

SOUTH PENNINE ROAD CLUB

SUMMER COURIER

2017



Mist over Crich



The Magazine of SOUTH PENNINE ROAD CLUB

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South Pennine Road Club

www.southpennineroadclub.org.uk

EDITOR

Barbara Wiltshire

Email: southpennine@gmail.com and mark for my attention in the subject line.

PRODUCTION

Jeff and Sue Bowler

Barbara Wiltshire

EDITORIAL

Hi All and a big welcome to all new or returning members.

We are well into our events calendar now and I hope everyone is enjoying plenty of success.

I am always looking for news or interesting articles for the Magazine, as you may appreciate it does get difficult to fill the Courier with SPRC relevant content. I'm sure you all have many interesting things going on, so please send anything you wish to tell us about, or if you have any photographs of your events, please send to me at our email address: southpennine@gmail.com marking it for my attention in the 'subject' line.

Don't forget we have a 'Classifieds' section where you can sell items and if you are looking for something, let me know as much detail as possible, and what you are willing to pay and I can put in a 'wanted' item too.

Please refer to our website and Courier magazine for information about social events, such as club evening quizzes, meals out etc, to which all members are welcome and which are a great way of getting to know your fellow club members.

Finally, please remember to ensure we have up to date contact details for you, especially emails, so you can continue to receive information and of course, your Courier.

Barbara



Next Edition due 15th September 2017: Contributions always welcome and send to Editor by end of August 2017. Send classified or wanted ads, articles on any topic, cycling or otherwise, which may be of interest to other members to southpennine@gmail.com and mark for my attention in subject line.

S.P. R.C. Clothing

**If you need any new kit for next year contact Iris Stevens who holds the clothing stock. You can email Iris on :
iriskenstevens@gmail.com
or ring 01283 732660**

SIZES AVAILABLE: XS:S:M:L:XL:XXL

Training Jacket:	£60
Road Jersey :	£55
Bib Shorts :	£65
S/S skinsuit :	£100
L/S skinsuit :	£118
Bib tights :	£55
Leg warmers :	£15
Arm warmers :	£18
New design :	£18
Thermal :	£18
Caps :	£8

SALE OF CLUB KIT

1 pair Medium Bib Tights (lightweight) £45

Arm Warmers: two designs: lightweight & thermal) £10 pair

Leg Warmers: £10

Contact : Iris Stevens as above

Your ad could be here !



SOUTH PENNINE ROAD CLUB

2017 TIME TRIALS

Date	Start	Maximum	Official in Charge	Assistant	Notes
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The events below are Thursday 10 mile time trials. Meet Etwall Village Hall, Portland Street. Open 45 minutes before start of event. Last signing on 25 minutes before start of event. Events on 13, 20 April, and 24 August are on course, A10/40/C, start Ashe Lane. All others are on A10/19, start Derby Road.

April	13	1910	20	J Briggs	T Wiltshire	Heage X-roads – I Stevens.
	20	1915	20	I Stevens	J Briggs	Heage X-roads - R Millward
	27	1925	30	I Stevens	R F Allen	
May	4	1930	40	J A Stewart	P Doherty	No clubroom (CC elections)
	11	1930	40	M Roberts	J Briggs	
	18	1930	40	I Stevens	P Doherty	
	25	1930	40	R F Allen	J W Bowler	
June	1	1930	40	J A Stewart	P Doherty	
	8	1930	40	P Martin	I Stevens	
	15	1930	40	R F Allen	J Sugden	
	22	1930	40	I Stevens	T Wiltshire	
	29	1930	40	J A Stewart	P Martin	
July	6	1930	40	J W Bowler	J Briggs	
	13	1930	40	P Martin	J Sugden	
	20	1930	40	J A Stewart	T Wiltshire	
	27	1930	40	S J Bowler	T Wiltshire	
Aug	3	1925	40	R F Allen	J Sugden	Memorial handicap
	10	1925	35	M Roberts	T Wiltshire	
	17	1925	25	P Martin	J Sugden	
	24	1910	20	J A Stewart	R F Allen	Heage X-roads – R Millward

The events below are Tuesday 10 mile time trials on A10/19 start Derby Road, Etwall. Note, no clubroom. Meet in lay-by between Etwall and Hilton on A516 45 minutes before start of event.

April	25	1925	25	P Martin	T Wiltshire	
May	2	1930	30	S J Bowler	J Briggs	
Aug	1	1930	30	J W Bowler	M Roberts	

The event below is a Tuesday 10 mile circuit time trial, start Puss in Boots PH on B5023, Hazelwood. Meet there 30 minutes before the start of the event.

May	9	1930	15	J W Bowler		Circuit Championship
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The events below are Tuesday 25 mile time trials on course A25/11, start Etwall. Note, no clubroom. Meet in lay-by between Etwall and Hilton on A516 45 minutes before start of event.

Date	Start	Maximum	Official in charge	Turn Marshal	Notes	
May	16	1925	25	P Martin	TBC	
	23	1930	30	P Doherty	T Wiltshire	
	30	1930	30	J Sugden	G Hill	
June	6	1930	30	J Briggs	V A Stewart	
	13	1930	40	S J Bowler	M Pearce	
	20	1930	30	J Briggs	V A Stewart	
	27	1930	30	S J Bowler	TBC	25 Championship
July	4	1930	30	S J Bowler	V A Stewart	
	11	1930	30	R F Allen	G Hill	
	18	1930	30	P Doherty	T Wiltshire	
	25	1925	30	J W Bowler	M Pearce	

All Tuesday events are eligible for the Mercian Challenge Trophy. 10 rides out of 15 may be counted.

SOUTH PENNINE 25 13th May 2017

RESULTS

LADIES' EVENT

Pos.	Name	Club	Actual	Group
1	Victoria Smith 8358	Aerocoach	54-06	
2	Karen Ledger	Rutland CC	54-25	LV44
3	Anna Morris 12416	Loughborough Students	55-01	
4	Alice Lethbridge 280	Drag2zero	55-13	
5	Chris Melia	Born-to-Bike / Bridgtown Cycles	56-06	LV53
6	Alex Deck	Rutland CC	56-56	LV49
7	Mary Bower 2346	Momentum Cycles RC	57-06	
8	Lynne Biddulph	Born-to-Bike / Bridgtown Cycles	57-32	LV48
9	Zoë Chandler 16028	Stratford upon Avon CC	57-41	
10	Emilie Verroken	Maxx RT	57-49	
11	Corinne Mitchell 1786	Harrogate Nova CC	59-21	LV45
12	Jo Corbett	Mapperley CC	59-34	LV61
13	Zoë Whiteside	Team Bottrill – HSS Hire	59-35	LV43
14	Lucy Sturgess	Leicester Forest CC	59-59	
15	Claire Lee	Momentum Cycles RC	1-00-14	LV46
15	Debbie Bradley 5938	Team Bottrill – HSS Hire	1-00-46	LV43
17	Sue Cheetham	North Lancashire RC	1-01-03	LV54
18	Helen Goldthorpe 3622	Otley CC	1-02-12	
19	Michelle Morley	Team Swift	1-02-47	LV51
20	Becky Allchin 2694	Leicester Forest CC	1-03-25	
20	Sharon Clifford	WCS Racing Team	1-03-25	LV57
22	Anne Staley 3169	Mercia CC / Lloyd Cycles	1-06-39	LV66
23	Hilary Johnson	Derby Mercury RC	1-07-30	LV60
24	Julia Smith	Port Sunlight Wheelers	1-08-52	LV47
25	Dawn Hayman 3005	Coalville Wheelers CC	1-10-41	LV50
26	Gill Henshaw	VC Long Eaton	1-03-49	LV83
27	Jill Morris 1219	Hinckley CRC	1-14-45	LV56

MEN'S EVENT

Pos.	Name	Club	Actual	Group
1	James Gullen	JLT Condor	45-58	
2	Steve Irwin 1051	North Lancashire RC	47-59	V46
3	Richard Bideau 6983	Pendle Forest CC	48-26	V46
4	Aaron Ward 771	Team Bottrill – HSS Hire	48-39	
5	John Lucock 2016	Police Sport UK	48-40	
6	Lee Tunnicliffe	Lutterworth Cycle Centre RT	48-42	
7	Ian Guilor 783	Mapperley CC	49-29	V48
8	Joel Wainman	SSSL Racing Team	49-41	V42
9	Daniel Barnett 449	Team Bottrill – HSS Hire	49-44	V43
10	Richard Dean 2270	Team Swift	49-55	
11	Mark Bottrill	Team Bottrill – HSS Hire	50-47	
12	Duncan Mullier	Harrogate Nova CC	50-57	V46

Pos.	Name		Club	Actual	Group
13	Steve Gibson		Peak RC	50-59	V50
14	Michael Cross		Yorkshire RC	51-00	V54
15	Chris Ledger		Rutland CC	51-03	V55
16	Sean Vincent		Team Bottrill – HSS Hire	51-04	V47
17	Steven Hilton		Warrington RC	51-06	V47
18	Lawrence Burrows	428	Vive le Velo	51-16	
19	Barry Charlton		Swinnerton Cycles	51-11	V51
Pos.	Name		Club	Actual	Group
20	Scott Leverington		Springfield Finance	51-25	V44
21	Jeremy Stone	721	Team Bottrill – HSS Hire	51-30	V52
22	Ian Holbrook	957	Stone Wheelers	51-36	V48
23	Trevor Mayne		Birdwell Wheelers	51-49	V53
24	Bob Watson		Team Bottrill – HSS Hire	52-12	V56
25	Keith Dorling	236	Team Bottrill – HSS Hire	52-14	V58
26	Blair Buss		SSSL Racing Team	52-19	V52
27	Lee Faulkner	5403	Preston CC	52-21	V55
28	Ian Garbett	894	Holmfirth CC	52-30	V43
29	Jason Seabridge		Mercia CC / Lloyd Cycles	52-35	V43
30	Tim Humphries		Team Swift	52-53	V52
31	Mark Brearton		Wigan Wheelers	52-59	V47
32	Colin Parkinson		South Western Road Club	53-06	V55
33	Alex Leek	1930	VC St. Raphael	53-14	
34	Daniel Shaw	600	Halifax Imperial Wheelers	53-15	V48
35	Gavin Tilson		Lone Wolf Cycling	53-16	V42
35	Jason Swann	4429	Mapperley CC	53-16	V43
37	Alan Cooke		Peak RC	53-21	V52
38	Richard Boot	1087	R P D Racing	53-29	V48
39	Matthew Moore		Walsall Roads CC	53-48	V51
40	Andrew Askwith	17437	Bridlington CC	53-51	V52
41	Philip Brown		Walsall Roads CC	53-56	V65
42	Ed Watson	2960	Ratae RC	54-10	V42
42	Richard Sheldrake		Lincoln Wheelers CC	54-10	V43
44	Michael Wills		Hinckley CRC	54-20	V58
45	David Pugh	5860	Stafford RC	54-13	
46	Carl King	1509	VTTA (Manchester and NW)	54-22	V48
46	Paul Turner		Leicester Forest CC	54-29	V51
48	Hamish McDougall	7823	Leicester Forest CC	54-37	
49	Steve Burrows		Vive le Velo	54-38	V57
50	Mark Fairclough		Lutterworth Cycle Centre RT	54-44	

Pos.	Name		Club	Actual	Group
51	Stephen Howgill		Leicestershire RC	54-45	V53
52	Michael Loughran		Liverpool Century	54-46	V63
53	Simon Wix	5418	VTTA (South Wales)	54-52	V54
54	Jim Trevor		Hull Thursday RC	55-02	V47
55	Alan Tunnickliffe		South Normanton CC	55-10	V59
56	Richard Howes		Coventry RC	55-17	V57
57	Gary Bates		Team Swift	55-19	V53
58	Mark White		Mark White Coaching RT	55-23	V47
59	Paul Mapletoft		Kiveton Park CC	55-24	V53
60	Jamie Carson	23	Chorley CC	55-30	V51
61	Chris Wallis		Team Bottrill – HSS Hire	56-05	V56
61	Scott Bull		South Pennine RC	56-05	V44
63	Adrian Humpage		Lyme Racing club	56-06	V54
63	Simon Geraci		Team Swift	56-09	V49
65	Ben Startin		Mercia CC / Lloyd Cycles	56-12	V63
66	Phil Barnes		Team Swift	56-21	V62
67	Chris Spray	600	Ratae RC	56-43	V50
68	Dan Reidenbach	6457	Ratae RC	56-47	V43
69	John Cornfield	2213	Born-to-Bike / Bridgtown Cycles	56-48	
69	Stephen Biddulph		Born-to-Bike / Bridgtown Cycles	56-55	V42
71	Oliver Wright	6989	Common Lane Occasionals	57-22	V45
72	Russel Carter		South Pennine RC	57-28	V56
72	Thomas Shuker		Walsall Roads RC	57-28	
Pos.	Name		Club	Actual	Group
74	Anthony Hayman	3754	Hinckley CRC	57-52	V54
74	Warren Jackson		Macclesfield Wheelers	57-52	V44
76	Phil Collier	6567	Mapperley CC	58-01	V62
77	Barrie Whittaker		Lyme RC	58-09	V60
78	Garry Shuker		Walsall Roads RC	58-25	V61
79	Alan Morris	1216	Hinckley CRC	58-35	V56
80	Andrew Newey		Ribble Valley CRC	58-45	
81	Dave Pemberton	833	Born-to-Bike / Bridgtown Cycles	59-23	V50
82	Anthony Marlow		Mercia CC / Lloyd Cycles	1-00-55	V72
83	Roger Wrenn		Macclesfield Wheelers	1-01-13	V73
84	Graham Green		Team Bottrill – HSS Hire	1-01-38	V74
85	Stephen Cooke		Walsall Roads RC	1-02-37	V58
86	Rod Remedios		Walsall Roads RC	1-02-50	V68
87	David Fear		South Pennine RC	1-03-07	V70
88	Mark Shore		Walsall Roads RC	1-03-13	V58
89	Paul Lewis	4029	Warrington Tri Club	1-03-33	V52
90	Steven Robinson		Coalville Wheelers	1-03-50	V60
91	Ron Hallam		South Pennine RC	1-05-17	V86
92	Phil Gambles		Walsall Roads RC	1-08-02	V73
93	Ken Stevens		South Pennine RC	1-10-33	V86

TANDEM EVENT

1	Jeff Bowler Dave Bates	3105	South Pennine Road Club South Pennine Road Club	56-03	
2	Steve Croggan Rosie Croggan	5822 5830	Beacon Roads CC Beacon Roads CC	57-17	
3	Mike Penrice Barbara Penrice	1631 7017	VTTA Yorkshire VTTA Yorkshire	1-08-20	

Some cycling stories from 2016

In February, civil servant Chris Hill-Scott revealed that back in 2008, he gave up his shares in a tech start-up in exchange for a bicycle. The company, SwiftKey, was sold in 2016 to Microsoft for £174 million – meaning he could have pocketed a cool £25 million had he kept his stake. His comment, “the biggest mistake I ever made” hardly seems to cover it.

March saw a group of cyclists in Surrey administer first aid, including CPR, to a man who had collapsed while walking on the pavement - with one pressing a tyre lever into service to remove a blockage from his windpipe. “We would like to say thank you to those members of the public who helped the patient prior to our arrival,” said a spokesman for South East Coast Ambulance Service.

Bedford cyclist Pete Bradley got a shock in April when he took his bike to Halfords for repair - only to learn later that it had been thrown away. The retailer claimed that he had agreed to have it disposed of during a phone conversation, and even produced a phone call log to prove the conversation took place. “The only person who could have picked up the phone was my cat Eric and I think that's slightly beyond his capacity,” said Mr Bradley, who had been at work when the supposed conversation happened.

August 2016 saw a motorist in Leicestershire crash into a postbox because he was distracted by a woman dressed for a summer's bike ride in a bikini top and short skirt. The driver later turned up at the dog kennels run by Vicky Young's parents to demand compensation for his broken wing mirror - and was told where to go. Given her father is the legendary Arsenal and Scotland hardman defender Willie Young, we reckon he got off lightly.



Summer Round Up 2017

Here we are, half way through the year and also the racing calendar. It does not seem many weeks since it all kicked off, so to speak, though happily the weather has improved.

The riders have gradually emerged and in April, Ken and Ron rode the Vets' National 10 in Cheshire where Ron was victorious and became 10 mile champion. Backed up by Ken and Colin Parkinson (South Western RC), they became VTTA Group Champions for the Notts & East Mids Group. Just to rub it in, a few weeks later Ron took the 15mile title on the Hull course in 41.15. Jeff and Dave set a tandem age standard. Ken also rode on what was a very windy day. Many did not start because of the conditions, although they did come back FAST! Next morning it was a different day and our tandem pair recorded 21.40 for a 10 mile age record and Paul rode his trike for a 27.10.

The BDCA 25, promoted by Sue, had a beautiful day. Scott leading the way with 55.19, Dave 57.55 and David Fear 1.5.02. Wind was to be the curse of quite a few events, fortunately it had dropped a little for the Notts & East Mids Vets 10 on the A1. Ron again taking the 1st place on standard with a plus of 7.50 along with Dave +5.36 and Ken +5.27, they also won the team. Other club riders were Roy Oakes +3.09 and our trikie Paul, just scraping in a plus with 0.01.

The two early circuit 10s had disappointing entries, just Nigel, who in one event bravely rode around on his own. It begs the question, do we need to promote them another year? The circuit event did not fare much better.

Then the evening 10 miles kicked off and up till now we have 13 riders participating in the series, at present Scott leads the charge with a 21.32. Russell is breathing down his neck with 4 22s (he's in a rut!!). There are others desperately trying to climb into the next minute all praying for a good night. Don't forget you need six rides to count.

The 10s are very well supported by regular away riders, the Walsall leading the way, along with regular riders from other clubs, all hoping for a good night! We have an average of 10 club riders each week, but, and it's a big BUT!. It is help that is desperately needed especially 'pushing off'. Jim had resorted to putting the watch on the ground, counting down and pushing the riders off! Personally, I would have made them all have a standing start as some other clubs do.

The evening 25s have had a sticky start with two having to be shortened to 10 miles as road works and bad light prevented a full event.

No doubt John will be reporting on the Open 25. We had five entries plus our tandem pair. Scott 56.05 held off Russell 57.28 riding his first 25 in years. David did a 3.07, Ron 5.17, Ken 10.33 and the tandem pair 56.03.

Dave was our only starter (0.44) in the Stone Wheelers with the rest giving it a rest due to rain. They delayed the start, but many decided not to risk getting caught in the downpour as the 'concrete mountain' holds water and creates a lot of spray. Altogether there were 46 non starters nearly a third of the field.

I would like to think we are not just a racing club and that folk go out on their bikes for a pleasure ride, not just training. As a tourist at heart, there is nothing like pottering off to pastures new, with a map in your pocket. Touring is great, moving on and not knowing where you will be stopping that night. We have toured all over France, as have Jeff and Sue, and climbed the big mountains that the Tours go over.

I know the Club has a Wednesday ride, but this is just a bash to the Salt Box. Unfortunately, we do not have Sunday club runs, where we learnt our trade in the past, but we do have beautiful country on our doorstep and quiet lanes to enjoy, so get out there. Racing is not the be all and end all, Being retired, we have the good fortune to get away often, in our case Ken scours the handbook for somewhere different to race and I look at the maps (yes despite what men think about us women, I can read a map) to see if it is an interesting touring area. Having a caravan as a base is useful, but not essential. So whether it is an evening potter or full day, just get out there and enjoy the freedom.

Iris

New Zealand 2017

A Travelogue and Real Rough Guide by John Stewart

The Club dinner had been digested one week and it was time to seek the winter sun. Not in the Mediterranean but in that great inverted Britain in the Pacific, New Zealand. The party comprised me and Veronica on our third visit and Elizabeth on her second. A promising start with reserved first class travel to London at the minimal cost one can obtain by booking 12 weeks in advance. The Piccadilly line to Heathrow is something of a let-down but our fellow-passengers heading back from their toil to a flat in Hounslow could not be expected to look so cheerful. The usual three-hour plus wait at the airport then we were off. Having booked New Zealand Air we were on a Singapore Airlines Plane – it's how the industry works. Just over an hour in Singapore and we were on our way to Christchurch, arriving just 24 hours after leaving London.

No buses for us, silver greeting service from Lyn, Elizabeth's cousin's wife, who took us to the car hire base. They disappeared whilst Veronica and I loaded and left in the hire car. 100 metres down the road and a lorry hit the back of us. Not a fiddly little lorry but the full scale six-axle articulated tipper. Ah well, back for another car!

Six years after the earthquake and Christchurch is still a massive building site. In 2013 they were still clearing up and doing urgent repairs but now it is more of full commercially-funded redevelopment. Walking round the centre was interesting and instructive. To my eye quite a lot of the work looked as if it would finish in the next year so then it should start to resemble a first rate modern city rather than an English-speaking Aleppo. The tourist trams were back working with track laid for their extension, the River Avon was flowing the right way and the beautiful Hagley Park was as ever.

Any visit the Christchurch must include a trip over or through the Port Hills to Lyttelton. A more recent earthquake had disturbed the sea bed and the big cruise ships could not use it until dredging has been undertaken but the normal commercial freight business seemed untouched. Nearby is the Ferrymead Historic Park, full of locomotives and trams, just lovely for me, but also a good collection of re-sited historic buildings including shops, a school, garage, workshops and a motor museum. Well worth a visit but somewhat quiet whilst we were there. Rounding off this area was a trip on the cable car to the visitor centre right at the top of the Port Hills.

A straight drive to Dunedin was planned with lunch at Oamaru, a town somewhat down on its luck since the heady days of the late 19th century when prosperity led to the erection of a wonderful collection of classically-styled buildings in the local fine white limestone. Still, I knew it has a lovely restaurant overlooking the harbour. It only closes on Wednesdays and yes, it was Wednesday so we settled for a more mundane establishment in town. On leaving the rain struck and we feared the usual Dunedin weather but magically it cleared as we crossed the hills north of the city to provide an arrival in brilliant sunshine.

As surely as Christchurch is a colony of the Church of England so is Dunedin of the Church of Scotland. On the map it has a perfectly symmetrical street plan but it was drawn up in Edinburgh, shipped out and laid out on topography so undulating that it made a nonsense of the plan. The street names are most revealing. There is the expected St. Andrew Street, and there are Princes, George, Cumberland and Frederick Streets but you will not find a James or a Charles. There is no doubt that this city's allegiance is to the Hanoverians, by order of the Kirk!



Otago Harbour is a vast natural enclosure heading north-east from the city and provides a waterside drive via Waverley and Portobello to Taiaroa Head where there is an Albatross Viewing Centre and a Penguin Centre. Both of these are places that no visitor should miss and as will be seen from the photograph the penguins are quite friendly. With a large student population Dunedin abounds in places to eat and drink. Evenings in the centre can be quite boisterous, perhaps not what the founders envisaged.

With so much of New Zealand's population now in North Island, it is easy to forget that the initial settlement by Europeans took place most strongly in the south. Nowadays much of this region is quite prosperous but the initial expansionist drive seems to have stalled. Dunedin is big enough to thrive but places like Invercargill have rather stagnated. Having the nearest Indian Restaurant to the South Pole doesn't really drag them in. However, other parts of the south have a new-found prosperity from international tourism and it is to one such place that we next headed.

Milford Sound had long been an objective to visit. It is at the end of a 120km cul-de-sac from TeAnau. I had regarded that as a convenient stopover but it is a lovely little town beside Lake TeAnau, worth a visit in its own right. The Milford Sound trip was unfortunately on one of the few poor weather days. The road runs harmlessly north through country that becomes increasingly wild, with names such as *Knobs Flat* illustrating the settlers' straight talking outlook. After Lake Fergus it turns north-west and starts serious climbing, on our day into the clouds, to a summit at the eastern portal to the Homer Tunnel, unlined through solid rock, before a precipitous descent to the head of the fiord where the cliffs rise close to vertical straight from the water. In such a chasm I could not believe the map showing an airfield but it is for helicopters only. Despite the horrific prices, anyone getting this far must take a trip on one of the many cruise boats that take one out to the open sea past magnificent waterfalls, basking seals and, hopefully, dolphins playing alongside. It is pretty well the rainfall capital of the country, averaging 6,000mm a year, and this keeps the waterfalls charged. At least the boats are cheaper than the helicopter trips. Soon it was back to TeAnau and the difficult task of choosing somewhere for dinner from the 30 or so on offer. That's the trouble with holidays – decisions, decisions!

A new day and our objective was Wanaka. No overnight stops at Queenstown on this trip but handy for lunch after a long drive through sparsely populated country, agriculture in the valleys with bare hills supporting a few sheep. Queenstown is of course the barmy sports centre of New Zealand. Bungy jumping, lugging, paragliding, water skiing and the rest are all on offer but we settled for lunch by the lake watching the more active visitors try a few of these. The road over the Cardrona Range is a little hairy but then follows a long descent towards Wanaka, a delightful place beside the lake of that name with much of the setting of Queenstown but in such a much more relaxed atmosphere. Again swimming and water skiing were available but our sport was restricted to licking ice creams beside the lake.

Just the one night at Wanaka saw us on a long and at times bleak drive north; central South Island can do bare hills to excess at times. The route went over the Lindis Pass, Twizel and Lake Tekapo, an area crossed with canals for the hydro-electric power stations. More fertile country began as we approached Geraldine. Then onto State Highway 1 and a tea break at Ashburton, which is nothing like the one in Devon but fulfils a refuelling purpose. Turning off SH1 we had a dead-straight 21km to Darfield and my mind went to what a wonderful out-and-back 25 course it would make. Darfield is a typical one-horse town whose principal function seems to be to fill up with petrol and burgers on the road to the west coast. We were there to see an old work colleague who escaped Derby some 15 years ago and spent a pleasant evening in the most decent local restaurant with him and his partner.

So, one more day and back to Christchurch. Hardly an hour's drive so an excursion down the Banks Peninsula to Akaroa was pulled in. Akaroa was a French settlement and is marketed today on the "French Connection" line but apart from a few *rues* there seemed little remaining of its cultural origins. It sits in another huge natural harbour, the result of volcanic activity, and was that day hosting one of the big cruise liners that cannot currently get into Lyttelton. Back at a rather ordinary motel at Christchurch we prepared for a large family meal at a restaurant frequented by Elizabeth's cousin, Steve. With their teenage children and John and Jean Smith, Elizabeth's uncle and aunt, we were of course the large noisy table that one always gets in these places.

Now a change in the logistics as Elizabeth joined us for the rest of the holiday. A short trip, just 150km, to Hanmer Springs, a lovely spa resort in the hills. Simple, a rest day I thought so we stopped at a café in Culverden, not understanding that the pink clouds to the west heralded a forest fire. We set off, were stopped by the police in under 1km and sent back to drink endless more tea for two hours but were then authorised to go on. The motel at Hanmer Springs was probably the best of the holiday with an apartment

the size of a bungalow. A two-day ticket for the springs is great value as one can lounge in pools of various temperatures and mineral content all day. Again, a place not to be missed if you are in the upper part of South Island.

Leaving for Blenheim presented a dilemma. The coast road was still blocked by the December 2016 earthquake and the official diversion was via the Lewis Pass and some 290km long. What about the Molesworth Road, just 170km but mostly “unsealed”? Local advice was that in the weather they had and with the car we were in we should do it, so I launched us onto 150km of unremitting gravel where all bends had to be crawled round to avoid sliding off, usually into a ditch or river. I think that I’d take a 4WD next time for this trip but we eventually reached tarmac, got into Blenheim and found the house of Max and Sandra where we were to stay for two nights. Their friends Vic and Gwyneth from Scotland were also there so there were seven of us for dinner on those two nights, quite jolly. The one full day there had been arranged for a club run. At last I was to get on a bike, kindly provided by Max from his bike store. Of course there aren’t the mass of lanes that one has in England but they had devised an interesting route round the district ending at a coffee stop at the St. Claire winery, where the photograph shows that we had arrived by authorised transport. After Max and Sandra’s hospitality it was a short drive to Picton to hand over the car and embark on the ferry for North Island. More of that in the next edition.



John Stewart



TOUR DE FRANCE 2017 route



1-23 JUILLET 2017
104^e édition



STAGE	TYPE	DATE	START AND FINISH	DISTANCE
1	Individual time trial	Saturday, July 1st	Düsseldorf / Düsseldorf	14 km
2	Flat	Sunday, July 2nd	Düsseldorf / Liège	203.5 km
3	Hilly	Monday, July 3rd	Verviers / Longwy	212.5 km
4	Flat	Tuesday, July 4th	Mondorf-les-Bains / Vittel	207.5 km
5	Hilly	Wednesday, July 5th	Vittel / La planche des belles filles	160.5 km
6	Flat	Thursday, July 6th	Vesoul / Troyes	216 km
7	Flat	Friday, July 7th	Troyes / Nuits-Saint-Georges	213.5 km
8	Hilly	Saturday, July 8th	Dole / Station des rousses	187.5 km
9	Mountain	Sunday, July 9th	Nantua / Chambéry	181.5 km
-	Rest day	Monday, July 10th	Dordogne	
10	Flat	Tuesday, July 11th	Périgueux / Bergerac	178 km
11	Flat	Wednesday, July 12th	Eymet / Pau	203.5 km
12	Mountain	Thursday, July 13th	Pau / Peyragudes	214.5 km
13	Mountain	Friday, July 14th	Saint-Girons / Foix	101 km
14	Hilly	Saturday, July 15th	Blagnac / Rodez	181.5 km
15	Hilly	Sunday, July 16th	Laissac-Sévérac l'Église / Le Puy-en-Velay	189.5 km
-	Rest day	Monday, July 17th	Le Puy-en-Velay	
16	Flat	Tuesday, July 18th	Le Puy-en-Velay / Romans-sur-Isère	165 km
17	Mountain	Wednesday, July 19th	La Mure / Serre-Chevalier	183 km
18	Mountain	Thursday, July 20th	Briançon / Izoard	179.5 km
19	Flat	Friday, July 21st	Embrun / Salon-de-Provence	222.5 km
20	Individual time trial	Saturday, July 22nd	Marseille / Marseille	22.5 km
21	Flat	Sunday, July 23rd	Montgeron / Paris Champs-Élysées	103 km

Stop Press

SUMMER BBQ

18th June 2017

Contact Veronica for information

Annual Dinner and Presentation evening

Hilton House Hotel

Hilton

10th February 2018

Contact Veronica for information

**SOUTH PENNINE
ROAD CLUB**

