



Quarter Wheeler

2014 Issue 3

Autumn

The magazine of the Hounslow & District Wheelers

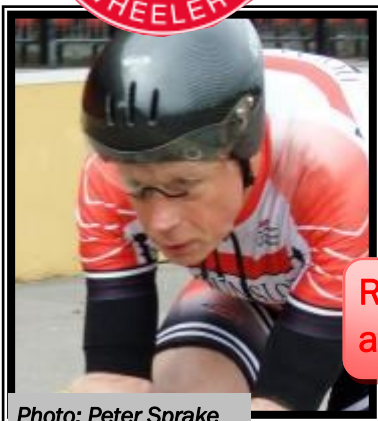


Photo: Peter Sprake

INSIDE

Rob 'The Recordman' Gilmour
at Palmer Park!

BBAR Result:
16th place for
'QuickNic' Staggl!



Photo: Chris Lovibond

Plus:

Tour of Mallorca
Le Mans 24 hr velo
Roger's racing
Club news

End of Season
results and reports



Hill Climb

Jill Bartlett
Photo: Patsy Howe

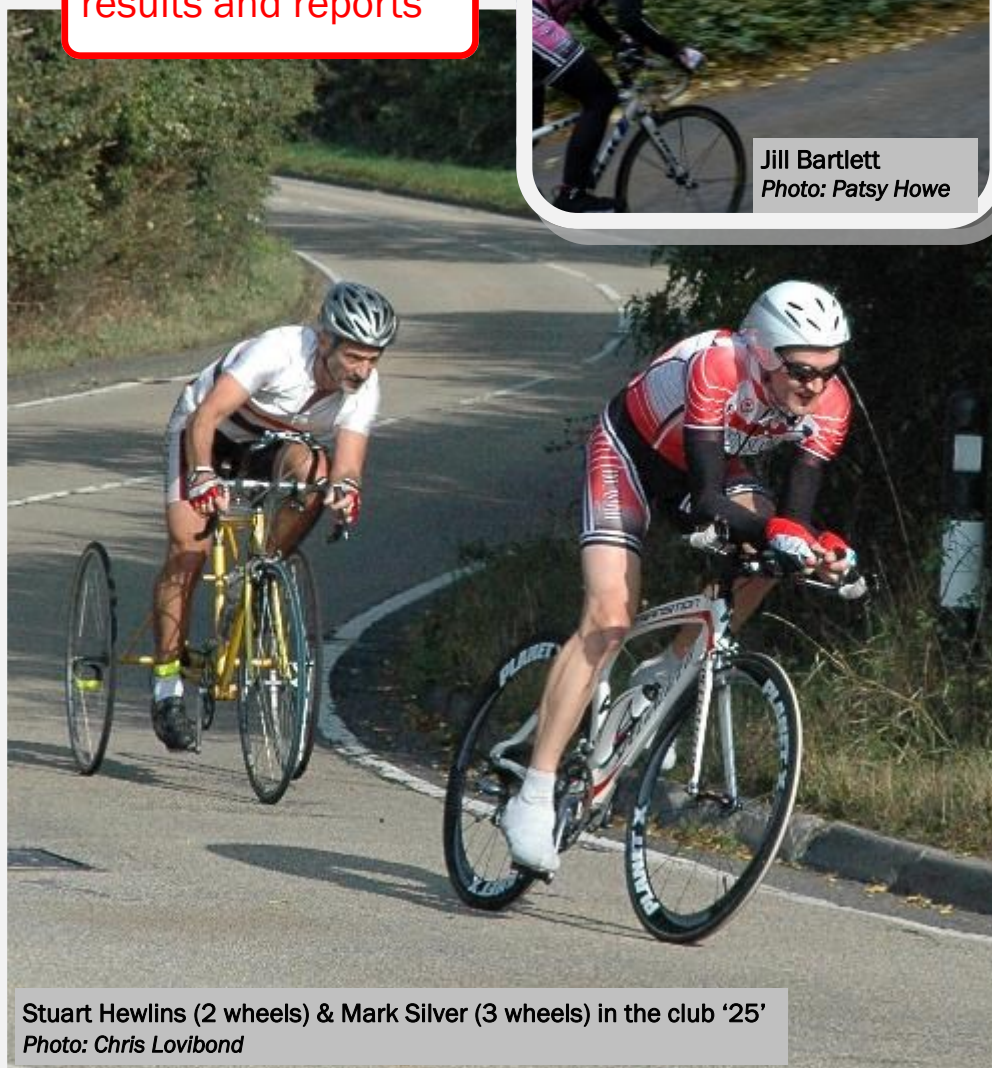
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Please contact me if you have
any comments or would like to
suggest news or an article for
the magazine.



Stuart Hewlins (2 wheels) & Mark Silver (3 wheels) in the club '25'
Photo: Chris Lovibond

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<http://www.hounslowanddistrictwheelers.co.uk/>
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<http://www.apollonia.org.uk/hounslow/>



Hounslow and District Wheelers Open 25, 20th July 2014

Report and photographs Chris Lovibond



Pete Tadros

It is sometimes said that time trialling is not 'proper' racing because the competitors are not really competing against each other and are more interested in their own time than the result of the event. This view can seem more plausible when there is a runaway winner who records a time many minutes faster than his nearest rivals.

No one could make this accusation about the outcome of last Sunday's Hounslow Open 25 where the leading three riders finished on the same minute, and the twelfth placed finisher was only 3 minutes 41 seconds down on the winner.

Pete Tadros is a rider with the knack of winning, and he put his skill to good use in this event, by finishing in 51 minutes 16 seconds which gave him the modest but clear margin of 26 seconds over second placed Stephen Walkling who did 51.42. Steve Williamson was third with 51.57. This could be said to be a typical Tadros result: he's fast, but he's not threatening competition record (not at this moment, anyway), however he's so often fastest *on the day*.

When asked how many time trials he has won this year he replied "I'm not sure, around twenty, I think". It's interesting to note that he does not follow the current conventions of the sport: he was almost the only rider in the event who was not wearing a streamlined helmet (said to be worth 3 seconds per mile). This was just the most obvious difference, for while the current fashion is for measurement of everything capable of being put into numbers (power meters, wind tunnels etc.) Pete Tadros does not even have a watch on his bike. "I am a science teacher, I work with measuring instruments all the week, I don't

want to bring them into what I do for pleasure at the weekend." There was one number he did know: the size of his single fixed gear, in inches – 108, another difference from all the other contenders. However he did say that he had brought a geared bike with him and had only decided at the last minute which to use, as usual just on the basis of 'gut feeling'. How to explain his high success rate? "Lucky genes and a fair amount of riding". Apparently 'a fair amount' means 150 to 200 miles a week. A few more riders like Pete would make the sport less predictable and more exciting.

Lesley Walkling's victory in the Ladies' Section was not especially predictable, although she has already scored a number of second places this year and her fast time of 57.12 was not only her best of the season, but also gave her the Veterans' Standard prize. Since her husband Stephen, who had taken the second fastest overall, also took the second prize on Vets' Standard, the Walkling name seemed to be scattered all over the prizes section of the result board.

The Hounslow, so often team winners in their own promotions, had to give way to the Kingston Wheelers who took the team prize with fast rides from Phil Ember (53.44), Andrew Snook (54.57) and Paul Clarkson (57.45). The Hounslow did get three riders under the hour, led by Nic Stagg (55.32), Stuart Hewlins (57.29) and Andrew Caldwell (59.49). Nic was disappointed with his performance, but it almost certainly reflected the aftermath of his excellent 270 mile twelve hour ridden last month, so a return to form can be expected before the season's end. Stuart and Andy are both on a course of rapid improvement, so it seems likely that the promoting club will not be denied team prizes for long.

The event was promoted by Bruce McMichael, with his usual efficiency. It took place on the Farnham – Alton course and attracted 117 entrants.



Andrew Caldwell

20th July 2014 Hounslow and District Wheelers Open 25 mile TT H25/8 Bentley

Rider Team Time/Std Prize winners

1st Rider on time:	Peter Tadros	In Gear Quickvit Trainsharp R.T.	0:51:16
2nd Rider on time:	Mr Stephen Walkling	V.C. St Raphael	0:51:42
3rd Rider on time:	Steve Williamson	V.C. Godalming & Haslemere	0:51:57
1st Vet on h'cap:	Mrs Lesley Walkling	V.C. St Raphael	+ 15:50
2nd Vet on h'cap:	Mr Stephen Walkling	V.C. St Raphael	+ 15:33
3rd Vet on h'cap:	Peter Tadros	In Gear Quickvit Trainsharp R.T.	+ 15:23
1st Lady on time:	Mrs Lesley Walkling	V.C. St Raphael	0:57:12
2nd Lady on time:	Gemma Marshall	A3crg.	1:05:07
1st Team on time:		Kingston Wheelers	2:46:29
	<i>Phil Ember (0:53:44)</i>	<i>Andrew Snook (0:54:57)</i>	<i>Paul Clarkson (0:57:48)</i>
1st Trike	Bob West	V.C. Venta.	1:21:27
1st Tandem	Jill Bartlett / Mark Silver	Hounslow & Dist Whs	1:00:22

Results Top 20

			Cat	VTTA Std	Actual Time	Std +/-
1st	Peter Tadros	In-Gear Q T RT	V	01:06:39	0:51:16	+15:23
2nd	Stephen Walking	VC St Raphael	V	01:07:15	0:51:42	+15:33
3rd	Steve Williamson	VC G&H	V	01:06:39	0:51:57	+14:42
4th	Tim Cartwright	Newbury RC	S		0:52:19	
5th	Andy Langdown	Hampshire RC	V	01:07:03	0:52:40	+14:23
6th	Phil Ember	Kingston Whs	V	01:06:00	0:53:44	+12:16
7th	Paul Callinan	London Dyn	V	01:06:39	0:53:54	+12:45
8th	Colin McDermott	Fest RC Ch Audio	V	01:07:15	0:54:07	+13:08
9th	Daniel McCarthy	VC Meudon	S		0:54:14	
10th	Simon Healey	Andover Whs	V	01:06:13	0:54:28	+11:45
11th	Edward Renwick	Oxford City RC	S		0:54:31	
12th	Rick Froud	Alton / Owens Cs	V	01:07:03	0:54:40	+12:23
13th	Andrew Snook	Kingston Whs	S		0:54:57	
14th	Neil Harris	7Oaks Tri	S		0:55:09	
15th	Paul Byford	Crawley Whs	V	01:07:38	0:55:12	+12:26
16th	Nick Andrews	Portsmouth Nth E	V	01:07:38	0:55:18	+12:20
17th	James Churchard	GS Henley	S		0:55:24	
18th	Phil Watts	North Hants	V	01:08:52	0:55:27	+13:25
19th	Michael Deen	Redmon CC	V	01:10:04	0:55:31	+14:53
20th	Nic Stagg	Hounslow	V	01:06:39	0:55:39	+11:00

Other Hounslow Rides

			Cat	VTTA Std	Actual Time	Std +/-
33th	Stuart Hewlins		V	01:06:39	0:57:29	+9:10
49th	Andrew Caldwell		V	01:06:51	0:59:49	+7:02
75th	Joanna Wells	Lady	V	01:14:09	1:05:53	+8:16
1st	Jill Bartlett / Mark Silver	Tandem	V	01:03:03	1:00:22	+2:41

The Hounslow Hour.

Report & photos Chris Lovibond



It may seem either presumptuous or pointless that a local amateur club should have on its books a record which is traditionally seen as something for the highest level of professional rider; in fact the past three seasons have seen two successful attempts which have created drama and brought attention to the club.



As with all records, some knowledge of the background is necessary to appreciate the significance of any attempt.

Rather surprisingly this record had gone unchallenged between 1969 and 2011, so when Nic Stagg announced his intention to update it there were no recent precedents to guide us. The original intention was to use a modern bike, but after some discussion a decision was made that if the old record were to be attempted, an old style 'athlete's hour' machine should be used. A record set with modern aero kit would be valid, but it would constitute a new record and leave the old one on the books. Our would be record man chose, rather bravely I think, to attack the old record, and this year we have had another attempt on this same record by Rob Gilmour.

At the time Nic started this enterprise the old record looked fairly easy to break. It had been set long ago at Paddington by the then sixteen year old Bob Garlinge and stood at 24.723 miles – a great deal slower than Nic would expect to do on the road in a 25. However on the day it turned out that the old record was a much tougher proposition than anyone had expected and it was only by a great effort that Nic managed to improve the distance to 24.775 miles, about 90 yards.

When Rob Gilmour announced his intention to go for this record, those of us who were present at the 2011 attempt and had seen how hard it was to do twenty five miles in an hour under these circumstances did not feel optimistic that the task was possible. Certainly Rob is a redoubtable time trialist who can often record surprisingly fast times and who has won many vets' awards in recent years, but in a straight competition between our two men on the road there can be no doubt that, in recent years, Nic would have been very disappointed not to come out on top. So the natural question was: if Nic rode himself to exhaustion for his record, and he would normally expect to win on the road, how can Rob expect to go further on the track?

As we assembled for the new attempt on the 8th July at Palmer Park it was clear that Rob had chosen a reasonable day; the temperature was good and the wind only slight. By contrast Nic had had more wind and too much heat. With much the same personnel as last time we had an experienced team and after a modest warm up on a road bike our man was ready to go.

Once started Rob rode like clockwork – it almost was literally clockwork because he had a cadence meter and knew that with his 86.4" gear (52 x 16) he had to keep his rate just above 100 rpm. It was hard for the spectators to know whether the rider was stressing himself, but to judge by the lap sheet with its small variations in lap times it seemed that fatigue was not a factor at any point during the hour. One point about the lap sheet which should be explained is the times shown in black print represent Stagg's average speed for each lap, while the handwritten figures are



86	59m 24.70s	58-45.01 41.63
87	50m 06.15s	59-24.47 33.46
25mils	87.6237 laps	
88	50m 47.60s	1-00-00.85 10.0

Gilmour's actual times. So we can see that at the start of the eighty seventh lap, which would include the passing of the twenty five mile point, Gilmour's advantage was just under 42 seconds. This margin was enough to give Rob Gilmour the record with a new distance of 25.073 miles.

After the finish Rob seemed in surprising good condition, and his statement that he was now going to round off the day by going on the Tuesday night chain gang did seem just about credible (although we didn't actually believe him).

It's interesting to note that both Rob and Nic started their careers with the Clarence Wheelers and so came under the influence of Alf Whiteway. Alf was both dedicated and dictatorial – his main enthusiasm was for low fixed gears. Rob tells me that his first under the hour 25 was done on 82" fixed, naturally without the aid of anything aero. Alf's greatest claim to fame was Tony Doyle's professional pursuit world title in 1980 (won, incidentally, on Alf's own 24 spoke Airlites, which were already antiques even then). However, even at this length of time since his departure from the scene his 'foals' still keep cropping up in the results.

In today's world where a long 59 may put you at the very end of a big field in a fast 25 it's hard to know how to evaluate these rides. It was clear that Rob had set out to break the existing record rather than to go as far as he possibly could, and judging by his condition after the ride he almost certainly could have gone further. It must not be forgotten that Rob did have good conditions for his hour, although it's not possible to assess how much difference this made.

I believe that the most striking feature of this latest record is that the rider is sixty two years of age, and yet still capable of putting in a performance which makes no concession to his years. Talk about sixty being the new forty.

Rob's parting shot was "You know how I can do this? It's because I've been practising consistently for the past thirty years."

Rob Gilmour sets more Records at Palmer Park Track.

Chris Lovibond reports

Encouraged by his result for the Hounslow & District Wheelers Hour ridden under 'Athlete's' conditions back in July, the unstoppable Rob came back for more with another ride using the benefit of aerodynamic kit. This time he had set his sights beyond his own club to attempt the national vets' records.

The successful outcome can be seen in this table:

Distance	Date	Holder	Age	Old Record	New Record
10 miles	21 Aug 14		63		23 min 27.07 sec
25 miles	21 Aug 14		"		58 min 33.11 sec
1 hour	21 Aug 14		"		25.612 miles
50 kilometres	1989	K. Gill	42	1 hr 14 m 57 sec	1 hr 12 min 56 sec

The main achievement was to set an absolute vets' record for 50 kilometres. Rob has set age standard records for all the intermediate distances, and this will have eliminated all the records at the intermediate distances which had been held by younger but slower riders; faster rides by younger riders will still stand as records for that age. The 50 k. record is the fastest on record by any rider over the age of forty.

Photo: Peter Sprake



Although this ride was to be done using aero kit I think most modern riders would have turned their noses up at the equipment that Rob actually used. True, he did have clip on bars, an aero helmet and overshoes, cover discs on the rear wheel and a deep section front rim, but the bike was essentially the same ancient British steel framed machine that he used in July. He used the same 86.12" gear (52x16)

Compared with the July ride the weather conditions this time were significantly less favourable with the temperature a cool 15 degrees C., and more significantly, much windier.

However this did not seem to bother the recordman, who rode with amazing consistency, not varying his time for each lap by more than two seconds throughout the whole attempt.

As before, at the finish the rider seemed fresh and untroubled by his effort. This raises the question: what could Rob do if he really set out to go absolutely as far as he could, rather than just break the existing records? This question has arisen in Mr. Gilmour's mind also, so it is possible we may see him in action again next year.

Rob was supported by his clubmates, Trevor Gilbert, who again kept an accurate record of the lap times, plus Antonio Ambrosino, Peter Sprake and Jeff Marshall. Ron Osborne and Dick Poole* were the official VTTA timekeeper and observer.

*Dick Poole was the first rider to break the two day barrier for Land's End - John O'Groats with a time of 1 day 23 hours 46 minutes in 1965.

Hounslow

Autumn Club 25

Sunday 21st September 2014

Report and photograph:

Chris Lovibond

It was clear before the riders left the HQ for the start that Nic Stagg, the winner of most of the recent club 25's, was not really on peak form. He had a cough which would have been ideal for an anti smoking advertisement, but was not fit for the purpose in hand; honourably, he faced the timekeeper but, wisely, did not finish.

This left the field clear for others, and produced a very close result with the top three riders finishing within 34 seconds of each other, with Paul Holdsworth recording the winning time of 1hour 1 minute 23 seconds.

Stuart Hewlins took second place, five little seconds in arrears, with 1.01.28. Stuart is a new contender to win in these events – he is clearly on a sharp upward trajectory and has recorded times of 21.04 for 10 miles and 56.46 for a 25 in this, only his second year of serious time trialling. We expect further progress in 2015.

Third placed Rob Gilmour was only another 29 seconds behind and did have the consolation of picking up the second handicap award and the prize for the best veterans' plus on standard. The winner of the handicap was Bruce



The long and winding road.
Paul Holdsworth

McMichael, who finished in 1.10.49 which with a handicap allowance of 16 minutes gave him a handicap time of 54.49. This resulted in a victory in the section by the wide margin of 3 minutes 8 seconds.

It's worth giving a moment's thought here to the way handicapping works in time trialling. In recent years the whole concept has fallen out of favour and all the attention goes to the fastest performances. This means that the idea of each event being a race between the competitors on the day is somewhat damaged because the main interest is focused on what the best riders can do on the best course under the best conditions. A good handicapping system helps to mitigate this unfortunate tendency by giving everyone some hope, and it should be noted that in the heyday of time

trailing the cycling press took the reporting of handicap results seriously. How can a good system of handicapping be achieved? It's just a question of giving the handicapper enough information so that he can make an informed guess about how the riders' times *can be expected* to relate to each other. This event was handicapped by Martyn Roach who certainly has an uncanny knack when it comes to prediction of this sort: out of twelve finishers, nine were within 1 minute 46 seconds of each other on handicap, even though the difference on actual time was almost half an hour.

The event attracted twenty two entrants and out of these there were twelve finishers; it was held on the usual West of Windsor course and the watch was again in the expert hands of Trevor Gilbert.

Pos			Riders Time	Hcp	Hcp Time	Age	Vets Std	Vets ±Time
1	Paul Holdsworth	H&DW	1 01 23	1.30	59 53	50	1 08 02	2nd + 6 39
2	Stuart Hewlins	H&DW	1 01 28	2.30	58 58	43	1 06 39	3rd + 5 11
3	Robert Gilmour	H&DW	1 01 57	4	2nd 57 57	63	1 11 16	1st + 9 19
4	Andrew Caldwell	H&DW	1 05 24	6.30	58 54	44	1 06 51	+ 1 27
5	Brent Skinner	H&DW	1 06 35	7.30	59 05	57	1 09 34	– 2 59
6	Richard Philp	H&DW	1 09 51	11	3rd 58 51	46	1 07 15	+ 2 36
7	Bruce McMichael	H&DW	1 10 49	16	1st 54 49	47	1 07 26	– 3 23
8	Joanna Wells	H&DW	1 14 17	13.30	1 00 47	L53	1 14 09	+ 0 08
9	Neil Ferrelly	H&DW	1 15 33	15.30	1 00 03	52	1 08 26	– 7 07
10	Mark Silver (Trike)	H&DW	1 17 37	17.30	1 00 07	T54	1 13 04	– 4 33
11	Nikki Harris	H&DW	1 23 32	22	1 01 32	L47	1 12 49	– 10 43
12	Norman Howson	H&DW	1 30 09	31	59 09	66	1 12 20	– 17 49

BBAR Result: 16th place for Nic Stagg

Nic improved his overall standing by 23 places in this years BBAR competition rounding off a great seasons racing.

Jo Wells reported that his results are as follows:

50 mile:	1.49.41,
100 mile:	3.58.32,
12 hour:	270.67 miles

She said "His average speed of 25.014 gained him 16th place in the British best all rounder. If his average of the three disciplines had been .334 mph faster, he would have been in the top 12, which is recognised at the National awards dinner. There is always something to aim for.... "



Photo: Chris Lovibond

Nic's account of the qualifying events

The first event of the campaign was our 100 mile TT; I'd aimed to go inside 4 hours (at only my 3rd attempt) and recorded 3:58:42, so job done! Next was the 12! Run by the Newbury RC, on the same course up and down the A31, I managed 270.67 miles with an average speed of over 23.5 for the 12 hours. I was (and still am) delighted with this. The final event was the 50 and, after the A3CRG event was cancelled due to a weather forecast of torrential rain, the only other option was to travel to Stoke-on-Trent to ride the J5/12 course based on the A50, Blythe Bridge and Etwall. I contracted a chest infection the week leading up to the event (which forced me to pull out of the Autumn '25' the Sunday before) and then got a pretty stiff talking to from Jo, telling me "I had to go!!!!" So off we went and I am grateful to Bob Wallace who very kindly drove me (I did treat him to fish and chips on the way back!!!). Having had 4 days off the bike, I did 30 minutes on the rollers on the Friday, felt ok, got to the event, warmed up, started and felt pretty good using 55x11,12,13,14 and felt very strong (perhaps the rest did me good!!!). I only "fell apart" with about 7 miles to go on the long drags towards the finish (I lost a 28mph average and possibly a top 12 finish in the BBAR). It was frustrating to "crack" so near the end, but to finish 16th, well if I'm honest, I am delighted and hopefully next year I might improve. Then again I might have reached my peak in the BBAR, all I can do is enter the events and do my best.

Mallorca 312

International Cycletourist Tour of Mallorca



Many club members are familiar with the delights of cycling on the beautiful island of Mallorca. The weather, diverse terrain, the well maintained, relatively traffic free roads and friendly welcome makes the destination an ideal location for pre-season training as well as for more relaxed cycling holidays. Perhaps a challenge for next year is the Mallorca 312 cyclosportive which takes place in the spring? The main route covers 312km and is Spain's longest annual sportive, and there is also an alternative shorter 167km route.

Paul Holdsworth knows the island well and in 2013 took part in the event, together with Richard Prebble.

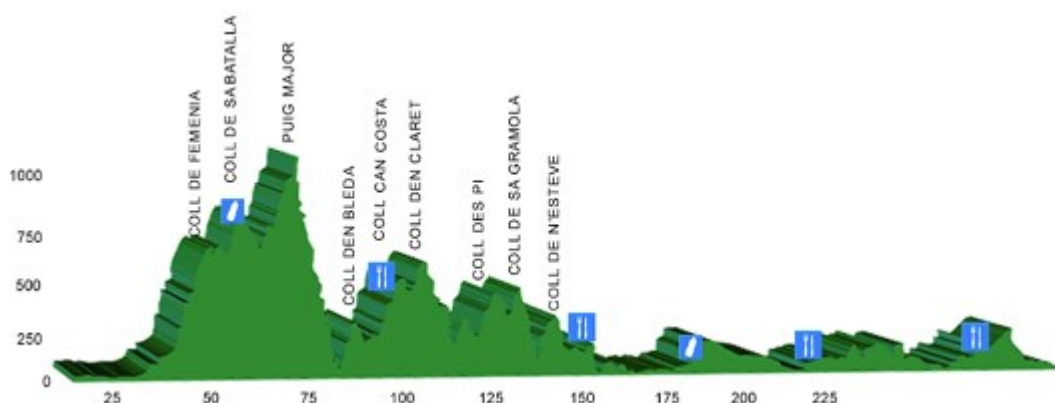
This is Paul's account of his experience.

"You would have thought it would have been easy for Richard Prebble, multiple national champion, but he was not so sure. I persuaded him it would be no problem, however, at 5.30 in the morning, riding to the start in the dark, we began to wonder. The start was in Alcudia and at 7.00 am we were rubbing shoulders with ex pros – Sean Kelly, Osca Feirera, Marcel West, Miguel Indurain and such like." The sportive started by heading back to Port Pollença and from there up Lloç, past Sa Colobra and to the Puig Major. It was so misty you could not see your hand in front of you – the mist and rain continued to close in. We managed to avoid those who had slid off on the descent and before we knew it we were off up the next mountain to Deià and Val de Mosa. From here there is a most beautiful coastal view – the best on the island. The course, however, splits here – very tempting! Should we wimp off on the 167 km version or stick with the full 312 km. No we were hard men; 312 km to Palma it was! Maybe we were mad men....

Although there were only six in our group, we had a police escort and felt like proper pros! Through the city of Palma, passing the cathedral, port etc we were taken through traffic lights and vehicles pulled over to one side to let us through.

By 150 km we were half way around the island; the opposite point to where we had come from – Porto Christo. A small ramp up by this time felt like another mountain in the 4,500 metres of climbing that day. The rain never stopped and we were soaked.

We made our way up the Arta road—the home straight, although still 25 miles to go and, of course, a head wind! We came in eventually at 10 hours, 54 minutes and 28 seconds. Finished! Well not quite! We had to ride another 10 miles back to Richard's house and a log fire! Lucky his wife is a good cook!



Le Mans 24hr Velo

by Nikki Harris



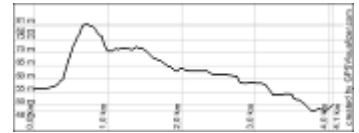
On 23rd and 24th August 2014 myself and Ian took part in the Le Mans 24hr Velo, held on the Le Mans Bugatti Circuit in which a maximum of 550 teams (2500 Riders) can take part.

Categories

- Single – Male or Female
- Pair – Male or Female or Mixed
- 4 – Male or Female teams only no mixed
- 6 – Male or Female or Mixed
- 8 – Male or Female or Mixed

Some technical information

- Racetrack floodlit throughout the night
- Lap: 4185 meters
- Uphill altitude difference: 600 meters (from 3.5% to 7%)
- Downhill altitude difference: 1000 meters (2%)



We raced as 1x4 man team and 2x2 man teams. This meant our team (4 man) couldn't win the event as we didn't conform to a specific category.

On arrival, Friday 22nd August, half of us headed for the Le Mans campsite and the other half to the supermarket to stock up on food and drink for the weekend. The campsite opened at 10am with departure by midday on the Monday and a queue forms early on as teams aim to stake out their pitch so that the whole team can camp together. Some of the teams are semi pro's – maybe even pro's I guess and have some pretty smart set-ups and I am sure they didn't have the car boot filled with wine like ours!! Campsite set up and food purchased; it's time to head over to the track to register and pick up our goody bags. The rest of the day is spent relaxing eating and drinking (water of course.....) and then the team shirts are presented; the best part of the day as the design has been under lock and key for months. (Elvis theme!)



Team photo prior to the start

Saturday 23rd; and half of the team are up at 6.45 am in order to get to the campsite gate as close to 7.30 as possible when they allow you into the Le Mans circuit and to your pit garage. All teams have 15 minutes to stake their spot in the pits with chairs, food, water and whatever you believe you will need once the race starts. No cars are allowed back into the circuit until 3pm on the Sunday. Meanwhile the rest of the team are waking and consuming porridge and coffee, ready for a practice ride. At 8.30 the course opens for an hour so competitors can test out the circuit. The mandatory team photo is taken at the top of Dunlop, a couple of laps ridden and then it's back to camp for brunch and chill time. In the meantime the track is being used for a local club race and then at 1pm the track opens for an hour for supporters and families to experience riding around the track. At 2pm you start getting called out onto the track and into position in the same way they organise the Le Mans' 24hr GP, anthems are played for every country and the girlie flag bearers parade down the track. On one side of the track you have the 1st rider in your team on the other side another team member holding your bike. This year the race was started by Sylvain Chavanel and at 3pm it's 'go' and the riders run across the track, jump on their bikes and the race has begun. I was going 3rd in my team so my first session wasn't until 5pm and after cheering my team mate for a couple of laps I headed into the pits.



Ian and Nikki keeping warm in the pits

5pm - my first session - team mate comes down the pit lane on the right hand side; there is a speed limit and if you don't adhere to it you get penalised with a lap removed from your overall lap count. New riders wait on the left, you take the timing chip from your team mate and exit the pit lane. Obviously tactics will differ and our team decided to ride for an hour at a time. I spoke to a 'more serious' team, however, and they were going out for 1hr 30mins or possibly more depending on how they felt and how their particular peloton was going; you obviously lose time with too many pit changes. So off I go, a pretty lonely ride for me as I'm not fast enough to hang on to the back of the two large pelotons and didn't come across anyone to hang on to. I enjoyed it, however and the speed around the bends was a whole new experience. I managed to get 7 laps in the hour and was pleased as that was my aim; average for the hour was 18.3 mph.

9pm - my next session and I managed to get on the wheel of a guy for the first lap which was a nice way to warm up and get back into it. It's getting dark and I can see shadows behind me, I then realised I had my own peloton of 8. I was on a high and felt pleased that I had company but no one seemed to want to take the lead. I was loving every minute of it and felt like I was going faster but was starting to get annoyed that no one gave me a break. Overall though I loved every minute of it and when I came in I was buzzing, managing 8 laps and averaging 19.3 mph.

Riding around in the dark is great, following the stream of red lights from the pelotons and just the general feel of the ride is good although you can't quite see how fast and sharp you are taking the bends. In addition, the crowd support is great,

especially all the way up Dunlop even though the crowd gets thinner as the darkness draws in. I noticed that there were two young lads who have been on the top cheering everyone on from the beginning; their voices getting quieter and more hoarse as time went by, but they didn't give up!



Nikki waiting in the pits

After my second session I showered to keep warm, ate some pasta and tried to get some sleep before my next session at 1am. We also needed to take turns to help our team mates; making sure they were ready in time and that the finishing rider could see where they needed to change over. With lots of riders in front, riders waiting on the left for change over and all the people around the pits it's hard to spot your team. So in all fairness if you manage to grab 20mins shut eye you are doing well, it's also noisy in the pit garage, getting chilly and the garage lights have to stay on.

1am - my 3rd session - OH MY LEGS - getting up Dunlop hurts more and more and I am getting slower; legs really do not want to work. Unbelievably I seem to have friends again with a 5 man peloton behind me - interestingly they all go past me up Dunlop but as soon as I reach the summit I am off and they seem happy to let me overtake and sit on my wheel again. It was a struggle but I still managed to get my 7 laps in and averaged 17.3 mph.

So to the 4th session - RESULT - again I have got friends but this time they actually offer to take a turn and tap their bum as they go past me which I guess is inviting me to sit on their wheel?? That was an enjoyable 4th session with an avg 17.8 mph. Still grabbing the odd 20-30 minutes sleep and an instant porridge - could murder a coffee (if we do it again I will bring a kettle).

I must also mention that there were some seriously fast teams out there. I learnt to fear the sound of the motorbike preceding the lead riders. If they catch you whilst struggling up Dunlop they can squeeze you on the top bend where there is not a lot of room, or they cut you up as you go round the bends. I found myself breathing in every time they went past (not that it would make much difference). It was scary and you do get some serious accidents.

1pm my final session (just realised I have missed my write up on the 9am session) I have to admit I've had it now, I'm tired, my bottom is sore and Dunlop is killing me I'm simply going through the motions - however I have colleagues from work that are doing a Pair and it's their final lap so I decide to cycle around with them and enjoy it, after all with them doing a Pair you can imagine how tired and sore they are. I still get 7 laps in (average of 17.4 mph) and know I have not let my team down as I have done the best I can.



Ian finishing

Now its time to watch Ian take his final lap, he's having fun with the peloton but the agreement was to meet our other friends at 2.55 on the top of Dunlop and ride to the finish together and they did it in style .

And there it is; Le Mans 24hr Velo 2014 complete and our team leader presents us with a medal. It's time for some beer and food.

Someone asked me at the end how I felt and this is how I would sum it up:

Physically - drained like the end of running a marathon
empty, need something but no idea what

Emotionally - numb - like 'what just happened?'

However in summary it's like that fishing joke about how the fish got bigger - as the days go by things come back to me and the whole event was better, faster, didn't hurt and yes I would do it again!!!!



ROGER'S RACING

Roger Sewell on 'The first fifty years!'



Yes, I know what you're thinking, "Surely that fine figure of a man is not that old!" but it is true that April 18th 2014 was the 50th anniversary of my first ever "proper" race. The inverted commas indicates that it was not my first ever race as I had been organising races with my school friends three years previously. Now with over 1500 races completed I feel it is time to share some of the moments that meant something to me and to bore the living daylights out of you. I, therefore give you the top ten "highlights" of my, often pathetic, but mostly enjoyable racing career.

Number one, of course, is that first ever ride in the Westerley Novices 25, starting just outside Amersham, bearing left through Great Missenden to the first (U-turn) just past the entrance to Chequers. Back to Gt. Missenden, right, left onto the A413 and left to the second turn before Wendover. Back to the finish nearly opposite the start – 1-06-05 second place to R. Furney (1-05-07 never ever saw his name in a race again!!)

Number two jumps twenty-three years as it is the first time I managed to get inside the magic one hour barrier. 13th June 1987 in the Reading MM event on the H25/14 – Why? How? I never managed to work it out but it probably coincided with my decision to stop playing in "the band" – late Saturday nights and early Sunday mornings do not go together.

For number three I suppose I would put my 57-43 on the E72 on September 8th 1991 as it was the second time "under", a wait of four years but at least the first time wasn't such a fluke. I also managed a 59-08 a month later.

My father had been a staunch supporter of the North Road Cycling Club and the 24-hour event that had been such a classic in the old days. So after he died in 1970 I made up my mind to ride "the event" and on a horribly windy day in August 1971 I ventured into the longest of all time trials. It amazes me today to look at the course on a map to realise the distance that was covered by the old 24 courses. Based on the A1 it went from Baldock in the south to Wansford in the north with various "legs" off. Ely was the most remote part in the middle of the night with the fog coming down across the fens. It was an experience; 433 miles, third place to Cliff Smith and only 14 miles behind but full potential never came to fruition.

I worked as a telecommunications engineer since 1964 and the company I worked for was taken over by Mercury Communications so it was somewhat disappointing when they decided to make me redundant – didn't quite get my watch for 30 years service!!! I made up my mind to have a year off work and try and see what I could achieve in my racing. With a bit of my redundancy money I purchased a new bike (mine was stolen in March 1994) and with eating, sleeping and training taking priority I was determined to see what I could do. So number five came in 1998 when, at 51 years of age, I got my personal best of 54-21. The E72 worked its magic again.

For my number six I must include, not necessarily the fastest, but a ride that gave me enormous satisfaction. Beating the hour was always an ambition for all riders but this was one of my best as it was done on the Fifield course 59-46 just 36 seconds behind the winner, Colin Roshier, Sheer bliss!!!!

I was always second best in our family, brother David was quite fast having beaten the hour several times but number seven is my first beating of him – October 3rd 1965 on the old Farnham course 1-04-27 to 1-04-46 and with the satisfaction of knowing that he had done 59-58 just a few weeks earlier.

Only three more to go ("Oh good", I hear you say, well those of you who are not already asleep!!!). In August 1971 I entered the Westerley 100 (training for the 24) but slight disappointment when I received my start sheet to find that I was first man off. Number one in a 100, plenty of riders to catch me or so I thought. Like most riders I could never "race" 100 miles, lots of rides around the 4-30 mark, just steady riding. The puncture that I had around the 60-mile point was frustrating but surprisingly I was never caught and finished first man in with 4-33-14 – a true time trial! These Tour de France boys have a lot to learn – 29Km time trials – bah humbug!!!! The race was won by a Mr. M Roach 3-57-27.

I was never destined to be a champion, as you have already realised, unlike my Granddad who was a record breaker in the 1920's, but moments of "glory" have been in my racing records. Perhaps the best (and funniest?) was the Border C.A. 100 on the H100/5 (Hook/ Basingstoke area). My 4-29-06 was good enough to win but better still it was a B.B.A.R counting event!!!!!!

So to number ten and it is with great pleasure to inform you that it was the most widely talked about topic of the year ("Oh no it wasn't!!!!"). October 4th 2009 on the H25/2 at Marlow and 22 years since that first sub-hour ride I completed my 100th, something that seemed impossible during all my years racing.

Well, that's it just 10 races but there were some that could have been included especially tandem events with David (1-01-42 "30" and 1-46-18 "50"). The first (and only?) 100Km in 1972, and various rides like the Bath Road Club's Bath and Back – leaving Cranford at midnight travelling up to Hyde Park Corner and then a long lonely trip to Bath Post Office for the return trip to Cranford! 50 years of absolute madness!!!!

10th July

Wouter Sybrandy	H&DW	22	33
Stuart Hewlins	H&DW	24	21
Paul Holdsworth	H&DW	24	28
Jeff Marshall	H&DW	27	26
Robert Gilmour	H&DW	29	12
Simon Wroxley	H&DW	32	04

Other rides

Jake Martin	Pedal Hvn	22	06
Martin Winter	Twick'm	23	36
Liam Maybank	Twick'm	23	49
Graham Crow	Twick'm	24	04
Darren Austin	Twick'm	25	11
David French	W'bridge	25	46
Alan Lightfoot	Thames T	26	33
Sol Findley (W)	Twick'm	27	42
Mark Oakley	Twick'm	27	53
Harry Webb	RT 316	28	01
Stuart Wrigley	Private	28	17
Louise McKee	Eton TC	32	47

17th July

Robert Gilmour	H&DW	25	23
Nikki Harris (W)	H&DW	32	59

Other rides

Stephen Rolson	Ldn Dyn	23	10
David Webborn	Ldn Dyn	23	28
Dave Larkin	Ch'ville	23	38
Liam Maybank	Twick'm	23	44
Alex Donaldson	Ldn Dyn	24	21
Martin Winter	Twick'm	24	30
Jake Hollins	B2P	25	14
Sean Warner	Twick'm	25	21
Robin Mould	Veloport	25	41
Rob Marcus	Kings'n W	26	26
Sol Findley (W)	Twick'm	26	38
Michael Miach	Twick'm	26	52
Tom Ranft	Ldn Dyn	27	39
Andy Savilla	Private	27	50
Neil Mitchell	Thames T	28	17
Harry Webb	RT 316	28	22
Stuart Wrigley	Private	28	29
Aye Stevens (W)	Thames T	29	33
Jon Heaswan	Thames T	30	52

24th July

Nic Stagg	H&DW	23	20
Stuart Stow	H&DW	24	34
Richard Philp	H&DW	27	40
Paul Buckley	H&DW	27	42
Joanna Wells	H&DW	29	04
Simon Wroxley	H&DW	32	00
Nikki Harris	H&DW	33	31

Other rides

Liam Maybank	Twick'm	23	35
Richard Newey	Thames T	23	37
Jake Hollins	Canyon UK	23	46
Nick Anderson	Team LVJ	24	48
Laszer Wuziak	Twick'm	25	17
Robert Marcus	Kings'n W	26	02
Clare C-Smith	BCTTT	26	20
Robert Bell	Twick'm	31	21

Evening 10 Results

Evening '10s'
begin again in
April 2015

**31st July**

Wouter Sybrandy	H&DW	22	10
Nic Stagg	H&DW	23	47
Dan Stevenson	H&DW	25	23
Robert Gilmour	H&DW	26	24
Joanna Wells	H&DW	28	33
Simon Wroxley	H&DW	30	00

Other rides

Jake Martin	Pedal Hvn	22	59
Stephen Ralston	Ldn Dyn	23	30
Martin Winter	Twick'm	23	44
Jon Heasman	Thames T	23	59
Gary Crane	Private	25	04
Robert Marcus	King'n	25	48
Joe Proctor	Thames T	26	00
Nick Richards	Private	26	05
Alex Glisson	TVS	26	05
Micheal Miach	Twick'm	26	08
Tom Smith	Thames T	26	35
Marr Oakley	Twick'm	27	28
Richard Thorpe	Thames T	27	33
Peter Franks	King'n Whs	28	08
Harry Webb	RT 316	28	09
Ian Richards	Private	28	18
Stuart Wrigley	Private	28	46
Robert Bell	Twick'm	29	48
Miles Irving	Thames T	31	39
Jenni Sy	Private	33	58

7th August

Wouter Sybrandy	H&DW	22	18
Paul Holdsworth	H&DW	23	25
Robert Gilmour	H&DW	27	09
Jeff Marshall	H&DW	28	06
Dhiren Shingadia	H&DW	30	27

Other Rides

James Wright	CCC	23	07
Martin Winter	Twick'm	23	35
John Owen	Lond'n Dyn	24	09
David French	Weybridge	24	42
Ian Shaw	Thames T	26	11
Julian Turner	Private	26	19
Clare C-Smith	BCTTT	26	22
Davie Williamson	Thames T	26	52
Alex Glisson	TVS	27	06
Peter Franks	Kings'n W	27	10
Theo Scott	Thames T	27	26
Andre Ingoldsby	Twick'm	27	41
Stuart Wrigley	Private	28	31
Robert Bell	Twick'm	30	05

14th August

Stuart Hewlins	H&DW	24	24
Simon Wroxley	H&DW	30	49

Other rides

Richard Newey	Thames T	23	21
Liam Maybank	Twick'm	23	40
Jake Holland	Canyon	24	36
Ian Tullett	Private	27	44
Jan Scott	Eton T C	29	27
Miles Irving	Thames T	32	57
Michael Scott	Thames T	34	04

**21st August**

Stuart Hewlins	H&DW	24	00
Robert Gilmour	H&DW	29	00
Jill Bartlett 2up	H&DW	32	49
Jenni Sy	Private	"	"

Other rides

Jake Collins	Cany'n UK	22	43
David French	W'bridge	24	18
Chris Loake	Prime Mtv	24	56
Richard Williams	Chevali's	25	50
Andy Saville	Private	27	26
Liz Pinches	Thames T	27	57
Jan Scott	Eton T C	29	23

28th August

Wouter Sybrandy	H&DW	22	05
Stuart Hewlins	H&DW	23	54
Daniel Stevenson	H&DW	25	23
Robert Gilmour	H&DW	27	24
Joanna Wells	H&DW	29	12
Bruce McMichael	H&DW	29	34
Dhiren Shingadia	H&DW	30	03
Nikki Harris	H&DW	33	29
Jill Bartlett 2up	H&DW	32	31
Jenie Sy	Private	"	"

Other rides

Jake Hollins	Cany'n	22	30
Tom Higgins	Thames T	23	27
Chris Loake	Prime Mtv	24	09
David French	Weybridge	24	45
Andy Lindsay	Prime Mtv	25	07
Joel Crossland	Private	25	15
Rob Marcus	VC H&G	26	42
Ian Tullett	Private	26	53
Harry Webb	RT 316	27	58
Benn Crossland	Private	28	19
Alex Dryer	Thames T	29	47
Andy Adcroft	Private	31	10

HOUNSLOW & DIST WHEELERS RESULT SHEET HILL CLIMB 26TH OCTOBER 2014



Nic Stagg
Photo: Patsy Howe

Pos	Name	Time
1	Nic Stagg	1m 50.7s
2	Neil Holdsworth	2m 01.6s
3	Paul Holdsworth	2m 04.3s
4	Brent Skinner	2m 10.3s
5	Simon Graham	2m 31.6s
6	Paul Craig	2m 33.6s
7	Neil Forward	2m 47.2s
8	David Howe	2m 48.0s
9	Andy McPhee	2m 50.13
10	Jill Bartlett	2m 52.6s
11	Joanna Wells	2m 58.8s
12	Kevin MacConville	2m 59.4s
13	Harvinderpal Virdee	3m 04.6s
14	Bill Carnaby	4m 41.6s
Other Rides		
No18	Andy Warby	1m 38.2s
	Leicester Forest CC	
No 12	Stuart Jarvis	3m 11.3s
	Weybridge Whs	

GROUP RIDING

Extract from 'Rules of the Road'
Andy Cook interview (formerly of British Cycling).
CYLING PLUS May 2014.

Contributed by Brent Skinner

The biggest advantage of group riding is the fact that time appears to pass more quickly when you're with friends. One of the challenges though, is convincing people that they are not racing, and that the group should stay together. People think of the group ride as training.

In the old days new riders would come in to a club and be surrounded by experienced riders; now they are surrounded by many other new riders and so bad habits can be passed on.

Inexperienced riders may panic and call obstacles too loudly, or call obstacles that aren't too bad. Their reaction will cause other inexperienced riders to panic and brake, which will have a concertina effect that splits the group.

The art to getting a good group together is to ensure that it is well balanced, ability-wise and has good communication. It's about balancing the pleasure of a social group ride with the dangers of being out there on busy roads. So there's a real need to educate, and to do so via a method of teaching that isn't patronising or intimidating.

The biggest thing I see in inexperienced groups is riders not directly following the wheel in front, but instead riding slightly off to one side. This makes the group look as if it is three abreast to drivers approaching from behind, which raises the hackles.

Riders also need to have the confidence to stay two abreast. Say you have a group of 12-14; if some of the less confident riders are quick to call everyone to single file it creates a very long line. A following driver could then be tempted to squeeze past when they wouldn't have before. If they then find their passage blocked they might try to turn into the line. By staying two abreast you make the driver think twice before trying to pass and when they do, they effectively only have to pass seven riders.

Half-wheeling is another problem, especially a rider at the front trying to up the pace; you should either be behind someone or next to them. There should also be an understanding to ride at the pace of the slowest rider. It's why groups should be well matched, but ultimately the simple rule should be that no one gets left behind.

Clubs are still the best places to learn. I just want people to get the same joy out of cycling that I have always got.



Club news and notes

MEET A MEMBER



This issue Nikki Harris is the subject of our 'Meet a Member' regular item

I brought my first road bike in December 2012 after completing my 22nd marathon. I met Ian, my husband (who is also a HDW member) through Staines Boat Club where we both rowed. I ran with Ian when we gave up rowing and when he took up cycling it seemed only fair that I join in. As we get older maybe this will open up new opportunities to continue to do sporting activities together and, more importantly, holidays. Ian mentioned the average speed required to be able to ride the HDW Sunday Club runs, so I went out on Saturdays with him through February and March and then made my first club outing in April 2013. I remember it well as my friend Joe also made his debut ride that day, within a short distance Joe got a puncture and I thought 'oh no they'll be moaning about the new people' but not at all - plenty of riders were willing to help out. I was so pleased to have made it to the tea stop pretty comfortably and was thinking all was going to be fine.



However..... going back was a totally different experience. On the way out everyone rode together and chatted but on the way back it was single file on a mission to get home - I think I can say I BONKED and had no idea where I was but luckily John Marshall was there to help me back to Staines. It's never happened again and I've made most club runs since.

2014 came along; well surely it was time to buy a new bike and as I had a few things planned I brought a Cannondale Synapse. I decided to test my cycling and to take on some challenges; I was part of a team for the Le Mans 24hr Velo with Ian and my work colleagues in the August and entered several sportives as an opportunity to meet up with the team. I participated in the Great

Western Challenge (starting in Swindon), Magnificat and Mega Meon. Not sure I'll be rushing back for many sportives as I've decided I'd rather go on a club run; much more sociable, as the sportives can be pretty lonely at times. Ian and I went on holiday to Provence in France this year and cycled around most mornings amongst the sunflowers, vineyards and lavender fields; it is so picturesque and the roads are great. Towards the end of the holiday we tackled Mont Ventoux. Most people know I am rubbish on hills so the fact that I can get up Mont Ventoux means no one should worry about giving it a go - you just go at your own pace. It's an amazing experience - 13 miles of climbing, beautiful scenery and sometimes all you can hear is the purring of your tyres on the tarmac and the sound of your own breathing. Everyone you meet on the way up is friendly as you are all going through some sort of mental or physical pain.

I also decided to give racing a go this year and participated in a few Thursday evening 10s as well as the Mid Summer and Autumn 25s. Whilst I am never going to win anything I have at least given it a go. It reminded me of racing when I rowed; there is no time for stopping or slowing down, it's just you and the clock and that starts to make you question yourself. For example, as you set off on the evening 10 and reach the turn off for Lyne village (no distance at all) your lungs are burning, your legs have gone, your throat is dry and you think 'shall I just turn right and go home'. So it is a real mental challenge to push through that. But in a strange way I sort of like this experience. I 'cox' myself around the course telling myself to push on and when it hurts you just have to find something inside to push yourself on further. I have to say on the 25 it's always a pleasure to see the marshals at the top of Drift Road. I must add that on all the races the support and encouragement from all the riders (and marshals) has been great, I've always been made welcome and encouraged to keep going and keep racing - I think the only one that feels that I shouldn't be there is me! I even got a cheer and a clap on completing my first 10 which was great. If we could get more club riders to these events maybe we could have more clapping and cheering and a real sense of a club environment..... (thought for the day) !!!

My favourite club ride is to Henley, I like the ride and for obvious reason I love being in Henley.
My favourite tea stop is Seale tearoom— the carrot cake is simply the best.

Photo: Sport photo France



Club news and notes



Hounslow away from home



Stuart Hewlins and his son Mark:
Charity ride for shooting star chase.



Best helmet hair EVER!
Nic Stagg on his return
from mountain ride in
Mallorca



Ditchling Beacon

**KEEP YOUR
PHOTOS COMING
FOR THE NEXT
ISSUE!**



Barge Inn Seend
(Club camp)



Jo Wells in Lanzarote

Ian & Nikki Harris:
Mont Ventoux



Phil Parkes LEJOG (holding up his invisible bike!)

Club news and notes



Hounslow and District Wheelers welcomes new member

September 2014

Mick Overton

First claim

Veteran



Behind the scenes

Trevor and all the
signs required for
the open 25

Photo: Jo Wells



Photo: Jo Wells

A huge amount of effort is required from organisers, time-keepers, marshals, refreshment providers, course layers etc for events to run smoothly. Your time and commitment is very much appreciated by the club.

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

Committee Members

Paul Holdsworth

Simon Morris

Events for your diary

Xmas lunch

Birdhills, Sunday 14th December, 2.00 pm

Organiser: Graham Davis

Mid week ride and Xmas lunch

Duke of Edinburgh, Wednesday 17th December

Organiser: Martyn Roach

Club Dinner and Prizegiving

Laleham Golf Club, Saturday 7th February

Organiser: Jeff Marshall



A Snippet

Now how can a man do better
For the honour of his club
On the roadways of this country
Than scorch from pub to pub

This is Chris Lovibonds version of a couplet written in the visitors' book of the John O'Groats Hotel by W.H.Hillyer after he had helped Lawrence Fletcher (Anfield BC) on his End to End trike record in 1885.



Turbo Sessions have started again

Photos: Martyn Smith

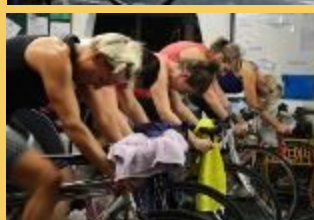
Autumn/Winter Turbo sessions have again started in the clubhouse. Each Tuesday night the clubhouse doors will be open from 7pm to allow riders to set up and prepare for the turbo sessions starting at 7.30 pm.

Members and non-members are welcome, however non-members are requested to pay an extra £1 on top of the member's rate of £3 per session.

You will need to bring your bike, your turbo, a towel and a water bottle.

Each session starts with a 20 minute progressive warm up followed by a workout session of at least 40 minutes.

Each session is coach led and designed to improve both fitness and technique. **Dave George**



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 for the club dinner in February. Please contact the editor with your contributions or suggestions.

It's your magazine!