



Quarter Wheeler

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Spring

The magazine of the Hounslow & District Wheelers

Editor: Simon George

S.George@rhul.ac.uk

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



Photo by Merri Readett

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17^e PARIS-BREST-PARIS Randonneur

du 21 au 25 août 2011

PARIS

Audax Club Parisien



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Peter Young Memorial Road Race

Report by Chris Lovibond, Sunday 18th March

This 87 mile Hounslow promoted race was won with an impressive performance from Andy Griffiths (Team IG-Sigma Sport).

What appeared to be a suicidal break, formed with about 75 miles left to ride, proved to be the decisive race winning move. On the second time up the modest Kitsmead Lane climb Griffiths attacked, got away and was quickly joined by six others: James Moss (Node4 Giordana), Pete Vincent (Mid Devon CC), Andrew Hastings (Metaltek – Scott), Tim Elverson (Pedal Heaven), Alex King (Loughborough Students) and Douglas Coleman (CC Luton).

No one at the roadside expected such a long break to succeed: past experience of this race led us to expect any successful move to take off, at the earliest, within sight of the finishing circuit. However all seven contributed to the effort, and with the break including a man from each of the four of the stronger teams, their team mates still in the bunch naturally did not chase with enthusiasm. The gap stabilised at around one minute fifteen seconds.

On the finishing circuit it suddenly became clear that Wouter Sybrandy (IG Sigma Sport) had been holding something in reserve. He skipped away from the peloton to join his team mate in the break – a manoeuvre which was completed in just one three mile lap. He took Ashley Cox (Team

Corley) with him, and there's no doubt that Cox made a contribution to the chase, doing some turns at the front, but the spectators saw this episode as being mainly a display of Wouter's time trialling ability.

James Moss opened a gap on the break at the bell for the start of the final lap, but Griffiths and Sybrandy gave him only a brief moment of freedom, and on the final ascent of Staple Hill it was Andy Griffiths, the initiator of the break, who gave the victory salute, still 10 seconds clear, with Sybrandy second and Moss third.

The winner's time was 3 hours 27 minutes 57 seconds.

Although roadmen do not always look on time trials with great respect, Griffiths, in conversation after the race, mentioned his fifth place in the recent North Road Hard Riders 25 (won by Sybrandy) as an indication that his form was good. However perhaps a more significant bit of preparation for the day's work had been a 200km (125 mile) Belgian race the IG Sigma Sport team had ridden the previous weekend; so while most of the competitors were stepping up to their longest event of the year so far, the IG Sigma Sport team could regard the eighty seven mile Peter Young Memorial as a relatively easy day!



Andy Griffiths wins alone.
Photo by Merrill Readett.

Result:

1. Andy Griffiths (Team IG-Sigma Sport)
2. Wouter Sybrandy (Team IG-Sigma Sport)
3. James Moss (NODE 4 Giordiana Racing)
4. Ashley Cox (Team Corley Cycles)
5. Pete Vincent (Mid Devon CC)
6. Douglas Coleman (CCLuton)
7. Andrew Hastings (Metaltek-Scott)
8. Alex King (Loughborough Students CC)
9. Marcin Bialoblocki (NODE 4 Giordiana Racing)
10. Simon Gaywood (Team IG-Sigma Sport)
11. Chris McNamara (Pedal Heaven RT)
12. Nic Hutchings (CS Grupetto)



The chasing bunch, policed by team mate Wouter Sybrandy. Photo by Merrill Readett.



The break looks back to see if they are clear of their pursuers. Chris Lovibond.

Final Lap for Flagship Road Race?

Despite the success of our flagship road event and its popularity with riders, this could be the last time it was run. Current organiser Jeff Marshall is stepping down after organising the event for 25 of the last 32 years. We now have a few months to find a new organiser, otherwise there will not be a race next year.

Jeff explained the role: "There is actually a whole team of people who work together to organise the race, and I'm sure most of those people would continue next year if asked. What is needed is a new leader to pull them all together and take overall responsibility. A lynchpin if you will." Jeff also added that he is willing to remain involved at a lower level, and would happily provide help and advice to the next organiser.

The sad truth is that if we stop running this race there would be no chance of starting it again. Promoting an event like this today requires a great deal of skill and experience. At the moment the club has this knowledge to pass on, but after a few years of neglect our skills will be out of date.

We could continue with the race at its present level, or there is the possibility that it could be developed further. In the right hands it even has the potential to become a Premier Calendar event, so it is a great opportunity for someone who wants to develop their skills to become a major race organiser.

This is absolutely an event worth saving: there are so few elite-level road races left and our club's prestige and recognition in the cycle racing community owes so much to it. Riders and teams often praise the quality of the event and its organisation.

If you think you could lead the successful team behind this event, please contact Jeff Marshall.



Magnificent marshalling response

Report by Simon George, photos by Andrew Caldwell

Thanks to everyone who responded to the call for helpers this year. Hounslow members stepped up to the challenge and came out in force to help run the road race.

Race organiser Jeff Marshall said "thanks to this initiative and the volunteers from CS Grupetto, we had the most well-staffed race possible. After the race, our marshalling was commended for its excellence by both the British Cycling's appointed officials and the 'moto' riders of the National Escort Group. Many thanks to everyone

who helped".

The next big challenge for club members is the 100 mile open time trial on the 27th of May. Like the road race, this is our flagship time trial event with a great reputation, forged through years of hard work behind the scenes. The least we can do is save our organisers the stress of wondering if they will have enough marshals. If you haven't already indicated your availability, please contact Trevor Gilbert to offer your help.



Who was Peter Young?

By Jeff Marshall

Following this year's running of the Peter Young Memorial Road Race, I was asked by several people 'What can you tell me about Peter Young?' I answered briefly that he was a much respected stalwart of the Hounslow who died prematurely in the Autumn of 1969.

But that does not do justice to the human being behind the name. When I first came to the Hounslow Club Room in Cromwell Road, Hounslow, in 1957 aged 16, it was full of teenagers who all seemed to be drawn to a big cheerful raw-boned rangy man, aged about 30 – playing a guitar. It was not long before I found out why they were gathered around him. Peter was an incredibly modest and gentle man in his demeanour who, somehow, despite being a very busy guy, was very approachable and had time for everyone, especially the many younger members (of whom I was one). In those days, the average membership was much younger.

At that time he lived with his mother in a large house on the A305 Staines Road, Twickenham, opposite the Waldegrove Girls' School. After his mother died around 1960, the house was sold and Pete chose to live on a new mobile home park, close to the Thames, at Beasley's Ait, off Fordbridge Road in Lower Sunbury.

Pete was an early exponent of riding on a stripped down bike without mudguards and so was viewed by the traditionalists, or fuddy-duddies as he called them, as a bit of a rebel but was revered by us lads. He even got a letter published in the then 'Cycling and Mopeds (ugh!!!!) Weekly Magazine, extolling the virtues of riding without guards etc. This was in response to an early contributor who denigrated this practice which was growing in popularity.

He was a quietly religious Catholic who always tried to attend church on Sunday, wherever we were in the UK and even when abroad on cycle touring holidays which he organized for us younger members. He never spoke about his religious convictions, he just did it. Pete, who spoke some useful French and Italian, introduced many of us to lightweight continental cycle touring on stripped down bikes with sprints and tubs and no mudguards.

The first time I went on a 'Pete Young Tour' in 1962, we flew from Heathrow in



a Comet (the first passenger jet aircraft) to Geneva in Switzerland and cycled across the alps into France and Italy. We took a train to Rome, cycled as far as Naples, stayed a few days and then reversed the trip.

Pete had been in the army where he had been trained as a vehicle mechanic whilst serving his 'time'. He was a motorcyclist who turned cyclist, using his motorbike for holidays and leisure. Before 1953 he cycled to work on an ancient roadster.

At the end of that year he decided to build a lightweight bicycle and found himself using his 'moto' less every week and, in February 1954 stopped using it altogether.

At the age of 29, when he joined our club in May 1954, he thought he had left it too

late to start cycling, but was soon racing in time trials up to 50 miles. By 1955 his cycling ambitions extended to a continental touring holiday and road races.

In the January 1955 edition of 'Cycling' he got his annual mileage chart published, showing 9024 miles. Only about 1000 short of his previous motor cycling average! He found as much enjoyment and much more satisfaction on the bicycle! I still have the cutting, don't know why.

He was employed as a Naval Architect/Engineer by local boat builders Tough Brothers of Teddington, who, at that time employed about 100 staff. He was their chief designer of boats up to 100 feet long, traditionally built of oak and teak.

One interesting project he worked on was the design and development of a one

On tour in Italy, 1967





Riding fixed wheel in a time trial, 1958

man submarine shaped like a torpedo, which towed the diver who hung onto the steering, guiding it from the rear. It was commissioned by the Admiralty. Because he was such a good swimmer, he designed it, then tested it himself in the Kingston Baths which they hired for the purpose.

Pete taught several of us young Hounslow guys to drive our 'old bangers' which we had in those days and we all passed the driving test. We learned a lot from him as he even helped us to maintain them. Our engines and gearboxes were stripped and rebuilt with his expert help.

He was an accomplished skater and encouraged us to meet at Richmond Rink on a Friday night for several years. I have a great photo of him skating on Wisley pond when it froze over, as it did in those days.

He was an avid and expert photographer and always had his camera with him on our club runs. [See an example on the back page of this magazine]. Having his own 'darkroom' he would develop them himself after every club run, race or tour. Each week at our club room, we would eagerly await the fruits of his labour.

He loved music and played various instruments favouring his 12 string guitar and

encouraged some of our more musical younger members to form a 'skiffle' group who would practice in our club room, which was not always appreciated by some members.

He was a multi talented man who could 'fix' anything mechanical or electrical and easily overcame any setback we encountered.

There are many examples, but one I remember well is the occasion he had driven us to the famously fast 'Boro' 50 course in Yorkshire, where we were to

camp in the lane at the start. When we unpacked our ridge tent, we had forgotten the poles! No problem! Pete simply suspended it from an overhanging tree branch with rope. Look, no poles!

Before he was 40, Pete suffered a lot of pain from an arthritic hip joint and walked like an old ship's 'tar', tending to a rolling kind of gait. Eventually, his hip joint was replaced at Heatherwood Hospital, Ascot.

Despite his healthy life style, Pete had been diagnosed at the early age of 40 with the heart condition Angina, but, after conflicting advice from several specialists, decided to continue with his cycling activities as much as the condition would allow. He even went Alpine touring. Occasionally, he would have to stop and rest when his heart raced, until it had slowed.

Pete died whilst riding his bike on a very wet and windy Sunday in Autumn 1969. Our club run that day was to Amersham for 11's. Pete came out to Amersham with us but could not stop for refreshment as he had to attend a meeting of the RTTC in central London. He was representing us there at a disciplinary proceeding.

The last we saw of him, he disappeared from view, wearing a rain cape and would have had a tough ride, probably anxious to arrive on time, him being so conscientious, despite his heart condition.

He got as far as Notting Hill where he was seen to fall at a traffic light junction and died before an ambulance arrived. He was 44 years old.

When Pete died he left a great gaping void in our club life, as he had been key to most of our club's activities at that time.

Those who really knew him realized that we had lost someone very special indeed, a brilliant club mate, friend, confidante and role model.

WHY WASTE ENERGY?

REFERRING to A. J. Gosling's letter in CYCLING dated April 25, the "no mudguard brigade" strip off these appendages as soon as possible in the season to avoid carry-surplus equipment and wasting energy accelerating this unnecessary weight and lifting it over the hills.

There is no need to have access to full meteorological equipment to forecast the weather likely to be encountered during an evening training run, and if it promises fair weather what is wrong with enjoying the feeling of a bike in near racing trim?

All of the continentals that I have seen out training—admittedly only whilst on summer tours—have not only ridden stripped machines but have worn racing jerseys, shorts and caps. I think that this might be a good thing in this country, especially among the younger riders to whom looking "gen" is a great factor

in the enjoyment of the cycling game, but no doubt this would meet with furious opposition from the "fuddy duddies" who still think in terms of the "inconspicuous" black tights and alpacas.

If Mr. Gosling's machine is in a sufficiently maintained condition not to need roadside repairs other than the occasional puncture he should try a week-end away without his mudguards and saddlebag but just with a cape roll and pyjamas and toothbrush in a bonk bag. He will find in his bicycle a liveliness and response that he has never previously experienced. If it does come on to rain he will certainly not inconvenience any road user other than himself by the lack of mudguards.

PETER YOUNG,

Hounslow and Dist. Wh.

Twickenham, Middx.

A piece of gâteau

Paris Brest Paris 2011, by Marc Cunningham



Cake

or its excess, is, I suspect, every cyclist's main motivation for their pursuit, and this was to be no exception. The chance to ride 1230 km through one of the world's premier pâtisserie countries was not to be passed by....or so I thought.

Paris-Brest-Paris (PBP) originated in 1891 as an ultimate test of man and (very basic) machine in an era when dirt roads and solid tyres were the norm. The very first one allowed only French men to participate and 207 started, with the winner finishing in 71 hours 20 minutes. Originally run as a proper race until 1951 and then onwards as a randonnée, it has developed into one of the most revered events in the amateur calendar. There is a wide range of abilities from ex-pros that ride the entire event without rest in 43 hours to those who factor in hotel stops en-route and take up to 90 hours to complete the course.

As it is only held infrequently, it keeps a festive air and is anticipated by riders and locals alike. This last edition saw 5178 participants from 53 countries with 4068 finishing and sadly one fatality. An event of this magnitude must be an organisational nightmare with riders stretched over 600 kms and four days.

I suppose I should thank Chris Lovibond, Jeff Marshall and the ever wily Rob Gilmour during our Brittany training week of 2010, for it was on one of our longer rides that we happened across a café selling Paris-Brest buns, (not unlike two 42t pastry chain rings glued together with cream). Every four years, this arduous race which inspired the creation of such a simple confection is venerated by so many participants; this had to be special. I was hooked.

Entry for this event is not as straightforward as it would seem. First I had to qualify by riding 200, 300, 400 and 600 km Audax rides in quick succes-

sion, then enter the PBP, which I just managed within five minutes of the deadline! Then I should have got down to the serious business of preparation but I had been enjoying my life a little too much to worry about trifling things like training. Content with the occasional 130 mile rides between Sussex and Oxfordshire to be with my fiancée Béatrice (who was to be my faithful follower and helper during the event) and weekend rides, I could have prepared better, as I was later to realise!

The world of Audax had previously passed me by, dismissing its adherents as too slow, too old and too laden for me, but now unaccountably, I had become one of them.

I found that comfort and efficiency in the choice of bike are the essential qualities required for such a distance. So, I chose my T Mobile carbon Giant bike (although once a first class racing frame, I find it suited me perfectly for



Photo by Marie-Odile Bertou

Half way round. Photo by Béatrice Louchez.



the occasion) with a compact chainset, mudguards, lights, reflectors and a large saddle bag for spares, food and clothing. It was much heavier than I would have liked but still light for a touring bike.

I had to register, collect my numbers, have my bike checked on Sunday morning and, having previously eschewed help, arrange for Béatrice to leapfrog with the car on a parallel course at the last minute.

There were various start times depending on one's expected finishing time and choice of machine. Apart from the obvious racing bikes, there were tandems, 3 triplets, high/low wheeled recumbents and even fully faired machines which reached in excess of 100 km/h downhill, though they were much slower up hill.

With riders starting in four time slots and in groups of 400 from Sunday 16:00 to Monday morning at 05:00, I opted for the Monday 84 hour start which was the last. We gathered in the dark, lights on and all riders wearing reflective vests and just as we started, so did the rain.

This made for an interesting first few kilometres with everyone full of beans, snaking around slippery junctions and speed reduction paraphernalia. There were the occasional crashes and punctures, thankfully avoided, and the rain stopped for a while. So, things were looking up.

Pretty soon, working groups formed and we all got down to some serious riding, this all seemed so easy, a piece of cake! As there were always riders in the distance, this spurred me on to catch the groups ahead and possibly dig too deep into my reserves (the competitive instinct is hard to suppress) until the first stop and breakfast, at 09:30 in Mortagne au Perche after 140 km. Some coffee and a pain au chocolat later, I felt rather jaded. Having started too fast, this first stage proved to be more difficult and hilly than I had anticipated, I then felt the enormity of the enterprise I had embarked on. Nevertheless, I decided to get on with it and move on swiftly to the control and a welcome rest. However within 20 km it was raining again and I still had 60 km till Villaines-la-Juhel and a quick bite to eat. This was to become my routine for the next three days.

The rain continued on and off as I reached the medieval fortress town of Fougères and 318 km done, time for a rest and some food. The control was in a large school thronging with people and bikes, with riders arriving whilst others left, many looking skywards and muttering, was it for inspiration or just the gathering storm? I waited with Béatrice in the cafeteria for it to blow over but it grew darker and got worse, there was nothing else to do but put on all my spare clothing and face the tempest.

As villages came and went, I followed a storm front through to Tinténac Brittany culminating in riding through an enor-

mous and very frightening thunderstorm, with torrential rain and lightning all around. There was nowhere to hide other than around taller riders! (Not difficult for me!). The rain eased as I reached Loudeac at 450 km. This was where I was hoping to see Béatrice but a mix up at the previous control meant that I spent an hour trying to contact her on a failing mobile phone, good job there were no hammers around or my Samsung would have been history.

At last we made contact and I spent my first night in the car, cold, wet and suffering from heartburn. Having support has the advantage of giving one the option to pack just when the going gets tough and with 450 km done and 780 to go, I thought long and hard about it....mmm so tempting, cosy, warm car!! But thankfully not for too long.

Three hours later I was back on the road, by now fatigue and increasing heartburn meant that I could no longer eat or drink and I crawled into Carhaix Plouguer. After a short wait to see a doctor who prescribed an antacid tablet and something else from a local pharmacy, result, heartburn gone, tarmac torture resumed.

Any thought of group riding was out of the question as riders were generally too tired to work together and fairly soon the town of Huelgoat was passed and it was time for a winding climb through thick fog to the highest point of the ride at Roc Trevezel, with allegedly wonderful views over west Brittany, then

with only 58 km to Brest and riders making their return journey the halfway point so close, my spirits lightened.

On the run into Brest I stopped for the obligatory photo opportunity at the bridge that marks the entry to the town, then continued on the route to the control that took us through the docks and a long climb to the town centre that left me feeling exhausted but some food and an hours sleep on the floor, did the trick.

Job half done, now it was time to resume and see if I could get back to Paris.

Shortly after leaving Brest with the sun now shining I got going well again and started to catch those ahead. Then I

had my only puncture of the event and as I mended it I watched all of those I had passed go by with a friendly wave or a Gallic shrug. Ahead was the long climb to Roc Trevezel and the now far reaching views all around the fog long gone. As night fell I kept up a good pace and pressed on after the control at Carhaix and really enjoyed the night ride to Loudeac where I had another 3 hours sleep in the car. Back on the road at 5am and riding towards the sunrise and passing more entrants asleep on verges or propped up against walls, riders were by now, after 800 km, reaching exhaustion and in plodding mode.

I reached the last control in Dreux at about 2 am and I was forced to have a few hours sleep before finishing in a tired but elated state 60 km later at

7:45 am.

My prize for that effort was the choice of a free beer or cold drink but no cake!

Would I do it again (rather than why do it at all)? This question has arisen over the years whilst riding and immediately upon finishing a 24 hour. The answer as always is NO, never again, but as time goes by, you forget the pain and hardship and begin to dwell on how things could be improved. The optimist and fool in me forgets and with the glory of this uniquely French event, its roads lined with followers, the good will and wishes of so many ordinary people offering refreshment and shouting "bon courage", you know, I think I may be back in 2015 to relive it all again and see if I have learnt my lessons.



The Alban Trophy was given to the club in 1947 by member Harry Ferris. Harry ran a bike shop in Hounslow and older members may remember seeing or even riding on Ferris frames. It is awarded for the ride which, in the opinion of the committee, is the most meritorious long distance ride of the season.

Finished... won't be needing that any more! Photo by Béatrice Louchez.
Inset: The Paris-Brest pâtisserie. Photo by Marc Cunnington.

Best All Rounder Victors 2011

Report by Chris Lovibond

The 2011 season saw two members continuing the Hounslow tradition of winning BAR honours in competitions outside our own club.

Rob Gilmour won the London & Home Counties Vets' BAR for the fourth consecutive year; a significant achievement considering the majority of time triallists are now veterans, ensuring plenty of competition in this field.

The events and times were:

Charlottesville 10 (9th April) 22.08

VTTA Championship 25 (15th June) 56.20

Oxonian 50 (21st August) 1.58.19

Burton & District CA 100 (3rd September) 4.21.52.

This competition is decided on the basis of the best average vets' plus expressed as a speed, in this case +6.3875 mph.

For the 2012 season Rob's form looks promising, but the change in the vets'



standard tables will not be helpful to him as a sixty year old. The new standard times are most beneficial to young vets, and in the first two events he has ridden this year, the London & Home Counties Vets 10, and the Farnborough & Camberley 10 the outright winner was a relatively young vet who also took the Vets' Standard prize. Whether or not this is 'fair' is debatable, but it will certainly make BAR competitions harder work for senior vets. In any case, perhaps four straight victories in one competition are enough, so Rob is thinking about new challenges for this year. In 2008 he won the Icknield 12 outright with 259 miles, so the club senior BAR, which requires a 12 seems an obvious choice.

Our other BAR champion is Jill Bartlett, the London & Home Counties Vets Ladies Champion. Her events and times were:

L&HC Vets 25 (2nd October) 1.2.29 (p.b.)

Burton & Dist CA 50 (6th August) 2.9.48

BDCA 100 (3rd September) 4.28.22 (p.b.)

Jill achieved the best average ladies vet's plus of +3.7397 mph. These results were also good enough to give her third place in the national ladies vets' three distance table.

Last year Jill seemed to leave her problems behind and begin to show her true potential. A big factor was a change of career which has led to a less stressful lifestyle, but now the improvements already achieved have helped enthusiasm for the 2012 season and she has already put down a good basis of riding during the winter. Over a thousand of these miles have been done on a 64" fixed and Jill feels that this, combined admittedly with some more modern techniques, will pay a dividend in the summer, just as it has for so many successful riders in the past.

A principal target for the year must be the Hounslow Ladies 100 record. This has been held by Gill Clapton since 1971 with 4.26 10. However our Jill has noted that, in view of the outcome of the 2011 Hounslow Senior BAR, there must now be a possibility that a woman brave enough to attempt the half day event could be the club's Senior Champion.



Photo by Chris Lovibond

Cheshire Cat

By Andrew Caldwell



The Wiggle Cheshire Cat is recognised as the first UK big sportive of the season with over 3,000 riders accommodated. There are 3 challenging routes around Cheshire - including one of cycling's most notorious climbs - The Mow Cop Killer Mile. For 2012 the addition of the Gun Hill, a well-known Tour of Britain climb provided an extra challenge.

I rode the long route at 102 miles. The weather could not have been any better with warm spring sunshine expected all day.

I joined in a group from the start at Alexandra Stadium in Crewe. Within 10 minutes we were riding at a high tempo (22-25 mph). I wondered whether I had made the right decision. After 30 minutes, there was a stream of cyclists coming back in the opposite direction. 100's of rider had all missed a turn and 100's behind were all do-

ing the same. There was a fair amount of confusion and I had lost 6 mins before we get back on route and the group was broken.

When I reached the killer mile I engaged bottom gear. Unfortunately, there is no picture of me struggling up the 25% ramp at the top of the Mow Cop climb, as the gradient kicked up on the steepest section, I decide to get out of the saddle. As I did my shoe unclipped from the pedal. That is my story and I'm sticking to it. Never mind, there is always next time.

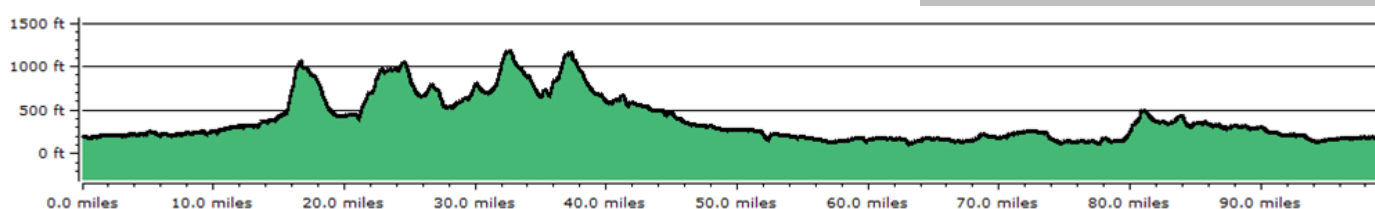
There was a succession of steep climbs in the first 40 miles. At the half-way point I recorded 3976 foot of ascent. The route flattened out and the pace began to increase. I joined a group of 3 riders for most of the way. At the final watering hole at 80 miles a brass band struck up as I left, which put a smile on many faces. After the

final climb, my thoughts turned to whether I could make it in time for a silver standard. I decided to push harder anyway. Disappointed as I crossed the line thinking I missed out to discover later that I had made it in time for Silver with 6 hours 30mins and 5 sec

Overall a really hard day on the bike, but enjoyable and well organised (except for that missing turn sign and Mow Cop !!!)

Paul Buckley also rode the Cheshire Cat.

"I had a good ride on a nice sunny day though only did the 77 mile option as my mate had underestimated how hard it would be so we cut it short. Some good climbs and the Garmin registered over 4000ft. Mow Cop was good fun and I managed not to fall off like a few people!"





Committee minutes to be available online

Minutes of committee meetings will now be posted to the club's web forum, on a notice board only accessible to logged in club members: <http://www.apollonia.org.uk/hounslow/index.php?board=15.0>

If you don't have internet access but wish to see the minutes of a particular meeting, please contact club secretary Bill Carnaby.

The committee hopes this will lead to members becoming more engaged with the business of running the club and taking the opportunity to give input on matters that are discussed by the committee.

New Vets' Greatest Plus Record targets

The Veterans Time Trial Association (VTTA) has changed its Standard Times which affects the calculation of "pluses" and its Best All Rounder (BAR) competition. The Hounslow and District Wheelers use the VTTA system so it was decided to update our own rules regarding Vet's Greatest Plus records and BAR.

The committee accepted the proposal to establish Greatest Plus targets based on the best pluses of past rides when calculated with the new system. A club member can claim the new record upon beating one of these targets. This has been introduced as a bylaw by the committee for the 2012 season, but will be put to the vote as a rule change at the next AGM. **Full details are available in the document prepared by Racing Secretary Trevor Gilbert**, included with your copy of Quarter Wheeler or available on the club web site.

Welcome to new members:

Neil Daly (Veteran)
Trevor Day (Veteran)
Javier Gimbert (Senior)
David Howe (Veteran)
Glenn Watts (Veteran)

Membership subscriptions overdue!

All members should have paid their membership fees by now. If you haven't please send your cheque to treasurer Martyn Roach or speak to membership secretary Graham Davis.

Season ticket still a bargain at £20

At the AGM it was announced that the cost of season tickets for club time trial events would need to be increased, to reflect the rise in Cycling Time Trials (CTT) levies from £1 to £2 per ride. The club now charges £3 per ride including this levy.

Following discussions at the AGM and in the committee about this, and in the light of the club's reasonably secure financial position, it was decided that the club could afford to increase the season ticket price by only £5 to £20, which puts the break-even point around 7 rides like last year. The committee hopes members will continue to take advantage of this great value and convenient way to pay for their racing..

Hounslow and District Wheelers Good Friday 25

Report and photo by Chris Lovibond

The Hounslow's season opening club 25 mile time trial was notable for three outstanding rides.

Paul Holdsworth's 58 minutes 43 seconds gave him second place, and on this undulating course where most riders can only dream about getting under the hour it must be an encouraging start to the season. This was a good display of short distance speed from a rider who is now more formidable at fifty miles and upwards.

Rob Gilmour took the third place with 59.04. This was an impressive performance because senior veterans are just not supposed to go that fast, especially on hilly courses. The time was good enough to give him equal first place on handicap (with Neil Ferrelly) and it should be remembered that it is rare for established riders like Rob to do well on handicaps since these awards almost always go to relative novices who have achieved a sudden improvement which has somehow escaped the eagle eye of our handicapper. Incidentally the marshals were in agreement that had Rob not been brought to a near standstill by traffic when turning onto the bottom of Hawthorn Hill he would have been inside 59 minutes.

Good as these two were, it was Nic Staggs who was the victor of the day and who took most of the spectators' attention. Recently Nic had the great misfortune to lose his bikes in a burglary, and the machine he used on Friday was intended as a temporary



stand by. It is built on a modest off the peg steel frame and apart from a good pair of wheels it uses fairly basic equipment along the lines of the 'less is more' theory. Nic used a single 88" fixed gear to record a time of 58.04, and, following that less is more idea, it is unnecessary to say any more about this ride.

There were another three strong rides which might have been good enough to win the event in the recent past. Stuart Stow, in fourth place with 1.01.31, looks set to repeat or improve on the excellent season he enjoyed last year, while Roger Sewell and Damian Poulter also produced efforts which would have put them comfortably under the hour on a fast course. Subsequent positions begin to show a rapid dropping away of speed which may reveal a lack of racing

experience, particularly in road and track racing where time trial speed has so often been generated in the past.

The event attracted 44 entries, which included 20 Hounslow club members, and 24 private time trials (i.e. members of other clubs). This is in line with the current trend for what were once considered modest club time trials to get as many riders as the more prestigious open events. The organiser on Friday was Graham Davis, Trevor Gilbert held the watch and Martyn Roach was the handicapper: our thanks go to them and to all those who gave up their morning to act as marshals.

Result:

1.	Nic Staggs	58.07
2.	Paul Holdsworth	58.43
3.	Rob Gilmour	59.04
4.	Stuart Stow	1.01.31
5.	Roger Sewell	1.03.10
6.	Damian Poulter	1.03.50
7.	Mark Lorenzi	1.07.03
8.	Merill Readett	1.08.49
=9.	Henrik Funch	1.10.03
=9.	Andrew Caldwell	1.10.03
11.	Bruce McMichael	1.10.12
12.	Jill Bartlett	1.11.25
1st Handicap, Neil Ferrelly (actual time 1.13.04) and Rob Gilmour		
Best private TT: Chris Taylor (Berks Tri Squad) 1.00.46		

1950s Clubrun



Past member of the club, **Mike Wilkins**, was inspired by the back page of the Autumn 2011 issue of Quarter Wheeler to send in the above photo.

"I saw the picture of a 'training run' and realised that even in the late 70's things had moved on from what I remembered. I have a typical 'club/training run' picture from the late 50's as evidence of this. It was taken by **Pete Young** on 24th November 1957 when we were all so young and much fitter. You couldn't get away with that these days.

This Hounslow Wheelers club run would have started at The Bell in Hounslow and I

think this picture was probably taken in Surrey, maybe around Dorking. I could of course be miles out! Winter runs sometimes included 'rough stuff' which was off road. They were great days.

I have followed the club's successes with much interest over the years and wish it every success for the future."

Mike identified most of the riders as follows, left to right: John King, Peter Robinson, ?, Wilbur Cowee, John Garret, Arthur Biggs (Pauline Chamberlain's brother), George Ward, Ian Lochhead, Alan Beagley, John Flood, Ron Feltham and Mike Wilkins.



Your club committee

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Jeff Marshall

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Vice Captain

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Graham Davis

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Patsy Howe

Crossword solution



The full solution to the crossword from issue 2012.1 (winter/dinner) is available from the club web site, or enclosed if you receive this by post.

Quarterly Opportunity



Do you like the Quarter Wheeler?

Would you like to be involved?

This magazine is not just (hopefully) a good read: it's also an exciting opportunity for you.

There are openings in writing, reporting, photography, editing, production and distribution. Even if you only have a little time to give you'll be surprised what you can achieve.

If you'd like to dip your toe in and acquire any of these skills, or put your existing skills to good use in a creative and rewarding environment, please contact the editor, Simon George, for an informal chat.

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.

Next Issue

The next issue will be published around August 2012 and will be chock-full of racing results. Please contact the editor with your contributions or suggestions. It's your magazine!