



Quarter Wheeler

2011 Issue 4

Autumn

The magazine of the Hounslow & District Wheelers

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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 be willing to switch to reading it on your computer or printing it yourself, please let the editor know.



Photo by Paul Innes

**Nic Stagg
takes the
club hour
record to
24.775
miles**

Report inside



Jill Bartlett (left) set a new club Ladies Veterans' record in the BCDA 100 on 3rd September. Her next target is the Ladies Senior Record, held by **Gill Clapton** (right) since 1971.



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/>





HOUNSLOW & DISTRICT WHEELERS 78th DINNER DANCE & PRIZE PRESENTATION

Bird Hills Golf Centre, near Maidenhead, SL6 3ST

Saturday 4th February 2012. £37.50 per person

Reception at 6pm. Dinner at 6.30pm. Dancing 9.30pm until 12.30am.

Contact Ann Young for tickets and information.

Stagg's finest hour

Report by Chris Lovibond, photos by Chris Lovibond and Paul Innes

Nic Stagg has achieved an ambition he has nursed all this year - to break the Hounslow and District Wheelers Hour Track Record. In doing so he showed that the Hour Record's reputation for difficulty is fully justified.

The old record, set in 1969, was 24.723 miles. This target looked easy for a rider who this year has rarely dropped below an average speed of 27 mph in conventional time trials on the road. However, although it may seem that since there are no hills to climb on a track a high speed should be easier to achieve, in practice this does not appear to be the case. In addition it was decided that in order to break the old record the rider should follow the recent UCI practice and use an 'athlete's' bike: that is a conventional track bike with dropped handlebars and wire spoked wheels, making no concessions to aerodynamics.

The attempt was made on 29th September 2011 on the banked track at Palmer Park, Reading - almost the last



day of summer as it turned out. The afternoon was hot with air pressure fairly high at 1220, but with a light wind.

There was tension in the air as the 1.30 pm start time approached. None of the dozen or so supporters and officials had any direct experience of this record. We knew the old distance would be passed on the eighty sixth lap, and therefore that consistent 41 second laps should just create a new mark. No one knew whether this would be easily attainable or not.

Nic started confidently, pushing his 92" (52 x 15) gear with apparent ease and recording just under 40 seconds per lap. However by half distance his gear was beginning to look a little high and he was slipping to 42 seconds; the outcome was starting to look doubtful. Even without his own watch the exhortations of the onlookers meant that the rider could not have been unaware of

the situation. The watchers privately thought it unlikely that the rider would be able to raise his game over the last 20 minutes, but they were wrong and Nic completed his last circuit in 37.7 seconds. He had run out of time on his eighty sixth lap, so success or failure was on a knife edge.

It took several minutes for the time keeper to calculate the result, but eventually the answer came: we have a new record of 24.775 miles, an improvement of 0.052 of a mile, or to you and me, about 90 yards. Chris Boardman, the first to attempt the Athlete's Hour in the year 2000 improved Merckx's 1972 record by just 10 yards.

Nic had put in a tremendous effort over the last few laps to make up lost ground and his pain after the finish showed this clearly. Like almost all Hour recordmen Nic was sure he had just finished the hardest ride of his career.



The record was broken on a conventional track bike.

Club celebrates help of members

The committee would like to highlight the valuable contribution of the many club members who generously gave their time to help run the club's events this year. Time trials and road races, open and club events, from time keeper to tea maker, handicapper, the pusher off, from the sign in steward to the finish line judge, the lead car, the first aider, and all the marshals along the route keeping the course safe: a huge thanks to all for making these events possible and keeping the sport we love alive for us all to enjoy. For 2012 we are looking for more people to help out. Please look out for the form sent with your AGM notice and let us know what you can do!



Antonio Ambrosino
Don Ashton
Jill Bartlett
Bob Birt
Pat Birt
Martin Brown
Alan Butler
Linda Butler
Bill Carnaby
Ingrid Carnaby
Alan Chamberlain
Pauline Chamberlain
Ray Clapton
Jan Cosstick
John Cosstick
Shirley Cosstick
Tony Cosstick
Graham Davis
Bruce McMichael
Neil Ferrelly
Henrik Funch

David George
Simon George
Trevor Gilbert
Andrew Gillies
Robert Gilmour
Simon Graham
Eddy Green
Jirina Hathaway
Neil Holdsworth
Patsy Howe
Norman Howson
Ron Jones
Ron Killick
Chris Lovibond
Elaine Marshall
Jeff Marshall
John Marshall
Linda Marshall
Bruce McMichael
Johnny McMichael
Glenn Mealing

Gerry O'Brien
John Pound
Merill Readett
Ron Richardson
Martyn Roach
Geoff Shaw
James Shell
Mark Silver
Brent Skinner
Michelle Sprake
Peter Sprake
Stuart Stow
Clive Williamson
Jo Wright
Pete Wright
Alan Wroxley
Simon Wroxley
Ted Wroxley
Ann Young
Phil Young

Bartlett's record 100

Report and photo by Chris Lovibond

Jill Bartlett exceeded her own and her supporters' expectations with an excellent ride of 4 hours 28 minutes 22 seconds in the Burton and District Cycling Association 100 on September 3rd.

This time is a new club Ladies Veterans' record and a personal best for Jill by 13 minutes. The only problem she had during the ride was that she was so much faster than had been anticipated that her helpers had some difficulty finding her to hand up refreshments.

It should be noted that conditions were good and that the event winner, Julian Jenkinson (Utag Yamaha), finished in the superfast time of 3.28.41.

Jill is now full of enthusiasm to try to take the Ladies Senior Record which stands at 4.26.10. and so only requires her to improve by 2 minutes 13 seconds. This relatively small margin may appear to be easily achievable, but it should be noted that this record has resisted all attempts on it for the past four decades.

The time was set by Gill Clapton in the Essex Cycle Racing Association event in August 1971, when she came second to the great Beryl Burton (4.05.24) with June Pitchford third in 4.29.35. The men's event was won by

Bob Porter (3.53.09) who won the British Best All Rounder Championship in Hounslow colours the following year.

Gill came second to Beryl in the Ladies' BBAR that year, but as with so many other good women time triallists it was her fate to be overshadowed by Beryl's brilliance. However there is no doubt that Gill was a class act, and this is emphasised by the fact that her 1972 London to Brighton and Back record of 4.55.28 still stands in the national Road Records Association books. Even today she is still an active cyclist and it is interesting to note, in view of the longevity of these two records, that she saw herself as a short distance specialist who gained her speed from riding on the track. Her comment on hearing that her record had come under threat was: "Good, after all these years it's about time some one else got it. I wish Jill the best of luck next season."

Top right: Jill Bartlett in full flight.

Right: Gill Clapton, with a very young Ron Richardson, after setting the ladies RRA London to Brighton and Back record in 1972. The record of 4h 55min 28s still stands.

Bottom right: Jan Richardson, see article below.



Jan Richardson's Records

Many readers have said how much they enjoyed Jan Richardson's article in the previous issue of Quarter Wheeler. Jan chose not to focus on the details of her racing results, but Club Racing Secretary Trevor Gilbert felt they were worth a mention and provided the following information.

Jan achieved 7 club records during her racing career, and indeed established 3 records in one 12 hour ride. Records are made to be broken and all have since fallen, but at the time of these rides she was of course the fastest on record.

1957	Ladies Fastest 50	2:25:17
1973	Ladies Veterans' Fastest 15	44:45
1973	Ladies Veterans' Fastest 10	27:23
1973	Ladies Veterans' Fastest 10	26:59
1973	Ladies Veterans' Fastest 12 hrs	207.697 miles
	Also Club Veterans' Fastest 12 hrs*	
	Also Ladies Veterans' Greatest Plus	+3.675 miles

* Jan was the first veteran in the club, man or woman, to ride a 12 hour time trial. 'Club fastest' records are not separate for Ladies and Men.



Gentlemen's racing

Reports and photos by Chris Lovibond

Johnny Helms Memorial Time Trial — 9th October

Jeff Marshall and Paul Holdsworth travelled to Lancashire on Sunday 9th October to ride this 'Gentleman's' two up time trial.

The basis of this type of event is that the 'gentleman', a veteran, is paced by a younger and faster rider. The gentleman uses his pacer's slipstream in order to match the younger rider's speed – it is estimated that by closely following the pacer's back wheel the following rider requires about twenty per cent less effort. The main award is made for the greatest Veterans' Plus rather than the outright fastest ride.

This time trial commemorates the famous Cycling Weekly cartoonist who died in 2009 having published cartoons in the magazine for the previous 63 years. It is an invitation event and the most of the veteran riders are drawn from the cream of British racing men of the Helms era. Fifty teams reported to the start timekeeper.

Jeff's racing season has been a little sparse this year, and although this has been mainly because he has been busy with other matters rather than lack of fitness or enthusiasm, nevertheless it meant that he was not particularly well prepared to hold the back wheel of an on form Paul Holdsworth who has succeeded this season in increasing his speed by decreasing the long distance events he has ridden. Apart from this the wet road surface caused spray which made it hard to stay in the leading rider's slipstream.

However the Hounslow pair made a good showing covering the 23.8 mile course, mostly on country lanes, in 55 minutes 59 seconds. This gave them the eighth place on actual time, sandwiched be-



Wouter leads Jeff in the Redmon GP des Gentleman

tween the current 24 hour record holder Andy Wilkinson, partnered by his wife Jill, in seventh place (55.14), and former world road championship contender Les West, partnered by Scott Burns, (56.08).

In the more significant 'Vets' Standard' competition they came fifth with a plus of 19 minutes 57 seconds, the winner being the amazing 81 year old Ron Hallam, who partnered by Charles Taylor recorded an actual time of 1.00.20 giving him a plus of 22.05.

Jeff did have the satisfaction of being able to say "No other seventy year olds went as fast as I did." We all hope that his ride in the Johnny Helms event will have sharpened up his speed for the Redmon GP the following week.

The results are on page 8.

Redmon Grand Prix des Gentlemen — 16th October

The president of the Hounslow and District Wheelers has demonstrated that his role is not just ceremonial. On Sunday 16th October Jeff Marshall, partnered by Wouter Sybrandy, won the Redmon Grand Prix des Gentlemen for the second year in succession.

This event is an end of season classic which attracts a high quality field. The formula is that a veteran (or 'gentleman') is paced by a younger faster rider and the result is decided on veterans' standard (i.e. a handicap by age); so a competitor should be as old as possible but still capable of following his pacers wheel closely at speed. Additionally, negotiating skill is helpful in order to obtain the services of a good pacer.

With a full field, and as last year's winner, Jeff carried the

prestigious no. 120 on his back and must have felt under pressure to produce a good ride. By contrast, Wouter, the winner the previous day of his event in the Rudy Project Time Trial Competition, could face the start time keeper with serenity; his main task was to make sure he didn't drop his 'gentleman'.

The 15 mile course starts just south of Dorking with a fast stretch of the southbound A24 and the turns onto the undulating country lane from Newdigate back towards Dorking, making it much harder to follow a pacer. The photo, taken about half a mile before the finish, shows the stress on the older rider.

John Woodburn is a prolific winner of veterans' prizes and may have been seen as the favourite here. However he was disadvantaged by an early start when the temperature was still low. "How did you get such a fast pacer?" Jeff was able to point out that Wouter had started his career with the Hounslow and still retains his second claim membership.

Wouter commented "We worked pretty well together – Jeff did call for me to slow a couple of times". Jeff said "I was on the rivet, I must have asked him to ease off at least twenty times".

Results

Veterans' Standard:

1. Jeff Marshall (Hounslow) / Wouter Sybrandy (Sigma Sport) 38mins. 21secs. Vets' Plus 10 minutes 21 seconds.
2. D. Hitchcock / J. McLaughlin (North Hants RC) 39.26, Vets plus 9.39.
3. John Woodburn (VC Meudon)/Stan Maciak (Didcot Phoenix) 40.47, Vets Plus 9.30.

Actual Time:

1. Chris Yates (East Grinstead CC) / Conal Yates (In Gear-Quickvit) 35 mins.16secs.

Who are we?

Analysis of club membership data by Simon George

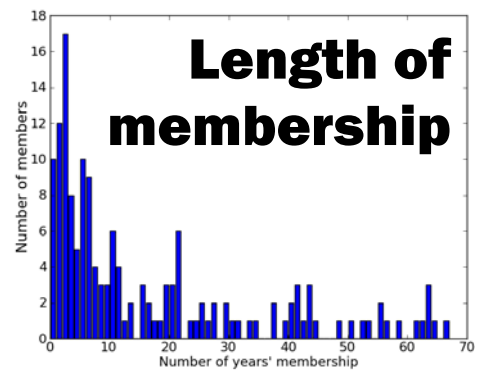
As a scientist I can't resist delving into data, so I leapt at the opportunity to mine the club's membership database. I hope you find the results interesting!

There are currently 154 members, of whom 28 are women. The club caters for a wide range of ages: the youngest member is teenager Johnny McMichael and the oldest member is currently Ron Richardson, who is still riding in his 80s!

More members were born in the 1960s than any other decade, and half were born before 1959. The membership is dynamic with over half the current members having joined in the last 10 years. Indeed we gained 39 new members in the last 3 years

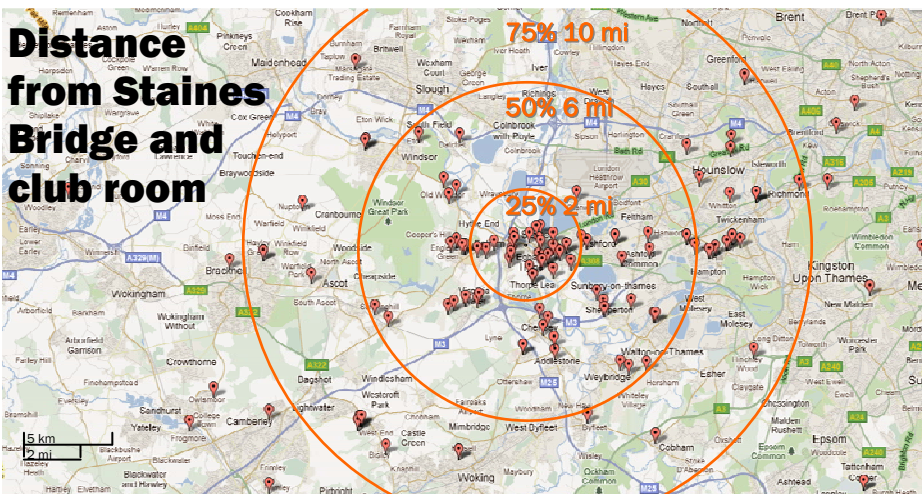
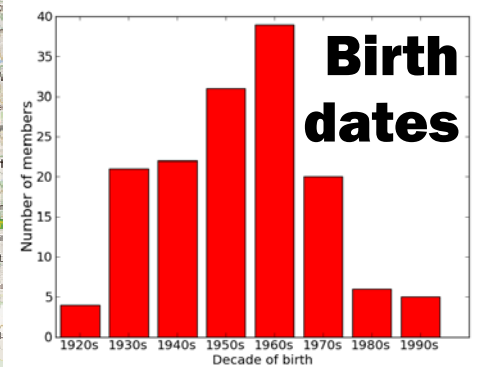
alone. While this shows the current vitality of the club, there is also a depth of experience thanks to long-term members. The longest standing member is John Cosstick who joined in 1945. The fact that 33 current members joined between 30 and 70 years ago speaks to their loyalty and commitment to the club. Approximately one third of members have spent over half their life as a Hounslow & District Wheeler.

Although few members now live in Hounslow, half live within 6 miles of the club room and Staines Bridge, from where club runs depart. 90% of members live within 30 miles. The most distant members are Roger Sewell, 454 miles away from the club room



in Ross, Scotland, Gerry and Anne Lewis in Puymiclan, France, and Stephen Stone in Western Australia.

The most popular surname in the club is 'Wright' - we have five of them. The most common first name is John (8) followed by Peter (5), Simon, Paul and Andrew (3 each). So if you forget someone's name and need to guess, these are the ones to go for!



William (Bill) Chapman

5th May 1920 – 25th September 2011

By Jeff Marshall

Our oldest member, Bill Chapman has passed away. He was 91. He leaves his wife of 61 years, Heather, his two sons David and Robert, three grandchildren and one great grandson.

Bill was born in Hounslow and went to school there at Stanley Road School. He left school at fourteen with a complimentary report, his maths singled out for excellence. Whilst at school he was a delivery boy for a local shoemaker/repairer and cycled his round on a trade-bike with carrier up front.

After leaving school he got a job with the local Co-op, delivering goods on a heavy three wheeled trade-bike (just like Granville in 'Open All Hours').

Bill became a good athlete and competed at county level.

In 1940, at 20 years, he was 'called up' and joined the army, serving in the deserts of North Africa, then in the Italian campaign and finally in Greece. He was still in Greece when peace was declared, aged 25. Whilst there, he was able to get hold of an army bicycle and went about his duties on it around Greece.

Back in the UK, he joined London

Transport, working on the underground and worked his way up from porter, to guard, to driver and eventually he became a station master, responsible for seven underground stations and their staff. Like any romantic railway man, he even proposed to Heather on a crowded train!

Within six months of their meeting, Bill and Heather got married in March 1950. His sons David and Robert were born in 1953 and 1954 respectively. They lived in Spring Grove, Hounslow, close to Ron Brown and near to our then clubroom. He became a member of the Hounslow and District Wheelers cycling club in February 1967 when he was 46.

Bill rode time trials, toured and rode from Lands End to John O'Groats twice. During his active years with us he won our Veterans' BAR, the Calleva cup in 1988 and set veterans' plusses at 10 miles three times between 1973 and 1983. In 1986 at 25 miles he improved our vet's plus record to +16m23s. At 30 miles he took the vet's plus from a +8 in 1976 to a +16m10s in 1984. When he was 69, he achieved a plus of 34m22s at 50 miles and +71m12s at 100 miles.

In 1989, at age 69, he led the winning team in the Veterans' National Championship 100 mile time trial together with Pete Wright and Arthur Hodges.

An anecdote some of us remember about Bill occurred at about this time. When he was riding the Paris to Harrogate audax, a super endurance event, he was chanced upon near Harrogate by a very young Rob Richardson who was out for a ride from the campsite near Harrogate. Bill was so exhausted that he was hallucinating, and was riding in the wrong direction, and told Rob that he was "looking for the turn of the '25'?!!" Rob persuaded him to turn round and accompanied him to the finish HQ. Afterwards he went with Rob to the club campsite where he was fed and watered and spent the night in the Richardsons' tent and was taken to Harrogate station to catch the train home next morning.

After over 40 years in Spring Grove, in 1987 Bill and Heather sold up and moved to live in a bungalow at Newhaven, on a hill overlooking the Ferry Terminal and the sea. After his retirement in 1987, Bill and Heather travelled quite widely in the UK and took a vacation to Tasmania to visit his brother Ray.

I remember a real character, always cheerful, bright and breezy, who loved his family, his cycling and, latterly, his walking on the South Downs and who was a valued member who retained his membership and an interest in our club, to the end.

Autumn Cup 25

Report by Chris Lovibond



Fresh from the Tour of Britain, Wouter Sybrandy was always likely to be the winner of the Hounslow Autumn Club 25. He duly came up to expectations with the fast time of 55 minutes 31 seconds.

However Nic Stagg and Paul Holdsworth (second and third) showed themselves to be at least on a similar level to the elite Sigma Sport rider by finishing within about one and two minutes of him. It should be remembered that most club riders do not even consider the possibility of a sub-hour ride on the tough West of Windsor course, and yet here we have a select group who are only concerned with how much under the hour they will be.

Rob Gilmour comfortably won the Veterans' Standard prize with +14:31, and an on form Jill Bartlett was best of the ladies with 1:11:38.

The handicap award went to a promising ride by Andrew Caldwell, but perhaps the really outstanding achievement here was the skill of the handicapper, Martyn

Roach, whose predictions were so accurate that six out of the thirteen Hounslow riders finished within the same minute on handicap time.

Apart from club members the event attracted a further thirteen private entries from members of other clubs. It was efficiently organised by Neil Ferrelly.

Wouter Sybrandy retains his second claim membership of the Hounslow & District Wheelers.



First on handicap: Andrew Caldwell

Results — 25th September — HCC001

Pos.	Rider	Time	H'cap time
1.	N. Stagg	56:56	56:56
2.	P. Holdsworth	57:47	56:47
3.	R. Gilmour	1:02:06	57:36
4.	B. Skinner	1:04:48	56:48
5.	M. Silver	1:06:04	58:04
6.	D. George	1:07:02	57:02
7.	A. Caldwell	1:10:37	56:37
8.	N. Holdsworth	1:11:14	58:14
9.	J. Bartlett (W)	1:11:38	59:38
10.	S. Wroxley	1:13:14	1:03:14
11.	C. Lovibond	1:13:19	57:19
12.	J. Wells (W)	1:13:27	1:02:27
13.	N. Ferrelly	1:16:27	59:27
14.	I. Chipman	1:23:22	1:06:22
15.	N. Howson	1:37:04	1:13:04
Private	W. Sybrandy	55:31	
Private	A. Forth	59:45	
Private	D. Larkin	1:02:37	
Private	M. Deevey	1:05:25	
Private	M. Joseph	1:07:57	
Private	M. Ayres (W)	1:09:23	
Private	T. Jenson	1:10:36	
Private	P. Franks	1:13:18	
DNS	B. McMichael, C. Morrison, A. Reynolds		

Home wins for Hounslow in open 25

Hounslow & District Wheelers Open 25

Report and photos by Chris Lovibond

The Hounslow always tries to win its own open promotions, although in recent years the successes have not been quite as frequent as they were in the past.

Last Sunday's 25 saw the club back to its old ways with Nic Stagg carrying off the overall victory and leading the club to a team win with Rob Gilmour and Damian Poulter as the supporting counters.

It is clear that Nic pulled out something special on Sunday since his qualifying time was three minutes slower than the fastest man on the start sheet, Paul Mill of Team Edwardes-Elite Cycling who finished second. 'I'd felt a bit sluggish during the week, but this morning I felt good all the way round' he said after the result had been announced. However before the result was known there was tension, and although club members who had been marshalling assured him that he had had a small lead all the way round, Nic had to force himself to go to look at the result board when the times were put up. He came back crestfallen - 'He's done me by five seconds.' His supporters found this hard to believe and

went to check.

"No, Nic - you didn't read it properly, you've done 54.45, he's done 55.40, you've got it by 55 seconds."

The Ladies prize went to Rachael Przybylski (Charlotteville), who improved her personal best by almost three minutes. This was only the third time trial she has ridden this year since her main interest is road racing, and she has already won the 2011 Crystal Palace Ladies Circuit League. This is another example of the maxim that to do well in time trials, you should ride road races.

The event was held on the Farnham-Alton course and attracted 80 entrants. It was efficiently organised by Bruce McMichael.

Results

1. Nic Stagg	Hounslow & District Wh.	54:45
2. Paul Mill	Team Edwardes-Elite Cycling	55:40
3. Niall Digby	La Fuga -Sigma Sport	56:18
4. Jonathan Lewis	Charlotteville	56:32.

Team:

Hounslow - Nic Stagg, Rob Gilmour (58.59) and Damian Poulter (1.01.19).

Ladies:

1. Rachael Przybylski	Charlotteville	1.05.58
2. J. Wadsworth	De Laune CC	1.06.20



Individual winner Nic Stagg (above) was joined by Rob Gilmour (below right) and Damian Poulter (below left) for the team win.



Results from club events

July-August

21st July 2011 10 Miles HCC083

Pos.	Rider	Club	Time
1.	M. Yeoman	Private	24:19
2.	A. Forth	Twickenham	25:14
3.	R. Lindsay	Hounslow	28:28
4.	M. Readett	Hounslow	28:57
5.	J. Wells (W)	Hounslow	29:10
6.	S. George	Hounslow	29:34
	Trike M. Silver	Hounslow	30:06

28th July 2011 10 Miles HCC083

Pos.	Rider	Club	Time
1.	N. Stagg	Hounslow	22:54
2.	M. Yeoman	Private	24:12
3.	S. Stow	Hounslow	24:54
4.	J. Harris	Private	25:27
5.	R. Gilmour	Hounslow	26:11
6.	M. Joseph	Twickenham	26:36
7.	A. Caldwell	Hounslow	27:22
8.	D. French	Weybridge	27:40
9.	J. Wells (W)	Hounslow	27:53
10.	H. Webb	Private	28:08
11.	A. Pucci	Private	28:24
12.	M. Silver	Hounslow	29:05
13.	D. Jesson	Private	29:07
14.	A. Reynolds	Hounslow	29:37
15.	S. Beaver	Twickenham	30:08
16.	J. Tennant	Private	31:26
2-up	R. Townsend / D. Maslin	Private	24:19
2-up	C. Easton (W) / J. Hewitt (W)	Private	25:57

4th August 2011 10 Miles HCC083

Pos.	Rider	Club	Time
1.	W. Sybrandy	Hounslow	22:14
2.	P. Mellen	Private	22:57
3.	S. Stow	Hounslow	24:26
4.	J. Harris	Private	25:28
5.	D. French	Weybridge	27:04
6.	H. Webb	Private	27:27
7.	A. Pucci	Private	28:21
8.	N. Holdsworth	Hounslow	28:35
9.	S. George	Hounslow	29:13
2-up	S. Wroxley / T. Wroxley	Hounslow	27:38

11th August 2011 10 Miles HCC083

Pos.	Rider	Club	Time
1.	N. Stagg	Hounslow	23:05
2.	P. Holdsworth	Hounslow	24:18
3.	M. Joseph	Twickenham	26:10
4.	M. Silver	Hounslow	26:27
5.	H. Webb	Private	27:19
6.	D. French	Weybridge	27:28
7.	M. Readett	Hounslow	27:50
8.	R. Gilmour	Hounslow	27:51
9.	R. Lindsay	Private	28:15
10.	M. Buckley	Private	28:28
11.	A. Pucci	Private	28:36
12.	S. Wroxley	Hounslow	29:11
13.	P. Franks	Private	29:15
14.	T. Wroxley	Hounslow	29:21
15.	J. Harris	Twickenham	29:30
16.	J. Wells (W)	Hounslow	30:35

25th August 2011 10 Miles HCC083

Pos.	Rider	Club	Time
1.	N. Stagg	Hounslow	23:14
2.	P. Holdsworth	Hounslow	23:21
3.	S. Stow	Hounslow	24:29
4.	M. Joseph	Twickenham	26:15
5.	D. French	Weybridge	26:59
6.	H. Webb	Private	27:18
7.	S. Wroxley	Hounslow	27:42
8.	A. Caldwell	Hounslow	28:20
9.	A. Pucci	Private	28:21
10.	M. Readett	Hounslow	28:50
11.	J. Bartlett (W)	Hounslow	28:57
12.	T. Wroxley	Hounslow	29:13
13.	J. Wells (W)	Hounslow	29:15
14.	S. White (W)	Private	30:31
15.	S. Mee (W)	Private	30:55
16.	F. Patterson (W)	Private	36:26

Hill Climb — 30 October

By Chris Lovibond

Wouter Sybrandy again won the Hounslow & District Wheelers Club Hill Climb.

His apparently effortless ascent of the 800 yard Windsor Hill (near Wooburn Green, Buckinghamshire) in 1 minute 28.6 seconds gave him a comfortable margin of 7.8 seconds over second placed Nic Stagg (1-36.4).

Nic's ride was an improvement on his effort in 2010 when he recorded 1-42.6, but there is no doubt that this is a young man's game which gives Wouter, at 26 years, the advantage.

Quickest of the ladies was Jill Bartlett whose ride was also an improvement on previous years.

Result

H&DW Hill Climb HHC011

Pos.	Rider	Time
1.	Wouter Sybrandy	1-28.6
2.	Nic Stagg	1-36.4
3.	Marc Lorenzi	1-58.2
4.	Neil Holdsworth	2-07.1
5.	Nic Herriot	2-15.2
6.	Andrew Caldwell	2-21.1
7.	Paul Buckley	2-24.8
8.	Simon Graham	2-30.1
9.	Jill Bartlett	2-45.5
10.	Simon Wroxley	2-53.7
11.	Patsy Howe	3-25.8
12.	Bill Carnaby	4-00.5

Plus 6 other riders.

Fast Track Man

Stuart Stow had a successful year in the Reading Track League, winning the 10 lap B riders VIA trophy and getting joint first in the B riders Endurance competition. He received his prizes from Sir Steve Redgrave at the league's awards night at Knowl Hill Village Hall on 28th October.



Results of the Johnny Helms Memorial Time Trial — 9th October 2011

(See page 5 for report.)

Pos	Rider	Club	Time	Vet's plus	Av. mph
1	George Atkins & Phil Rayner	Velo Ecosse/Welland Valley CC	00:49:35	0:14:23	27.832
2	Alistair Rutherford & Nige Wood	Science in Sport/Wills Wheels	00:51:36	0:12:51	26.744
3	Lee Tunnicliffe & Jon Surtees	Planet X/Team Swift	00:52:39	0:09:54	26.211
4	Chris Siepen & Robin Haigh	Wills Wheels/Seamons CC	00:53:03	0:14:21	26.013
5	Steve Daintith & Trevor Horton	Warrington RC/Warrington RC	00:53:51	0:20:24	25.627
6	Richard Handley & Alan Kemp	Team Raliegth/Weaver Valley	00:54:26	0:17:06	25.352
7	Andy Wilkinson & Jill Wilkinson	Port Sunlight Whs	00:55:14	0:09:13	24.985
8	Paul Holdsworth & Jeff Marshall	Hounslow & District Whs	00:55:59	0:19:57	24.650
9	Scott Burns & Les West	Manchester Whs/GS Strada	00:56:08	0:18:07	24.584
10	Dave Williams & John Parker	Kuota-Esg-Spinerby/Kuota Racing	00:57:39	0:09:15	23.938

So what is the Semaine Federale? At one end of the scale it's a week of sportives where you can test your mettle against top riders from all over Europe for seven days on some very challenging rides. At the other end of the scale it's a gathering of 14,000 cyclists of all shapes, sizes and abilities from all round the world in a nice French town with some great food, entertainment and socialising. Throw in some nice weather (hopefully), some wonderful scenery, quiet roads and you have a week in heaven for any serious cyclist.

Ingrid and I are a bit past the rushing about stuff and we also like to combine the Semaine with a bit of old-fashioned cycle touring so we decided to ride to Flers in Normandy (this year's venue), have a good time and then ride home again. We had five days to get there and, as it is only 160 miles, we decided to stop off at a few of the 1944 invasion beaches on the way and have a night in Bayeux to see the Bayeux tapestry. We had also planned a couple of other stops at nice hotels so that we had time to enjoy the quiet roads and the scenery. By the Saturday 30th July we only had 40 or so kilometres to do to get to Flers. We chose a very pretty route that took us through the hilly and wooded area known as the Suisse Normande and enjoyed a beautiful ride to Flers where we picked up our dossier containing tickets and information.

There are three types of accommodation provided by the Semaine Federale – staying with a local family, staying in a shared dormitory at a local college or camping. We have opted for the first type on our two Semaine Federale trips and we went off the find our digs with a local family. They were a very nice couple in their 30's who lived in a large bungalow about 2km from the Permanence – the HQ of the Semaine Federale, which was very handy as this is where the events all start and where the mass evening meals are held. Ingrid and I speak a little French but our hosts spoke a little English so we communicated fairly well; they could not do enough for us and we were invited to a party with some friends of theirs and to a barbeque in their garden.

We had booked dinner that night in the Permanence and enjoyed a quality three-course meal with wine included for 16 Euros with 1000 other cyclists.

Every day there are half a dozen different rides to do. All are marked on the road and the distances vary from 40km to 180km and, with 14,000 other cyclists, you can imagine that there are a lot of people to cycle with on each ride. Rides start early in the morning at 8 o'clock or earlier if you want but, by the time we had breakfasted, we would get to the start at about 9.30. We chose the routes between 80 and 100km

But, like any cycle ride, it is the speed which you travel which dictates how tired you get and the nice thing about the Semaine Federale rides is that there are always people



slower than you and Ingrid and I found ourselves in the unusual situation of overtaking lots of cyclists even at our relaxed pace.

Each ride has a number of "accueils". These are stops where refreshment is provided and the local village that is hosting it put on a bit of a show, so there are bands and dancing, beer and, as usual in France, lots of good food and wine. Often accueils are in places of interest such as chateaux (see picture) or parks so there are local attractions to visit as well.

Each day the rides go off in a different direction so you really get to see the local countryside and, because there are lots of Brits there, it gets very sociable. I always wear my Hounslow jersey and it is amazing the number of people who either know the club or say they once lived near or in Hounslow!

The club was well represented at the Semaine Federale. Jeff Marshall, Rob Gilmore and Ron Richardson were staying in a dormitory (although they later transferred to digs as it was too far away), Clive Williamson was staying in digs like us and Paul Innes, David George, his son Nathan and Nick Stagg were camping. Paul, David and Nick were doing the really hard rides with the fast riders so we didn't see them a lot on the road or at the accueils but we did see Jeff, Rob and Ron at the evening meals in the permanence and enjoyed some lively meals together in local restaurants.

The first four days we had really hot weather but on Thursday, the day of the big picnic, the weather changed for the worse and we had a very wet day. Ingrid and I also got lost on the way, as the road markings were wiped out by the rain, so we were annoyed and wet when we arrived at the venue, a medieval castle, from the wrong direction up a very steep hill.

On Friday Ingrid decided to have a rest day so I set out in good weather to do an 80km ride but I was going so well that I decided to

take the 100km route only for the heavens to open just after the turn. I enjoyed going a bit faster than usual and had a very good, if wet, ride. The Saturday was the final day and thankfully not quite as wet so we had a 50km ride and then joined Jeff and the others for the final night's dinner at the Permanence. This was a four course meal with plenty of wine and accordion accompaniment which we all enjoyed thoroughly before saying our farewells to all the friends we had made on the trip.

On the Sunday, everyone still there says thank you to the host town by riding round the town dressed in national or regional costumes, this is a problem for Brits so we carried the flag round instead and I wore my British Cycling jersey. But there must have been 10,000 cyclists riding and it took us two hours to get round as all the local inhabitants turned out along the whole route to give us a cheer and a wave.

After the ride all we had to do was thank our hosts for their hospitality, load up the panniers on our bikes and head home. We spent the night in a lovely hotel in the Suisse Normande before spending the next day in Caen visiting the castle and the tomb of William the Conqueror before finding the 15km long cycle track that took us from Caen town Centre to the ferry port of Ouistreham along the river. A seafood meal in a harbour-front restaurant with some other cyclists on their way home and we caught the 11:30pm overnight ferry to Portsmouth and the train back to London.

The Semaine Federale is a fabulous trip with wonderful cycling, good food and plenty of socialising. Ingrid and I are firmly hooked on them and intend to repeat the experience as long as we can. Come and join us! The only tricky bit is completing the registration form and we'll help you with that and, if you don't want to go by car, you can take the European Bike Express bus or, like us, ride there.

LEJOG at 80

Words and photos by Clive Williamson

Approaching the age of 80 one thinks of the many things one wanted to do in life but for some reason missed out on. For me one of these was to ride LeJog, which is often placed high on the target list for British cyclists. So when a Scottish friend, Malcolm, offered to ride with me from Carlisle to John O'Groats I decided to have a go when reaching the rather defining age of 80. My friends Stuart and Richard chipped in for the first 6 days which meant I was on my own for only 2 days out of the 15 I took.

Of course the key to an expedition of this kind is preparation. I found that even at the age of 80 it is possible to train the legs to a very high level of fitness. Trips to Majorca in April, a solo tour island hopping in Croatia in June (tough) and finally 'La Semaine Federale' in early August where I rode 450 miles in the week, did the trick for me. This meant that my daily recovery over 15 days was sufficient to keep going. At no point was I in danger of giving up.

Getting my body ready turned out to be the easy part of preparation. My bike proved more difficult. To give myself the best chance, I decided to use my best bike – an Italian Basso steel framed racing bike, with 700/32mm tyres. Attempts to find a smaller inner ring that would fit, proved abortive, so I ended up with the same 30/28 bottom gear. Much too high for an 80 year old carrying full luggage – as was later proved.

One basic rule I had established for myself right from the start. I was going to enjoy this trip. The cycling, the countryside, the challenge, the food, the beer! This was Britain and I was going to experience the Best of British. This meant that the route I chose would fit into that criterion with as few main roads as possible.

The CTC does just this and for the first few days I more or less followed their route which follows a westerly course. The advance advice I received from old LeJoggers emphasised the toughness of the Cornwall/Devon section, and they weren't wrong! Also being overgeared didn't help, particularly since I'm not a strong climber. This meant of course, slow progress and long hours in the saddle, as my BSA constantly reminded me!

It's not a good idea, when setting out from Lands End with a journey of 1000 miles ahead, to think about the far end of the expedition. Each day is a journey in itself, and you only ever have one target and that is the end of that day's ride.

So at Lands End our target was Wadebridge, which using the CTC route was about 68 miles. A wonderful ride of beautiful views, pretty villages, narrow lanes and steep hills! A complex route was helped by my GPS, but we still managed to go astray a couple of times. After a midway lunch at



Truro our peaceful sauntering was interrupted by a final 10 mile dash along a major road at rush hour.

The second day's target was a tiny Devon village called Chittlehampton where we were booked into a farmhouse B&B. We veered away from the CTC coastal route through Tintagel and instead turned inland to Hallworthy where we picked a route through the lanes to Stratton and back on the CTC trail again. Many more hills later we arrived late at our digs where a wonderful reception and meal awaited us. A fascinating farm where shire horses were bred and trained for shows. If you're ever in that area, be sure to visit Upper Biddacott Farm.

The next night I stayed with my friends Tony and Norma near Bridgwater, where domestic pampering set me up for the next stage of the journey. That day we had traversed three ranges of hills – Exmoor, Brendon Hills and Quantock Hills in a 55 mile stretch. I needed all the pampering I could get!

As my journey progressed I was being constantly reminded of what a beautiful country it is that we live in. The Somerset Levels, Cheddar Gorge, Chew Valley, Avon Valley over the River Severn to Chepstow, all in one day. My cup was full.

Incidentally while climbing the Cheddar Gorge, the Motorpoint professional team overtook us at top speed, Ian Bibby in the lead I believe. They were training for the Tour of Britain which was passing through there a week or so later. A sarcastic comment from the coach leaning out of the following car was not appreciated as we laboured up the climb!

That day Richard took over as my helpmeet from Stuart, who had given sterling service

as IT consultant and morale booster. Richard stayed with me through the Marches as far as Chester.

Chepstow meant that I had visited Wales and thus all three of the home countries on the island of Britain during the trip. We again used the CTC route as far as Leominster skirting the Forest of Dean and taking the lanes past Hereford. From Leominster we followed the beautiful Lugg valley but followed the signs for Luston instead of the intended Lucton. (I wonder why?) This put us completely off route and off schedule and found us searching for our digs at Elton through tiny lanes in pitch darkness.

The ride to Chester was probably one of the best of the whole trip. Simply beautiful. We managed to stay on minor roads through Shropshire as far as Shrewsbury and again crossing the Cheshire plain. Dinner in the evening with local friends crowned a wonderful day.

Then I was on my own for a couple of days. The ride to Lancaster was probably the worst from a scenic point of view, having to negotiate two large cities – Warrington and Preston.

And then the rains came! The gods had been kind to me thus far, with very little rain and mostly a following wind. Somehow I had upset the deities, because the day I rode across the Cumbrian Hills to Whitehaven they released their pent up fury. I arrived at my friend Anita's house, wet, bedraggled and miserable. She, being a practical woman, soon had me dried out washing done and en route to a wonderful pub in the Lake District where we had a convivial evening with friends. An enormous boost to morale which launched me fresh and eager into the second week.

The next day the gods relented. After a nice sunny ride with Anita along the Sustrans route to Maryport I cut across to Carlisle to meet up with Malcolm. Together we followed another Sustrans route from Carlisle to Annan in Scotland where we stayed the night.

The first part of next day's ride through Dumfries and Galloway was probably the best of the whole trip. The Southern Uplands Way from Dumfries had low traffic levels, wide heather speckled views with distant hills. Lunch at the famous Green Teahouse in Moniaive was a bonus. Definitely a good-to-be-alive day. The last section of the ride, from Ayr to Troon, was endured!

What a difference a day makes. This day was met by the remnants of Hurricane Katie which had crossed the Atlantic just in time to greet us. After a hurried ride to Ardrossen we scrambled aboard the ferry to the Isle of Arran. We then had to ride around the edge of the island to catch the ferry from Lochranza back to the mainland at Claonaig. A distance of 14 miles it took more than 2 hours. At one point I was blown right across the road by a side gust. And then of course the ferry was cancelled. A much smaller ferry than the Ardrossen ferry, the problem was the rather primitive landing bay at Claonaig. When we finally did leave it was on the understanding that if conditions were not right in Claonaig we would have to return to Lochranza. Well we made it and managed to reach Lochpilt-head for the night – about 20 miles short of our original destination in Kilmelford.

With conditions still wet and windy we set off for the long haul to Fort William, having to make up for yesterday's shortfall. The wind was more helpful and we were able to relax and enjoy the wonderful Scottish West Coast scenery. When you think Fort William you think North Scotland, and it's easy to convince yourself that you smell the scent of John O'Groats and you know that you're going to make it.

We were again treated to a nice sunny day as we made our way along the Great Glen through Fort Augustus and Dingwall to the eastern side of Scotland ending up at Ardross near Alness. We saw Scotland at its stunning best. I think in Scotland, if you get one sunny day against four bad ones you're still ahead of the game. We in fact had two good ones against four bad – well in credit.

The final full day of cycling turned out to be the toughest. Taking in Bonar Bridge and Lairg, we set off northwards through the Highlands on a remote (which means traffic free!) road to Altnaharra, which last winter had the coldest recorded temperature in Britain – minus 28 degrees! After lunch we headed through Highland Clearance country to the Sutherland coast and on to Strathly for the

night. The last ten miles after reaching the coast we had five serious climbs – at the end of an 80 mile ride on the 14th day of LeJog. However we had a wonderful B&B in the Strathly Inn, terrific meal and great fun in the Quiz night held that evening.

The final day was a doddle, just 40 odd miles with a stop for lunch half way in Thurso. Still miserable weather which fitted exactly the sight of the kitch, nondescript appearance of John O'Groats itself. The old adage that it's the journey that counts not the arrival is fully justified by the sight of John O'Groats after a gruelling 15 day bike ride.

And gruelling it was I suppose in many ways. When you're 80 you're an octogenarian and when you're an octogenarian you're in your dotage. That's what I always thought. I'm happy to prove it wrong.

Recently my 4 year old granddaughter looked steadily up at me for a while and then said 'Grandpa, when people are really old they go

to Heaven'. At the age of 80 I can't deny being old, but I'm not yet really old!

Heaven will have to wait a while longer.

I raised sponsorship for Cancer Research UK on this trip. Anyone wishing to contribute can do so on:

<http://www.justgiving.com/clivewilliamson80>

Also my blow by blow account was tweeted on

<http://twitter.com/WilliamsonClive>

My photos can be seen on:

<http://picasaweb.google.com/clivewilliamson05>

The site is open to public view.



Classic clothing clear out

Sale of remaining stock of Endura multi-banded club clothing.

Road Jersey, short sleeve £17

(was £37)

Neck zip, 3 rear pockets

As pictured.

4x large (5) chest 42/44"

4x X-large (6) chest 45/47"



Road Jersey, long sleeve £17

Neck zip, 3 rear pockets

4x small (3) chest 36/38"

Lightweight training jacket £23

(was £40)

Full length zip, 3 rear pockets

'Driclim' fast wicking brush

backed waffle fabric, suitable for cool days in spring or autumn.

2x small (3) chest 34/36"

2x large (5) chest 42/44"

Gilet: Windstopper body warmer £20

(was £32)

1x small (3)

2x large (5)

2x X-large (6)

2x XX-large (7) chest 48/50"

Windtex winter jackets £30

(was £52)

Full length zip, 3 rear pockets.

Waterproof & windproof for very cold weather.

2x small (3)

4x medium (4)

2x large (5)

2x X-large (6)

To purchase of any of this bargain clothing, contact Jeff Marshall or visit the club room on a Tuesday night. Hurry while stocks last!

Winter Training

Club members will have noticed from the shorter days and cool, damp weather that autumn is now upon us. This is of course traditionally a time for the road cyclist to relax a bit, forget about intense training, indulge in some café stops and simply enjoy riding a bike for pleasure and company. It won't be long before winter, where for many riders the groundwork for the next season begins. Traditionally the time to get in long steady miles, winter training is an institution as old as the sport of cycling. Rides can be tough but ultimately the shared experience forges a mutual respect and satisfying exhaustion.

Below is a winter training scene from the late 1970s, 'On Rockingham Hill', photographed by prolific cycling photographer and friend of

the club, the late Bernard Thompson. Older members will know everyone here, newer arrivals will have met Jeff Marshall (2nd left) Martyn Roach (next to Jeff) and a very young Tony Cosstick (far right).

It would have been taken on a Sunday morning in February, and it looks like a cold one judging by the appearance of snow on the roof in the background. It's a sign of the times that, apart from Jeff and Tony, the others are on single gears.

Thanks to Chris Lovibond for retrieving this photo from his archive and providing the alternative title '**Jeff demonstrates the superiority of tubulars over 27" pressures**'. Eagle-eyed readers will see what he means.



Your club committee

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Jeff Marshall

Chairman

Jeff Marshall

Secretary

Bill Carnaby

Treasurer

Martyn Roach

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Trevor Gilbert

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Ann Young

Captain

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Magazine Editor

Simon George

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Club Clothing Secretary

Jeff Marshall

Webmaster

Andrew Gillies

Committee Members

Antonio Ambrosino

Patsy Howe

Next Issue

The next issue will be published in February 2012 and distributed at the club dinner. Please contact the editor with your contributions or suggestions. It's your magazine!