

<https://www.strava.com/activities/2551899827>



Then we have our favourite Daddy Daughter combo of Dave and Hannah, getting a new PB for their tandem time trialling!!

<https://www.strava.com/activities/2570057921>




Finally here's the social 10 club run from Sara.

<https://www.strava.com/activities/2550712810>


Sara Shirmanesh 🏃 – Ride


🔥 49 🗨 6



8:13 AM on Sunday, July 21, 2019

Westerly 95th anniversary and social 10



 STRAVA LABS

View Flybys >

86.41km

Distance

3:15:18

Moving Time

625m

Elevation

118 W

Estimated Avg Power

1,383 kJ

Energy Output

| | Avg | Max | Show Less |
|--------------|----------|----------|-----------|
| Speed | 26.5km/h | 60.8km/h | |
| Heart Rate | 149bpm | 184bpm | |
| Cadence | 75 | 111 | |
| Calories | 1,282 | | |
| Temperature | 18°C | | |
| Elapsed Time | 5:18:49 | | |

Garmin Edge 820

Bike: Cinelli Experience Centaur

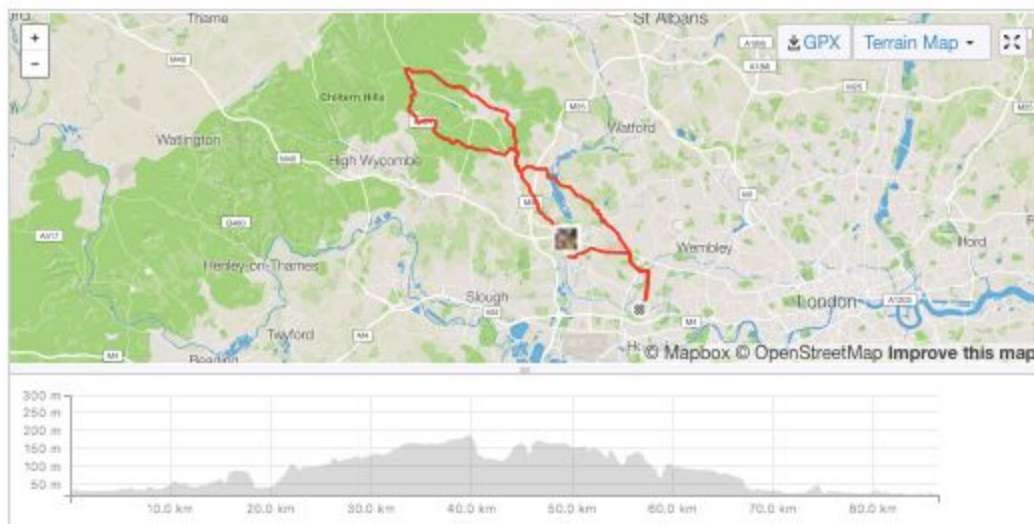
TOP RESULTS

View all

🏆 2nd overall on A40 sprint (1:24)

🏆 2nd overall on Hillingdon A40 (3:58)

🏆 2nd overall on Honeycroft Descent / Hercies Rd. (2:22)



Coming Up...

Well we are almost at the end of the Racing season, we still have a few events left and plenty of club rides, including a 95th anniversary ride in September.

We will absolutely need marshalls to help with these events, consider what you can do to help please as the club needs it to continue hosting them.

We have the final Hillingdon 10 coming up with food and drinks, try to all come along for a celebration to what has been a great series!

Then we are hosting a WLC event on the 1st of September and then we have our Open 25 event two weeks after.

All club rides listed below to start at 8.30am, Polish war memorial. Links to suggested routes on titles...

Wed 7 August Hillingdon 10

[4 August Musette Cafe in Aldbury 88km](#)

[11 August Chorleywood – Beaconsfield – Rusty Bike Cafe Loop 53km](#)

Sun 18 August WLC H25/4 7:31

[18 August LEADER NEEDED Flynn's Flier ending at Rusty Bike Cafe 62km](#)

[25 August Wendover Woods Cafe 95km](#)

Sun 1 September WLC H10/4 8:01

[1 September TT RENDEZVOUS RIDE TO Gt.MISSENDEN 77km](#)

[15 September Lyne Tea Rooms – Rusty Bike Café 75km](#)

Sun 15 September Open 25 Marlow H25/2

[22 September Flynn's Flier ending at Rusty Bike Cafe 62km](#)

Sun 6 October WLC Windsor Hill Climb 9:31

Sun 13 October Club 2-up 10 (H10/4) 9:01

Club Hill Climb (Longdown Hill) 11:31

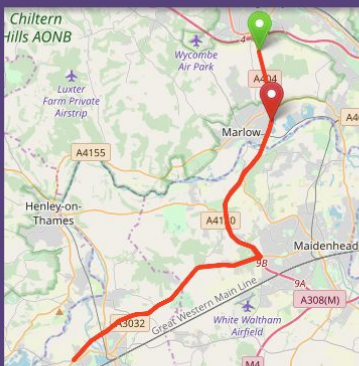


WESTERLEY CYCLING CLUB

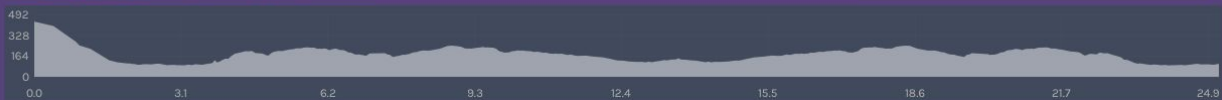
Open 25'

On the H25/2 aka "the Ski Slope"
this well profiled course is a classic in the
West London region!

Scan code for
entry website



15th September
£11.00
Entries open
now...



WesterleyMagazine@gmail.com

