



NEWSLETTER - APRIL 2005

Looking forward to the 2005 Season!

The title of this piece is already somewhat misleading as by the time you receive this newsletter the 2005 season will be well underway, but it is an opportunity to look ahead for what should, for Poole Wheelers, be a very good year.

There seems to be a real air of optimism about the club at the moment, and that's been present throughout the winter when there were regularly up to a dozen people brave enough to face the Sunday morning club runs. Aside from being good training with distances of up to 60 miles covered, these were also good social events and helped to develop a good sense of club camaraderie. The pre-xmas rides generally involved a much welcomed café stop, whereas the new year saw riders (well some of them at least) start to take things a little more seriously and consider getting their race fitness together.

At the time of writing (early April '05), we have also had the traditional round of early season club time trials. Again it was good to see decent numbers turnout, but there were a few individuals (who will remain nameless!) who seemed exceedingly reluctant to stick a number on their back. I won't bore you with all the results as these are all available in detail on the website, but it is worth mentioning Max's domination of all 3 events run over the Gallows Hill, Whiteways and Sturminster circuits. His success in the Whiteways time trial which saw fewer numbers racing than the other two (I can't think why!?) even led to the Echo commenting that 'Baldock was in a class of his own!' Whilst Max was basking in this glory the rest of us were seen hovering around the boot of Ros's

car in search of a hot coffee as all 3 events were run in bitterly cold conditions.

It's also worth mentioning a few new and not so new faces at this point. Gary Steadman is making a return to racing and judging by his form to date this will be much to the club's benefit. After being a regular on club runs it will also be interesting to see how Neil Mansell develops this season. His rides in the early season club TT's suggests that we can expect some good results.

At the time of writing there have been a cluster of early season time trials to report on. The EDCA Gallows Hill 27km TT on 20th March was superbly organised by Graham. It was a shame that the event only saw 5 Poole Wheelers riding (and Terry's article comments on this in more detail). However, it was a case of quality if not quantity as PWCC were narrowly edged out of the team prize with 3 riders (Max Baldock, John Hook and Mike Graven) in the top 15 out of a field of nearly 50.

As impressive as the above result was, the display in the BACC Good Friday 10 on the Ryvita course was even better. In near perfect conditions and against a full field of 110 riders, Max and John came 11th (21.04) and 12th (21.05) respectively, and in the course of doing so both set new personal bests. Gary Steadman also recorded an excellent 21.53 and came 2nd in the best improvement on a line 1time. It should be pointed out that this TT contained a top quality field so underlining the performances of Max and John in particular. With the imminent return of Terry

Icke to competition things bode well for a really strong team representation this year. However, although not a club event this was another event on our doorstep and it was again disappointing to see only 5 Poole Wheelers sign on!!

The Easter weekend continued with near perfect weather for the inter-club Bank Holiday Monday 30 mile TT and a field of 26 starters. At the risk of sounding boring, Max won again, with the next 10 or so places separated by little more than a minute.

PWCC also fielded a team for the A3CRG organised 3 up team time trial (Max Baldock, Gary Steadman and Mike Graven). The team finished a creditable 4th (3rd team) with a time of 55.52 for the 25 mile course, and narrowly missed out on second non-composite team by 21 seconds.

One aspect of racing that isn't looking good for 2005 is the road scene with the loss of Barnsfield for what is likely to be the next 2 years. This is a real disappointment, though there is talk of using Bovington as an alternative circuit but there is no concrete news in this regard yet. It will most probably mean far less road racing for all concerned, though hopefully there will be Poole Wheelers representation in the Southern Road Race Championships on 22 May which will be on a course near Wool.

The next newsletter will be released in the summer by which time we all hope that we're able to report on further success for the club. Good luck for the season!

Excuse of the Month!

One of the many interesting sub-cultures in cycling is that of having an excuse for a sub-par (aka crap) performance. Some people, and we all know who they are, have taken this art form to particular heights and have even managed to pre-empt a bad display by arriving at events spouting off excuses even before they've turned a pedal in anger.

We've all heard them; "I haven't trained for weeks" (even though they've secretly been on the turbo every night for a month), or "I've had the flu" (i.e. they coughed once three days ago). The irony is that we've all used similar excuses to these ourselves. However, to celebrate this art form I'm asking everyone to keep their ears to the ground and report any classics and also give them a believability rating. The best will be reported in future newsletters.

To get the ball rolling here's one I overheard at the race HQ of the EDCA 27km TT. I have withheld the name of the guilty party to protect the innocent etc etc.



Max: "In a class of his own!" (Evening Echo)

EDITORIAL

This is the first newsletter of 2005, and both Terry and myself hope that it's something that you will enjoy reading. However, this is your club and therefore your newsletter so all of your contributions would be greatly appreciated.

We would also like your feedback on the content and layout. I hope this won't be a series of moans, but constructive criticism is welcomed. We're happy to admit to being enthusiastic amateurs at this sort of thing so cock-ups are bound to happen. Hopefully we've kept the libellous comments to a minimum.

So, let us know what you want more of/ less of, and above all get writing. I'm sure you don't want us two boring you to death for the rest of the year.

Mike

"I rode a 10 yesterday. I did 23.40 but I had a puncture in my rear tyre and rode the last 3 miles on the rim."

Hmmmmmm!!!!

Believability scale? 1/10

Operation Pickles

I wonder how many of you are aware that we lost the EDCA team award to the Jubilee by a paltry 12 points in 2004. I'm sure with a little more effort and coordination we can win the team league in 2005. The team prize is based on points won by the three best riders for a club in each of the 16 events, then the best 8 events count towards the overall team total. The points for an individual rider are awarded as 120 for 1st place, 119 for 2nd place and so on, for all the riders of EDCA affiliated clubs.

It was nip and tuck all season, but I think we were all blissfully unaware of how close it was and we even led after the Sotonia 25. Here are the relative team points after each event.

		Jubilee		Poole		Jubilee Lead
		Event pts	Total Pts	Event pts	Total Pts	
1	EDCA 24	352	352	334	334	18
2	EDCA 27km	345	697	322	656	41
3	Jubilee 42km	345	1042	340	996	46
4	New Forest 32	323	1365	341	1337	28
5	Weymouth 10	344	1709	344	1681	28
6	B&DWCA 25	332	2041	345	2026	15
7	Sotonia 25	327	2368	349	2375	-7
8	EDCA 30	339	2707	306	2681	26
9	Poole 10	322	2707	320	2695	12
10	Wessex 50	341	2725	219	2695	30
11	EDCA 50	324	2725	325	2700	25
12	Jubilee 100	340	2738	113	2700	38
13	New Forest 25	209	2738	334	2712	26
14	EDCA 10	319	2738	335	2722	16
15	EDCA 15	345	2751	339	2727	24
16	Poole 25	343	2755	350	2743	12

I'm sure if Terry hadn't had his accident we would have won easily, but we still threw it away by not bothering in the EDCA 30, Wessex 50 and Jubilee 100. You can't afford not to score team points in all events even if ultimately they don't count, because you are lessening scores of the other clubs. It's for this reason that it's worth having as many Poole Wheelers in all events, because even if you don't score points for the team you are still potentially denying points to the other clubs. So this year even if you only plan to ride a few events make sure they are EDCA events, particularly the early events and longer distances as there are easy points to be had.

We have a healthy number of riders now, but we need everyone to make the effort as the Jubilee are a lot stronger than last year. This season has got off to the usual apathetic start with 5 riders for Graham's event and only 3 for the Jubilee Hilly. This means we are already 50 points behind. The remaining events are as follows.

Date	Time	Event	Course
Sun 10 Apr	9am	EDCA Hilly 24 miles	P427
Sat 30 Apr	2pm	CC Weymouth 10 Miles	P451
Sun 1 May	7am	New Forest Hilly 32 miles	P333
Sun 8 May	7am	Bmth & Dist WCA 25 miles	P413/25
Sun 15 May	7am	Sotonia CC 25 miles	P413/25
Sun 22 May	7am	Bournemouth Jubilee 30 miles	P412/30
Mon 30 May	7am	Poole Wheelers 10 miles	P415
Sun 5 Jun	6am	Wessex RC 50 miles	P485
Sun 17 Jul	7am	New Forest 25 miles	P333
Sun 30 Jul	7am	EDCA 10 miles	P235/10
Sun 7 Aug	6:30am	Bournemouth Jubilee 50 miles	P413/50
Mon 29 Aug	7am	EDCA 15 miles	P416
Sun 18 Sep	7:30am	Poole Whs 25 miles	P413/25
Sat 15 Oct	10am	New Forest CC 10 miles	P484



You get the message!!

The 100 Debacle

As you all know we don't do 100's in the Poole Wheelers. Well now thanks to our friendly local rivals we can't even ride one in our area even if we want to. After 60 odd years the Jubilee have decided to scrap it and their reasoning is as follows

"We have been debating the issue for the last three years and have only run it because, up to this year, it was the only 100 in the South D.C. area. Now the Sussex CA are running a 100 event on the P885/100 course it negates that reasoning"

So it's all off to sunny Sussex and a 150 mile round trip for anyone wishing to do a 100 this season. If that's not bad enough, what does the Jubilee do, and this beggar's belief, but they run their only Open 25 on the same day as the Sussex C.A. 100. The final kick in the teeth is that there are no open events in Dorset on Sunday 12th June, Sunday 19th June, Sunday 26th June, Sunday 3rd July and Sunday 10th July. So there are plenty of alternate dates.

That's enough moaning and to commemorate the demise of the Jubilee 100 I thought I set a little quiz. Can you name the 10 Poole Wheelers who have completed the event since 1996 (my first full season). I've given time and fun clues to help.

- 1 Finished 7 (96, 98, 99, 00, 02, 03, 04 best time 4:41:46) and always going on about Poole Wheelers' allergy to long distance events.
- 2 Finished 2 (96, 98 best time 4:27:28) no longer time trailing, but at the time the main stalwart of the club. I think he has gone all equestrian.
- 3 Finished 2 (99, 01 best time 4:49:48) only occasionally seen since going on the rails.
- 4 Finished 2 (01, 02 best time 4:51:24) still competing when work permits and always brings his posse to social events.
- 5 Finished 1 (96 time 4:15:14) seen at most club events but never to race.
- 6 Finished 1 (96 time 5:04:53) now riding for the enemy, but mainly a pusher off these days.
- 7 Finished 1 (97 time 4:31:54) one season then never seen again, and I think he was a nurse. Upset the establishment by wearing grey socks.
- 8 Finished 1 (98 time 4:15:45) surfing dude that always makes a cameo appearance each season.
- 9 Finished 1 (00 time 5:02:47) still riding but is more selective and with No 6 used to dominate the 1st Division evening 10's when I first started.
- 10 Finished 1 (03 time 4:01:37) the time is the only clue you need.

Answers in the next newsletter.

Captain's Corner

Its still early in the season to speculate, but the club has shown good form in recent events and now in the opens, its good to see new members like Gary and Neil doing well. Mike Graven proved changes to his training and the right equipment can make a difference by taking minutes out of his PB times on his first attempt as did John Hook on the Rivita 10 on Good Friday, and with the long awaited return of Terry Icke we should have a strong team for 2005. All this positive talk is hopefully getting you geared up to riding our club TT's on Wednesday nights which are getting more popular and could turn into a local training session as Barnsfield heath is no longer running. It would be great to see more members supporting the club by riding. So dust off your old Raleigh and have a go.

Thanks Max Baldock

The Results Service.....Open Events

EDCA 27km (20.03.05)

- 1 Ben Instone a3crg 35:59
- 2 Dave Dent SP Systems / Wightlink RT V 37:18
- 3 Neil Woodgate Bournemouth Jubilee Whs 37:55
- 4 Max Baldock Poole Whs 38:34
- 5 Nicholas Harvey VC St Raphael V 38:50
- 11 John Hook Poole Whs V 40:34
- 13 Michael Graven Poole Whs 41:30
- 33 Terry Belbin Poole Whs V 47:14
- 37 Paul Hughes Poole Whs V 49:07

BACC 10 (25.03.05)

- 1 Richard Bradley Leo RC 19:23
- 2 Stuart Shawcross Leo RC 19:34
- 3 Ben Instone a3crg 19:38
- 4 Danny Axford Arctic Shorter Rochford RT 19:52
- 4 Richard Marsh Somer Valley CC 19:52
- 11 Max Baldock Poole Whs 21:04 (PB)
- 12 John Hook Poole Whs V 21:05 (PB)
- 27 Gary Steadman Poole Whs V 21:53 (PB)
- 46 Michael Graven Poole Whs 22:33 (PB)
- 80 Terry Belbin Poole Whs V 26:08

Bournemouth Jubilee 42km (27.03.05)

- 1 Dave Dent SP Systems / Wightlink V 1:01:21
- 2 Julian Jenkinson Primera-bournemouth 1:01:50
- 3 Nicholas Harvey VC St Raphael V 1:01:54
- 4 Richard Hallett Sydenham Whs V 1:02:23
- 5 Neil Woodgate Bournemouth Jubilee 1:02:28
- 13 John Hook Poole Whs V 1:07:12
- 32 Terry Belbin Poole Whs V 1:16:35
- 41 Paul Hughes Poole Whs V 1:22:01

A3CRG 3 up TTT (03.04.05)

- 1 Steve Walkling
Jon Sharples
Simon Berogna In-Gear Quickvit RT 50:37
- 2 Russell Kuber Benfleet Physio tri club
Philip Mosley Team swim bike run
Julian Jenkinson Primera-bournemouth 53.01
- 3 Graham Harman
James Stringer
Stuart Martingale Sotonia CC 55:31
- 4 Gary Steadman
Max Baldock
Michael Graven Poole Whs 55:52
- 5 Oliver Roberts
Paul O'Docherty
Dan Sadler Sigma Sport RT 56:37

EDCA 24 Hilly (10.04.05)

- 1 Dave Dent SP Systems / Wightlink RT V 55:44
- 2 Simon Berogna In-Gear Quickvit RT 57:12
- 3 Richie Berogna VC St Raphael 58:20
- 4 Glenn Longland Antelope RT V 58:45
- 5 Paul Foxwell Bournemouth Jubilee Whs 58:47
- 6 John Hook Poole Whs V 59:55
- 7 Michael Graven Poole Whs 59:56
- 16 Gary Steadman Poole Whs V 1:04:00
- 23 Denzil Hunt Poole Whs V 1:07:34
- 24 Richard Martin Poole Whs V 1:07:44
- 25 Nick Bateson Poole Whs V 1:08:06
- 28 Eddie Beck Poole Whs V 1:08:57
- 35 Terry Belbin Poole Whs V 1:11:12
- 38 Paul Hughes Poole Whs V 1:13:40

EDCA Team League after 3 Events

pos	pts
1 Bournemouth Jubilee Whs	1058
2 Poole Whs	1002
3 Gillingham & Dist Whs	880

EDCA Open League after 3 Events

pos	evt pts
1 Dave Pickering Bournemouth Jubilee Whs	
3 348 1 Jeremy Carpenter Gillingham & Dist Whs	3 348
3 John Hook Poole Whs	3 347
12 Terry Belbin Poole Whs	3 287
15 Paul Hughes Poole Whs	3 272
18 Michael Graven Poole Whs	2 229
31 Max Baldock Poole Whs	1 119

The Results Service.....Club Events

Bovington Circuit 20.02.05

Pos	Time	Rating
1 Max Baldock	39:41	81.70
2 Gary Steadman	42:00	76.25
3 Mike Graven	42:36	74.84
5 John Hook	44:01	71.51
7 Nick Best	46:39	65.32
8 Eddie Beck	46:54	64.73
13 Pete Bowen	48:47	60.31
14 Gareth Cobb	49:20	59.01
18 Terry Belbin	51:19	54.35
19 Paul Hughes	52:53	50.67
25 Gary Tuffy	56:57	41.11
26 Jan Steadman	1:07:27	16.42

Lulworth Circuit 27.02.05

Pos	Time	Rating
1 Max Baldock	43:39	71.35
2 Mike Graven	45:46	66.32
4 Neil Mansell	49:46	56.82
5 Eddie Beck	50:06	56.03
6 Terry Belbin	53:54	47.01
7 Gareth Cobb	54:00	46.77
8 Rob Jamson	54:44	45.03
9 Paul Hughes	55:41	42.77

Sturminster Circuit 06.03.05

Pos	Time	Rating
1 Max Baldock	43:29	77.55
3 Mike Graven	47:10	69.30
4 John Hook	48:57	65.30
5 Neil Mansell	50:47	61.19
6 Eddie Beck	50:58	60.78
8 Gareth Cobb	54:02	53.91
9 Nick Bateson	54:06	53.76
10 Paul Hughes	54:57	51.86
11 Terry Belbin	55:51	49.84
12 Pete Bowen	56:22	48.68

Woodbury Circuit 12.03.05

Pos	Time	Rating
1 Max Baldock	33:04	82.69
2 Gary Steadman	35:56	74.69
4 John Hook	37:22	70.69
7 Nick Bateson	38:47	66.73
9 Eddie Beck	39:10	65.66
10 Neil Mansell	39:24	65.01
13 Gareth Cobb	40:41	61.43
14 Graham Hurst	41:34	58.96
15 Terry Belbin	42:01	57.71
16 Paul Hughes	43:55	52.40

Gallows Hill 10.5 19.03.05

Pos	Time	Rating
1 Max Baldock	24:40	82.11
2 Nick Bateson	26:40	74.58
5 Neil Mansell	27:40	70.82
8 John Burrows	28:22	68.18

P413/30 28.03.05

Pos	Time	Rating
1 Max Baldock	1:08:10	83.02
4 Gary Steadman	1:10:22	80.05
5 John Hook	1:10:43	79.58
7 Mike Graven	1:10:56	79.29
15 Richard Martin	1:17:18	70.70
16 Nick Bateson	1:18:20	69.30
17 John Hawkins	1:18:29	69.10
18 Eddie Beck	1:19:07	68.25
19 Gareth Cobb	1:19:32	67.68
23 Neil Mansell	1:22:45	63.34

Ratings are explained in following article.

A Time Trial Rating System

A Time for Change?

The time trial scene is dominated by the quest for fast times at the expense of all other considerations. This is understandable in the simple test against the clock and makes miles per hour the only judge of performance. This means full fields for drag strips and small fields for more challenging courses. However as the amount of traffic increases, it doesn't seem to make sense to shun quieter roads in favour of busy motorway like roads.

The Rudy Project event in October 2004 illustrates this problem with a disappointing turn out from local riders for this brilliant event. It was such a pleasant change to go up and down hills, negotiate corners and not be bothered with traffic. Surely this type of event is the future for time trialling, if it's to survive in the 21st century.

The question is how you persuade people that time and speed isn't everything and position in the field is just as important. The EDCA series is one step in that direction, but it is not promoted enough and doesn't use enough variety of courses. Another way of helping slower courses is to have a universal system that enables comparison between all courses over all distances. In simple terms the time taken is translated into a rating that allows comparison between a drag strip 25 and a hilly 30km.

Basic Rating Formula

I first come across the idea for comparing different distances during my brief 'fun' running career in the mid 1980's in the A.A.A.'s Runner's guide. At the back was a table of equivalent times for all distances from 800 metres up the Marathon. Behind these cold figures had to be an underlying formula enabling comparison between any distances. So when I started cycling I thought this system could be adapted with minor adjustments.

The general formula for calculating a rating is

$$\text{Rating} = 100 - ((\text{Time taken in seconds} - x) / y)$$

Where **x** is the time in seconds of the 100 rated ride and will be known as **Hundred Rated ride Time** or **HuRT** for short. This is in effect a world record time or the best theoretical time.

y is the number of seconds for one rating point (known as **Time for one Rating Point** time or **ToRP** for short) and is related to the value of **HuRT**.

This means that once a value for **HuRT** is established for every course anyone can calculate their rating and compare different rides for any distance on any course.

HuRT & ToRP Values

The starting point is to decide on the value for **HuRT** over a 25 mile course and then use this as the basis for all other courses whatever their distance. I've chosen 45 minutes as this is quicker than Chris Boardman's record ride and no one should ever exceed the **HuRT** easily. This gives a **HuRT** value of 2700 (45 X 60). The next step is to set the zero rated ride at a level that caters for all abilities, as we don't want to get into the realms of negative ratings (unless they have two punctures and a late start!). I decided on a time of 1 hour 45 minutes for a zero rated ride, and this means that a 50 rated ride is 'evens' or 1 hour 15 minutes.

Doubling Factor

Let's return to the running times table and the first discovery was that if you double the distance then the time for a comparable run more than doubles. This may be obvious but the value of this factor is fundamental for any formula. Well the resulting factor for running was 2.11 and we get the formula of

$$\text{HuRT} = 2.11^{(\log d / \log 2)} * \text{HRM}$$

where **d** is the distance in miles and **HRM** is the **Hundred Rated Mile** time in seconds. At the time the world record was around 3 minutes 45 seconds giving a value of 225, so the formula for all running distances above 800 metres is

$$\text{HuRT} = 2.11^{(\log d / \log 2)} * 225$$

Cycling Rating

The 'doubling factor' for cycling is not as straightforward as running and the simple formula only applies for distances above 25 miles. The difference is that people are able to maintain a 10 pace or a near 10 pace well above 10 miles. Therefore we end up with two formulas, one for distance of 25 miles and above and one for distances between 10 and 25.

Cycling Formula – Distances of 25 miles and above

$$\text{HuRT} = 2.11^{(\log d / \log 2)} * \text{HRM}$$

The **HRM** time for cycling turns out to be 84.225. It seems unlikely that anyone could ride a mile in 1 minute 24.225 seconds even with a flying start. However this factor does seem to work for all distances above 10 miles. As we've seen above a value of 25 for **d** would give a **HuRT** of 2700 or 45 minutes.

Cycling Formula – Distances between 10 and 24.99 miles
With no alteration the above formula would give a **HuRT** of 1006 or 16 minutes 46 seconds for 10 miles. This is obviously too fast a time to be comparable with the **HuRT** for 25 miles of 45 minutes. The solution is to introduce a compensating factor that is added to **HRM** that reduces linearly to zero for a distance of 25. This gives the more complicated formula

$$\text{HuRT} = 2.11^{(\log d / \log 2)} * (\text{HRM} + \text{cf})$$

where **cf** is the compensating factor of $(25 - d) / (d / 3)$

This gives a **HuRT** of 1060 for a distance of 10 miles and a more realistic time of 17 minutes 40 seconds.

Distance	Correction Factor (CF)	HuRT without CF	HuRT with CF
10	4.50	1006 or 16:46	1060 or 17:40
15	2.00	1557 or 25:57	1594 or 26:34
20	0.75	2123 or 35:23	2142 or 35:42
25	0.00	2700 or 45:00	2700 or 45:00

Rated Ride Comparison for Various Time Trial Distances

We can now use these formulas to compare different distances, and the table shows the times of 100, 50, and 0 rated rides and the equivalent rides for a 1 hour 25 mile ride.

Distance	HuRT or 100 Rating	50 Rating	0 Rating	Hour Equivalent
10	0:17:40	0:29:27	0:41:13	0:23:33
15	0:26:34	0:44:17	1:01:59	0:35:25
20	0:35:42	0:59:30	1:23:18	0:47:36
25	0:45:00	1:15:00	1:45:00	1:00:00
30	0:54:46	1:31:17	2:07:47	1:13:01
50	1:34:57	2:38:15	3:41:33	2:06:36
100 km	2:00:00	3:20:00	4:40:00	2:40:00
100	3:20:21	5:33:55	7:47:29	4:27:08

Further Complication

We now have two formulas for all distances from 10 miles and upwards, but they only apply to an 'ideal' course. This is ideal for speed rather than safety, and such a course is on a flat busy road. We now need to introduce another factor into the two formulas so that we can compare all courses regardless of terrain. The Course Correction Factor (**CCF**) factor is simply added to the **HRM** value of 84.225. The hardest part is arriving at a fair **CCF** for every course. Preferably the **CCF** should be derivable from measurable factors for any course. So the question is what influences the speed of a course and the two most obvious are amount of climbing and type of road.

CCF Considerations

The climbing part of the **CCF** could be related to the amount of ascent per mile of the course e.g. 600 feet in 25 miles would be 24 feet per mile.

The road part of the **CCF** could be derived from the percentage amounts of the different roads e.g. a 25 mile course may consist of 10 miles of good A roads, 8 miles of bad A roads and 7 miles of good B roads giving 40%, 32% and 28% respectively.

We need to put flesh on the bones, but that leaves us with the general refined formulas of

(i) Distances of 25 miles and above

$$\text{HuRT} = 2.11 (\log d / \log 2) * (\text{HRM} + \text{CCF})$$

(ii) Distances between 10 and 24.99 miles

$$\text{HuRT} = 2.11 (\log d / \log 2) * (\text{HRM} + \text{cf} + \text{CCF})$$

Where in both cases **CCF** is the Climbing factor + Road factor

The formula for the **CCF** uses the types of roads and the amount of climbing as the two factors influencing the difficulty of a course. After much deliberation the road part of the **CCF** is calculated as follows

Road Allowance Formula

(2 * percentage in miles of A roads) + (4 * percentage in miles of AB roads) + (6 * percentage in miles of BC roads) + (8 * percentage in miles of C roads) where the roads are defined as

DC – Dual Carriageway e.g. A35 Upton Bypass

A - Main or Trunk A roads e.g. A35 – Bakers Arms to Bere Regis

AB – Other A roads and quick B roads e.g. A352 Wareham to Dorchester & B3070 Worgret to East Lulworth
BC – Other B roads and quick unclassified roads e.g. B3071 Wool to Lulworth & Wareham to Woodbury
C – Other unclassified roads e.g. Holme Lane/ Bindon Lane - Stoborough to Wool

This relatively simple calculation means that on a solely dual carriageway course no allowance is made for the road conditions and on a solely slow unclassified road the maximum allowance is 8. This maximum value is stating that the slowest road is approximately 9.5% slower than a dual carriageway. The values of 2, 4, 6 and 8 for the different road types are open to debate and could be adjusted accordingly. The other issue is that categorising a particular stretch of road is largely subjective.

Ascent Allowance Formula

The formula for ascent is even more open to debate. The fundamental consideration is that the effort to maintain the same speed going up a hill increases exponentially as the gradient increases. The formula arrived at is relatively simple and a good starting point.

$$(\text{Ascent per Mile} / 25)^2$$

Summary

If we are all honest then we must accept that the sport of time trialling is in terminal decline. The composition of the dwindling fields is getting older and the number of younger riders is very tiny. This could just be related to the ageing of the general population and no different to any other sport. However what sane parent would encourage their children to compete in a sport that goes up and down dual carriageways?

I'm as guilty as anyone in wanting to go as quickly as possible and was chuffed when I finally broke 24 minutes on the Ski slope 10. However when I take a step back I can see that it is madness and surely breaking 26 minutes on the Woodbury-Wareham-Woodbury 10 would be much more of an achievement?

The rating system is not the only answer, but a good starting point in the quest to change people's attitudes. It would help the promotion of slower and safer courses and if nothing else it would give every rider a way of comparing their own performances. We might even get an extra column or two on the result sheet for our £6?

We have some great quieter roads in Dorset and Hampshire that with a little more imagination could be used more, as we are slowly weaned off mph alone. It's really difficult to change people's attitudes and at present everyone is judged by their quickest time with no consideration given to the course. The question we must all ask ourselves, is it better to come last and do a PB or beat 20 people with a slow time? Are we ready to embrace a little change or do we carry on regardless?

This is an abridged version of the original document that contains many worked examples and consideration of VTTA Standards and BAR improvements. It is available on request from tbelbin@bigfoot.com