

# The Penguin Peloton

## Committee Meeting 3 June 2024 (on Teams)

### Attendees

Charlie Beardmore, Trevor Kelly, Rowan White, Tom Downie, Graham Bevan, Lutz Hostert

### Apologies

Pete Davis

### Minutes of the last meeting

Matters arising – Guys to Blackpool ride fundraising eventually exceeded £63 000, including a £25 000 contribution from the Lord Kirkham Foundation. Many participants raised over £1 000 each. A few participants appeared to raise no money at all. There may be a requirement to ask for a set contribution at initial recruitment for future events.

### Finance

A detailed breakdown of income and expenditure has been attached to the record of the 2024 AGM (see TPP website). **Afternote: Due to damage incurred whilst Jer Humphries was manoeuvring the hire vehicle, and noting that there was a £1500 excess associated with the hire, it has been necessary to provide £500 from TPP bank account to offset Jer Humphries's costs. He will meet the remaining £1000. This leaves TPP with approximately £200 in the bank account.**

### TPP membership

It was reiterated that people should join TPP through the BC website.

### Guys to Blackpool

The ride was successful in terms of no serious injuries and the fundraising target was exceeded. The Aims of the ride were to provide safe, enjoyable cycling whilst raising money for PAC.

There were a number of Lessons Identified:

Black Rats:

- There were a number of unfit and ill prepared people amongst the 40 cyclists (5 or so)

- There were 10+ bikes which were poorly maintained (requiring handlebar +/- saddle +/- brake adjustment). Tony Smith was required to spend an excessive amount of time correcting these which are the responsibility of the rider.
- All participants need to be able to fix a puncture and clean chain and tyre rims daily, which was not the case on the ride.
- A number of people opted to sit out stages (due to fatigue rather than injury). If this is to occur in future there will require to be an extra support vehicle as their presence left no space to deal with potential injuries.
- A higher proportion of riders (at least 1 in 2) require to have a navigation device with them which they understand how to operate effectively.
- 40 cyclists is a large number to deal with over 3 days

#### Committee:

1. The make up of the various Teams was insufficiently thought through. Some individuals were overmatched by others in their team
2. A number of the refreshment stops took an excessive amount of time to provide food and drink
3. A model stop was the Cock Inn which provided a large pasta bake for everyone. It was wholesome, tasty and speedy without being rushed
4. There was insufficient time for leisure and sightseeing during the event. It felt like a 'military operation'
5. It would be nice to have a party at the end of the event perhaps at Guy's

#### President's responses:

- A remarkable trip which saw 40 cyclists complete 426km of cycling with 3120m of ascent in 3 days whilst raising over £63 000 for PAC
- Enjoyment is very important. Safety is even more important.
- The Black Rat observations are taken at face value. In addition at least 2 cyclists, despite repeated advice, did not have a waterproof with them initially, and even some experienced cyclists failed to dress and take on food appropriate to the (wet and cold) conditions on Day 1.
- Cyclists need to be able to maintain 15 mph (24km/h) on flat roads.
- Committee point 1 – Accepted. Tom Downie has kindly agreed to oversee Team organisation for next year's event.
- Committee points 2 and 3 – Accepted. Rowan White has kindly agreed to oversee the food stops for next year's event.

- Committee point 4 – There is a balance to be struck between staging an event which provides little challenge, and one which allows no time for relaxation. It would be excellent if all individuals took sufficient personal responsibility to ensure they were appropriately prepared in terms of their training, equipment and punctuality. Unfortunately this is clearly not the case. A degree of organisation is required to ensure the event is as safe as practicable. Part of this is route planning and scheduling which, noting there are a number of unpredictable factors such as mechanicals and punctures, aims to get riders to their destination at a reasonable time and does not overburden the very hard working support team.
- Committee point 5 – Accepted. This should occur at next year's event.

### **Next Year's event**

Following significant discussion and consultation the following was unanimously agreed for **Fri 23<sup>rd</sup> to Mon 26<sup>th</sup> May 2025:**

**Day 1: Guys to Portsmouth. Overnight Ferry to St Malo**

**Day 2: St Malo to St Lo via Mont St Michel (overnight at St Lo – hotel)**

**Day 3: St Lo to Ouistreham (Caen) via St Mere Eglise. Overnight Ferry to Portsmouth**

**Day 4: Portsmouth to Guys. Party at Guys.**

Further details to follow

### **AOB**

Nil

**Afternote: Graham Bevan has agreed to arrange a 1 day 'Fun Ride' before next year's event – details to follow**

### **DONM**

TBC