



Quarter Wheeler

2015 Issue 2

Summer

The magazine of the Hounslow & District Wheelers

**Peter Young
Memorial
Road Race:
pages 2 & 3**



INSIDE RESULTS REPORTS CLUB NEWS



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

Contents

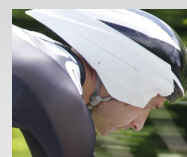
Peter Young Road Race	2-3
Ron Brown 100 mile TT	4-5
Good Friday Club	25
Interclub	25
Midsummer Cup	8
Newbury 12 hour	8
Open	25
Evening 10s	12-13
Early Days of Touring	14-16
Club news & notes	17-20



**Award winner Dave George
with BC's John Mills
Page 11**

**Stunningly
fast ride for
Topham as
he wins
Ron Brown
100 for the
5th time!**

**Pages
4&5**



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/>



Peter Young Memorial Road Race

Sunday, 15th March saw damp roads for the start of this year's event but the rain held off until the final stages.

19 year old Rory Townsend, riding for Pedal Heaven, took first place, followed by team mate Dave Creegan. Rory proved himself to be the strongest up Staple Hill, pulling ahead of the bunch in a sprint for the finish-line.

Top 16 results were as follows: -

1	Rory Townsend	Pedal Heaven RT
2	David Creegan	Pedal Heaven RT
3	William Goulbourne	Corley Cycles—Drops RT
4	Tom Neale	Catford CC Equip/Banks
5	Alexander Murison	Easton Ritte
6	Anthony Gibb	Full Gas Racing
7	Matthew Clarke	London Dynamo
8	Benjamin Marks	Cycleworks.co.uk
9	George Wood	Richardsons-Trek RT
10	Andrew Syme	Primerea Sport
11	Robert Ward	Danny Shane-Storck Racing
12	Jake Hales	Spirit Bikes Racing Team
13	Joel Natale	Dulwich Paragon CC
14	Wouter Sybrandy	Nuun-Sigma Sport– London RT
15	Chris Jackson	Strada-Sport
16	Vojtech Blazejovsky	Brixton Cycle Club

Rory Townsend



Organiser Chris Lovibond would like to thank everyone who gave their time to help.

Chris said "After quite a lot of worry, particularly the threat of more road works, this year's race was a success, going off without a hitch. We should all be aware that, although my name is shown everywhere as organiser, it would really be more accurate to describe me as 'secretary to the organiser' who was, in reality, Jeff. The club owes a huge debt to Jeff for his work, over a great many years, on this race which has been an important factor in giving us a presence at national level."

Vital Refreshments





Rachel & Jeff

The Peter Young Memorial Road Race HELPERS

Organiser: Chris Lovibond

Race Convoy Vehicles

- 1. Commissaire:** Patrick Kavanagh, BC Central Region, driving own car, assisted by Bob Birt, as radio operator.
 - 2. Assistant Commissaire:** Richard Collins, driving own car assisted by Kevin MacConville as radio operator.
 - 3. Lead Car:** Driver; Simon Morris assisted by Doug Collins as radio operator.
 - 4. Reserve Lead Car:** Chris Lovibond assisted by Stuart Jarvis as radio man.
 - 5. Neutral Service Vehicle:** Nick & Clive - provided by Mountain Trax bike shop
 - 6. First aid vehicle:** Driver Graham Davis, First Aider Dr. Anja Seccombe
 - 7. Four moto's of National Escort Group**
- I/C Convoy vehicle uhf radio's and signage:
Graham Davis and Mark Doel.

3rd Commissaire: Kuldip Rai, BC Central region. I/C signing-on and finish area
Safety Officer: Jeff Marshall

Posting public notices & Horse rider caution signs: Jeff Marshall, 52 notices

Pothole filling with instant lay macadam: Jeff Marshall

Signing the race route - 40 caution / 14 direction signs: Jeff and John Marshall

HQ direction / Parking & sundry other signage: Trevor Gilbert

Licence Stewards: Jo Wells and Nigel Forward

HQ Parking Marshalls: Paul Buckley and Jeff Marshall

Distribution of Marshalls Tabards and red flags: Jeff Marshall

Marshalling allocation & their instructions: Jeff Marshall

Race and Convoy Equipment: Jeff Marshall, collect from Kings Langley

Finish Area Judges, Lap board and bell: Jo Wells/Nigel Forward, Mark Doel

Photo finish camera: Mark Doel, BC Central Region

Video filming finish: John Marshall and Peter Sprake

Result Sheet: produced by Peter Sprake, populated by Kevin MacConville

Refreshments at HQ: Linda Marshall, Michelle Sprake and Elaine Marshall

Marshalls, main circuit central roundabouts (10.30 to 1400hrs)

Point 1: Martyn Roach, Ron Killick, Rachel Jarvis, Mike Parrott

Lap Board: Trevor gilbert

Point 2: Andrew Caldwell, Peter Sprake, Rob Jones, Steve Roberts.

Main Circuit road junctions (10.30 TO 1300hrs)

Point 3: Bruce Mc Michael, Trevor Day, Rob. Gilmour

Point 4: Simon Graham, Neil Ferrelly, Richard Philp

Point 5: (new roundabout), Antonio Ambrosino

Point 6: Norman Howson, Kevin Fairhead, Neil Holdsworth

Point 7: Ron Jones, Ed Green, Clive Williamson, Richard Callum, John Pound.

Finishing Circuit, 1300 to 1400hrs

Point 8: Ron Jones, Ed Green, Clive Williamson, Richard Callum

Point 9: Mark & Jo Silver,

Point 10: Bill & Ingrid Carnaby, Jeff Marshall



Martyn & Ron K



Andrew



Eddie, Ron J, Richard & Clive

Photography by Paul Innes and Patsy Howe
Post race clearance of all course furniture, signs and notices

Norman Howson, Jeff Marshall and Gavin Kitchen

Post race clearance of finishing area:

John Marshall

Packing up all the equipment for storage

and returning the BC equipment to BC

Central Region store at Kings Langley:

Jeff Marshall



Pete & Rob

The race involved 56 individuals, some multi tasking

Ron Brown Memorial 100 Mile TT

Report & photographs: Chris Lovibond

Adam Topham dominated last Sunday's Ron Brown Memorial 100 Mile Time Trial with the stunningly fast time of 3 hours 34 minutes 01 second.

This gave him a winning margin of nearly 12 minutes over 2nd placed Pete Harrison (GS Henley) who recorded 3.45.50, an improvement for this 33 year old rider of just over 10 minutes and a time which, under normal circumstances, might have been good enough to win.

This result gave Topham almost every prize that was on offer since he also took the fastest 50 award, was the first veteran on standard and led the High Wycombe CC to take the team prize (the other counters were Jeff Roberts, 4.10.25, and Cynthia Kunschke, 4.14.41). His time is the course record.

However, so far as the Hounslow is concerned, the most impressive aspect of the result is that Adam Topham has now won a record *five* consecutive Ron Brown Hundreds. The previous record of four wins (also consecutive) was held jointly by those two great centurions of the seventies, Martyn Roach and Gary Woodward, and since this record had stood for three decades before Mr. Topham came along, it had appeared to be permanently on the shelf...

Adam himself was satisfied with the outcome. Just back from a continental business trip, he had been concerned that he would not be sufficiently well rested to produce his best, but that was exactly what he did, and he felt that this may be his best hundred to date. It was, he said, a 'power personal best' (a new term referring to the wattage shown on a power meter), so well judged that all five laps had virtually identical times.

This is his ninth season of time trialling and with so much achieved the question of further motivation must be raised. Adam says that because he has been involved in sporting competition since the age of eight, now at the age of forty six, it would be hard to imagine life without it. His immediate target is the all time fastest BBAR average speed, but he says that he still gets most pleasure from competing in time trials up and down the country against the best riders of the day. This is echoed by the feeling within the Hounslow that a rider like Adam, who applies himself to each event as if had not got a head start, really deserves to be in a more competitive environment.

And judging by the number of entrants without a qualifying time on this full start sheet, it does seem that this may come to pass. Excluding the reserves there were twenty one entrants in this category, most of whom would have been novices. From these came three outstanding rides: Steve Williamson (a3crg, 3.52.26), Matthew Woods (Eastbourne Rovers, 3.59.23) and Andrew Warby (RST Sport, 4.00.11.), these are all excellent times. However, Williamson and Woods are both forty four year old veterans and while Topham has demonstrated very clearly that being over forty is no bar to outstanding time trial performance, it is natural that improvements by veterans are likely to be less dramatic than those of younger riders.

For this reason Andrew Warby, a youthful senior, may be the most promising of the three. It is said that Fortune favours the brave; how many of us would be brave enough to tackle a first hundred on fixed, as Andrew did? By the way, his gear was 53 x 14 or 100.3".

In the Ladies Race Jasmijn Muller (Paceline) fulfilled expectations by recording 4.07.30, comfortably clear of her nearest challenger, Jill Wilkinson (Chester RC, 4.13.47), even though Jill improved on her qualifying time by almost 6 minutes. Last year's winner Jody Conibear (Hemel Hempstead) improved by three minutes, but sadly this wasn't enough to keep her on the podium.



Jasmijn Muller is the current ladies BBAR champion, a title she notably achieved in her first season of time trialling. She had ridden without any assistance, an unexpected disadvantage for such a prominent rider. Jasmijn is not optimistic about defending her BAR title since she feels she will not be able to beat Julia Shaw who is riding again this year. However, although Ms. Shaw is an exceptionally strong rider Jasmijn Muller has age on her side; in addition this event was only her third attempt at the distance, so there should be significantly faster rides to come. Don't be over pessimistic, Jasmijn!

Another ride that deserves a mention was the Julian Jenkinson/ Stephen Whitewick (Velo Refined Aerosmiths) tandem effort: it was the fastest of the day at 3.29.58. While obviously a fine athletic achievement, perhaps the main interest here is in their machine. This was based on a standard touring frame but has many specially made components. It is really a prototype which will eventually be superseded by a purpose built machine when the riders are satisfied they have achieved the best possible position. Since they have record breaking in mind, perhaps it's best not to give away too much of their plan, but it seems safe to reveal that the rear rider is using

some parts which have been borrowed from Graham O'Bree's 'Superman' machine. This pairing clearly has the potential for success and we wish them the best of luck with their project.

The event was run on the Farnham, Alton course which, with a moderate Westerly wind, was not at its fastest. It was again organised by Trevor Gilbert – we all owe him a debt of gratitude for the huge amount of effort he freely gives us each year.



RESULT

Men

1.	Adam Topham (High Wycombe CC)	3.34.01.
2.	Pete Harrison (GS Henley)	3.45.50.
3.	Richard Spink (Bristol South CC)	3.46.21.
4.	Jon Wynn (Northover Vets)	3.47.42.
5.	Steve Williamson (a3crg)	3.52.26.
6.	Tom Glandfield (Lewes Wand's CC)	3.56.04.
7.	Phil Watts (North Hants RC)	3.57.34.
8.	David Shepherd (GS Stella)	3.58.11.
9.	Dominic Hill (Bec CC)	3.58.48.
10.	Matthew Woods (Eastbourne Rovers)	3.59.23.
11.	Andrew Warby (RST Sport)	4.00.11.
12.	Paul Holdsworth (H&DW)	4.00.58.

Women

1.	Jasmijn Muller (Paceline RT)	4.07.30.
2.	Jill Wilkinson (Chester RC)	4.13.47.
3.	Cynthia Kunschke (High Wycombe)	4.14.41.
4.	Jody Conibear (Hemel Hempstead)	4.19.25.
5.	Mary Bower (Chelmer CC)	4.24.27.
6.	Jackie Dodd (Kingston Phoenix)	4.53.58.



Left: The Hounslow's best rider of the day, Paul Holdsworth
Right: Bob Loader, at 82 the oldest man in the field who finished in 5.51.07

FROM THE EVENT SECRETARY

Twelve months ago I welcomed the winner Adam Topham to a special club of four consecutive wins in the Hounslow '100' and asked would he be back for a fifth? In that now very familiar style Adam answered my question by keeping all the top prizes to himself, winning in 3-34-01, fastest at '50' in 1-46-28, Veteran Best on Standard + 78-21 and along with Jeff Adams & Cynthia Kunschke led the High Wycombe CC to the Team win. Apart from 1997 when the event was the Championship, Adam's ride is Event Record.

The fastest Lady; Jasmijn Muller's superb ride of 4-07-30 is also an Event Record (except for the 1997 Championship). It is not the first time we have had the current BBARs ride our '100' in the same year. Both Adam's and Jasmijn's times gave warning to their competitors that they mean business in defending their Titles. On behalf of everyone connected with the event we wish you all the best for the remainder of the season.

Even though there was a strong breeze many riders recorded personal fast times, 22 improved on their current best times, 20 finished who had no qualifying 100 time and 5 finished who had no TT performances at all, a big well done to you all.

Other rides of note were Jill Wilkinson, Chester RC improved approx 5 mins to 4-13-47 a PB, while spying out the course for the Newbury '12'. The defending Ladies Champion Jody Conibear Hemel Hempstead CC put up a spirited defence of her title improving approx 3 mins to 4-19-25. The fastest tandem Julian Jenkinson & Stephen Whitewick, VeloRefined Aerosmiths, 3-29-58 is an Event Record; they were also trying out the course for the Newbury RC '12'. I know several riders who rode the '100' are riding the '12', best of luck, see you on the finishing circuit with the watches.

I had 141 entries, another record, for the first time I had a reserve section, all got a ride. One complaint I have is that riders who contacted me to apologise for DNS (thanks) please give your number next time, makes it easier for the Event Sec to find you on the S/S and allocate a reserve to your number. There were 18 DNS - another Event Record !!! Next year I am going to ask for 150 entries, with a bit of luck every entrant will get a ride.

On behalf of the Club many, many thanks to every one who helped run the event, timekeepers, number checkers, marshals, telephonists, HQ staff and most importantly the catering staff for their magnificent effort.

Several riders have emailed to say thanks for a well run event, many thanks Event Sec, these remarks I pass on to every one who helped on the day.

See you all next year, I hope - 29th May 2016,

Yours in sport **Trevor** Event Secretary

Team Results (Ron Brown Memorial 100 mile TT)

Pos	Name	Club	100 miles	Team
	Adam Topham		3 34 01	
1	Jeff Roberts	High Wycombe CC	4 10 35	11 59 17
	Cynthia Kunschke		4 14 41	
	Jon Wynn		3 47 42	
2	Mark Ashworth	Northover Vets Team	4 05 59	12 11 19
	Tom Cox		4 17 38	
	Paul Holdsworth		4 00 58	
3	Loz Wintergold	Hounslow & Dist. Whs	4 04 04	12 12 04
	Stuart Hewlins		4 07 02	
	Dave Pickering		4 01 02	
4	Cliff Rowe	Bournemouth Jub Whs	4 10 15	12 55 34
	Kevin Ridge		4 44 17	
	Phil Watts		3 57 34	
5	Jonathan Hobby	North Hampshire RC	4 04 49	12 59 57
	Brian Smith		4 57 34	
	Ian Greenstreet		3 54 53	
6	Andy Tucker	Newbury RC	4 27 01	13 08 44
	Andrew Legge		4 46 50	
	John Lacey		4 03 10	
7	Jody Conibear	Hemel Hempstead CC	4 19 25	13 10 45
	David Rogers		4 48 10	

Good Friday Club 25, 3rd April 15.

Report and photographs: Chris Lovibond



The Hounslow's 2015 Good Friday 25 produced some long faces around the result board but the disappointment was, on reflection, unjustified.

Nic Stagg retained his position as Club 25 King with 59.02, putting him almost a minute and a half clear of his nearest rival. It is true that Nic has been a little faster on two previous Good Fridays, but the difference was small and probably attributable to the weather, since most of the other times were faster on those occasions.

Stagg's stated aim for this season is to improve his standing in the national BBAR competition (he was 16th last year), so his focus now must be on the longer distances.

Second placed Stuart Hewlins recorded 1.00.29 and, like every other 25 rider who gets inside 61 minutes, he was disappointed not to have got under the hour. However in reality this was, at least among the fast men, the best ride of the day since Stuart improved by a minute and forty three seconds on a day when many were minutes slower than they had been the previous year.

Our club should be aware of its good fortune in having such a talented handicapper as Martyn Roach, who managed to get the handicap times of more than half the field (seven out of thirteen) within a span of 38 seconds, with even the slowest finisher a mere 17 seconds of handicap down on the scratch man. Naturally there will always be one or two who get the better of the handicapper, and on this occasion it was Ian Tullett's time of 1.9.53 (with a handicap of 13 minutes) which took the first handicap award, beating Richard Philp into second place by the slender margin of 15 seconds.

While the handicap competition had a satisfactory outcome, I do not feel the same can be said of the Veterans' standard, which was won by Nic Stagg. In saying this I do not intend to make any criticism of Nic's excellent performance, but rather of a system which so often gives the Vets' award to the overall winner of an event. Nic will without doubt collect a large number of awards during the season, and it seems unlikely that vets' prizes will really be of much interest to him for at least another decade.

It is noticeable that Jeff was the only 'senior' vet in this field, which seems a poor showing considering how enthusiastic his generation was in the past. Bearing in mind how much Jeff has won in the past, it's unlikely that now he particularly cares for vets' medals, but all the same he would probably like some company in his age group. The following table compares the vets' competition result as it is under the current standards against the outcome under the old system:

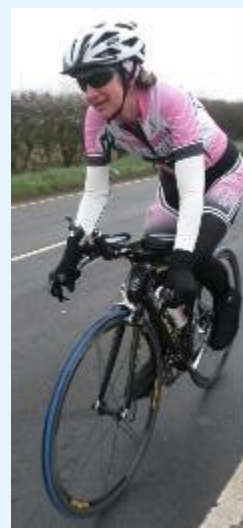
Current	Old Standards
1. Nic (+7.49)	1. Rob (+14.36) (63 years)
2. Rob (+7.32)	2. Jeff (+14.29) (73 ")
3. Paul (+6.34)	3. Paul (+9.59) (51 ")
4. Stuart (+6.10)	4. Nic (+8.58) (44 ")
5. Jeff (+5.10)	5. Stuart (+7.01). (43 ")

It was never in doubt that older riders would be disadvantaged by the new standards; it was not foreseen that they would virtually disappear. There seems to be little point in having a vets' competition if it is normally won by the outright winner of the event.

The Hounslow is also fortunate to have such a diligent worker as Trevor Gilbert who again held the watch and without whom the whole club event programme would begin to look endangered. For this event there were seventeen Hounslow entrants and thirty seven from twelve other clubs; it can only be hoped that all these non members realise how much they are indebted to Trevor.

Good Friday Club '25' mile TT Results

	Name	Time	Hcp	Hcp Time	Age	Vet Std		+ or -
1st	Nic Stagg	59-02	Scr	59-02	44	1-06-51	1st	+7-49
2nd	Stuart Hewlins	1-00-29	1	59-29	43	1-06-39		+6-10
3rd	Paul Holdsworth	1-01-40	2	59-40	51	1-08-14	3rd	+6-34
4th	Robert Gilmour	1-03-44	4	59-44	63	1-11-16	2nd	+7-32
5th	Andrew Caldwell	1-05-01	6	59-01	45	1-07-03		+2-02
6th	Richard Philp	1-07-27	11	2nd 56-27	47	1-07-26		- 0-01
7th	Neil Blundell	1-08-07	9	59-07	51	1-08-14		+0-07
8th	Ian Tullett	1-09-12	13	1st 56-12				
9th	Jeff Marshall	1-09-53	12	3rd 57-53	73	1-15-43		+5-50
10th	Mark Silver	1-10-31	9	1-01-31	55	1-09-05		- 1-26
11th	Jill Bartlett	1-18-28	15	1-03-28	L 55	1-14-38		- 3-50
12th	Joanna Wells	1-18-59	14	1-04-59	L 54	1-14-23		- 4-36
13th	Simon Wroxley	1-19-19	20	59-19				



Interclub 25 Mile Time Trial (10th May 2015)

Report and photographs: Chris Lovibond

Liam Maybank (Twickenham CC) produced the outstanding ride of this year's Interclub 25. His time of 55 minutes 13 seconds is the nearest anyone has come to challenging Wouter Sybrandy's stunning 54 minute course record, and gave him a winning margin of 4 minutes 39 seconds over the Hounslow's Paul Holdsworth.

Holdsworth recorded the fast time (for the slow West of Windsor course) of 59.52. This was the only other sub hour ride apart from Maybank's, and without his presence it would have seemed a clear and creditable victory. Paul, a multiple club champion in the past, has had a relatively quiet spell recently and we hope that this ride shows that he is now getting back to his top form.



Liam Maybank



Paul Holdsworth

As the result list below shows, the next six riders formed a semi elite group inside 61 minutes, followed by a gap of nearly three minutes to the ninth finisher, Steve Alforth (Twickenham) who happened to be the handicap winner with an actual time of 1.3.34. His allowance of 13 minutes 45 seconds resulting in a handicap time of 49.49. The second handicap place went to David Jones (Twickenham) who did 1.12.02 to give a handicap time of 51.17.

It seems necessary here to make some mention of the handicap system. The trophy competed for in this event is awarded to the best team of three riders from one club *on handicap*, so the quality of the handicapping here is more important than usual. Handicapping is never going to be an exact science - if it were all the riders would end up with the same time and there would be no need actually to ride at all. However on Sunday there seemed to be rather more than the usual level of discontent with the result, and indeed looking at the handicap times (which ideally should be close to each other) it could be said that they showed so much disparity that they looked more like a list of actual times. The allowance of one of the Hounslow riders looked to his club mates to be about twenty minutes too little, but, even making the assumption that this was a typographical error, it was impossible not to see the handicapping as a little eccentric. Of course, we must remember that if there are faults they are not necessarily mistakes made by the handicapper, who can only go on the information he is given which may be inaccurate or, more probably, inadequate.

Considering this event has a history going back almost ninety years it would be a great shame if it were to fall into disrepute because, for some reason, it is no longer possible to achieve a reasonably accurate handicap.

Whatever there is to be said about the handicapping, the really outstanding feature of this event was Liam Maybank's ride, and many will be interested to know how he does it. Liam's career has gone something like this. He raced as a young man doing road racing and time trials, then had a fallow period between 1999 and 2010. Returning to the sport he has restricted himself to time trials, but his training regime includes what he described as 'fierce' chaingang sessions, and although he claims he is careful not to overdo things he says that a typical week's riding at the moment would be an impressive 400 miles. He believes he is still improving and intends to ride the National Championships at 10,25,50 and 100 miles. I'm sure we all wish him every success for the rest of the season.

The Twickenham won the Handicap Team Trophy, their team counters were Paul Alforth, David Jones and John Rose. The Hounslow took the second place, their team being Jo Wells, Jill Bartlett and Paul Holdsworth, while the Westerley were third with Gill Morgan, Malcolm Woolsey and Vince Day. The Weybridge did not finish a team.

Result: (top ten, actual times only)

1	Liam Maybank (Twickenham)	55.13
2	Paul Holdsworth (Hounslow)	59.52
3	Rich Berry (Twickenham)	1.00.02
4	Stuart Hewlins (Hounslow)	1.00.05
5	Steve Home (Twickenham)	1.00.13
6	Martin Winter (Twickenham)	1.00.15
7	Malcolm Woolsey (Westerley)	1.00.20
8	Stephen Campbell (Twickenham)	1.00.49
9	Paul Alforth (Twickenham)	1.03.34
10	Brent Skinner (Hounslow)	1.05.44

There were 54 finishers.



Jo Wells

Midsummer Cup 25 (21st June 2015)

Report and photographs: Chris Lovibond

Paul Holdsworth carried off the victory in the Hounslow's Midsummer Cup 25 last Sunday with a time of 1 hr 0 mins 04 secs, but only after a very close struggle with Stuart Hewlins who finished just seven seconds in arrears.

Paul has had a relatively quiet period and it is good to see him coming back to his usual high standard. Stuart is still improving and was unlucky to miss out on both his first win in a Hounslow club 25, and succeeding in his ambition to go under the hour on this tough West of Windsor course. It is clear that without Sunday's strong westerly wind, which made the exposed Drift Road section of the course hard work, he would have achieved a 25 mph ride.

Nic Stagg, recent king of these club twenty fives, was unable to defend his title, having been hit from behind by a car while competing in a time trial the previous weekend. He was very lucky to escape with only relatively minor injuries, but it remains to be seen when, if ever, he can return to racing.

Continuing a series of good rides Rob Gilmour recorded 1.1.18. which gave him the first handicap award, the best veteran on standard and the third place overall.

As ever, the efficient Trevor Gilbert held the watch.

Result:

1	Paul Holdsworth	1.00.04
2	Stuart Hewlins	1.00.11
3	Rob Gilmour	1.01.18
4	Brent Skinner	1.05.35
5	Richard Philp	1.08.00
6	Jeff Marshall	1.08.44
7	Bruce McMichael	1.08.50
8	Jo Wells	1.13.03
9	Simon Wroxley	1.13.21
10	Neil Ferrelly	1.14.33

Tandem:

Mark Silver/ Jill Bartlett 1.07.00



Paul



Stuart

Newbury 12 Hour

Report and photograph: Chris Lovibond



Loz

Novice 12 hour riders are often encouraged by their club mates telling them that whatever happens all they have to do is finish, and they are guaranteed a personal best. Loz Wintergold is well beyond this stage, having led the Hounslow team to take the 12 hour National Competition Team Record as long ago as 1997 (827.93 miles with Paul Holdsworth and Colin Roshier).

Loz finished with a distance of 255.63 miles and it's worth mentioning that he lost time with a puncture. This was unlucky in two ways: firstly because the tyre which punctured was no seven ounce silk but looked more suited to a winter club run, secondly because it happened when his helpers were not near at hand and Loz had to ride a good five miles on the rim. A mobile phone would have been a useful accessory.

The clear winner was Mark Holton (Drag2Zero) who did a stunning 316.74 miles. Many readers will be amazed to hear that he did this on a single gear (99") and this must be one of the most outstanding rides ever done without variable gears. During the afternoon some spectators began to speculate that competition record was a possibility, but this is still comfortably the property of Andy Wilkinson who set the bar very high in 2012 with 317.97 miles.

Ladies winner on Sunday afternoon was Jill Wilkinson (Chester RC) and no, the name is not a co-incidence, she is Andy's other half. Mrs.

Wilkinson also caused hopes to be raised for a new comp. record since she was clearly going really well. She finished with a brilliant 269.85 miles, but this was still not good enough to beat the incomparable Beryl Burton whose 277.25 miles appears to have been the last word on Ladies 12 hour records; it has stood since 1967.

Hounslow & District Wheelers Open 25, 19th July 2015.

Report and photographs: Chris Lovibond

The Hounslow and District Wheelers Open 25 Mile Time Trial was won with the record time of 49 minutes 39 seconds, the first time the 30 mph barrier has been surpassed in this event.

The winner was James Boyman (Farnham RC), and this result also establishes a new record for his club and becomes his personal best for the distance (previously 50.25). Although only twenty seven years of age James is a comeback rider, having started young and then hung up his racing wheels in 2010, to return only at the start of this season. It seems that this pause has been beneficial and he tells me that his ambition now is to make an impression on Premier Calendar Road Races. This certainly seems a possibility for someone capable of producing a forty nine minute 25 in the face of the difficult south west wind blowing last Sunday



James Boyman

Tim Cartwright



The second and third placed riders almost dead heated: Tim Cartwright (Newbury RC) recording 51.03 while Pete Tadros (In Gear- Quick Vit) finished one second slower in 51.04. Both of these times would have won every Hounslow 25 for the past 5 years, Tadros, who was himself last year's victor, improving 12 seconds on that winning time. It seems worth mentioning here that there is an interesting parallel between Tadros and Boyman in that, contrary to current fashion, neither likes to be aware of any performance

figures while riding, and neither of them even have a watch on their bikes: they were probably the only two riders in the field without this 'distraction'. Pete Tadros also took the Veterans' Standard Prize.



Jasmijn Muller

Silver Medallist Tim Cartwright is a relative newcomer to time trialling, this being only his third season. Aged thirty six he has enjoyed a previous career as a swimmer, but he has clearly got the knack of this new discipline having won the West London CA 50 by a margin of almost 5 minutes the previous week. Tim took the fourth place in the Hounslow 25 in 2014; we expect to see him move up to the top rung in the near future.

The Ladies category was won by the reigning British Best All Rounder Champion, Jasmijn Muller (Paceline RT), who is cleaning up in Hounslow events this year having also won this section in the Hounslow 100 in May. She finished with 59.52 which gave her a margin of 2 minutes 12 seconds over her nearest rival, Suzy Patience (Banbury Star CC) who recorded 1.2.04.

The Team Prize went to In-Gear Quickvit Trainsharp RT led by Pete Tadros who was supported by David Pollard whose time of 54.10 also gave him the second veterans' prize, and Simon Church who did 57.35.

The event was again run on the Farnham-Alton course and was efficiently organised by Bruce McMichael. It attracted 108 entrants.

Result:

1.	James Boyman (Farnham RC)	49.39
2.	Tim Cartwright (Newbury RC)	51.03
3.	Pete Tadros (In Gear Quickvit Trainsharp)	51.04
4.	Chris Nicholls (Regents Park Rouleurs)	52.43
5.	Richard Prebble (Giordiana-Mitsubishi)	52.44
6.	Alex Napier (Blazing Saddles)	52.57
7.	Phil Watts (North Hants RC)	53.43
8.	Oliver Mytton (Cambridge University CC)	53.49
9.	Timothy Allen (RP Racing)	54.09
10=.	Steve Williamson (...A3crg)	54.10
10=.	David Pollard (In Gear Quickvit)	54.10
12.	James Wright (Charlotteville CC)	54.20.



Pete Tadros

Hounslow results for the Open '25'

Rob Gilmour	57.09
Paul Holdsworth	57.48
Stuart Hewlins	57.49
Richard Philp	1.04.13
Jo Wells	1.05.59
Jill Bartlett	1.09.37

Rob Gilmour is maintaining an excellent standard and, so far at least, seems immune from ageing in his TT performances. Paul Holdsworth has revived to some extent and Stuart Hewlins is still improving.



Rob



Paul



Stuart



Jo

HOUNSLOW & DISTRICT WHEELERS Members Racing Results 2015

Date	Event	Course	Rider	Time	Rider	Time
Sat 16th May	Newbury '25'	H1 / 25	Stuart Hewlins	56 38	Roger Sewell	1 01 50
			Nic Stagg	1 01 03	Bruce McMichael	1 06 24
			Joanna Wells	1 08 50		
Sat 6th June	Elite CC '10'	G10 / 42	Robert Gilmour	22 41		
Sun 7th "	West London CA	H2 / 10	Loz Wintergold	21 54	Damian Poulter	22 13
			Stuart Hewlins	21 59	Ian Tullett	24 39
			Paul Holdsworth	22 04	Jill Bartlett	26 51
			Robert Gilmour	22 05		
Sat 13th "	Kingston Ph '10'	G10 / 42	Robert Gilmour	22 51	age group winner	
Sun 14th "	Newbury RC '12'hr	H8 / 12	Loz Wintergold	255.63 miles		
Mon 22nd "	a3crg '25'	P885 / 25	Joanna Wells	1 05 11	Jill Bartlett	1 06 15
Sun 28th "	Hampshire RC '50'	P885 / 50	Loz Wintergold	1 50 38	Stuart Hewlins 1st 50	1 54 16
			Damian Poulter	1 56 23	Joanna Wells	2 20 44
Sat 4th July	Reading CC	H25 / 1	Stuart Hewlins	57 15	Robert Gilmour	59 36
	'25		Neil Ferrelly	1 10 04		
Sun 5th "	Sussex CA '50'	G50 / 10	5th Loz Wintergold	1 58 18		
Sat 11th "	Crawley Whs '10'	G10 / 57	2nd Loz Wintergold	20 25	Veteran Best on Std and PB by 1m 19s	+ 6 20
Sun 12th "	West London CA '50'	H50 / 50	Paul Holdsworth	1 57 49	Robert Gilmour	2 02 06

Men's National '25' mile TT Sunday, 2nd August



The event was well run by High Wycombe CC (Marlow).

Left: Rob Gilmour won his age group and received his medal from David Miller. His time was 57.57.

Photos: Jill Bartlett & Jo Wells



Jill and Jo shmoozing with David Millar

Well Done Dave!

Source: Slipstreamers' Website

Earlier this year Dave George was presented with two awards for his work as Head Coach to the Slipstreamers' club,

At a ceremony in Hillingdon on the 28th January, the Mayor of Hillingdon presented awards to sporting individuals who have excelled at their chosen sport or made a real difference to a local club or team in the London Borough of Hillingdon. Head Coach Dave George was nominated by the Slipstreamers' club to receive this award.

Alison Grant, Slipstreamers' Club Chair said that since taking on the role in 2012 Dave has become Slipstreamers' guru in all things cycling coach related and has taken the club to greater heights. His endless enthusiasm has seen some amazing results with wins at regional and national level. She added that Dave helps Slipstreamers work out their individual cycling pathways and, as a result the club has 10 places on offer at the RSR's (Regional School of Racing) which is unprecedented. It has culminated in 3 Slipstreamers being offered Olympic Development Apprenticeships. She said "He is an inspiration to all of us and always has a smile on his face, nothing phases him. Truly a wonderful coach"

Dave said "Everyone loves to receive awards – and I'm no exception – but whenever I bring home 'something else to clean', I'm extremely grateful to have such opportunities within such an amazing group of people contributing to an incredibly rich and exciting environment that makes Slipstreamers what it is."

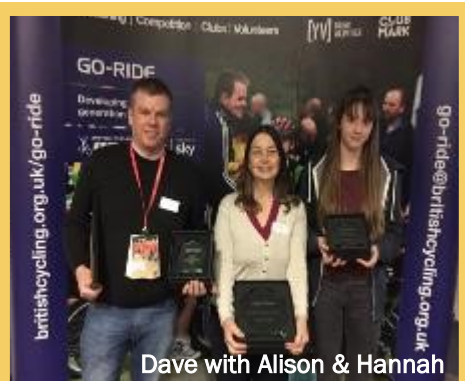
By George He Does It Again!

Dave receives BC Coach of the Year – this time for the Central Region

Presented at the British Cycling Conference on Sunday March 15th 2015.

The conference always starts with the numbers, and this year was no exception. The big number of cycling opportunities for young riders at ½ a million is stunning. Slipstreamers, generate over 6000 opportunities alone by providing cycling for over 100 young people every week, 52 weeks of the year with just the Saturday sessions. Add in the racing events put on throughout the year, and Slipstreamers' tally goes even higher. The national average of opportunities provided by all clubs is almost 1400 – so Slipstreamers' club contributes to a large piece of that statistic!

Dave said "The conference always ends with volunteer awards for people who have been recognised for contributing to the success of British Cycling Go-Ride clubs. For myself, it was a real honour to represent Slipstreamers by collecting the 2014 Coach of the Year Award for Central, and to stand alongside both Alison and Hannah as they collected theirs.



It's fantastic to be recognised with an award – especially when you know of other amazing and deserving volunteers who give their time and energy to the success of cycling at a youth level. To gain an award for something I enjoy so much, and give my time so freely to, does feel a bit like I'm cheating. However, every award or recognition we receive reinforces the fact that Slipstreamers is the biggest, best, friendliest and most engaging sports club around. Let's all keep improving together to continue to be a role model for both community and sporting success."

On top of this Dave not only manages to find time to run the Hounslow and District Wheelers website but also the H&DW club winter turbo sessions. Dave the Slipstreamers' are super proud of you and so are Hounslow and District Wheelers.

Turbo Training at our clubhouse.

BC Coach Dave George's winter months turbo training sessions are now in their 3rd year. This initiative, started by Dave in October 2012, continued again through the winter of 2014 and into the spring of 2015.

Dave volunteers his time freely and with our members paying £3 and non-members £4 per 1 hour session, raised £489, which was passed to our treasurer Martyn Roach, who shared it equally between ourselves and the Staines sailing club, whose premises we use. Following a suggestion by Jo Wells, and taking advice from Dave G. the committee have agreed to purchase two Elite magnetic turbo trainers which can be left at the clubroom and used by those taking part, (who are too weak to carry their own!). These we have obtained from Halfords at £99 each (minus 10% for BC members)

Up to 16 of us took part last season and ages varied from 12 yrs (Daves son Nathan) to 73yrs (your Hon. President)

So, why not have a go yourself next season during the cold dark months? Watch out for a notice from Dave on the Forum and just bring a bike, a turbo, a drink and a towel and be prepared for some pain! Tuesday nights, open from 7.15pm before club night for set up, with sessions from 7.30 to 8.30pm. **Jeff Marshall**



Evening '10s'

Stuart



9th April

Stuart Hewlins	H&DW	24	05
Paul Buckley		26	24
Ian Tullett		26	55
Richard Philp		27	16
Robert Gilmour		27	17
Gavin Kitchen		28	10
Russ Wingfield		29	07
Joanna Wells		29	11
David Howe		29	54
Simon Wroxley		34	28
Other Rides			
M Williamson	Lon Dyn	22	25
Liam Maybank	Twick'm	23	36
Martin Winter	Twick'm	25	15
James Cadman	Private	26	41
Clare C-Smith	B to B	26	54
David French	W'bridge	27	33
Grant Borthwick	Private	29	32
Andy Gibbon	Private	29	38
Richard Berry	Twick'm	29	41
Greg Harvard	Twick'm	30	28
Andy Adarost	Private	30	42
Ania Ruszkowski	B2P	35	43

30th April

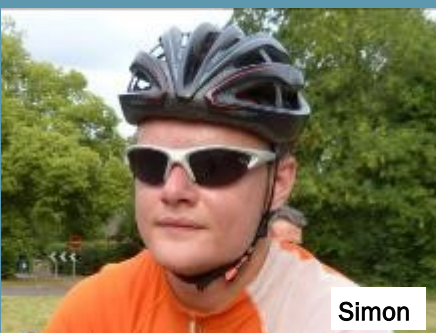
Stuart Hewlins	H&DW	24	02
David Gunn		27	01
Richard Philp		27	25
Ian Tullett		27	27
D Stephenson		27	35
Gavin Kitchen		27	37
Robert Gilmour		28	58
Simon Wroxley		29	16
Simon Wingfield		29	28
Nigel Forward		30	20
Neil Ferrelly		32	20
Other Rides			
M Williamson	Lon Dyn	23	00
Liam Maybank	Twick'm	23	09
Jon Hughes	VC G&H	23	48
Martin Winter	Twick'm	24	46
Alkie Brindley	Private	25	07
Paul Gadd	SW RC	26	01
Lee Chapman	RT 316	26	25
James Cadman	Private	26	47
Kelwyn Jones	Liphook	28	13
Simon Kidd	Ch'ville	28	42
Matt Rigg	Private	29	12
Ian Williamson	Private	30	01
Kevin Taylor	Ocean	31	10
Louise McKee	Eton	31	25
Robert Bell	Twick'm	32	14
A Ruszkowski	B 2 P	35	41

16th April

Stuart Hewlins	H&DW	24	16
Ian Tullett		27	10
David Gunn		27	26
Gavin Kitchen		27	55
Robert Gilmour		28	09
Russ Wingfield		28	34
Bruce McMichael		29	13
David Howe		29	24
Austin Reynolds		29	31
Janine Lawler		29	41
Simon Wroxley		29	51
Other Rides			
Richard Berry	Twick'm	24	07
Emily Turgoose	Foxhills	32	23



Rob & Jeff



Simon

7th May

Stuart Hewlins	H&DW	24	14
Dan Stevenson		26	51
Nic Stagg		27	01
David Gunn		27	25
Gavin Kitchen		27	34
Ian Tullett		27	35
Janine Lawler		28	43
Simon Wroxley		29	24
Nigel Forward		30	03
Joanna Wells		30	33
Linda Williams		30	57
Other Rides			
Liam Maybank	Twick'm	23	14
David Wabborn	Lon Dyn	23	49
Andy Lack	Paceline	24	25
Martin Winter	Twick'm	24	30
Johnny Newell	Twick'm	25	48
Michael Miach	Twick'm	26	33
David French	W'bridge	26	37
Andy Lindsey	Pure Mot'n	27	04
Ben Crossland	Private	27	10
Paul Gadd	SW RC	27	10
Neil Mitcheel	Twick'm	27	49
Matt Pegg	Ocean T	29	23
Ian Richards	SW RC	29	40
Kevin Taylor	Ocean T	30	29
Robert Bell	Twick'm	30	42
Emily Turgoose	Foxhills	31	51
Louise McKee	Eton Tri	32	22

23rd April

David Gunn	H&DW	26	57
Richard Philp		27	44
Gavin Kitchen		27	46
Robert Gilmour		28	09
Russ Wingfield		28	16
Janine Lawler		29	15
Salvatore Albanese		29	22
David Howe		29	29
Stuart Hewlins & Rachel Hewlins	Tandem	26	48
Other rides			
Liam Maybank	Twick'm	23	27
Pat Wright	Paceline	23	29
Richard Newery	Twick'm	23	42
Martin Winter	Twick'm	24	57
Alkie Brindley	Private	25	18
David French	W'bridge	25	52
James Cadman	Private	26	10
Daniel Stephenson	Twick'm	27	05
James Doyle	Clarence	27	24
Martyn Wyke	Twick'm	27	25
Mark Bixley	Festival	27	30
Simon Kidd	Ch'ville	28	21
Derk Susyn	Twick'm	28	26
Ian Richards	Twick'm	29	16
Robert Bell	Twick'm	29	21
Grant Borthwick	Private	29	55
Louise McKee	Eton Tri	31	23
Emily Turgoose	Foxhills	32	22
Jim Williams	Private	33	40
Kevin Taylor	Th's T'bo	36	30



Jo

No results for the following dates:

14th May: Rained off

28th May: Watches failed

4th June: Surrey League Road Race

18th June: Clash of events on course

2nd July: Surrey League Road Race

21st May

Mark Silver	H&DW	27	36
Bruce McMichael		28	31
Nigel Forward		29	19
Jill Bartlett		29	30
Simon Wroxley		30	50
Stuart Hewlins & Ian Tullett	Tandem	24	59
Other Rides			
Martin Winter	Twick'm	24	08
Martin Evans	Sigma	24	27
Jonny Newell	Twick'm	25	12
Joel Crossland	Private	25	56
Paul Gadd	SWRC	26	11
Dan Stevenson	Private	26	17
David French	W'bridge	26	17
Andy Lindsay	Pure M'n	26	26
Simon Kidd	Ch'ville	27	59
Neil Johnson	Ch'ville	28	40
Ian Richards	Private	29	31
Grant Borthwick	Private	29	40
Louise McKee	Eton Tri	31	58
Ben Crossland	Private	32	28

9th July

Stuart Hewlins	H&DW	23	51
Robert Gilmour		26	15
Paul Buckley		26	49
Russ Wingfield		28	03
Trevor Day		28	23
Joanna Wells		28	31
Nigel Forward		29	51
Simon Wroxley		30	05
Other Rides			
Jake Martin	Wyndymilla	23	09
Ayton Price	I G Quickvit	24	16
Jason Harris	PMCC	24	22
Martin Winter	Twick'm	24	36
Stuart Stow	Twick'm	24	37
Ben Crossland	Private	25	40
Dan Stevenson	Private	26	15
Simon Kidd	Ch'ville	28	04
Neil Johnson	Ch'ville	28	29
Harry Webb	RT 316	28	34
T. Petronikles	Viceroy's Tri	31	05



A welcome return to racing for Nic after being hit from behind by a fast moving vehicle during a time trial earlier in the season

11th June

Wouter Sybrandy	H&DW	22	11
Paul Holdsworth		25	30
Richard Philp		26	54
Robert Gilmour		27	02
Gavin Kitchen		27	12
Simon Wroxley		28	34
Joanna Wells		29	11
Nigel Forward		29	34
Jill Bartlett		29	52
Other Rides			
Liam Maybank	Twick'm	22	44
Richard Newey	Th's T'bo	23	43
Jake Hollins	Canyon	24	22
Joel Crossland	Private	25	08
Stuart Stow	Twick'm	25	45
Ben Crossland	Private	25	54
James Cadman	PV2	25	54
Sean Warner	Twick'm	26	21
Mark Oakley	Twick'm	26	30
David Soae	Chevaliers	27	43
Simon Kid	Ch'ville	27	46
Grant Borthwick	Private	27	50
Hugh Johnson	Ch'ville	28	20
Neil Johnson	Ch'ville	28	56
Louise McKee	Eton Tri	31	53



Wouter

23rd July

Wouter Sybrandy	H&DW	22	14
Stuart Hewlins		23	23
Paul Holdsworth		24	08
Nic Stagg		24	13
Robert Gilmour		25	30
Richard Philp		27	15
Russ Wingfield		27	57
Joanna Wells		29	06
Simon Wroxley		29	24
Other Rides			
Ayton Pope	I-G Qu'vit	23	34
Liam Maybank	Twick'm	23	34
Martin Winter	Twick'm	23	49
Richard Berry	Twick'm	24	08
Ben Crossland	Private	25	22
Joel Crossland	Private	25	28
Andy Caie	St Mark	27	15
Neil Johnson	Ch'ville	28	14
Hugh Johnson	Ch'ville	28	29
Ania Ruszkowski	B2P	31	40

25th June

Wouter Sybrandy	H&DW	22	46
Paul Holdsworth		25	59
Richard Philp		26	19
Bruce McMichael		27	43
Russell Wingfield		28	39
Joanna Wells		28	58
Simon Wroxley		29	05
Nigel Forward		29	32
Jill Bartlett		29	37
Mark Silver	Tandem	30	19
Luke Carter		"	"
Other Rides			
Ayton Pope	In Gear	23	40
Liam Maybank	Twick'm	24	04
Martin Winter	Twick'm	25	03
Joel Crossland	Private	25	28
Ben Crossland	Private	25	44
Andy Gibson	PMC	25	56
Harry Webb	RT 316	29	55

16th July

Wouter Sybrandy	H&DW	22	48
Robert Gilmour		25	34
Paul Holdsworth		26	10
Richard Philp		27	03
Joanna Wells		27	07
Ian Tullett		27	44
Russ Wingfield		28	16
Nigel Forward		29	28
Jill Bartlett		29	54
Simon Wroxley		30	33
Other Rides			
Liam Maybank	Twick'm	23	18
Ayton Pope	I-G Qu'vit	24	01
Stuart Stow	Twick'm	24	15
James Cadman	Private	24	49
Ben Crossland	Private	25	15
Joel Crossland	Private	25	56
Andy Stevens	Woking	28	29
Ross Lindsay	Private	28	58
Ania Rusekowski	Private	29	44
Helan Gravett	Twick'm	29	54

30th July

Wouter Sybrandy	H&DW	22	28
Nic Stagg		24	10
Robert Gilmour		26	28
Brfent Skinner		27	31
Mark Silver		27	45
Joanna Wells		28	34
Trevor Day		28	48
Nigel Forward		29	08
Simon Wroxley		29	54
Bruce McMichael		31	44
Other Rides			
Ayton Pope	IG Qu'vit	23	30
Liam Maybank	Twick'm	23	46
James Cadman	Private	25	01
Ben Crossland	Private	25	36
Joel Crossland	Private	25	41
Mark Landon	Private	28	25
Helen Grovatt	Twick'm	29	14
Ania Ruszkowski	B2P	34	34

Organiser and Time Keeper:
Trevor Gilbert

Photographer:
Patsy Howe

Touring France in the 50's

Adventurer Clive Williamson recalls his first overseas tour

12th July 1952: Having little record of the trip, this memoir of my first venture abroad after a delay of more than 60 years, has many gaps and only the strongest impressions have resurfaced.

Journey to Paris

I grew up in Bletchley of Bletchley Park fame, which lies some 45 miles north of London, now absorbed by the Milton Keynes conurbation, and this was our starting point. I say 'our' because I was accompanied by Gerry, a friend of many years. Having cycled home from work, bolted down my mum's dinner and fixed my saddlebag, I set off with my YHA card and £15 in my pocket, to meet Gerry at the end of his road. We continued through Leighton Buzzard and Hemel Hempstead to Edgware Road and on to Hyde Park Corner. Wending our way through London, we crossed the Thames over Westminster Bridge and joined the Old Kent Road. Summer Time was in force so we managed to cover a good part of our journey before dark. We were certainly glad of this since it was a very dark night and bicycle lamps had hardly progressed beyond the acetylene lamp stage. I attained my majority - 21 in those days - at midnight somewhere in south London.

The first strong memory now bubbles to the surface. At some point before we reached Maidstone we were passed by two motorbikes. This in itself was unusual. At that time of night in 1952 there was hardly any traffic. But the riders on the motorbikes must have been somewhat fazed at seeing two cyclists at 2 or 3 in the morning having seen no other traffic for miles. In any event they crashed into each other, sparks lighting up the darkness. I wasn't going to let the motorcyclists have all the fun, so I joined them on the tarmac. A slick of oil on the road was the cause of the havoc. Fortunately no-one was injured and the only damage was to my rear tyre which I had to replace when we got to Folkestone.

We reached the edge of Folkestone soon after dawn and had a few hours to wait for the ferry, so we huddled into a telephone box (it was probably illegal at the time!) and tried to get some sleep. I have no recollection of the crossing to Calais, even though it was the first of many Channel crossings. I do however remember having to persuade the rail officials at the station in Calais to let us physically put our bikes onto the train for Paris. The normal arrangement in France was to register the bike as luggage and rail staff would then put the bike on whichever train was available - not necessarily the same train the passenger was travelling on. The bike carriage on our train was choc-a-block with some 20 bikes which had been sent in advance of a group of Swedish cyclists. We managed to squeeze our bikes on board on top of the others.

Now comes an episode which lives strongly in my memory - albeit with pangs of conscience. We arrived in Paris fairly late and we needed to collect our bikes quickly so that we could get to the Youth Hostel before it closed for the night. The same rules were of course in place and rail staff were responsible for taking the bikes to the left luggage department for collection. With my schoolboy French I managed to persuade the porters to let us recover our bikes directly from the carriage. The problem was that whereas in Calais our bikes were at the top of the pile, in Paris they were at the bottom. A couple of porters and the two of us started to unload the bikes..... 1952 was still the steam age and rail travel was a different world from today's super streamlined propulsion. Also the platform at Gare du Nord was not raised but was at ground level. This meant that, when alighting from the train, passengers did not step out on to the platform but had to descend several steps to platform level. Passengers standing on the platform had to be sure to stand back from the rails in case of approaching trains. The opposite platform to our arrival was clear and the unloaded bikes were placed against posts standing on that side. At this point a monster locomotive enveloped in steam arrived, moving slowly along the opposite platform. As I recall there was some kind of fender on the front of the engine, and it was this that just caught the edge of one of the stacked bikes. Bikes when stacked together become interlinked which meant that when one bike was caught, all were, and the driver of the train realised too late what was happening. Many bikes ended up beneath the engine as a twisted mass of metal.

Today, such a situation would not be a problem. The whole tangled mass would be extracted and transported en bloc to the nearest Museum of Modern Art where it would be a prime exhibit valued at a multiple of the original cost of the bikes. Instead, Gerry and I had a front of stalls introduction to that uniquely Gallic art form known as gesticulation. Rail staff appeared from nowhere and with many a 'sacre bleu', rolling eyeballs, waving limbs and shrieked imprecations not included in our school French curriculum, they achieved precisely nothing. No one actually did anything. Except, that is, Gerry and me. We grabbed our bikes and fled!

Paris

Pretty well the only thing I can remember about the Paris Youth Hostel was that it was overrun by ants and fleas. The toilet and plumbing arrangements were amusing - at first acquaintance! We spent two days as tourists cycling around Paris, with the Eiffel Tower, Sacre Coeur, Notre Dame and of course Champs Elysees on the itinerary. Another strong memory is of the noise traffic made for no particular purpose. Horns were honked as a matter of course and in spite of



Clive (right) with Gerry



the low traffic levels created an unholy din. I renamed the Place de la Concord as Place de la Discord! I believe a law was subsequently passed banning the use of the horn except in emergencies. And the food! For two temporary escapees from rationing controlled Britain, the food in Paris was like a feast for the gods. But for our eyes only, not our stomachs. We had our own economic rationing limiting us to baguettes with salami or fromage – if we were lucky!

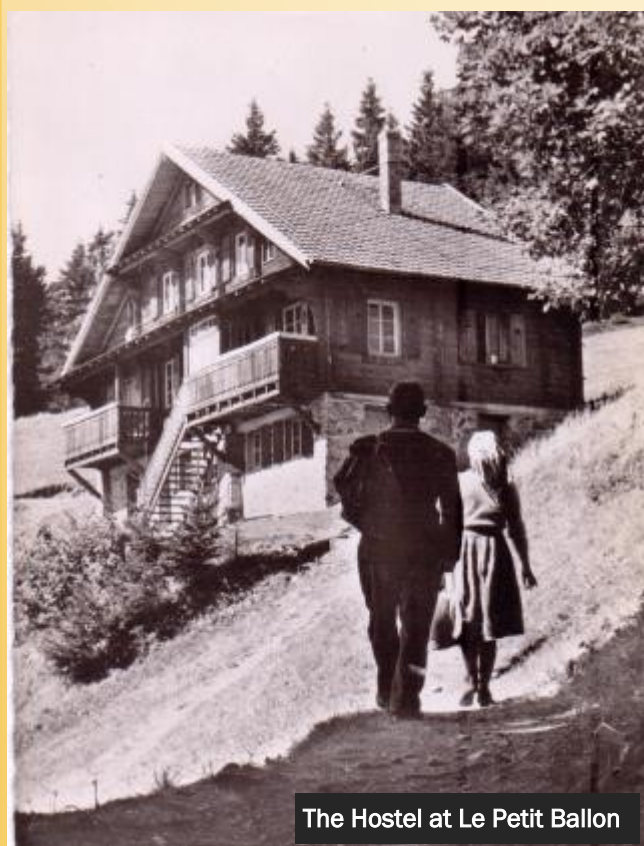
Our second day in Paris, being 14th July, of course coincided with Bastille Day, and we witnessed our first ever demo in La Place de la Bastille. The crowd was agitating for the release from prison of someone I'd never heard of, and the event was being covered by the very first Eurovision broadcast which was being transmitted only to London. One of the most vociferous demonstrators was in the front row of the parade waving his banner and shouting his slogans. He was a British student I had met at the hostel, and to see him thus engaged was astonishing to me. To be aware of political ramifications in another country, let alone be concerned enough to become actively involved was an eye opener for me. I was completely apolitical at the time, thinking only about my next bike ride, and not even having had a voting opportunity.

Paris to Alsace

To guide us on our trip we had only a map of the whole of France and a French Youth Hostel manual which directed us to our various hostels. This meant that we could only use main arterial roads for the bulk of our journey. This again was not a problem. Traffic levels were very low and, so soon after the war, minor roads would have been in poor repair. The French car industry had not recovered from total wipe out during the war. All the vehicles we saw on the road were pre-war. I remember the 'Maigret' low slung black Citroen and the Deux CV which looked to me like a tent on wheels. A few decrepit commercial vehicles had made it back on the road. This was ideal for cycling, particularly compared with today's frightening traffic levels.

When it comes to building roads, the French like straight lines, and they also like lining the roads with trees. These roads can stretch into the distance in a disheartening way for a tiring cyclist. On our first day out of Paris we cycled along the Marne valley on such a road heading for Rheims. The main impression I have of that ride is of hillsides covered in graveyards. The Battle of the Marne in the 1st World War had resulted in huge loss of life. The successful defence of Paris was followed by the stalemate of trench warfare which lasted for most of the rest of the war. The sight had a profound impact on both of us. We had grown up during the 2nd World War with little or no knowledge about the 1st. In fact the 2nd had had little impact on our small market town. Bletchley Park was only half a mile up the road from where I lived but, thank god, was a complete unknown.

Our first sighting of the expansive vineyards of Champagne near Chateau Thierry restored our spirits, even though to sample the nectar was way beyond our purse. Instead we ploughed on to Rheims to enjoy our vintage Orangina! We had time for a quick look at the wonderful cathedral before settling in the hostel. The next morning we cheated by taking the train to Sarrebourg in the province of Lorraine. Our overall objective was to reach Switzerland and without support of a train transfer we felt we wouldn't make it. From Sarrebourg we had a short ride to the hostel at Abreschviller.



The Hostel at Le Petit Ballon

Alsace

Our route from Abreschviller took us to the edge of the mountains for an overnight at Raon l'Etape on the River Meurthe with the prospect of a hard day's ride on the morrow.

Sighting your first mountain range at the age of 21 is an unforgettable experience - cycling up your first col in 30 degree heat, even more so. The Vosges Mountains may not be as dramatic as the Alps but for us they were wonderful, with pretty villages, beautiful woodlands and wonderful views. At one stage we could see right across the Rhine Valley as far as the Black Forest. After passing through St Die des Vosges and past the lake at Gerardmer the Col de la Schlucht was waiting for us with open arms for our first experience of hairpins. I have climbed far more vicious climbs in later years, and indeed we did later that trip when we got further into the mountains, but at that point it was our toughest cycling experience to date. Fortunately the mountains there are heavily wooded and provided us with welcome shade. At the top of the climb we turned into La Route des Cretes which, as the name suggests, follows the tops of the mountains with stunning views on either side.

Our objective that day was the hostel at Le Petit Ballon which we found was located at the top of a mountain, well away from the road. We left our bikes at an inn not far from the road, and continued with our luggage up the mountain path to the hostel. The hostel stood in a large open clearing at the summit, as peaceful a spot as you could imagine. It was a wooden structure of a steep roofed alpine design, very much fitting into

its surroundings. Other hostellers were already in situ, and there was an immediate chance to put limited French into practice. Much of their education had taken place during the occupation; indeed we found that generally speaking very few spoke English.



The hostellers at Le Petit Ballon

We were told that a group of hostellers were arriving from Mulhouse by bus for the weekend, this being a Friday, and we were invited to accompany them down to the bus stop to meet them. We met a group of about half a dozen from the bus and together made our way back up the mountain path through the cool and darkness of the night. The group started singing as we walked, mostly folk songs of which there are many in France. Gerry and I did not contribute to the repertoire but simply relaxed in the sheer magic of the moment. We were young, the future of a broken Europe in our generation's hands, relishing meeting 'foreigners' for the first time. This was a level at which Europe really worked before politicians reared their ugly heads!

The next day a group of us went for a long walk in the mountains near the hostel. It was good to have a day off the bike, particularly in such good company in wonderful weather and with such outstanding views. At one point we came across a shepherd looking after his flocks by day.

A quick history lesson: The provinces of Alsace and Lorraine have for centuries been a bone of contention between France and Germany. After Germany won the Franco/Prussian war of 1870, these territories were annexed into a greater Germany. The Great War changed all that. The Treaty of Versailles provided for the return of those territories to France, where they still remain. Back to our somewhat ancient shepherd. In the Great War he fought in the German army against the French. In the 2nd World War he fought in the French army against the Germans. What greater example of the futility of war could you get. Lowly shepherds at the mercy of overweening egos in pursuit of their own glory. I believe however that the shepherd found a peace with his flock that his masters never found at the head of their armies.

In that isolated location, it was natural that the hostellers would be drawn together and in spite of different backgrounds, nationalities, and to some extent ages, bond together as a homogeneous group. Indeed we both made lasting friendships, and in fact returned to the area a couple of years later just to meet up with them again. Since our route the next day took us through Mulhouse, Suzanne, one of our new friends, invited us to visit her at her parents house. She was travelling home by bus the next day by which time we would arrive in Mulhouse, so for us it was a very acceptable arrangement! We continued along the Routes des Cretes dropped down to the Rhine Valley at Guebwiller and continued into Mulhouse. We arrived before Suzanne, and I'm not sure we were expected, but we were made very welcome by Suzanne's parents. Hospitality was beyond measure, and I have to say my French was definitely showing improvement. Communicating at such an intimate level was so rewarding and I silently thanked M. Thomas, my school French teacher, for his disciplined approach in making sure I learned my irregular verbs!

Although the house was quite a substantial detached property, and was located in a suburb of Mulhouse, the capital city of Alsace, there was still no running water inside the house and we had to perform our ablutions at a pump in the garden. Mid-July it was no problem, mid-winter – not enticing. The ride to Basle was quite short, and Suzanne, a nurse at the local children's hospital, was not on duty until later, so we stayed quite some time. We left very reluctantly after one of the most memorable experiences of our trip. Our route took us alongside a canal which ran parallel to the Rhine and into Basle in Switzerland. We had made it to Switzerland and we celebrated with another glass of Orangina.

The Return

Leaving Basle the next morning the Jura Mountains loomed ahead and we had to work very hard for our bed that night at Montfaucon. Montfaucon lies at the top of a 1000 metre climb, which in 30 degree heat was a tough task. We stayed that night at a very remote hostel and, because there was no warden, had to collect the key from the nearby railway station. There were only two other hostellers there that night, two rather attractive girls! No no guys. This was 1952. Sex wasn't invented until 1960 remember!

We continued our journey through the Jura Mountains to La Chaux de Fonds and along a valley road back into France for our overnight at Morteau.

Our wheels were now turned towards Paris but I have very little recollection of the ride back to Paris. Because of our loitering in Alsace we were short of time and were therefore committed to a relentless slog through the 'vast fields of France'. Diary entries indicate overnights at Chateau de Crissy on the River Doubs, near Dole, and Sens on the River Yonne and finally at Fontainebleau which brought us to within striking distance of Paris.

My final diary entry on Saturday 26 July 1952! Fontainebleau to Paris 38 (miles) Paris to Folkestone – train/ferry. Folkestone to Bletchley 115 (miles). That must have been one long long day but I have absolutely no memory of it.

Wonderful memories there are though. The trip was considered so unusual at the time that it was reported in the local paper. Long before the days of mass tourism, and the better for it. Also it consolidated in my own thoughts that cycle touring was to be a big part of my life. So it has turned out to be, having visited 60 countries and had incredible experiences. The first tour, however, had a special magic that is hard to rekindle.

Club news and notes

MEET A MEMBER



This issue I quizzed Ron Jones; a regular rider on the Sunday Club run.



Taken early in 1954 when Ron was 17, riding the Southern Counties Junior Championship at Brands Hatch.

Ron, 79, began cycling as a youngster when, living in South London, he used to ride a bike around the streets with the other kids. Some progressed to riding further afield to places like Runnymede and, at the age of 14 (1950/51) he, along with two friends, rode to Brighton and back; this was his first long ride. Shortly afterwards one of the others discovered a club called the Westminster Wheelers. Ron rode with them for a couple of years. It wasn't a racing club, but there were some good club runs and Ron remembers riding to Cambridge, for example.

In 1953 (through school friends) he joined his first racing club – the Dulwich Paragon and rode his first race (the Kentish Wheelers Novices' "25") in 1954 when he was 17. Ron told me that he also did some riding, whilst in Singapore doing his National Service in the RAF. He had a bike and joined a small group to go on Sunday "club runs", riding from Changi and across the Causeway to Johor Bharu which, he said, was like the Hounslow going to Seale.

Ron has also belonged to 34th Nomads, the Weybridge Wheelers and, of course, Hounslow and District Wheelers which he joined in May 2001. He admitted to still feeling like a relative newcomer, in comparison to some of the more long standing members. I asked Ron what made him join Hounslow and he told me that, at the time, he was a member of Weybridge Wheelers but that the club had become very small and he would sometimes turn up for a club run and find there was no-one else to ride with. For several years there had been discussions during AGMs regarding the possibility of amalgamating with another club but that there were always older members who were against it. In the end he decided to go it alone and look for another club and said that the Hounslow had been a very good choice.

Ron has taken part in club runs most of his cycling life. He got married in 1961 and lost touch with club life for about 9 years, although he still cycled a bit on his own during this time, around Kent where he and Joyce lived at the time. Then, after moving to Shepperton, was persuaded by a friend in the Dulwich Paragon to ride the club '25' and got back into cycling again. He reckons that he probably lost his best racing years during this time.

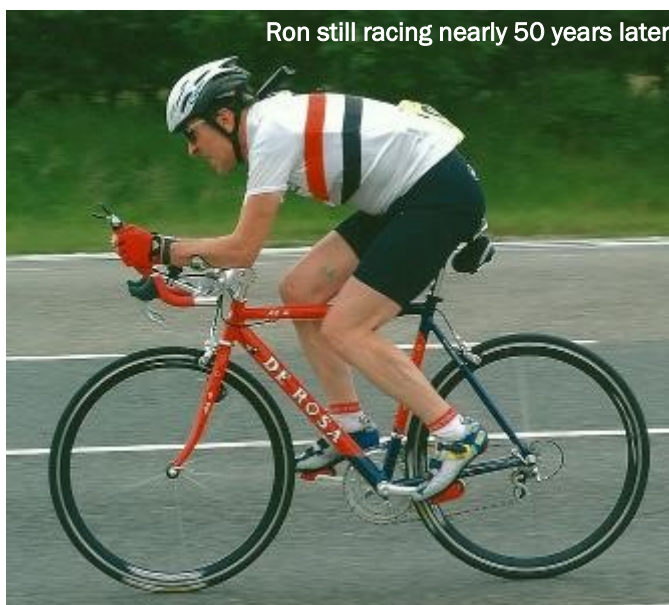
He rode time trials and road races but never really rode the track. His last race (a "10") was when he was 66. He told me that he didn't tour as a youngster but has done a few tours since retiring. He still, however, considers himself to be something of a novice tourist.

Ron owns five bikes. His newish De Rosa road bike is his pride and joy (we know the weather is going to be fine if Ron is on his De Rosa), an oldish Pinerello road bike and an oldish Pinarello winter bike. He has a Trek mountain bike and finally a De Rosa time trial bike which has not been used for a long time!

I asked Ron which was his favourite club ride. He said that he liked most of them but that the ride to Henley is usually a good one. He also said that it doesn't get much better than riding around the Surrey lanes on a sunny summer's day.

As far as energy snacks go, Ron does not have a favourite - he admits to eating anything if he is really hungry!

A favourite coffee stop is the Tea Rooms at Seale. The ladies and their cakes made Seale a definite favourite and he looks forward to finding out if the recent new regime maintains the high standard. Ed.



Ron still racing nearly 50 years later

Hounslow and District Wheelers Dinner and Prize Presentations, 21st February 2015

Report: Chris Lovibond Photographs: Graham Davis



The Hounslow and District Wheelers has a long tradition of organising excellent Dinner & Prize Presentations and the 2015 event was certainly up to standard. This was the 81st edition.

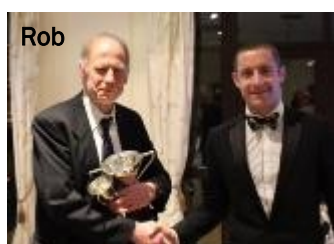
Held at a new venue, The Chobham Golf Club, it attracted eighty-five members and supporters. The guest of honour was Adam Topham (High Wycombe CC), the current British Best All Rounder (that is: the national time trial champion) who presented the prizes.

The main prize winners were:

Nic Stagg: Senior Best All Rounder, Road Race Champion and Club Events Champion

Jo Wells: Ladies Best All Rounder and Ladies Club Events Champion.

Rob Gilmour: Veterans Best All Rounder and Track Champion.



Rob

Rob Gilmour's Track award was made for his two hour record rides. The first of these was done on a conventional 'athlete's' machine on which he took the club record over 25 miles for the first time (25.072 miles), the second ride was done with modern aerodynamic



Nic



Jo

equipment, and this achieved a number of national Veteran Time Trial Association records for the 63 year old age group. The principle numbers here were: one hour: 25.612 miles, thirty miles: 1 hour 10 minutes 24 seconds, and fifty kilometres: 1 hour 12 minutes 56 seconds.

The Alban Trophy, awarded for the most meritorious long distance ride, went to Stuart Stow. We had been accustomed to thinking of Stuart as a track man, specialising in short distances, but last year he turned this view upside down by entering the National 24 Hour Championship, producing a stunningly good ride at a first attempt. His 442.78 miles gave him eighth place overall in a race that was more competitive than most years.

On the subject of short distance men turning to the longer events, it's worth mentioning that Nic Stagg also falls into this category. Riding only his second ever 12 hour event last summer, he broke the 270 mile barrier. It is clear that with the experience he has now gained at this tough discipline there is a strong possibility of further improvement in 2-15, and without a huge amount of luck this should put him among the elite 'top twelve' of the national best all rounder contenders.



Footnote (received from Steve Roberts)

At last night's dinner my brother in law (Richard Philp) asked me 'What times did you used to do Steve?' I blurted out a few times for specific courses but then thought 'wow did I really do those times?' As I would 'probably' struggle to complete the courses (even given double the time) now. Glad to say memory did serve me correct, and I'd not imagined any of them, despite most being 25 years (as in a quarter of a century) ago.



VIKING ROAD CLUB

RESULTS

50 MILE
OPEN TIME TRIAL
FOR TANDEMS
AND SOLOS
E 72
30th September 1990

On checking back through my records I came across the results sheet for 1990 (below). See who won!... and then little ole me down in 46th place. What the results sheet doesn't tell was I rode the Poole Wheelers 12 hour (and got 17th place) at the start of that same month. Chris Boardman never rode much over 25* milers 'if' memory serves me right? (*Do others of that cycling epoch think this is accurate to say also?)

My 'post ride log' from that day says "crap ride, no speed!" So I'm pleased I didn't throw that results sheet away in disgust. Proud to have been on one with a true cycling great on the same page. I gather it might have been a tough day, too, judging by some of

VIKING 50 RESULTS				
POS	NAME	CLUB	ACTUAL TIME	
1	C M Boardman	Manchester Wheelers	1:45:3	
2	G J Dighton	Manchester Wheelers	1:46:10	
3	P Longbottom	Manchester Wheelers *	1:47:13	
4	K Gossall	Manchester Wheelers *	1:47:58	
45	J A Bailey	Nelson Wheelers	1:58:48	
46	S J Roberts	Hounslow & District	1:59:01	
47	A G Dutton	Hitchin Nomads CC	2: 0: 3	

the names recorded as DNF? I think that time was slow for 'Granny West' down in 43rd place also? Real name Graham West, but anyone who witnessed this amazing rider in the flesh, will know where the description of 'Granny' came from. If you didn't witness him -you'll have to guess - or ask me when you see me at a tea room!

Club news and notes



Social Rides

For those who want to ride in a group without rushing around, we have introduced Sunday social rides.

There are two rides each month, one meeting at the Club 10 start and the other meeting at the Bishopsgate entrance to Windsor Park.

All rides meet at 9:30 am and depart at 9:45 sharp. The manageable distance and tea stop making a return to the start area at 1:00 to 1:30 pm.

For further information contact:

Martyn Roach: 07779 718228

Club Camp

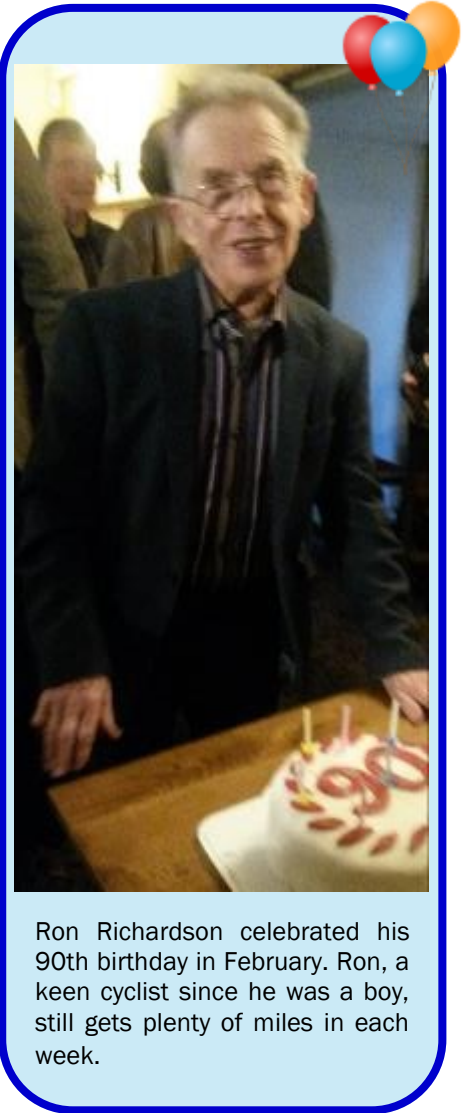
The dates of our annual camp at Potterne Wick, near Devizes, Wiltshire, are Friday, 14th August to Monday 31st August.

Site facilities are very good and the surrounding countryside is ideal for cycling.

Our camp operates on an informal basis and everyone is welcome, whether you have a tent, caravan or motorhome and want to stay from one night or for the entire camp.

For further information contact:

Martyn Roach: 07779 718228



Ron Richardson celebrated his 90th birthday in February. Ron, a keen cyclist since he was a boy, still gets plenty of miles in each week.

Change of hands at Seale Tea Room

After having run the Tea Room for 15 years, Sunday, 31st May saw Janice Midgely's final day. The wonderful quality and variety of the homemade cakes along with the friendly welcome have made this a favourite coffee stop for Hounslow and District Wheelers. Many thanks to Janice and her team of assistants: - Claire, Lucy, Ruth, Maureen, Diane, Kwai, Hilary and Rose. We wish Janice a long and happy retirement.

The tearoom has now re-opened and has been renamed 'The Manor Farm Tea Room'. We wish Tracey and Wendy every success in their new venture.

Ed



Photo: Nikki Harris



Janice

Photo: Patsy Howe

Club news and notes

Captain's comments



Club Captain, Graham Davis would like to remind all members of the Club Run Code of Conduct:



- 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.



A Pretty Pass

O yes, it's had to come to this:
(A 'pretty pass' I call it)
Before I went on holiday
My bike I overhauled it.

I drilled out parts & streamlined it,
Took out half the bearings,
Lightened load of saddlebag
And lowered all the gearing.

I know I'll get another tour
Out of my weary legs
Yet keep within the boundaries
Of all unwritten regs.....

I've cycled up this mountain – just
And didn't have to crawl it.
I like the view. I see the road.
A pretty pass I call it

Richard Callum

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 time for the Dinner / Prize giving in February 2016.

Please contact the editor with your contributions or suggestions.

It's your magazine!

Hounslow and District Wheelers welcomes new members



April 2015

Ian Tullett	1st claim	Vet
Hayley Tullett	1st claim	Vet
Linda Williams	1st claim	Vet
Janine Lawler	1st claim	Vet
David Gunn	1st claim	Vet

May 2015

Jo Wilby	2nd claim	Vet
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June 2015

Mark Determann	1st claim	Senior
Leslie Howson	1st claim	Senior
Callum Howson	1st claim	Junior

Some word definition gems:

Richard Callum circa 1982:



Lloyd: (doing a)
Insuring oneself heavily
against losing a race.

Piddle: A small pedal,
found on a bike of a
little squirt

Car-acature: Word invented by the RTTC to
cover the offence of following cars. It is short
for 'car I caught you'.

Derailleur: Train commuter who, during
recent strikes had to travel by bicycle.

Andaluza: 'Lantern Rouge' in the Tour of
Spain.