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Please contact me if you have any comments or would like to suggest news or an article for the magazine.

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Distribution

This magazine is primarily distributed by electronic means. This saves the club time and money. If you're reading a paper copy that you received in the post and would like to switch to reading it on your computer or printing it yourself, please let the editor know.

Motorpoint Dominate Spring Road Race



Williams and Bialoblocki take the win.



Competitors enjoyed fine racing conditions.

The Hounslow 'Peter Young Memorial' Road Race 2011

By Chris Lovibond

Photos by Matthew Lovibond & Simon George

Now that the Hounslow event attracts professional teams, there are often attempts by one team to dominate the race, but no one in the past has been masterful as the Motorpoint Pro Cycling Team

was last Sunday (20th March).

The break of the day went on the third lap and consisted of five members of the six man Motorpoint squad (Marcin Bialoblocki, Ian Bibby, Tobbyn Horton, Johnny McEvoy and Pete Williams). It also included Grant Bayton (Willier Go Self Drive), Ian Knight (Team Corley Cerveo), Mike Wragg (Python RT), Nic Hutchings (CS Grupetto), Hugh Wilson (Willier GSD), Gunnar Groenland & Lewis Atkins (both Twenty 3c Orbea) and

For more information about Hounslow & District Wheelers, visit our web site: <http://www.hounslowanddistrictwheelers.co.uk/>
To discuss articles in this issue of the club magazine, you can use the forum: <http://www.apollonia.org.uk/hounslow/>

New training kit design gets the go ahead



Designs by Paul Innes

By Simon George

Club members will soon be able to ride in a new kit designed by Paul Innes, pictured above and on page 5. The design has been approved by the committee and all that remains is to finalise its production.

At their meeting on the 8th of March 2011, the club

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Wouter Sybrandy led the chasers.

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Continued
from page 1

Yanto Barker (Pendragon Colnago Le Col). These riders took all the top finishing positions.

A second break formed on the prime hill at the end of that third lap. This included the remaining Motorpoint, James Sampson and from Team Corley - Roy Chamberlain, Simon Gaywood, Ashley Cox and Jake Hales, plus the well known local rider Wouter Sybrandy (Sigma Sport) and about ten others. However this group did not work together effectively, with most of the work at the front coming from Team Corley and the lone Sigma Sport man, but even so it managed to get within about 15 seconds of the leaders. At this point the original break became aware that the chasers were closing on them and they upped their game. Their acceleration caused the failure of a desperate effort by the one Motorpoint to bridge the gap alone.

By the closing laps on the finishing circuit the five Motorpoint men had all got away from the break and were divided between the two leaders, Williams and Bialoblocki who were doing a speedy two up just beyond the sight of the other three, Bibby, McEvoy and Horton. At the finish it seemed that Williams and Bialoblocki had agreed to 'dead heat' – a reasonable strategy since they had clearly shared the work evenly over the last few miles. However, although Marcin Bialoblocki made a victory salute, it was clear that Pete Williams was first over the line by half a wheel.

Afterwards Williams generously said that the verdict might have gone to any of his team mates, but that "Once Marcin and I were clear, the others would not chase down their own jersey".

Phil Griffiths, the owner of the Motorpoint team and himself a former champion rider, was acting as directeur sportif for his team for this race. He said it was difficult to find enough races of an adequate standard for his team in Britain, which meant they often needed to travel to Europe to race. However he complimented the high standard of the opposition in this event and said that his riders had found it harder to get away than they had expected. "It was like a criterium for the first two laps" was his comment.

Here can be seen the current weakness in our bike racing scene as we approach 2012: there's plenty of



The event relies on volunteers; more need to be found.

on the finishing
circuit the five
Motorpoint men
had all got away
from the break

*Event coordinator
Jeff Marshall has
written to personally
thank all those who
helped out with
organising and
running the race.*



Yanto Barker was the next to finish after Motorpoint filled the top five places.

enthusiasm, money isn't a problem and there are some great riders, but there is too much reliance on club volunteers, many of whom are becoming increasingly elderly. The Hounslow race almost came to an end last year through lack of a promoter, and this has been the fate of many other races. Whether more money would help is a moot point, what is certain is that more volunteers and organisers need to be found.

Results

The two leaders covered the 85 miles in 3 hours 26 minutes. The remains of the break which sprinted for sixth place were 3 minutes 20 seconds behind the winner. See full results table below.

Pos.	Rider	Team	Cat
1	Pete Williams	Motorpoint Pro Cycling	E
2	Marcin Bialoblocki	Motorpoint Pro Cycling	E
3	Ian Bibby	Motorpoint Pro Cycling	E
4	Johnny McEvoy	Motorpoint Pro Cycling	E
5	Tobyn Horton	Motorpoint Pro Cycling	E
6	Yanto Barker	Pendragon-Colnago-Le Col	E
7	Lewis Atkins	Twenty3c-Orbea	E
8	Nic Hutchings	CS Grupetto	1
9	Grant Bayton	Wilier/Go Self Drive.com	E
10	Mike Wragg	Python RT	E
11	Gunnar Groenlund	Twenty3c-Orbea	1
12	James Sampson	Motorpoint Pro Cycling	E
13	Hugh Wilson	Wilier/Go Self Drive.com	1
14	Roy Chamberlain	Team Corley Cycles/Cervelo	E
15	Simon Gaywood	Team Corley Cycles/Cervelo	E
16	Dale Appleby	Cycle Premier-Metaltek	E
17	Ashley Cox	Team Corley Cycles/Cervelo	E
18	Jake Hales	Team Corley Cycles/Cervelo	1
19	Kristian Downs	Twenty3c-Orbea	1
20	Wouter Sybrandy	Sigma Sport	E

Club Dinner Thanks

Club dinner secretary Ann Young received a card of thanks from Lynne Taylor, the guest speaker at the annual club dinner in February. It read as follows.

To everybody in the Hounslow and District Wheelers.

Thank you so much for making my Dad and I feel so welcome! We really enjoyed your company. What a lovely club!

Lots of love from

Lynne Taylor xxx

Club dinner 2012

Ann has booked next year's club dinner for Saturday 4th Feb 2012 at Bird Hills Golf Club. Put the date in your diary now and look out for more information nearer the time.

Time to give racing a go!

Newcomers and experienced racers alike are encouraged to ride the club evening 10s which started on 7th April.

For newcomers, these low-key evening time trial events is the ideal way to start racing. The 10 mile 'Valley End' course near Chertsey uses back roads that will be well known from club runs and other events. It's easy to follow the course but check directions with a friendly rider or time keeper at the start.

You can start by racing yourself: set down the best time you can then try to improve on subsequent weeks. The Valley End course is much slower than a main road course, so don't compare the time you record there with the fast times you will have seen in the cycling press. Newcomers usually experience a rapid and rewarding progression.

There is no need for a special bike when the race is against yourself. It's an ideal way to dip your toe

Full details of event dates, times and courses are available on the club website:

http://www.hounslowanddistrictwheelers.co.uk/races_c.html



Riders line up to start a club event

into racing.

Events start at 7pm every Thursday night in May. Turn up about 20 mins before that to sign on and get your number. A back light is recommended for your safety as evening light can be a bit dull.

Riders meet on the triangular green at the junction of Longcross Road, Holloway Hill, and Stonehill Road, which is adjacent to the start.

Regular riders will benefit from a season ticket, available from Martyn Roach.

Club BBQ



Antonio Ambrosino and **Mick Luke** are organising a Spring Barbeque on Tuesday evening, 10th May, from 8pm at the club house. The price will be £5 per head as usual. Please let Tony and Mick know if you wish to come so they can estimate how much food to provide, and if you have any vegetarian requests. See you there!

Welcome to new members

The following new members were elected by the committee on 8th March or 4th April.

Ian Seccombe, veteran
Peter Gray, veteran
Johnny McMichael, junior
Austin Reynolds, veteran

Subs overdue

Members are reminded that their annual membership must have been paid by the end of March. Please send your cheque to the treasurer urgently if you forgot!

Any members in this position should be reminded of general rule 5 and racing rule 8. The latter specifies that members are not allowed to race unless their annual subscription has been paid.

Club rules are available from the secretary.

Tandem Taster

Mark Silver writes: If you ever felt like having a go on a tandem bicycle, then here's your chance.

On Sunday 11th September, I'll be dusting down my collection of these machines, so that I can lead a ride of tandem novices around Windsor Great Park, after gently coaching both driver and stoker as to how it's done. This is just a taster session, not a 'high athletic workout', so bring along your partner and have a go.

Contact Mark Silver at markandjojo2001@yahoo.com

Evening rides resume Tuesday evening training rides resumed on 29th March. Meet at Bishops-gate for a through-and-off 'chain gang' West of Windsor, or Staines Sailing Club for a fast group ride in the Lyne/Chobham area. Check the forum for the latest arrangements as starts will move to 18:30 shortly. Paul Innes' excellent article in the January issue of this magazine lets you know what to expect.

Members' reps need your input

Patsy Howe and Antonio Ambrosino are the members' representatives on the club committee this year. In order to do their job, they need your input. Please contact them if there is anything you'd like to raise, be it good, bad or otherwise.

You can find their contact details on the club membership list sent out in December. They are both regulars on the club runs so you're welcome to speak to them on a ride too.

Evening 10 Results

Key to clubs:

H=Hounslow
T=Twickenham
W=Weybridge
P=Private

14 April 2011

Rider	Club	Time
Wouter Sybrandy	Sigma	21.50
David Larken	T	25.06
Stuart Stow	H	25.23
Rob Gilmour	H	26.05
David French	W	26.13
Ross Lindsay	P	28.14
Andre Pucci	P	28.24
Simon Wroxley	H	28.27
Damian Jesson	P	29.13
Mark Silver (Trike)	H	30.22
Bob French	W	37.58

7 April 2011

Rider	Club	Time
Phil Sykes	Sigma	22.13
Nik Stagg	H	23.07
Paul Holdsworth	H	24.13
Rory Townsend	P	25.21
Mark Silver	H	25.50
James Fetilace	P	25.58
Issac Pucci	P	26.32
Mick Luke	H	27.03
Stuart Hawlins	P	27.18
Rob Gilmour	H	27.37
Simon Wroxley	H	27.57
Geoff Shaw	H	28.20
Neil Ferrelly	H	28.45
Andrew Cauldwell	H	28.46
Joanna Wells	H	29.14
Austin Reynolds	H	29.43
Ted Wroxley	H	30.13
Jill Bartlett	H	30.36
Francis Jaques	W	31.47
Bob French	W	39.04
Stuart Stow & Dave French 2 Up	H	24.38

New training kit design gets the go ahead

continued from page 1

committee took the long awaited final decision on the new clothing design. This marked the end of a long, thorough, and for some a painful process.

The proposal to have a new kit was raised at the 2010 AGM. The committee discussed the matter at 7 of its 10 scheduled meetings since then and even convened two special meetings dedicated to the topic.

Club members were consulted through a detailed survey, reports and discussion at two AGMs, and with the final vote on designs held in February this year. There were many informal discussions throughout the process as members were free to communicate in writing or simply by talking to their committee reps. The committee was aware of the views expressed in the forum too.

Paul Innes posted his first designs on the forum back in April. These served as a catalyst for a number of discussions in the forum and the committee. Paul and David George were invited to present their ideas at the special committee meeting in September. It was in the following discussion that the committee formally decided by majority votes to pursue a redesign of the club clothing and to retain the existing racing strip. This was backed up by the results of the members' survey in November.

From here on the focus of the committee fell on the design itself. Recognising the importance of members being willing to commit to a new design, and in order to give a wider choice at this stage, designs by other club members were sought. The committee also considered practical issues such as the importance of visibility and how susceptible it would be to dirty marks.

The committee understood that new kit was a sensitive and emotive issue. It thus went to great pains to consult members and make sure that each step taken was in the best interests of the club. The range of opinions found amongst the membership made it difficult to keep everyone happy. Another consideration was the fate of the £1300 worth of the existing design in stock. It has been decided to sell this off at 75% of the prices of the new kit.

The final decision was down to a vote by members on six designs: five new pro-

posals and the current design for good measure. Club members were asked to tick all those they would be prepared to buy. The committee met specially to analyse the results a week later. Tied in equal first place were the two designs by Paul Innes and the existing design. Given that there was already a presumption for change, the committee felt this was a clear vote in favour of Paul's design but inconclusive on the colour scheme. It should be noted that more people voted for both colours than only one or the other. At a subsequent meeting the committee felt it was time to be decisive and chose the original, predominantly red design, by a majority vote.

It was also clear that for many members the fit and quality of the kit was of paramount importance. In particular, the club was lacking any clothing in a women's cut. It had coincidentally become apparent that it might be a good time to re-evaluate the supplier of the kit due to an increase in prices and minimum order sizes. This gave an opportunity to seek a new clothing supplier to meet our needs. Dave George took the initiative in this area. His research led him to Gear Club, a local company based in Uxbridge. They offer a low minimum order of 10 pieces without setup costs and very competitive prices. They already supply clothing to Reading CC and several other clubs. Samples of Reading CC clothing passed around in the club room on recent Tuesday nights have been well received.

The current status is that the design is chosen, Paul Innes has completed the final version of the artwork, and the evaluation of Gear Club to become our official club clothing supplier is well underway. Meanwhile some samples of the Hounslow design may be ordered.

Whatever happens next we must reconcile ourselves to being a two-jersey club for quite a few years while we wear out our old kit. Members that prefer the old design should take the opportunity to snap it up at reduced prices while it lasts. Future orders of the retained racing kit design will also be placed with our new clothing supplier.

More information about Gear Club is available from their web site: www.gearclub.co.uk

New Club Training Kit Designs by Paul Innes

RAGLAN L/S JERSEY



RAGLAN JERSEY



GILET



LEGGINGS



SHORT SLEEVE SKIN SUIT



SHORTS



Vintage Dietary Advice

By Chris Lovibond

THE following "do's and don'ts" issued by M. Boucher to his club riders is reproduced only for the sake of interest. It is not intended to make British long-markers into winners of the Grand Prix des Nations, or third category riders into amateur road champions of the world.

FORBIDDEN FOOD

Cooked sausage. Pork butcher's meat in general (bacon, etc.). Pork chops. Black pudding. Chitterling. Head. Pies. All game birds except pigeon. Salad in all its forms. All fermented cheese. Fried fish. Fried and soufflé potatoes. Stews. Boiled beef. Turnips. Asparagus. Caviare. Raw fruits. All dishes not cooked in butter, or in sauces. Jugged hare. Spices. Minced meat. Mayonnaise. Soups. Alcohol. Aperitifs (including Port). Black coffee. White wine. Beer (alcoholic). Tobacco. Women.

ACCEPTED & RECOMMENDED

Sole. Boiled fish. Sardines (skin removed). Tunney without oil. Grilled beef. Veal (escallop or cutlets). Brains. Sweetbreads. Liver. Haddock. Roast rabbits. Chicken. Pigeon. Steak. Roast beef. Entrecote. Eggs in moderation. Boiled potatoes. Runner beans. Peas. Cooked tomatoes. Very good: Noodles; Rice; Macaroni. Pâtes in general. Gruyere cheese, or white cheeses generally. Jam. Cakes. Rice cakes. Milk rice pudding. Chocolate. Creams. Tea. Water with a little red wine and one lump of sugar. Drinking chocolate. Milk Coffee. Banania (a drink) and milk. Vitell or Evian mineral waters. Non-alcoholic beer.

PREPARATION OF EQUIPMENT

Training bicycle: Chain ring 46 or 47 teeth maximum. Fixed wheel 19 teeth (January), 18 rest of year. Mudguards with extension. No straps on toe-clips. Bars taped, ends corked, padded. Two spare tyres. A pump which works. Bicycle in perfect condition, well greased. Look after bicycle as well as yourself.

PREPARATION OF RIDER

Know the Highway Code. Eat well. Dress warmly, mainly in wool, especially the undervest. During cold weather, long pants, and newspaper under jersey at chest. Gloves, hat. Air-tight goggles on all occasions. Always ride within yourself on the flat roads. Take hills in your stride, but finish with a sprint (not all-out). As soon as the training over, go home quickly, wash, change and massage yourself. After training in rain, put hot Turkish towels on the thighs.

PARTICULAR NOTES

No cold showers or baths. Never rub legs with eau de cologne or alcohol. Do not stand about. Do not cross the legs. Weigh every month. Go to bed early.

The cutting above is taken from 'Sporting Cyclist' for November 1961. These orders come from the then honorary directeur sportif of the Auto-Cycle Sottevillais (Sotteville is a suburb of Rouen) Andre Boucher.

Why should we pay any attention to his views? Well it was Boucher who, in 1953, first introduced a young *normand* to the larger cycling world – Jacques Anquetil. In 1961 he had just produced another successful young rider: Jean Jourden, who had won the world ama-



Jacques Anquetil

teur road championship that year.

It's hard to know how much of Anquetil's success was due to Boucher's advice since he had the reputation of a man who had no time at all for rules, especially those relating to sex, drugs and alcohol. Perhaps he was more pliable as a teenager, but it's clear that he still respected Boucher at the time, and had come back to Rouen for a training session with his old task master pacing him on a Deryn three days before his record breaking win in the Grand Prix des Nations that year.

Apparently Jourden was more inclined to obedience.

You may think I picked this piece out just because of the advice on training bikes which fits almost exactly with my own habits; this wasn't my main interest, but I must admit I am surprised to see fixed wheel training bikes being recommended in France as late as 1961. I had thought the French had forgotten even the possibility of riding a single gear bike on the road long before that.

If you were confused by conflicting advice on food in the modern cycling press, you're probably in a complete tizz by now. What is to be learnt here is that opinions tend to change with time, and so all 'experts' should only be listened to with a degree of scepticism.

So remember, don't waste any alcohol by rubbing it on your legs.

The Century Competition of 1911

By Chris Lovibond

This was a competition to be won by the rider who completed the greatest number of 100 mile in a day rides during 1911. This was promoted by 'Cycling', as the magazine then styled itself, and a gold medal, value £5 (£500 – 1,000 today?) was offered to the winner.



And the winner was.....Marcel Planes, a penniless 21 year old Londoner, who completed 332 centuries on a clapped out roadster which was tied up with string for most of the year.

I think it's a great story, and mainly for my own satisfaction, but also as a tribute, I intend to attempt to do at least two consecutive 100 mile days riding a machine similar to Planes' (preferably without the string). I believe the original machine no longer exists, but I am hopeful that I can use Planes' own BSA which he acquired soon after his heroic year. I'll aim to do this in the next few weeks – I think I'll need plenty of daylight.

Look out for an update from Chris in a future magazine.

Good Friday 25

Report by Chris Lovibond. Photos by Chris Lovibond and Simon George.

Provisional Results

Paul and Neil Holdsworth prepare to race.



Riders queue to start under blue skies



Summer-like conditions saw a full field and some fast times in the opening club 25 of the season

It is often all too easy to predict the winner of a club time trial, but this one was hotly contested to the last yard, with the contenders finally separated by a mere eight seconds – exactly the same as Lemond's famous victory over Fignon in the 1989 Tour de France.

Here the two combatants were Paul Holdsworth, many times club champion but notably a long distance specialist who barely gets into his stride in 25 miles, and Nic Stagg who since last season has shown himself to be the club's fastest short distance time triallist, and therefore clearly the favourite on Friday morning.

Holdsworth started just five minutes before Stagg and there was a slight frisson of worry among Paul's supporters that he might actually be caught. However it was soon evident that this was never going to happen, the spectators noticing that there was almost nothing to choose between them. With ten miles to go at the start of the final lap Stagg had a 20 second advantage, but from there to the finish the balance started to alter with Holdsworth's legendary stamina beginning to show. The finish times were: Stagg 57minutes 30 seconds, Holdsworth 57.38. Fast for the undulating West of Windsor course and promising a highly competitive season to come.

The event, which was efficiently organised by Graham Davis, attracted a full field of forty riders (25 Hounslow members, plus 15 'private' time trials by members of other clubs) – only a few years ago these races sometimes had a mere half dozen entrants.

Other Winners:

- Fastest Lady: Jo Wells 1.08.29
- Veterans' 'Plus': Rob Gilmour +16.50
- First on Handicap: Bruce McMichael 53:09



Nic Stagg: scratch



Paul Holdsworth

No	Name	Club	Time	H'Cap	H'Cap Time
1	Austin Reynolds	HDW	1.14.19		
2	Darren Frank	PTT	1.02.27		
3	Hannes Van	PTT	1.08.04		
4	Bob French	WW	1.27.20		
5	Teresa Goddard	PTT	1.07.37		
6	Johnny McMichael	HDW	DNS		
7	Francis Jaques	WW	1.23.19		
8	Ross Lindsay	PTT	1.10.38		
9	Ralph Swallow	SWRC	1.06.27		
10	Gervase Foley	BTS	1.19.57		
11	Pete Smith	RCC	DNS		
12	Pete Smith	MI Race	59.02		
13	Chris Taylor	BTS	59.59		
14	Bruce McMichael	HDW	1.09.09	16	53.09
15	Greg Woodford	RCC	1.01.18		
16	Tim Seddon	MDCC	DNS		
17	Geoff Shaw	HDW	DNS		
18	Adam Titley	BTS	1.05.42		
19	Neil Ferrelly	HDW	1.15.42	17	58.42
20	Seb Greenwood	HDW	1.07.06	9	58.06
21	Darran Messem	HDW	1.12.30	12	1.00.30
22	Jo Wells	HDW	1.08.29	13	55.29
23	Mick Luke	HDW	1.07.20	13	54.20
24	Peter Gray	HDW	DNS	15	
25	Tony Cosstick	HDW	1.06.37	11	55.37
26	Henrik Funch	HDW	1.10.51	13	57.57
27	David French	WW	1.04.22		
28	Simon Wroxley	HDW	1.05.50	11	54.50
29	Jill Bartlett	HDW	1.10.04	15	55.04
30	Rob Gilmour	HDW	59.13	4.3	54.43
31	David George	HDW	1.05.47	7	58.47
32	Simon George	HDW	1.14.04	16	58.04
33	Brent Skinner	HDW	1.01.32	6	55.32
34	Neil Holdsworth	HDW	1.08.38	10	58.38
35	Paul Holdsworth	HDW	57.38	2	55.38
36	Mark Lorenzi	HDW	1.06.59	12	54.59
37	Mark Silver	HDW	1.04.41	6.3	58.11
38	James Shell	HDW	DNS	13	
39	Roger Sewell	HDW	1.02.55	5.3	57.25
40	Nic Stagg	HDW	57.30	SCR	57.30

Right: Tony Ambrosino pushes off Dave George on time keeper Trevor Gilbert's countdown.



News of former club members

Ex-member **Julian Palmer** has been in touch via the club president. Julian was a prolific road race, cyclo-cross and MTB promoter for the club when he lived in the UK. He now lives in France where he still enjoys walking and cycling.

Julian writes with news of his son Alex Palmer, also an ex-Hounslow & District Wheeler, who is now marketing director for the Garmin-Cervelo pro cycling team.

Alex lives in San Francisco, but he makes frequent trips to Europe to follow the races and look after the sponsors. He'll be over in April for the Paris-Roubaix and the following classics.

Of course, Alex is not the only ex-Hounslow & District Wheeler at Garmin-Cervelo.



Alex Palmer, Pro-team marketing manager, with the cobblestone won by Johan Van Summeren at Paris Roubaix.

Roger Hammond, one of their star riders for the cobble classics, was also a club member at one time. Readers who follow the professional road scene will be in no doubt that he is our



Roger Hammond in action at Omloop Het Nieuwsblad

most successful ex-member in that arena.

The editor would like to feature more news of ex-members of the club in Quarter Wheeler. Please get in touch if you have any!



Your club committee

President
Jeff Marshall
Chairman
Jeff Marshall
Secretary
Bill Carnaby
Treasurer
Martyn Roach
Racing Secretary
Trevor Gilbert
Dinner Secretary
Ann Young
Captain
Norman Howson
Vice Captain
Graham Davis
Magazine Editor
Simon George
Press Officer
Chris Lovibond
Club Clothing Secretary
Jeff Marshall
Webmaster
Andrew Gillies
Committee Members
Antonio Ambrosino
Patsy Howe

Letters to the press

When the Olympic Velodrome was opened in February, club press officer **Chris Lovibond** was contacted by the Evening Standard for his comments. Chris writes:

"Interestingly they emailed to ask for my comments on their coverage of the opening of the Olympic track. They published a short letter of mine about 3 or 4 years ago, so they must have done a search for 'letters on cycling' and I think this demonstrates that it is worth sending letters to newspapers."

Chris responded with the following letter, which was published in edited form (see box right) in the Evening Standard on 23rd Feb.

For many years cyclesport in Britain has survived almost

entirely on the love and enthusiasm of its devotees.

Amateur club cyclists have organised and taken part in a large programme of racing which has, from time to time, produced riders who have brought much credit to this country. However the mainstream media has taken very little interest in the sport and this has been a missed opportunity to encourage young people to come into what can be, in so many ways, a very rewarding

activity.

What we in the sport would like to see now, around the Olympics, is more reporting of domestic racing, particularly road racing and time trialling.

The encouragement that such coverage would give is what is needed to bring tomorrow's stars into the sport.

Chris Lovibond, Hounslow and District Wheelers.

CYCLE sport has long survived in the UK almost entirely on the love and enthusiasm of devotees. In the run-up to 2012, can we see more reporting of domestic racing, particularly road racing and time trialling? Such coverage would help attract the next generation of stars.
C Lovibond, Hounslow & district Wheelers

Evening Standard, 23.02.11

Next Issue

The next issue will be out around July. Please contact the editor with your contributions or suggestions. It's your magazine!

It will feature all your latest racing results and club news.