

HDW Quarter Wheeler

Newsletter August 2010



Note from the Editor

With the tour now finished I hope that you have all left your sofas and are now back in the saddle suitably enthused. With have had 'some' good weather recently I hope that you have all been out making the most of it.

I hope that you enjoy Chris Lovibonds winter riding story, and that it motivates you enough to get out there riding as much as you can before the winter settles in.

Please continue to provide me with feedback about the magazine. And if you have anything that can be included please let me know

Many thanks
Clare

E: - Fiatbravo1980@yahoo.com

Forum Gossip

For those of that have not yet ventured on to the HDW on-line forum. Here are some of my best picks

Simon Graham has recommended a great website with brilliant images and photos of the Tour De France. Well worth a look

- http://www.boston.com/bigpicture/2010/07/2010_tour_de_france_-_part_i.html

Brent posted a message to thank all those that volunteered as Marshall for the Surrey Cycle League race.

Graham has added details of the John O'Groates Lands End challenge

Logon and give it a try

<http://www.hounslowanddistrictwheelers.co.uk>



The Dunwich Dynamo

By Chris Lovibond

The Hounslow and District Wheelers is not, as you might have imagined, entirely about racing. Four members completed the 117 mile Dunwich Dynamo ride over the night of the 24/25th July. Yes, the *night*, since this is essentially a night ride with our party leaving London Fields, Hackney about 8pm and arriving at Dunwich beach about 6am the following morning The main Hounslow contingent included Graham Davis, Patsy Howe and Nicki Sorfleet. Simon Graham also took part, but in another group of riders.



The route, mainly on country lanes after Epping, went via Moreton, Great Dunmow, Finchingfield, Sudbury and Framlingham. There was a feeding station at a remote village hall (Sible Hedingham) after about 55 miles, but the Hounslow group found this very crowded when they arrived and believing there to be a 24 hour garage a few miles further at Sudbury, they pushed on hoping to use it to restock with food and drink. They found nothing open in Sudbury, but were lucky enough to come across a local man, waiting to help a friend on the ride, who refilled their drinking bottles. 'He saved our lives' said Patsy. Dawn broke with about 25 miles left to ride, and once daylight came the job seemed almost done.

Graham, Patsy and Nicki (with three other non Hounslow riders) plan to ride from John O'Groates to Lands End in September. They hope to cover the distance in ten days and saw the Dunwich ride as part of their preparation. We wish them every good fortune with this undertaking.

The Dunwich Dynamo ride has taken place each year since 1993. From small beginnings it has grown enormously with almost every edition being bigger than the preceding one. The 1000 participant milestone was passed in 2009, and all the indications are that this year was significantly larger, but estimates are not yet in.

The event is organised by Southwark Cyclists and interestingly there is no charge for entry, although a £1 donation is suggested for the route sheet. If anyone would like more information Google will provide it.

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HTC Smithfield Nocturne

By Graham Davies

On the afternoon and evening of June 19th several HDW members marshalled at the Smithfield Market Nocturne Series 2010. This is the fourth year the event has taken place. It's free for the public to watch and this year's estimated attendance was 10,000. As in previous years the weather was windy and cold but at least it did not rain!! One marshal even came prepared with hat and gloves.

The evening is made up of several road races using a 1.1km closed circuit around the historic Smithfield Market in the heart of London.

It was spot the pro rider at the event. Top draw for me was catching up with Wouter Sybrandy riding for Sigma Sport. A non riding appearance by Mark Cavendish was a big surprise. Even Jody Scheckter the 1979 F1 Champion was in attendance riding a modified Mercedes bike delivering ice cream.

Races consist of folding bike (2 heats & 1 final of 3 laps), Architect and Developer Race (6 laps), Cycling Weekly Race (40 mins + 5 laps), Rapha Elite Women's Criterium (30 minutes plus 5 laps), Fixed Gear Longest Skid Competition and culminating in the Elite Criterium (1 hour plus 5 laps) starting at 9pm. Oh I nearly forgot the most important event of the evening the Laverstoke Park Ice Cream Race!!

The folding bike race begins with a Le Mans style start; riders having to run to their bike, re assemble them, then off for the racing laps. What a sight.....50 riders in each heat and 40 in the final.

The fixed gear longest skid comp was amazing. Who would have thought the winner would manage to lock their back wheel and skid for an awesome 94 mtrs. The 12 participants managed to stay upright so no spills this year.

The women's criterium was won by Hannah Barnes (Motorpoint Marshalls Pasta), 2nd Corrine Hall (Team Corridor) and 3rd Nicola Juniper (PCa Ciclos Uno) The men's criterium was won by Ian Bibby (Motorpoint Marshalls Pasta), 2nd Zak Dempster (Rapha Condor Sharp) and 3rd Jack Bauer (Endura Racing).

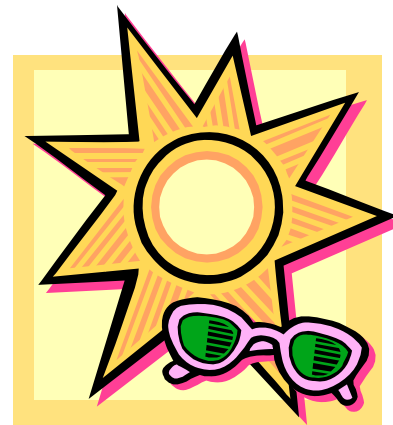
The 'Laverstoke Park Ice Cream' race pitted the wits of established cycling pros with talented celebrities on futuristic ice cream bikes which had been given an extra twist by the Mercedes F1 team.....and the ice cream had a great taste. (You know me I never pass up a free ice cream).

The evening is a great experience and cycling spectacle. Cycle racing at night seems to give a these bike events a different edge. How about volunteering and marshalling for 2011 or coming up to see the event, it's well worth it.



Midsummer Cup Club 25 20th June 2010

By Chris Lovibond



As his club mates all know, Paul Innes (Hounslow & District Wheelers) has an excellent turn of speed. Sunday 20th June Paul used this ability to become the clear winner of the 2010 Midsummer Cup 25.

His time of 1 hour 1 minute 59 seconds showed him to be the only club rider on the day fully capable of overcoming the difficulties of the West of Windsor course.

The handicap prize went to Simon George who has returned to racing this season after a long layoff through injury. His time of 1.13.13 shows he is making good progress towards returning to the level which his potential merits. Jo Wells took the ladies prize.

Result:

- | | |
|--------------------|-----------|
| 1. Paul Innes | 1. 1. 59. |
| 2. Simon Wroxley | 1. 8. 01. |
| 3. Neil Holdsworth | 1. 9. 12. |
| 4. Alan Butler | 1. 9. 37. |
| 5. Jo Wells | 1. 10.22 |
| 6. Bruce McMichael | 1. 10.37 |
| 7. Jill Bartlett | 1. 11.31. |
| 8. Henrik Fuch | 1. 12.52. |
| 9. Simon George | 1. 13.13. |
| 10. Neil Ferrelly | 1. 13.56. |

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Thursday 10's HDW Club Member Results

22nd April 2010

- Nic Stagg – 23.37
- Michael Widera – 25.15
- Rob Gilmour – 26.37
- Brent Skinner – 27.26
- Gavin Kitchen – 28.10
- Mark Loronzi – 28.26
- Mick Luke – 28.38
- Simon Wroxley – 28.41
- Simon George – 29.41
- Bruce McMichael – 30.11
- Patsy Howe – 34.11
- Tony Ambrosino – 35.10

20th May 2010

- Brent Skinner 25.41
- Matt Gallop 26.48
- Neil Beard 26.56
- Mick Luke 27.45
- Simon Wroxley 28.19
- Simon Hickman 28.45
- Kevin Thackray 29.41
- Ted Wroxley 30.16
- Geoff Shaw 31.10
- Patsy Howe 33.57
- Tony Ambrosino 34.24

Thursday 18's HDW Member results

24th June 2010

- Paul Holdsworth – 42.44
- Brent Skinner – 45.45
- Robert Gilmour – 47.16
- Neil Holdsworth – 49.26
- Simon Wroxley – 49.29
- Ted Wroxley – 51.26

29th April 2010

- Rob Gilmour – 26.39
- Bruce McMichael – 28.51
- Kevin Thackray – 30.01
- Ted Wroxley – 30.11
- Tony Ambrosino/Patsy Howe 33.46

27th May 2010

- Tony Ambrosino 34.46
- Ted Wroxley 29.59
- Jo Wells 28.10
- Mark Siver/Clive Waton Redmon (tandem) 25.32
- Kevin Thackray 29.11
- Neil Beard 26.09
- Neil Holdsworth 27.40
- Robert Gilmour 26.51
- Mick Luke 27.20
- Geoff Shaw 30.50
- Jill Bartlett 31.25
- Bruce McMichael 28.15
- Marc Lorenzi 27.11
-
-

8th July 2010

- Robert Gilmour – 25.52
- Simon Wroxley – 26.26
- Jeff Marshall – 26.29
- Mike Luke – 26.57
- Neil Holdsworth – 27.28
- Jo Wells – 28.02
- Geoff Shaw – 28.58
- Ted Wroxley – 29.59

6th May 2010

- Rob Gilmour - 26.21
- Simon Wroxley – 28.00
- Bruce McMichael – 28.40
- Simon George – 29.27
- Ted Wroxley – 30.30
- Geoff Shaw – 30.50
- Mick Luke – 31.01

15th July 2010

- Simon Wroxley 26.39
- Robert Gilmour 26.55
- Jill Bartley/Jo Wells 2up 27.46

15th May 2010

- Neil Holdsworth – 28.05
- Mick Luke – 28.18
- Dave George – 28.31
- Jill Bartlett/Brent Skinner – 29.05
- S.Gorge – 29.23
- Ted Wroxley – 30.10
- Geoff Shaw – 31.08
- Patsy Howe – 34.00
- Tony Ambrosino – 34.44

17th June 2010

- Paul Holdsworth – 24.17
- Simon Wroxley – 27.03
- Ted Wroxley – 28.44
- Kevin Thackray – 29.43
- Tony Ambrosino – 34.04
- Patsy Howe – 34.18 (W)

22nd July 2010

- N Stag – 23.25
- J Marshall – 26.40
- M Luke – 27.05
- R Gilmour – 27.26
- S Wroxley – 27.36
- J Wells – 28.15 (W)

Dates for your Diaries

- | | |
|----------|---|
| 23/10/10 | Club Quiz Night |
| 19/12/10 | H&DW Christmas Lunch, Bird Hills Golf Club. |
| 22/12/10 | Midweek Christmas Dinner. 2-3 hour ride, Xmas Dinner & short ride home. |
| 12/02/11 | H&DW Dinner Dance & Prize Presentation evening. |

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11th January 1959. By Chris Lovibond

As a thirteen year old it didn't strike me as odd that we should need to do a 90 mile round trip, in the middle of winter, to talk to a café owner about booking lunches for my cycling club's reliability trial, even though there was a telephone in my parents' front room. It seemed perfectly reasonable to me, just a bit cold in early January.

The West Twickenham Road Club was a typical small club of its time. Founded about 1950, it was essentially a racing club which had good club runs in the autumn and winter, followed by training runs in the late winter and early spring. Members pursued their own racing programme though the spring and summer until exhaustion set in, and the cycle would then repeat itself with club runs restarting in the autumn. This was the point at which I had joined the club in the previous year.

The reliability trial, held on the last Sunday in February, was one of the club's major promotions, and probably its most profitable, the 1959 event was the 7th edition. The stated object was to ride 100 miles within seven and a half hours (eight and a half for ladies and juniors), the qualifiers to receive a certificate; the real aim was to provide a semi organised training run for members of other clubs.

Just like their modern successor, the 'cyclo sportif', they tended to develop into unofficial road races. The previous year 'Cycling' had reported the event, and included a statement from Bert Broughton (the club's elder statesman) about the anti social and dangerous riding of some of the participants. What he said was perfectly true, but the behaviour was pretty much inevitable.



Our club run on Sunday 4th January set off from the Brown Bear, Hanworth, intending to go to Petersfield, but the roads were exceptionally icy; that winter was hard even by the standards of those days. There was no salt or grit, and very few cars; the road at Walton Bridge was so slippery most of us had to walk. It was very hard to stay upright and although, miraculously, no one was hurt, progress was slow so that on reaching Godalming it was decided to stop for lunch and to leave Petersfield for the following week.

I also remember our de facto run leader, John Aldridge, taking off his outer layer of clothing (an anorak like garment) and steaming, just like the tea urn he was sitting next to.

From Hindhead to Petersfield is not much more than a dozen miles, generally downhill, so I'm not sure why, apart from custom, it was thought necessary to stop.

However I note in my diary that even this part of the journey was not without difficulty because there was a heavy snow shower.



I probably thought this more exciting than dangerous. I only remember that we reached our goal and had lunch – nothing about where the café was or about any arrangements that were made for the reliability trial.

The first part of the return trip is not clear in my mind, but although the snow had stopped and was not a problem, I'm sure I was beginning to struggle.

My memory becomes clearer on the road between Godalming and Guildford (now A3100, I'd done about 70 miles here);

darkness was falling and I was suffering badly. Whether the others realised they had dropped me I do not know, but I had got to the point where I could no longer follow the wheel in front of me. All I could do was to roll along slowly while doubting that I was capable of getting home (another 20 miles) at all.

I could have telephoned, but since my parents were not car owners there wasn't that much they could have done to help. I knew the club was going to stop at the Three Frogs café just before Ripley, about another 5 miles, so I set myself to reach that far, which I did arriving in a state of near collapse.

My club mates were doubtless amused by my condition but they made a pretty good show of being sympathetic. 'A cup of tea and something sweet to eat – you'll be ok in a few minutes'. I was doubtful, I was too blown even to realise that I was hungry, but sure enough I did soon start to feel better.

I remember eating a fruit pie (factory made) with sugar glistening on its top layer of pastry – not something which would now be thought of as health food, but it had the desired effect.



After about twenty minutes, with my blood sugar level restored, I was ready to get back on the A3, through Cobham, Esher, Molesey and finally home to Hampton Hill. As far as I can remember I didn't have any problem with that last 15 miles.

Today it may seem remarkable that a thirteen year old could do this ride, but I don't believe it was seen as anything out of the way at the time. Two of my school contemporaries completed the reliability trial with me the next month, and my diary records an 80 mile ride with two other school friends in late December '58....

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..... Doubtless all five of us believed we were outstandingly promising cycling talents, but time has proved that none of us were anything special. For me, looking back from 2010, the most impressive aspect is the freedom we had to expose ourselves, pretty much unsupervised, to these adventures.

I have no idea if my parents were particularly worried about me riding up and down a main trunk road in the dark. Probably they were, but wisely realised that it was not practical to stop me. They did, quite rightly, show concern about whether I had spent enough time on my homework – I hadn't, and I'm sure I didn't pay any attention to it on that particular Sunday evening.

A technical footnote: my gear was 69" fixed (46 x18). The bike was moderately well equipped by the standards of the day with a 531 frame and aluminium rims, although most of it came to me second hand

If you have found this an interesting story you might like to look at the London Fixed Gear & Single Speed Forum, where there is a thread 'A Hard Day in January' which gives an account of the 50th & 51st anniversary rides.

C. L. February 2010.

Woking – Halford Tour Series

A few Hounslow and District Wheelers made it down to Woking to watch the last in the Halford Tour Series. A great atmosphere and nice to see so many club members all going along to watch together.



John O'Groat's to Lands End

It started with a chance remark in February. We had been talking about active holidays and I happened to say that I quite liked the idea of cycling Lands End to John O'Groat's (sometime). Nikki shouted 'Let's do it' – and that was it! I had considered it more of a rhetorical muse than anything else – it's one of those things you say and never quite get around to doing (or so I thought). But no backing out now, the challenge had been aired and accepted! Nikki's enthusiasm carried us forward in the initial stages of planning and I had remembered Graham saying something about a possible Lands End to John O'Groat's ride previously so I mentioned our intention to him. Something to plan – Mr Gadget's eyes lit up – he was definitely in! We added to our numbers and settled on an optimum number of 6 cyclists, the other three being my physiotherapist (Beccs), her husband (Joel) and finally Steve from Australia (previous school friend of Sarah – Graham's wife). In addition we have 4 support team members in two cars comprising of my daughter and friend (currently studying Sports at Southampton University) and Joel's parents.

Meetings were held and the route planned. We now have documents detailing every inch of our route thanks to Graham's meticulous investigations - how many pages Graham?? B&B's have been booked and training is underway. The route covers approximately 950 miles and we aim to finish in 10 days. Most of us are fairly new to cycling (Graham and Steve excepted) and finishing is by no means a certainty, but that is part of the challenge.

We will be setting off from John O'Groat's on Tuesday, 21 September 2010 and are aiming to finish on Thursday, 30 September 2010.

Charity websites: -

<http://www.justgiving.com/Graham-Steve-Patsy>

<http://www.justgiving.com/NicolaSorfleet>

<http://www.justgiving.com/RebeccaLloydSmith>

<http://www.justgiving.com/JoelBurrows>

By Patsy Howe



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The London Sightseer 100k Audax – 5th September

Fact File

Distance: 60 miles, 100k;

Time: 6-10 hours for the Audax.

Terrain: Flat, mostly quiet back streets (some cobbled), river and park paths but some busy streets.

What to look out for: Two cities, eight parks, thirteen bridges, five palaces, two cathedrals, three markets, three historic ships, four art galleries, two concert halls, world class architecture, docks, canals, a tunnel and countless other attractions.

When: Sunday 5th September 2010

Maps: Transport for London Local Cycling Guides nos. 7 and 10. Geographers London A-Z Central London

Bike: Any type of bike is OK but recumbent trikes will have to be carried in places, as there are some narrow parts.

Start/finish: Hampton Hill, Middlesex, TW12 1NP, OS Landranger 176 TQ715145. **Getting to the Start:** The nearest stations are Fullwell and Teddington both reached from Waterloo. The nearest Tube Station is Richmond.

Contact: billcarnaby@blueyonder.co.uk

An Audax in London may seem like a hair-brained idea but I have cycled in London for many years and really enjoyed it and, what's more, haven't found it scary or dangerous. So, wanting to do my bit to get more people cycling in London, in 2002 I devised the London Sightseer 100k Randonee. Many people have ridden it since then on all sorts of bikes, recumbents and tandems and really enjoyed their cyclist's eye view of one of the world's great cities.

London's age is much in its favour as it has left a network of small streets, which may not be the most direct way to travel, but which are ideal for cycling and these streets, together with Thames and the numerous parks with which London is blessed, form the basis of the route.

The start is in Hampton Hill because that is where I live but it has the additional benefits of unrestricted parking and good local stations enabling people to get to the start easily.

The first part of the ride is from Hampton Hill and along the Thames path from Twickenham to Richmond, this is the stretch of river immortalised in all those landscape paintings of the Thames from Richmond Hill, and then along narrow paths to Old Isleworth. This is my favourite part of the route, where old and scruffy boatyards and fancy apartments border the river next to the well-known London Apprentice pub. London's stately home Syon House and Park are next and on the July midweek ride there is a mass of wildflowers along the park road and cattle in the park that look like they have been transplanted from a Sussex meadow.

Most peoples' experience of Hammersmith is the Great West Road out of London but just two hundred metres away we take a quiet river path with lovely pubs and wonderful views of the river to Hammersmith Bridge.

Heading into Central London through quiet back streets we emerge at Kensington Gardens and following the cycle path in Hyde Park pass the Princess Diana Memorial Garden and the Albert Memorial to Hyde Park Corner.

If you arrive at around 11.30 they will be changing the guard as you pass Buckingham Palace but the next part is the busiest part of the route, as we take in Trafalgar Square, the Strand, Fleet Street and Ludgate Hill with a wonderful view as we ride up to St Paul's Cathedral. We use the bus lanes here and to take us into the City and across Bank to Leadenhall Street with Lord Rogers' Lloyds Building on the right and Lord Foster's 30 St Mary Axe – known popularly as the Gherkin - on the left.



A few twisty and cobbled streets later and we are at Tower Bridge. This is the old Pool of London and it was said that you could once cross the river here by walking from ship to ship.

Not so many ships in the river now but plenty of boats in St Katherine's Dock, and cafes and bars if you fancy stopping for refreshment.



We are on our way to the most modern part of London now as we head towards Docklands and Canary Wharf through the cobbled Wapping High Street. All the old warehouses have been converted into loft apartments but you can still get a feel of what it was like in Dickens' day.

There is a breathtaking view downriver to Docklands from the almost deserted Thames Path here, and we will

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continue to get views of Docklands from numerous angles as we follow the twists and turns of the Thames. Next is Canary Warf where, across the river, we suddenly get our first view of the Millennium Dome or O2 as it is known now. Next stop is at Island Gardens and the Audax Control at the Island Gardens Café where delicious Afro-Caribbean food is served, which we eat while enjoying the wonderful view of Wren's Royal Naval Hospital.

We have to cross the river here so we head for the Greenwich Foot Tunnel built in 1902 to enable shipyard workers from south of the river to get to work on the Isle of Dogs. There are plans to close the foot tunnel for refurbishment in 2010 so the Woolwich Foot Tunnel further down river may have to be used next year.

We hope both lifts are working and then ascend the hill to the Royal Observatory in Greenwich Park and the best view in all London looking up and down the Thames. We are not even half way yet so we press on to rejoin the river and pass close to the O2 Arena as we head back to Greenwich.

We see a different side of London here as we follow the Thames Path past wharves where gravel and sand are unloaded, a small shipyard and a refuse processing plant. From Greenwich we again get a taste of London as the major port it used to be as we pass a whole series of boat-filled docks, wharves and quays in Deptford and Bermondsey to regain the Thames Path by Tower Bridge and WWII cruiser HMS Belfast. We can't cycle any further so we have to leave the Thames Path here to use cycle routes to pass behind Tate Modern, the South Bank Centre and the London Eye to Westminster Bridge.

Crossing to Parliament Square we pass under Big Ben and pass Westminster Abbey to the Embankment. It's a relief to be able to stop navigating and do some steady pedalling along the Embankment to Battersea Park and then through Chelsea to Putney and its boathouses bordering the river where the Boat Race starts. Then it's beautiful Richmond Park, Teddington Lock and the river path to Hampton Court Palace with its two distinct architectural styles favoured by Cardinal Wolsey and William III before crossing Bushey Park to finish in Hampton Hill.

Contact Bill if you would like to take part in the 5th September ride



Club Rides

Sunday 5th September is the London Sightseer Audax ride. There will be no other club run on this day. Please support Bill's London Audax Sightseer. Tuesday training rides from Bishopsgate finish end of August. Tuesday night training rides will carry on from Staines Sailing club during September.

Start times as follows

07/9/10 19.00
 14/9/10 18.30
 21/9/10 18.30
 28/9/10 18.00

Sunday Club Rides

| | | | |
|----------|-------------|----------|--------------|
| 12/09/10 | FARNCOMBE | 24/10/10 | HENLEY |
| 19/09/10 | OPEN '25' | 31/10/10 | HILL CLIMB |
| 26/09/10 | AUTUMN '25' | 07/11/10 | NEWLANDS CNR |
| 03/10/10 | FRENHAM | 14/11/10 | ARBORFIELD |
| 10/10/10 | MISSENDEN | 21/11/10 | HENFOLD |
| 17/10/10 | SEALE | 28/11/10 | MARLOW |