



Quarter Wheeler

2014 Issue 1

Dinner Issue

The magazine of the Hounslow & District Wheelers

**Club Senior
Best All Rounder
Champion 2013
Nic Stagg in action
Report page 12**



Photographs Chris Lovibond

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

Hill Climb

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Rob Gilmour

Winner of single gear sporting
27.6 mile TT

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**Wet Windy &
Wintery.
What a start to
2014**

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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/>



European Youth Tour 2013

By Dave George

This August was the second year we have been over to Holland, with a bunch of youth riders to take part in the European Youth Tour.

The tour, this year in its 49th year, is a 5 day stage race plus a prologue and is open to riders under the age of 18 on 1st September.

This year we assisted a representation of both current and ex-members of Hillingdon Slipstreamers travel to the region of Drenthe and the town of Assen. This year, in keeping with most previous years, saw a total 700 riders from 19 nations take part in the competition. A chance to witness many future names in the world of cycling in their formative years.

The pedigree is strong. Lieuwe Westra, Michael Barry, Marianne Vos, Lucy Garner and Laura Trott to name a few have all performed in recent tournaments here, and this year was no exception. Dan Tullet (Hargroves Cycles) has proved himself again this year, taking the yellow jersey for his category for the second year running. Lucy's sister, Grace Garner, is also proving herself by performing at a high level consistently throughout each stage.

The tour is hosted at a central focal point, the "Weilerhome", that is an excellent facility where families are encouraged to camp (85 euro for a 9 day pitch with electricity). The Weilerhome has an onsite clubhouse, providing catering, TV, teas and coffees, and carbohydrate rich refreshments for the dads. The campsite offers superb temporary toilet and shower facilities and is alive with superb company and enthusiastic youngsters.

The racing consists of the following:

- Day 1 – Prologue, 1km time trial
- Day 2 – Criterium round a village (with cobbles)
- Day 3 – Classic Road Race through Drenthe
- Day 4 – Time Trial
- Day 5 – Criterium around a village (with cobbles)
- Day 6 – Criterium around the campsite surroundings (with cobbles)

To succeed in this competition, the British riders have to make a few adjustments. Regulations state that the gear restrictions allocated for youth in Holland have less gear inches than those imposed by British Cycling. As a result, the Dutch riders typically spin at around 15% higher cadence for long periods over this flat terrain. The other peculiarity is that the boys race with girls who are one year older – big differences in growth patterns are clearly visible between 11 year old boys and 12 year old girls. Typically, they overshadow the boys in height and carry much more developed muscle used in racing. This continues to the under 16's category where the males are split out from the females into their own races.

The organisation is out of this world. Rolling road blocks, police, ambulances, broom wagons, support vehicles and motor cycle outriders cast an air of professionalism not seen in many races in this country. The support of the local people help to make racing on this scale happen – along with the many volunteers that give up their time and contribute in many ways.

Everyone races for the four categories of jersey – Yellow (overall GC leader), White (Special Sprints), Green (Sprint Points) and Pink (overall GC girl) in their own age category.

And whilst all this is great entertainment, let's not forget that the week is centred purely around the rider. Evening entertainment on campsite, and excellent hotel next (which hosts a bowling alley, free amusement arcade, restaurants, speed skating rink, bike shop and two swimming pools), and a group of kids playing and interacting with freedoms so rare in this country – a truly amazing 9 days holiday!

How did the Slipstreamers fare? Very well. Oliver (10) finished 2nd in his Aspiranten category. The Aspiranten's are short races for children under 10 or without a racing license to try some short distance fun races. Harriot (13) came in in the top third of her category, Abi (10) in the top half of hers, and Nathan (11 – crashed on day 5) finished in the lower half of his. The older riders used this as a learning experience to further broaden their European racing careers.

More information:

Youth Tour: <http://www.europeanjuniorcyclingtourassen.eu/>

Hillingdon Slipstreamers: <http://www.slipstreamers.co.uk>

Assen 2013 winners – Dan Tullet far left in rolled up jeans.



Nathan on
the
prologue

UCI World Championships 2013

Simon Graham



This year, Tuscany, home to many cycling legends, the likes of Bartali, Magni, Tafi, Bartoli, Ballerini, Cipollini and Bettini, was selected by the UCI to host the world championships, with all events finishing in the beautiful city of Florence. An opportunity to combine world class cycling with the cultural and gastronomic delights on offer was just too good to miss. So to Florence.

Saturday, 28th September – Elite Women's road race

Our day started with a leisurely breakfast overlooking the beautiful Piazza Santa Maria Novella. Then it was off to stroll around the Boboli gardens to the south of the city followed by a pizza lunch. Next stop was the Uffizi, home of the Medici family collection of paintings and sculpture from the Renaissance and from the Roman days. But you can only take so much religious art and soon it was time to head over to the Duomo to see the Elite women race through the city. The buzz of the TV helicopters announced the imminent arrival of the race. Then came the motorbike outriders, rapidly followed by the neutral service car and the riders were on us, with two Americans in lead positions, Lizzie Armitstead tucked in nicely near the front.



Our appetite for the race now whetted it was time to walk up to the finishing circuit to catch more action. A wrong turn in the back streets and an inconvenient train line caused a little confusion, but with the help of the iPhone mapping service we found a bridge and were soon on the circuit.

Conditions were perfect for the race, warm, sunny, no wind. The cafés were full and doing great business particularly with the Dutch, Belgian and German contingents. There was of course a Dutch Corner their supporters in good voice with raucous brass band in full song.



We watched the riders come by before heading for the Expo area near the finish line to watch the action on the big screens – a terrific race was unfolding as the testing course took its toll, with the Italians riding very aggressively, attacking favourite Vos repeatedly. As the race neared conclusion we wanted to see the riders come through for the finish and walked back down the course to the 1km kite and set up to capture the action on camera.

Vos came through alone, flat out, perfect blend of style and strength. Impressive. Ten seconds later it was Johansson coming past with a wary eye on the Italian Ratto and making no mistakes on the final run in. A fantastic final and a deserved winner for a great championship race.



Post script: After dinner later that evening when wandering back to our hotel we heard some music playing, a brass band with a loud crowd. Right outside the Duomo we found the same Oranje band from “Dutch Corner” celebrating late into the night. Priceless.

Sunday 29th September – Elite Men’s road race

What a difference a day makes. The nice weather that had bathed Tuscany all week broke and warm sunshine was replaced by rain. Persistent rain. With thunder and lightning thrown in for good measure. And not just a rain shower, but six hours of it continuously. Conditions for the riders were apocalyptic.

Our café was warm and a quick stop for coffee became a long lunch. But with no sign of the weather breaking we too faced the conditions and walked up to the finishing circuit.

It was dark as night. The corners slick and treacherous, domestiques nervously checking to make sure their team leaders were safe.



Thankfully the rain eased with a couple of laps to go, though by that time the field was devastated. The Italians were once again riding in aggressive fashion, sending Visconti up the road on the attack. The Spanish, Belgians and Swiss coolly sat in, playing the waiting game.

It all came together though for the last lap with the favourites all present, ready for the last ascent to Fiesole – Nibali, Cancellara, Gilbert, Sagan, Rodriguez, Valverde, Rui Costa (if I'm honest, he was not on my radar and he was one I did not spot). The Swiss team lead the race past our vantage point, anxious that Fab was in there ready for the last lap assault, marking Gilbert attentively.



When it came down to it neither Phil nor Fab had the legs. Nibali led the charge the last time up to Fiesole, taking Rodriguez, Valverde, Rui Costa and Uran with him. Uran wiped out spectacularly on the descent, putting his wheel on a slippery white line and losing control at high speed. Then Rodriguez jumped, getting a small gap.

We were following the action through the cyclingnews.com text feed and the crowd was buzzing with anticipation... Who would come through at the head of affairs? Who would have the legs for the final charge? A few minutes later the motos came through and then there was Rodriguez in the lead, 2km to the finish with a few seconds in hand over Rui Costa leading Nibali and Valverde. A few minutes later we got the confirmation of Rui Costa's win via the text feed. A Dutchman wandered over to confirm... and he just had to have a little dig too. No British finishers...

A little factoid to conclude. For the first time in history the women's road race this year was run off at a faster average speed than the men's. 37.5kph for the women, the men at 36.6kph. Of course, it doesn't mean either race was easy. In both cases only the strongest prevailed.

Istanbul by bike

Report by
Patsy Howe



On Sunday, 25th August 2013 David and I set out from our home in Shepperton for Istanbul. We had a great time, saw some spectacular scenery and met some lovely people. In preparation David had worked out an approximate route and booked the ferry from Harwich to the Hook of Holland but we hadn't made any advance hotel bookings. We took a selection of guides and maps as well as Euros and currencies for Hungary onwards. Overall we travelled through 9 countries, covered a distance of 2081 miles (average 74 miles a day) and our total ascent was 38,298 feet.

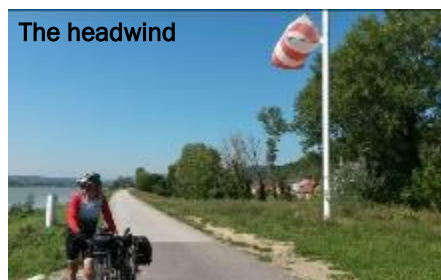
The first thousand miles were very different to the second and took us to Harwich, through Holland, Germany, Austria and Slovakia. We followed the Rhine from the Hook of Holland as far as Mainz in Germany. Here the Rhine continues southward and we followed the Main river which branches off to the east through Frankfurt and on to Miltenberg and then the Erf river valley to Hardheim. From there, we continued on to Tauberbischofsheim taking the river Tauber to Rothenburg, and then followed the Altmühl river on the Altmühlradweg (very pretty cycle route) to meet the Danube at Kelheim. The Danube continues on into Austria and briefly into Slovakia before entering Hungary. This section was, on the whole, pretty flat. The main cities we passed through were Rotterdam, Dusseldorf, Cologne, Bonn, Koblenz, Frankfurt, Passau, Vienna and Bratislava.



The weather was sunny and the route mostly on cycle paths. Cafes, restaurants and hotels were plentiful.



It was relaxed and enjoyable, the only frustrations being the almost constant headwind, the irritations associated with cycle paths and the pinchy little blisters on my rear end which fortunately eased after a couple of weeks (David was fine on his comfortable Brooks saddle!).





There were just a couple of surprises; the first being a 'short cut' which involved a deviation from the river as we approached Regensburg (day 10). This took us up a marked hill climb and we could have done without the steep 350ft climb! The second was a large naturist area we found ourselves cycling through on leaving Vienna. It went on for several miles distracting us so that we took a wrong turning, adding about 5 miles to our journey! Half of the population of Vienna must have been there (it was a hot, hot day) and we were very envious of the all over tans!



The second part of the trip was more unpredictable and took us into Hungary, Serbia, Bulgaria and Turkey passing through the major cities of Belgrade, Sophia, Plovdiv and finally Istanbul. We passed through large areas of arable land, mostly huge fields growing maize and genetically modified sunflowers which by this time of year were blackened and dying. (We assume they are left to this stage in order to collect the seeds). The powerful, musty smell of the sunflowers will be an enduring memory of the trip.

The cycle paths soon disappeared and the choice was often between fast, dangerous roads with no hard

shoulder and little lanes which either ended up in fields or wound up into the hills adding huge amounts of mileage. The weather was far more unsettled and stray dogs caused some stress!

We left Bratislava, taking a south-easterly scenic route towards Hungary and then continued on to Mosonmagyaróvár and Győr heading out into the hills avoiding Budapest which stands on a huge meander of the river. We must have saved about 100 miles by doing this. Unfortunately the small road we took barely had a café never mind anywhere to stay the night. We were ready to stop at 70 miles but had to do nearly 30 more in order to get to Mör. We eventually arrived in the dark at 8.30pm.

The ride from Mör to Szekesfehervar was only 27.1 miles but took us most of the day! It was raining and we decided to head out on small lanes rather than the horrendously busy main road. The lanes gradually deteriorated into nothing and we ended up pushing our bikes through fields and vineyards in deep mud for about 4 miles to the village of Sokako.



David had mudguards on his bike which ended up so clogged that the wheels wouldn't turn at all! Heading SE we eventually found the main road again but left it at the first opportunity. In the little village of Sored we found a great little café and sheltered there for quite a while before heading for the nearest big town to find a hotel.

A couple of nights later on arriving in Backa Topola we were dismayed to discover that the hotel we were aiming for; Hotel Panonija, was only half built! (Booking.com were advertising rooms there for 40 Euros!!)

Hotel Panonija



A hugely helpful lady directed us to a restaurant 50 yards away which, she said, had rooms above. She didn't seem overly enthusiastic about it but as it was getting late and we didn't want to deviate from our route we thought we'd take a look. Any doubts were quickly dispelled however as it was a gem of a place. The restaurant was in a pretty little courtyard which served great food and the room was comfortable with en-suite shower.

The ride to Belgrade was 102.89 miles and started well. The first 50 miles or so took us on some great little roads which avoided the busy, fast moving traffic heading for Belgrade. We then had to take a muddy lane to cut back to the main road and a couple of miles further on it started to rain again, the mud becoming squidgy and slippery. The final ride into Belgrade was miserable in the wet conditions. As we crossed the road bridge over the Danube we clocked 100 miles; this was David's first ever 100 miler!



The heavens then opened and we trudged the last couple of miles towards the centre of Belgrade vainly searching for a hotel. This was definitely a 'why are we doing this' moment. A big 'thank you' to the commuters of Belgrade who despite the torrential rain, stopped to try and help us find somewhere for the night. We finally managed to get dry and have something to eat - it had been a long day! Belgrade looked very different in the sunshine the following morning.



(Garmin was generally very useful for finding hotels and the mapping covered all the countries we travelled through apart from Serbia).



The trailer lorries tended to pass close and fast creating a lot of turbulence

The ride from Nis to Dimitrovgrad started well. A steady climb to begin with but barely noticeable due to the stiff breeze pushing us along. The road went from dual carriageway to single lane each way and led into a gorge which was very picturesque.

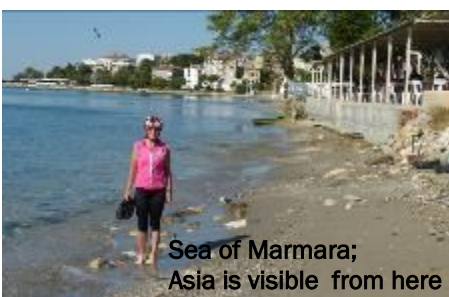


There were a few short tunnels and then five or six longer ones, unlit with bends so that you couldn't see where they ended. We dug out our lights and continued but the noise and vibrations from the trailer trucks was terrifying as they passed far too close and at speed. Just after the town of Pirot we stopped at what turned out to be a truck stop for the mainly Turkish drivers heading for the Black Sea or Istanbul. I think we must have been an unusual sight; as we walked in everyone stopped talking and stared at us! The food was good and we had spicy stuffed peppers and ice cream.

Plovdiv



When we reached Turkey we were delighted to find that the wonderful D100 to Istanbul was a wide dual-carriageway with substantial hard-shoulder. In addition a motorway running parallel had recently been opened taking most of the heavy traffic. It was however very undulating and the big rolling hills continued all the way to Istanbul.



Despite the more unsettled weather during this part of our trip, the wind was with us most of the time and that made a welcome change!

Overall we had few problems and had a really interesting time. The variety of road / cycle path surfaces are perhaps worth a mention though. Cobbles seem to be very popular right

the way across Europe. We estimated that we must have cycled between 60 and 80 miles on them altogether.

The worst surface we encountered (apart from thick, sticky mud), however, was a concrete cycle path studded with large pebbles which ran along the top of a dyke and seemed to go on forever. Probably OK on a mountain bike but very, very uncomfortable on ours.

Our bikes and equipment did well despite the unexpected off-riding! David had one puncture though and also a problem with his saddle. After several days of annoying and persistent squeaking, one of the supporting bars snapped. He managed to keep it together temporarily by shifting the saddle and clamping it together with the post attachment. We bought a new saddle in Tolna (day 18) which he finally had to use on day 21 (Valika Plana to Nis) when the other supporting bar sheared as well.



Below: David improvised a mount for his garmin using a plastic drinks bottle; it lasted the whole trip!



My bike, a wonderfully light and robust Specialized Tri Cross, gave me no cause for concern (not smug at all!).



Day	Cycled to	Country	Mileage
1	Harwich	UK	96.5
2	Zaltbommel	Holland	64
3	Rheinberg	Germany	76.6
4	Niederkassel	Germany	73.56
5	Kestert	Germany	71.37
6	Frankfurt	Germany	66.63
7	Hardheim	Germany	74.1
8	Leuterhauzen	Germany	72.86
9	Kipfenberg	Germany	88.04
10	Worth	Germany	80.4
11	Obernzell	Germany	81.44
12	Mitterkirche	Austria	78.22
13	Zwentendorf	Austria	79.09
14	Bratislava	Slovakia	76.39
15	Mor	Hungary	97.42
16	Szekesfeharvar	Hungary	27.1
17	Tolna	Hungary	79.86
18	Backa Topola	Serbia	84.25
19	Belgrade	Serbia	102.89
20	Velika Plana	Serbia	56.64
21	Nis	Serbia	96.92
22	Dimitrovgrad	Serbia	59.7
23	Ihtiman	Bulgaria	78.4
24	Plovdiv	Bulgaria	63.2
25	Svilengrad	Bulgaria	89.32
26	Luleburgaz	Turkey	68.8
27	Selivri	Turkey	62.95
28	Istanbul	Turkey	34.92
			2081.5



Autumn 25

22nd Sept 2013

By Chris Lovibond

Nic Stagg retained his grip on the Hounslow's club events winning the recent Autumn 25 by the comfortable margin of 1 minute 25 seconds.

Roger Sewell took the veterans' award with a 'plus' of 9 minutes 16 seconds. This was a notable achievement since the new vets' standards seems to have removed the advantage which the older vets have enjoyed in the past.

Result:

1	Nic Stagg	0.58.41
2	Paul Holdsworth	1.00.06
3	Stuart Stow	1.00.11
4	Roger Sewell	1.03.04
5	Stuart Hewlins	1.03.19
6	Rob Gilmour	1.03.25
7	David George	1.08.23
8	Brent Skinner	1.08.37
9	Jill Bartlett	1.10.39
10	Neil Ferrely	1.10.54
11	Bruce McMichael	1.11.12
12	Mark Silver (Trike)	1.13.52
13	Trevor Day	1.15.01

Hill Climb

27th October 2013.

By Chris Lovibond

Nic Stagg won this final event of the season for the second successive year. His time of 1 minute 38.7 seconds was a 9 second improvement on his performance last year.

Nic said that this event still makes him more nervous before the start than a normal time trial, but he really had nothing to worry about this time as his nearest rival was half a



Hounslow & District Wheelers

End of Season Results & Reports

minute slower: quite a gap to open in just 880 yards!

From a total of ten club riders there were three ladies. Jo Wells came out on top, but only by the tiny margin of 0.7 of a second. The photograph of Jill Bartlett, last year's winner, (front page) shows there was no lack of effort on her part.

The course used was the same as recent years: Windsor Hill, near Wooburn Green, Bucks.

1	Nic Stagg	1.38.04
2	Steve Pellowe	2.08.07
3	Nick Wallis	2.13.09
4	Andrew Caldwell	2.19.08
5	Geoff Shaw	2.27.08
6	Jo Wells	2.37.02
7	Jill Bartlett	2.37.09
8	Bruce McMichael	2.41.08
9	David Howe	2.44.08
10	Patsy Howe	3.06.55

Evening 10

results

August 2013



1st August 2013

Name	Club	Time
Wouter Sybrandy	Hounslow	21-57
Stuart Stow	Hounslow	24-39
Stuart Hewlins	Hounslow	25-54
Paul Carpenter	Hounslow	26-16
Robert Gilmour	Hounslow	26-54
Neil Ferrelly	Hounslow	28-27
Joanna Wells	Hounslow	28-30
Other rides		
Liam Maybank	Twick'm	22-36
Tim Male	Th's T'bo	23-42
Martin Winter	Twick'm	24-07
Rob Blair	Th's T'bo	24-44
Wayne Edwards	Th's T'bo	24-59
Ben Unsworth	Th's T'bo	25-49
Jason Snell	Twick'm	26-24
Jason Harris	Twick'm	26-26
Harry Webb	Tm 316	27-38
Louis Rose-Davis	Hill S'ps'	29-08

15th August 2013

Name	Club	Time
Wouter Sybrandy	Hounslow	22-07
Stuart Stow	Hounslow	24-15
Paul Carpenter	Hounslow	25-35
Robert Gilmour	Hounslow	26-20
Andrew Caldwell	Hounslow	26-20
Joanna Wells	Hounslow	28-19
Phil Young	Hounslow	30-08
Other rides		
Dave Larkin	Ch'ville	23-21
Cris Beals	L-Sigma	23-34
David Wrbborn	L'don Dyn	24-01
Dan Thut	L'don Dyn	24-28
Martin Winter	Twick'm	24-46
Peter Hawkins	Sigma Spt	25-45
Jonny Newell	Twick'm	25-53
Rob Marcus	K'n W's	25-57
Alan Lightfoot	Th's T'bo	26-39
Richard Stanton	Th's T'bo	27-03
David Stevenson	Private	27-18
Kerrie O'Connor	Twick'm	27-21
Mike Morris	Th's T'bo	27-44
Harry Webb	Team 316	27-51
Richie Thorpe	Th's T'bo	27-53
Douglas Warr	S Western	28-13
John Porter	Th's T'bo	28-49
G Williamson	Th's T'bo	29-08
J Morrissey-Dn	Private	29-51
Tim Male	Th's T'bo	30-06
Neil Frame	Th's T'bo	31-55
Natasha Wendt	Twick'm	32-55
Dora Perjesi	Private	37-55

8th August 2013

Name	Club	Time
Paul Holdsworth	Hounslow	24-52
Paul Carpenter	Hounslow	25-45
Robert Gilmour	Hounslow	26-04
Andrew Caldwell	Hounslow	26-59
Oliver Jones	Hounslow	27-50
Joanna Wells	Hounslow	28-00
Richard Philp	Hounslow	28-26
Neil Curling	Hounslow	31-18
Other rides		
Paul Callinan	L'don Dyn	23-40
Tim Male	Th's T'bo	23-40
Dave Larkin	Ch'ville	23-44
Martin Winter	Twick'm	24-16
Rob Marcus	VC G & H	26-06
G Williamson	Th's T'bo	27-36
M O'Donovan	Private	28-25
J Morrissey-Du't	Private	29-44
Don Stevenson	Private	29-44
Robert Bell	Twick'm	30-31
David Butcher	Private	31-00
Oliver Scott	Private	35-28

22nd August 2013

Name	Club	Time
Stuart Stow	Hounslow	23-52
Damian Poulter	Hounslow	23-59
Paul Holdsworth	Hounslow	24-03
Robert Gilmour	Hounslow	25-40
Nic Stagg	Hounslow	26-48
D Stevenson	Hounslow	27-03
Neil Ferrelly	Hounslow	28-28
Joanna Wells	Hounslow	29-25
Other rides		
James Stratton	Th's T'bo	22-50
Richard Newey	Th's T'bo	22-55
Paul Callinan	L'don Dyn	23-18
Mark Yeomen	Sigma Spt	23-47
Chis Beal	L - Sigma	23-57
David Powell	Private	24-02
Martin Winter	Twick'm	24-18
Rob Marcus	VC G & H	24-35
Alan Clark	Vicroys	25-03
Rob Blair	Th's T'bo	25-04
G Williamson	Th's T'bo	26-54
Thomas Smith	Th's T'bo	26-01
Neil Brundell	Private	26-25
R Stanhope	Th's T'bo	26-35
James Turner	Vicroys	27-27
Harry Webb	Team 316	27-41
Douglas Warr	S Western	27-56
Caroline Smith	Twick'm	27-58
Liz Pinches	Th's T'bo	28-18
Andy Saville	Private	28-59
Matt Bee	Vicroys	29-32
Tom Davies	Private	29-03
Angela Abbot	Private	29-38
Nicky Adams	Th's T'bo	31-33
Natasha Wendt	Th's T'bo	32-44



29th August 2013

Name	Club	Time
Paul Holdsworth	Hounslow	24-27
Stuart Hewlins	Hounslow	25-15
Robert Gilmour	Hounslow	25-30
Joanna Wells	Hounslow	27-48
Neil Ferrelly	Hounslow	28-06
Gavin Kitchen	Hounslow	28-12
Other Riders		
Paul Callinan	L'don Dyn	23-13
Tom Higgins	Th's T'bo	23-21
Andrew Forth	Twick'm	24-08
Leszek Wuziak	Twick'm CC	24-36
John Owen	L'don Dyn	24-51
Robert Marcus	K'gst'n Whs	24-57
Jason Harris	Farnham	25-00
Ben Unsworth	Th's T'bo	25-15
Mustafa Fawzy	Th's T'bo	25-39
Mike Farrish	K'gston Whs	26-00
Mark Gee	Th's T'bo	26-06
Mike Morris	Twick'm	26-11
D Stevenson	Private	26-31
Richard Thorpe	Twick'm	26-37
Alan Lightfoot	Th's T'bo	26-46
Kerrie O'C Forth	Twick'm	27-01
G Williams	Th's T'bo	27-29
Ian Richards	Private	27-36
Caroline Smith	Twick'm	27-45
Alex Dyer	Th's T'bo	28-45
Malcolm Watts	Th's T'bo	29-45
Dora Perjesi	Private	33-33



Sporting 27.6 mile Time Trial 19th October 2013

Report: Chris Lovibond

This year's winner took the retro bike theme further than the promoter required by riding an 'olden days' track bike without clip on bars. All that was necessary to be eligible for an award was to ride a single gear machine. Rob Gilmour's 1 hour 13 minutes 19 seconds was a little below the best that has been done in earlier editions but, even forgetting that he is a senior veteran, he was clearly at a disadvantage in the aerodynamic department. Rob used this (borrowed) machine because he intends to attack the Hounslow's Hour Track Record, and this requires an 'Athlete's Hour' machine.

The other single gear riders had mixed fortunes. Paul Holdsworth, always a strong competitor and probably the favourite here, was suffering from a cold and only started as a matter of loyalty. Mark Silver had mechanical trouble as did Sam Day (CS Grupetto), both machines suffering from lack of road testing. Day certainly looked fast and stylish before trouble set in, and he was actually seven seconds faster on his first lap than Gilmour (23 minutes 13 seconds to 23.20), however, since vets tend to start relatively slowly but maintain their pace well, the eventual outcome would have been too close to call.

Andrew Caldwell took second place in the single gear class with 1.16.01. This was done on a single free of 71.8" (46 x 17) which was clearly too low, so his victory in the handicap section was well deserved.

Fastest on variable gears was David Webborn (London Dynamo) with an impressive 1.07.17 and Stuart Hewlins time of 1.11.41 should also be mentioned as a good ride.

Thank you to Trevor who not only timed the event but also provided the signs, put them out and then collected them up afterwards. Also to Martyn who contributed as handicapper—as usual with deadly accuracy and to helpers Jeff, Ron and Antonio.

Result:

Single gear riders:

Pos	Name	Club	Riders Time	Hcp	Hcp Time	1st Lap	2nd lap
1	David Webborn	London Dynamo	1-07-17	Scr	1-07-17	22-11	44-54
2	Stuart Hewlins	Hounslow & DW	1-11-41	nil		23-57	47-06
3	Robert Marcus	VC God' & Hasle'	1-12-30	nil		23-19	47-56
=4	Dan Thisdell	Private Time Trial	1-13-19	nil		24-19	48-50
=4	Robert Gilmour	Hounslow & DW	1st 1-13-19	5	1-08-19	23-20	47-59
6	Andrew Caldwell	Hounslow & DW	1-16-01	8	1st 1-08-01	24-40	50-27
7	Mark Silver	Hounslow & D W	1-17-46	nil		24-38	50-03
8	Richard Carrington	London Dyanmo	1-18-00	10	1-08-00	25-40	51-46
9	Neil Ferrelly	Hounslow & DW	1-24-46	15	1-09-46	26-46	55-11
10	Sam Day	CS Grupetto	DNF	7		23-13	-
11	Paul Holdsworth	Hounslow & DW	DNF	Scr		24-26	51-28

Road Racing: Imperial Winter Series.

Report and photograph: Chris Lovibond

There are some people, both inside and outside the club, who see the Hounslow as an organisation which specialises in time trialling to the detriment of road racing. This is a misconception which has arisen rather from the club's excellence at time trialling than from any weakness in road racing. Although Paul Holdsworth has done sterling work in maintaining the club's road racing credentials in recent years, it must be admitted that there has been a slight hesitation in new road men coming forward.

However, the current Imperial Winter Series of circuit races at Minet Park (Hillingdon) has brought forward what looks like a new Hounslow road team.

Andy Goulding, Steve Pellow and Miles Rice have between them ridden on almost every possible occasion, and starting as novices they have now, after eight races, come to feel themselves to be competent in the bunch. Andy tells me that although he was dropped in the first couple of events he progressed to finishing at the back of the bunch, but is now hoping to contest the finishing sprint.

This sort of knowledge is hard to gain, but it looks as though our trio are on the right path, and it will be disappointing if they do not gain tangible successes during the 2014 season.



The Directeur Sportif watches his foals

Club Senior Best All Rounder Championship 2013.

By Chris Lovibond

The club's premier time trial competition has been through some lean years recently, but 2013 saw two contenders fighting it out in the last twelve hour event of the season.

The difficulty for many club members when considering the senior BAR has been the requirement to ride a 12, a distance which often seems daunting to the many club riders who have never attempted anything further than 25 miles. In the past when club riders habitually used their bikes as transport, big annual mileages were common place and riding two hundred plus miles on a summer's day did not seem so out of the way. The habits of the 21st century have seen a dip in the popularity of the 12 hour, and indeed in 2011 the possibility of a vacuum in this championship forced me to demonstrate that *absolutely anybody* can reach the finish timekeeper of a twelve.

Nic Stagg had, up to now, always seen himself as a short distance specialist. His excellent results in 10's and 25's certainly supported this theory, but we now know that those good results were masking his ability at the longer distances. Nic tells me that it was his good result in the Hounslow 100 (4.1.31) which really made him see the 12 hour and the championship as a possibility. His novice 256 mile ride in the Kent 12 shows that there should be much more to come. Both the 100 and the 12 are events where the mature rider can often excel, and it may be that as a young vet Nic has come to these events at just the right time in his career; we look forward to his 2014 season with the serious hope that we once more see the club's name high in the national BBAR tables.

Result:

1. Nic Stagg: 25.067 average mph

Counting rides were:

High Wycombe 25	52.11
Oxonian 50	1.58.23
Hounslow 100	4.01.32
Kent CA 12 hour	256.091 miles

2. Loz Wintergold: 24.283 average mph

Counting rides were:

Farnborough & Camberley 25	57.57
Hampshire RC 50	1.56.48
Hounslow 100	4.08.51
Kent CA 12 hour	257.744 miles

Nic
Kent 12 hour



Photograph Chris Lovibond

Loz
Hounslow 100



Photograph: Patsy Howe

HOUNSLOW & DISTRICT WHEELERS RACING ACHIEVEMENTS 2013



British Best All-Rounder

Men	39th Nic Stagg	42nd Loz Wintergold	Ladies	25th Jill Bartlett
'50'	1-58-23 25.341	1-56-45 25.685	'25'	1-03-19 23.747
'100'	4-01-32 24.841	4-08-51 24.111	'50'	2-10-18 23.024
'12'h	256.091 <u>21.340</u>	257.744 <u>21.479</u>	'100'	4-44-50 <u>21.065</u>
	71.522	71.275		67.836
	Avg: 23.841 mph	Avg: 23.758 mph		Avg: 22.612

Club Best All-Rounders

Men	1st Nic Stagg	2nd Loz Wintergold	Ladies	1st Joanna Wells	2nd Jill Bartlett
'25'	52-11 28.745	57-57 25.884	'10'	23-04 26.012	24-04 24.931
'50'	1-58-23 25.341	1-56-48 25.658	'25'	1-02-44 23.911	1-03-10 23.747
'100'	4-01-32 24.841	4-08-51 24.111	'50'	2-08-40 <u>23.316</u>	2-10-18 <u>23.024</u>
'12'h	256.091 <u>21.341</u>	257.744 <u>21.479</u>		73.239	71.702
	100.268	97.132			
	Avg: 25.067 mph	Avg: 24.283 mph		Avg: 24.413 mph	Avg: 23.901 mph

Club Veterans Best All-Rounders

1st Robert Gilmour age 61/62	2nd Paul Holdsworth age 49	3rd Nic Stagg age 42
standard r'd time	standard r'd time	standard r'd time
'10' 27-44 22-01 + 14-18	26-41 21-25 + 13-10	26-09 20-22 + 14-28
'25' 1-10-57 55-13 + 15-44	1-07-50 54-08 + 13-42	1-06-26 52-11 + 14-15
'50' 2-25-43 1-58-55 + 13-24	2-19-34 1-50-02 + 14-46	2-16-32 1-58-23 + 09-05
'100' 5-12-00 4-16-36 + <u>13-51</u>	4-55-34 4-03-44 + <u>12-58</u>	4-48-22 4-01-32 + <u>11-43</u>
Total standard time + 57-17	Total standard time + 54-36	Total standard time + 49-31

4th Jill Bartlett

standard	r'd time
'10' 29-09 24-04 + 12-43	
'25' 1-14-09 1-03-10 + 10-59	
'50' 2-32-41 2-10-18 + 11-12	
'100' 5-23-52 4-44-50 + 09-46	
Total standard time + 44-40	

5th Loz Wintergold

standard	r'd time
26-36 22-42 + 09-45	
1-07-50 57-57 + 09-53	
2-19-09 1-56-48 + 11-11	
4-54-33 4-08-51 + <u>11-26</u>	
Total standard time + 42-15	

Club Events Championship

1st Nic Stagg	2nd Stuart Stow	3rd Paul Holdsworth	4th Robert Gilmour
58-41 25.670	1-00-11 24.924	1-00-06 24.958	1-03-25 23.653
58-58 25.561	1-04-20 23.361	1-00-10 24.913	1-05-07 23.036
23-15 25.806	23-25 25.370	24-03 24.948	25-30 23.529
23-19 25.733	23-52 25.140	24-14 24.759	25-40 23.377
23-26 25.605	24-01 24.983	24-27 24.540	25-40 23.377
23-47 25.228	24-15 24.742	24-52 24.129	25-43 23.331
26-48 <u>22.388</u>	24-21 <u>24.641</u>	24-56 <u>24.064</u>	25-56 <u>23.136</u>
175.991	173.161	172.311	163.439
Avg: 25.141 mph	Avg: 24.737 mph	Avg: 24.616 mph	Avg: 23.348 mph
5th Simon Wroxley	6th Joanna Wells	7th Neil Ferrelly	
1-10-12 21.368	1-13-34 20.390	1-10-45 21.152	
1-13-12 20.368	1-15-19 19.806	1-15-55 19.741	
27-50 21.557	27-36 21.739	28-06 21.352	
28-10 21.302	27-48 21.596	28-27 21.090	
28-11 21.429	28-00 21.429	28-28 21.077	
28-21 21.164	28-01 21.461	29-01 20.678	
29-02 <u>20.666</u>	28-19 <u>21.189</u>	29-20 <u>20.455</u>	
147.854	147.610	145.545	
Avg: 21.122 mph	Avg: 21.087 mph	Avg: 20.792 mph	
	Ladies Champion		

Evening '10's +++ Prize Winners

Fastest Rider Wouter Sybrandy 21-57	Fastest Lady Joanna Wells 27-36
Fastest Veteran Nic Stagg 23-15	Fastest Veteran on Standard Stuart Stow + 4-53

HOUNSLOW & DISTRICT WHEELERS Events Calendar 2014



Open Events

Event	Date	Organiser	Email	Closing Date
Road Race	Sun, 16 th March	Chris Lovibond	chris.lovibond@gmail.com	Sun, 16 th Feb
Open '100' TT	Sun, 25 th May	Trevor Gilbert	trevorgilbert2013@gmail.com	Tue, 13 th May
Open '10' TT	Sat, 14 th June	Neil Ferrelly	ferrellyn@aol.com	Tue, 3 rd June
Open '25' TT	Sun, 20 th July	Bruce McMichael	mcmichael.205@tesco.net	Tue, 8 th July

Entry for the Road Race must be on a BC entry form: see www.britishcycling.org.uk

Entry for an Open Time Trial must be on a CTT entry form: see www.cyclingtimetrials.org.uk

Audax 'Londer Sightseer' 100km Wednesday 25th June and Sunday 7th September

Entry on the correct form to Bill Carnaby.

See Club Website for full details, www.hounslowanddistrictwheelers.co.uk

Weekend TT Club Events

Event	Date		Organiser	Email	Closing Date
Good Friday '25'	Fri 18 th Apr	9.30 am	Graham Davis	cycleman@ntlworld.com	Sun, 13 th Apr
Inter-Club '25'	Sun, 11 th May	9.00 am	Tony Ambrosino	tonyambrosino@fsmail.net	Sun, 4 th May
Midsummer '25'	Sun, 22 nd June	9.00 am	Peter Sprake	ptsprake@aol.com	Sun, 15 th Jun
Autumn '25'	Sun, 21 st Sep	9.30 am	Neil Ferrelly	ferrellyn@aol.com	Sun, 14 th Sep
Sporting '27'	Sat, 18 th Oct	2.00 pm	Chris Lovibond	chris.lovibond@gmail.com	Sun, 13 th Oct
Hill Climb	Sun, 26 th Oct	11.00 am	Trevor Gilbert	trevorgilbert2013@gmail.com	Entry on line

Note: Chobham Common (course HCC 137) is used for the Circuit '18's (2 laps) and the Sporting '27' (3 laps).

Weekend '25's are on the West of Windsor course (HCC 001)

The Hill Climb is on Windsor Hill, Wooburn Green, Bucks. (Maidenhead / Beaconsfield) (course HHC 011)

Thursday Evening '10' mile Club TT's Chobham Common Course (HCC 083)

3rd April	18.45	29th May	19.00	17th July	19.00
10th April	18.45	5th June	SL Road Race (see below)	24th July	19.00
24th April	19.00	12th June	19.00	31st July	19.00
1st May	19.00	19th June	19.00 Circuit '18' (see above)	7th Aug	19.00
8th May	19.00	26th June	19.00	14th Aug	19.00
15th May	19.00	3rd July	SL Road Race (see below)	21st Aug	19.00
22nd May	19.00	10th July	19.00	28th Aug	18.45

*Entry to these events is **on the line**, so please arrive in plenty of time to sign on; priority to **Hounslow** members.*

Entry fee is £3 per event. A Season Ticket is available for £20 which covers all events except Open Events.

The Club strongly suggest you purchase a S/T; it saves time when signing on and gives excellent value.

Thursday Evening Surrey League Road races

5th June & 3rd July 19.15

Event Secretary Jeff Marshall jeff.m@ivycot.eclipse.co.uk Kitsmead Lane Circuit E/1/2/3/4

Any Problems

Please contact the event organiser or myself **Trevor Gilbert** Club Race Secretary & Timekeeper

Tel: 01932 867724 Mob: 07787 797564 email trevorgilbert2013@gmail.com

Club news and notes



Wind, rain, ice,
interrupting your
training?

There is a
solution

TUESDAY NIGHT TURBO

Dave George

The 2013/2014 Tuesday Turbo sessions have so far been very well supported, with as many as 12 riders taking part. The sessions have been carried out over a 5 week repeatable cycle and are as follows:

- Week 1: Surrey Hills Simulator - Climbing repeats to build strength.
- Week 2: Time Trial Power - Building short term muscular endurance.
- Week 3: The Russian Steps - Raising your lactate threshold
- Week 4: Racing Road Rage - Building your top end speed
- Week 5: Turbo Misto - All in one, bit of everything, loads of hurt

Each one is an interval session, that covers components of fitness covering Muscle Strength, Short Term Muscular Endurance and Muscle Power. The emphasis is always on improving pedal technique/cadence in various scenarios as well as improving and raising lactate threshold. We welcome non members at £4 per session and members at £3 per session. Rider feedback has been excellent this year, and I have been implementing a warm-up protocol that has been put to good use in training and competitive events alike. The money is put to good use too - 50% going to H&DW club funds, and 50% going to Staines Sailing Club as an additional "thank-you" for letting us use their rooms as a training studio. SSC have thanked us very heartily for this additional contribution.



Although some may think that rider output may have contributed to the rise in the Thames recently - this is not true. Sweat (and tears) are kept contained in a large polythene sheet, that when opened at the start of each session is rumoured to be somewhat similar to what entered Howard Carter's nostrils when he opened up Egyptian tombs for the first time. We like to think of it as a reminder of what "Eau D'Hard Graft" smells like.

There are still places available and we hope to keep them going to the end of March. The club house opens at 7pm for a 7:30 start. Open to veteran, senior and youth riders. Just bring a towel, a turbo, a bike, a drink and a masochistic attitude to join in the er..... fun."

These sessions are highly recommended by those regularly taking part and Dave's expertise, time and commitment are very much appreciated by the club



Sunday morning training specific rides

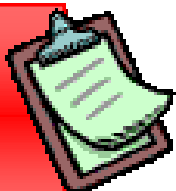
Meeting place: Bishopsgate

At: 9.00 am sharp

Since December a new ride has been added to the usual Sunday morning rides. This is aimed at club members wishing for a pacier, shorter ride of about 40 miles. It is non-stop and anyone not capable of maintaining the pace is left behind. The ride waits for mechanical problems. The courses are a set distance and direction with four possible variations.

*Please contact Paul Innes
for additional information*

Club news and notes



Hounslow and District Wheelers Welcomes New Members

September 2013

Simon Morris	1st	Vet
Diane Morris	1st	Senior
Daniel Stevenson	1st	Senior

November 2013

Dora Perjesi	1st	Senior
Steven Pellowe	1st	Vet
Nick Peters	1st	Senior

January 2014

Anja Kuttler	1st	Vet
Laura Baylis	1st	Senior
Robert Baylis	1st	Senior
Mike Parrott	1st	Vet
Phil Parkes	1st	Vet
Russell Wingfield	1st	Vet



Captain's comments

Graham Davis
*Club Captain and
Membership Secretary*

**With increasing competition for space on our roads -
a brief reminder of club ride etiquette.**

- Club members are expected at all times, to treat other club members, other cyclists, motorists and other road users with the utmost respect.
- Club Rides are not races and members are expected to treat them appropriately. The Club provides a varied programme of rides from Sunday club rides to fast training runs, however all of these rides are for the enjoyment of its members and are not unofficial road races.
- Greet fellow members, and other cyclists, when you pass them, in a polite and friendly manner.
- Ride no more than two abreast unless overtaking and only if it is safe to do so.
- Ride responsibly, avoiding any actions that could jeopardise the safety of fellow cyclists.
- Respect and be courteous to fellow road users, both vehicles and pedestrians. This means no verbal altercations or obscene gestures.
- Never leave club members with a puncture or mechanical fault alone on the side of the road during club rides.
- Follow the instructions of the Captain, Vice Captain & leaders at all times.
- Always carry personal details and any medical details - critical if unconscious after an accident.
- Acknowledge patient and considerate motorists or other road users with a friendly "thank you" wave of the hand.

Images of wet and windy January 2014



If you have not already paid 2014 subs please pay ASAP.

REMEMBER Having to chase members for late payment (for any event) requires extra effort from organisers. Posts held by committee members and organisers are voluntary.

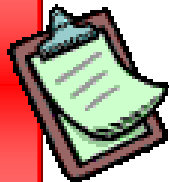
Take a Look!



Anyone travelling north may well be interested in visiting the Cock Pub at Broom, near Biggleswade, just off the A1 in Bedfordshire. Recommended by Chris Lovibond it would be a good stopping off point on the way home from a TT on the F1 course. There are not many pubs like this left these days - take a look at the website:
<http://www.heritagepubs.org.uk/pubs/national-inventory-entry.asp?PubID=2>

Chris also recommends 'The Modern Cyclist of 1923' which he describes as an entertaining little book.
http://www.shirebooks.co.uk/store/The-Modern-Cyclist%2c-1923%20_9781908402622

Club news and notes



Club Social Events



The barbeque held on Friday, 27th Sept 2013 at Staines Sailing club organised by Graham & Sarah Davis was a great success.



Chefs: Antonio Ambrosino, John Marshall and Stuart Stow

An evening out at Jimmy Spices on Friday, 25th October (below) was organised by Jo Wells and enjoyed by all who attended



Many thanks to all organisers and helpers involved with these events

In December, the dinner at Bird Hills Golf Club organised by Graham Davis and the midweek dinner at The Duke of Edinburgh (below), organised by Martyn Roach, ensured that everyone got into the Christmas spirit.



Photographs: Patsy Howe

Your club committee

President
Jeff Marshall
Chairman
Jeff Marshall
Secretary
Bill Carnaby
Treasurer
Martyn Roach
Racing Secretary
Trevor Gilbert
Captain
Graham Davis
Vice Captain
Jo Wells
Membership Secretary
Graham Davis
Magazine Editor
Patsy Howe
Press Officer
Chris Lovibond
Member Representatives
Paul Holdsworth
Simon Morris

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 is due to be published in the Spring / early Summer.

Please contact the editor with your contributions or suggestions.

It's your magazine!