



Quarter Wheeler

2017 Issue 1

Dinner Issue

The magazine of the Hounslow & District Wheelers

'World Level' Hounslow rider strikes again!
Another record for Rob Gilmour



Loz Wintergold breaks club and VTTA 1 hour records.

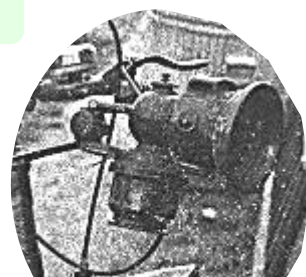


Summer results and reports

Budapest to Vienna
Jo and Mark's ride on behalf of the Spinal Injuries Association



Who found their way in the dark with this Carbide (acetylene) gas lamp?
Find out: page 2



Fun and fabulous weather
Club camp: August 2016
More pics back page

NEW THIS ISSUE

**BIKE
MAINTENANCE
BEGINNING WITH
THE BASICS**

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For more information about Hounslow & District Wheelers, visit our web site:
<http://www.hounslowanddistrictwheelers.co.uk/>
To discuss articles in this issue of the club magazine, you can use the forum:
<http://www.apollonia.org.uk/hounslow/>



Club Matters

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

Jo and Nic enjoying the sunshine in Sarasota, Florida



Chris Lovibond:

The photo with the lamp shows that living in the past is not something he's taken up in old age.



The photo below shows the machine as it was given to him by his Grandfather - it's 1955 and he was nine."



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Above:
Jeff, Clive, Francis,
Richard and Eddie
during their trip to
Chateau Coye last
summer

Betty Wright 1931 - 2017

Sadly, our longest serving member, Betty Wright passed away on Sat 14 January aged 86. She was a Vice President, having been our social Secretary, organising our social functions for many years. Betty was 17 when joined in July 1948 and has been a member continuously since then. She had attended our annual dinner dance and prize presentation every year. She and John were at our Feb 2016 Dinner as usual. She leaves her husband John, a life member, who whilst in hospital in December caught a very resistant superbug and is now in Charlton Village Care home, Halliford Halt. They always lived in Ashford.

Roy Fairchild 1933 - 2017

Sad news also from Gilda, of husband & Life Member, Roy Fairchild who passed away aged 84 on January 8th. He joined in November 1948 aged just 15. They have lived for many years at Craigweil, near Bognor, Sussex

Jeff Marshall

A Hounslow Rider at World Level.

Report and photos: Chris Lovibond



Rob Gilmour, the Hounslow's Hour Record expert, has struck again.

This time he has picked up the UCI 'Best Performance' in the 65 – 69 year age category. His ride was at Newport on 26th October last year, the distance was 44.271 kilometres or 27.51 miles.

This was his fourth hour record ride (see table below) and in this sequence he has always achieved his target. Although these record attempts can be full of drama when riders start off at a pace they cannot maintain and fail, exhausted, in front of their disappointed support team, Rob has always seemed metronomic.

His method is to know just what is needed to achieve the record under attack and proceed at that pace for the whole hour. After the first couple of laps the green marker, showing he is on schedule, is permanently on show – supporters at the trackside may wonder how much margin there will be, but in the end it seems that Rob himself had already decided how far he would go.

So to find the drama it is necessary to look away from our rider, at the competition and the record that is to be beaten. With these UCI records a good idea of the quality can be learnt by looking at the standard of the existing record holder. Rob's first success on this world stage in 2015 was against the American Kenny Fuller's 60-64 age group record. Although not particularly well known in Britain, Fuller has had a brilliant career which included seven world and forty three national championships, in addition to representing the USA at the '72 and '76 Olympics.

The 65-69 age record under attack on this occasion was held by Jan Brander, a Dutch rider who recorded 43.742 kilometres (27.186 miles) at Manchester in 2012. He has posted a professional looking video of his ride:

<https://www.youtube.com/watch?v=D9mFeF48A-8>

This includes footage of champagne flowing after the finish, so it seems that Jan thought his trip from the Netherlands had been worthwhile. Again, Brander is not a household name in this country, so how good is he? It appears that he did not start in our sport until he was middle aged, having had a career as a footballer, but perhaps he missed a vocation for cycling; from that late start he has won about 120 road races and time trials and these include various national veterans' championships.

The previous 65 plus recordman was Jean Pierre Demenois who did 42.614 kilometres (26.34 miles) in 2011. The French Cycling Federation website still credits him with this record and, interestingly, he went to Mexico to do it, presumably to get the benefit of using a track at high altitude.

It is clear that these over sixty records are both truly international and fiercely contested. However, even though Rob's 2016 record was a few yards short of his ride the previous year, it is notable that it was still better than Fuller's ride (44.228 k) which had been the record in the lower 60-64 group until our man beat it.

The Hounslow support team had been quietly confident that Rob would improve on his 2015 ride; the additional year of age did not seem to have touched him as he had had an excellent time trial season on the road, and we hoped the experience of the previous Newport ride would be beneficial. Immediately before this attempt Rob seemed rather less confident than usual. I said "You've had a great season, don't you know you're supposed to get slower with age?" He replied, dryly "This could be the day".

Losing a few yards is hardly slowing with age, but a possible explanation for lack of improvement is simply that the record came too late in the year: no one can maintain peak form indefinitely.

It remains to be seen what 2017 will bring, but Rob has exactly forty years to prepare to attack Robert Marchand's record.

Here is a link to the video of Rob's 2016 ride:

<https://www.youtube.com/watch?v=r2I5xiS3Bxs>

Rob Gilmour: Hour Record Rides.

Venue	Date	Main Target	Distance achieved
Reading	8/7/14	Hounslow 'Athlete's'	25.073 miles
Reading	21/8/14	Hounslow 'Aero'	25.61 miles
Newport	30/9/15	UCI 60-64 years	27.56 miles (44.349 km)
Newport	26/10/16	UCI 65-69 years	27.51 miles (44.271 km)

Rob with 'supporters' Jeff and Antonio



Ron Richardson 1925 – 2016

The Ideal Clubman.

For over eighty years Ron's enthusiasm for cycling, especially club cycling, was a passion which sustained a long and remarkable life. He recalled his first interest being sparked at the age of ten, when he watched riders returning from Sunday club rides along the then new Great West Road near his parental home in Hounslow. Here are his own words: "The first thing that interested me was the bikes themselves and although there was a stream that seemed like thousands of riders, it was the bikes that held my attention. They were so varied: some quite ordinary, some battered wrecks, some polished jewels, just like a boy might dream of owning one day."

It was another couple of years before he did much riding, but from the age of twelve, like many others, he began to use his bike for fishing trips, first to local gravel pits then further afield to places such as Cookham and Boulter's Lock. This developed into a desire to travel further and by 1941 he was touring in Wales.

At this point there was a 'dalliance' with a rival interest – motorbikes. However, by 1942 Ron had joined the Calleva Road Club and was set on a road he would follow for more than seventy years. The Calleva was then a leading racing club, but it seems to have instilled a deep love of all aspects of the bike game in most of its members. For Ron this meant time trialling and many long weekend rides, including the 'Sutton Benger Ride' which involved about 180 miles on a Sunday. Ron recalled getting home at 10 pm in a stunned condition and only just managing to get to work the next morning.



New Zealand, 1985



This activity was interrupted by National Service in 1944 when, as a telephone engineer he was sent to Portsmouth to work at D Day HQ on, among other things, the 'plotting tables'. After the war he returned to the Calleva and his racing career continued with them until the club folded up in the late nineteen fifties when he joined the Hounslow and District Wheelers.

It can be said that it was with the Hounslow that he really came into his own. Not so much as a rider, but as an event organiser, committee man and, perhaps most important of all, as a mentor to aspiring racing men. Like all those who had been through the Calleva mill he had a deep knowledge of all things cycling, and this came with a natural ability to solve mechanical problems – a combination which was of great benefit to many Hounslow members.

Now, in 2017, it has become hard to find anyone prepared to organise cycling events; this is one more reason to remember Ron's presence with gratitude. Apart from continual low profile but vital work on every sort of club activity, Ron was the promoter of thirteen Hounslow 100's (1966-70, 72, 73, 85, 86 and 2004-7) and six Hounslow road races.

Although cycling was important for Ron, it was only part of a long life rich in other activities. Sixty-four years of successful marriage to Jan produced Caroline, Kate and



Ron with Peter Wright at Caroline's place in Frome

Rob who have all benefitted from parental knowledge, but to give just one example: Sam, his grandson has spoken movingly about how much he learnt from Ron restoring the pre-war BSA 250 motorbike which had lived for decades in a tea chest. This is the passing on of 'intellectual capital' which every parent (and grandparent) should hope to do.

He was always happier when giving rather than taking, and while not a great champion as a competitor, he was a true champion clubman.

Ron is survived by Jan, their three children, and grandchildren Jamie, Sam, Ellen and Luke.

Chris Lovibond



Gosport 50, 1948

Ron Richardson's bike rides the Eroica Britannia

Two years ago, the vintage Italian bike ride L'Eroica came to the UK in the form of Eroica Britannia. This annual event starts from Bakewell with the 3000 plus entrants pedalling their way around the Peak District and just about past my front door.

This year (2016) I joined the many locals in signing up, the problem being that I didn't have a vintage bike! I used to have one, only when I owned the bike it wasn't called vintage... just old. I had moved to Derbyshire from Reading in the 1990's. I was definitely not a cyclist, but a few weeks after the move I made a request to my Dad (Les Dunster) to send me a bike. He responded by sending me an old bike from his shed that was made out of what must have been scaffolding tubing: big fat tyres and five ridiculous gears. He nearly put me off cycling for life! On my first trip out I turned the wrong way and plummeted to the bottom of a steep hill (as you do round here) only to find I that I hadn't the legs or the gears to climb back up it. Anyway, after a lot of grumbling I persuaded him to give me my Mum's bike; the frame being an old A.S. Gillott.

I cycled on and off (mainly off) for years on the Gillott but once Dad had passed away, I lost my bike mechanic and the Gillott just proved too difficult for an inept novice like me to maintain. Then, on taking up triathlon, I fell for the lure of a new titanium bike and the Gillott passed to my 'uncle', Ron Richardson. So, wanting to catch a glimpse of my once beloved bike again, and also in need of the use of a vintage steed for the Eroica, I asked Ron if I could borrow it. The Gillott had been transformed. Under Ron's capable hands it had undergone significant refurbishment so that it now truly deserves the term 'vintage'.

Eroica Britannia is a very British version of the Italian event, with the classic finish of a bottle of Chianti and the local bread replaced by a Bakewell pudding and pint of local Thornbridge beer. The route is what we call 'rolling' with the option of three distances on offer, the more challenging of which takes in climbs such as Mam Nick. Much of the ride is on the traffic-free trails that have replaced the rail tracks that once serviced the many quarries in the area. The rest of the route being on the quiet country lanes that exist in abundance in the peak district. The event doesn't resemble a regular sportive in any way. Rather than lots of riders with their heads down, riders are dressed up in costume, are social, interactive, and out to enjoy the ride. There's plenty of time to enjoy a brew and selection of real British food. Bacon sarnies, sandwiches and cakes were all washed down with that local beer and volunteers stand ready to help out with maintenance issues.



Derbyshire regularly has the Tour of Britain passing through and locals are enthusiastic - always out in force on every climb. The Eroica is no exception. Vintage bikes are displayed in shop windows and volunteers provide much appreciated provisions at those well-stocked feed stations. At the end of the ride you arrive to jubilant cheers and a full blown festival atmosphere with bike jumbles, vintage clothing and live music.

So many thanks go to my Uncle Ron for the loan of a truly heroic bike that enabled me to have a great day out.

Joanne Dunster

Mark and Jo's tandem ride: Budapest to Vienna

By Mark Silver



Jo and I recently undertook our first ever charity bike ride, which was organised by, and on behalf of the Spinal Injuries Association. We cycled on our specially converted tandem from Budapest to Vienna, a distance of 350 kilometres, in three days. We had our machine taken overland by van, and we flew out. There were some thirty or so participants, six of whom, like Jo, were paraplegics, so they used hand cycles. We had a tour guide, Gideon, and the event organiser was Elizabeth.

At the start, two groups gathered, one at Heathrow and the other at Manchester airport. We were at Heathrow and all went smoothly, however Gary (a wheelchair user) on the Manchester flight was taken to the wrong airplane therefore failing to get on the right flight and so arrived later on.

The two groups were united in Budapest at the bike hire shop. Then followed a trial run on a guided short tour of this magnificent city. We then rode on to our first hotel and the tour had begun.

The routine of the next few days soon became established. Up at silly-o'clock, eat a breakfast that deserves more time, make sure your room is clear, put your bags in the heap of bags by reception to be loaded in the van, fill water bottles, and outside to begin the next part of the adventure. Soon our path-finder Gideon would lead the way, then the hand-cycles would be the first to follow, and the more normal machines after that. The snake that consisted of thirty-odd cycles would start off in formation, but would soon stretch out, as different cyclists go at different speeds, and was rarely together by the time of the first stop which was usually after about twenty or so kilometres.

Here Elizabeth and her crew would have ready the trestle tables with drinks and little bits of sustenance necessary to keep us going. For the wheelies (the wheelchair users), she would have their chairs ready, if wanted. Often these stops were in town, so some people went to the local cafes for refreshment, but when all team SIA members were fed, watered and a little rested, we would be off again. There were usually two or three such stops per day, plus a nice restaurant for the lunch stop.

Of course things never go completely to plan. Despite Gideon's very best endeavours to have the show on the road bright and early each day, on the first morning the 7.30 am deadline came and went, and we weren't rolling till about 8.30. Similarly, trying not to lose people on the way gave poor Gideon a hard time. Sometimes we quite worried about him. Lots of 'sheep like' milling amongst us, till the back ones were gathered up and we all started again.

But most of each day was spent a-wheel. It is so nice to gently travel through lands unknown without the artificial barriers of glass and speed that motoring imposes. You can acknowledge the people you pass by, which was more often than not



reciprocated, though only near our destination was a cheery smile and perhaps a wave returned. Perhaps in Eastern Europe, such flamboyance is frowned upon. Also the general look and feel of the countries at the start of the journey was altogether less affluent than towards the end. The sorry state of some of the magnificent buildings from the era of the Austro Hungarian empire that we cycled past in Budapest, and to a lesser extent Bratislava was in stark contrast to the manicured look that was Austria. Similarly the Soviet era town squares were evident in both Hungary and Slovakia, but not so in Austria.

The route alongside the majestic Danube was largely of good standard. A lot of the time it was cycle paths, occasionally standard but quiet roads, but few main roads featured.

All ages were represented, from 'youngsters' in their twenties through to a lovely lady, who I believe is in her eighth decade. This seemed to make a difference only in those who 'hit the town' after supper to celebrate various birthdays, getting noisily back to the hotel in the wee small hours. Nonetheless these party animals were back on the bike next morning, seemingly no worse for wear.

Bill, the husband of the lovely organiser Elizabeth, had seen fit to bring along his vintage racing tricycle to ride, which he most generously let other people have trial rides on. Once was usually enough for nearly everyone who tried, but the exception was legal-eagle Grant, who bonded immediately with this curious machine and had a Cheshire-cat like grin for the whole day that he rode it, having consigned Bill to two wheels so that he could have an extended trial. It was with some reluctance that it was returned at the end of the day.

There were six 'wheelies' (wheelchair users) in our party, and all hand cranked their way from Budapest to Vienna. The fast boys were riding appropriately named 'Top End' machines. These fellas were a sight to behold: impressive athletes all of them. Our novice hand-cyclist Swati gave it her all, ably assisted by her brother Mizzi, but occasionally was coaxed into the 'broom wagon'; the van that Elizabeth and Bill were in for expressly this purpose. The whole group were very supportive of Swati.

After two long days a-wheel, it was great to have a shorter day on the Sunday, only fifty miles, as opposed to over seventy or eighty of the two preceding days. We twisted into Vienna on the wonderful cycle path, pausing only to admire the FKK section of the riverbank and its denizens! (Suffice it to say that FKK designates naturist, so the lack of attire meant quite a few of our party were quite taken aback!).

Then into Vienna itself, through the enormous park in the city centre, where we could ride four or five abreast, then on to the opera house and the welcoming committee. The final drinks whilst on the bikes, obligatory photo session, then off to the last night's hotel for the celebratory evening's meal.

Then on Monday we had the morning to explore the city, then back to the hotel, off to the airport and our flights back to our respective UK cities.

To our joy, surprise and relief all the hotels on the trip were wheelchair accessible. They all had excellent rooms and could accommodate the six 'chair users.

The curious pleasure of all the different people that was team SIA working together, putting themselves out for a common objective was a joy to be part of. This camaraderie will be one of my fondest memories of the whole trip.

A very big thank you to Elizabeth, Bill and Gideon and all the Classic tours people as well as Suzy, the one woman mobile hospital (whose surgery skills were never needed); all of whom made the trip so worthwhile.

The objective of the ride was to raise funds for the SIA.

Our target was £3000, which we surpassed, thanks to the generosity of many supporters, for which we are so very grateful. We cannot say how humbled and touched we were by this collective kindness. Thank you.

And our conclusion: everybody should go on one of these at least once!





Loz Wintergold - Hour Record at Herne Hill.

Report and photographs: Chris Lovibond

Elite-isation*: The process by which attention is increasingly paid only to those at the very top. That's the way of sport generally in the twenty first century and it is certainly true in cycling, where many newcomers now have no aspirations beyond riding sportives, and 'The Hour' is seen as the very tip of the pinnacle, only to be contemplated by ordinary mortals as something that happens on the television.

I'm proud to say that the Hounslow and District Wheelers stands out against the spirit of the age and recently has seen three different members make successful attempts at hour records.



Loz Wintergold is the latest in our series. His targets were the club's open air record and the VTТА record for his age group, which both stood to the Hounslow's Rob Gilmour who set the distance at 25.612 miles at Palmer Park, Reading in 2014 when he was sixty three years of age. A further possible target was the 26.602 miles recorded by Steve McGraw (a former international) in 2011 when he was forty eight. Under VTТА rules, if a distance achieved by an older recordman exceeds the distance covered by a younger record holder, the older man's record prevails and the existing record for the younger age is considered to have been beaten. Loz was fifty one at the time of this ride.



For a rider whose recent 25 mile performances on the road have been significantly faster than this and who had been able, in training, to lap consistently at 26.8 mph these seemed easily achievable ambitions. However, as we have seen before, the hard reality of these attempts is quickly revealed once the rider is on the track. On the evening of the attempt (23rd July) the conditions were reasonable but far from perfect with a tough headwind on the back straight and the sun still powerful enough to make shade seem desirable, although by about half distance both these problems did become less troublesome.

Starting just after 7.30pm Loz appeared to settle quickly into the necessary pace, lapping consistently at just under 39 seconds, enough for the club record, but never allowing him to be up on his ambitious schedule which anticipated an 80 second improvement on the record.

Jeff Marshall stood at the trackside near the timekeeper with a red and green board to indicate whether the rider was ahead (green) or behind schedule. It quickly became clear that the plan was over optimistic and with 20 minutes completed Loz was 10 seconds slower than he had hoped, a deficit which gradually doubled in the remaining 40 minutes. This meant that the first two objectives (the club and the VTТА 51 year records) were achieved with almost a minute in hand, but the 48 year age record was not beaten. Perhaps the recordman's

morale would have benefitted from seeing that green board on display.

As the hour ran out Loz had completed 26.022 miles (41.878 kilometres), comfortably improving on the distance he had set out to beat. However our man was not really satisfied with his performance, which, perhaps surprisingly to us ordinary folk, he felt was sub optimal.

This is an exercise where hindsight can be beneficial and Loz accepts that not every decision taken before the ride was perfect. He feels that his gear (97", 55x15) was too high for the prevailing conditions and that his machine was not ideal for the job. It was actually his ordinary time trial bike modified for the occasion, but the alterations included a change of position to which he was not fully acclimatized. Apart from the bike he feels that his starting effort was too hard and that more relaxed pacing would give a better result. Will we see our man in action again? The answer is - Yes! - He's already looking for another available slot at the track.

**A new but necessary word – perhaps it should be spelled 'elitisation' although this makes the pronunciation doubtful, whereas 'eliteisation' looks wrong because of the ei juxtaposition. You decide.*



MEET A MEMBER



Rachel Jarvis, 46, is the subject of this edition's 'Meet a Member' item



How and why did you get into cycling? Its 8:45am and I'm sitting on the train heading to work, really excited having just left the bathroom fitter at home, finally getting the bathroom renovated in the flat I moved into 2 years earlier. As I get closer to my stop my daydreams of an amazing new bathroom are rudely interrupted by my phone ringing; it's the bathroom fitter and the conversation went a bit like this. Bathroom fitter: "Hi Rachel, Any chance you can come back home?" Me: "Not really I'm nearly at work; is there a problem?" Bathroom fitter: "Sort of but I'd really like you to see this, you see I lifted your bath out and...um...the floor gave way [silence]." Anyway to cut a long story short I then had to sell my car to buy some new joists and a new bathroom floor (I came home that day to just foundations behind the bathroom door!). So overnight I went from someone who had not cycled for years, to commuting over 120 miles per week – every week. That was about 9 years ago and everything has sort of snowballed from there really

What made you join Hounslow & District Wheelers? For some reason I thought it was a good idea to do the Etape du Tour and needed some help and HDW were there on my doorstep. Everyone was so friendly on my first ride and I learned so much in those first few hours.

How long have you been a member? About 6 or 7 years...can't really remember

What do you consider to be your best ride? Tricky one as all rides are the best for different reasons. Biggest achievement was the first time I rode the Etape. It was the best in some ways as it was the first time I'd ever done anything like it...the scenery in the Pyrenees was stunning as well.

Most fun ride was the "Famous Five's Brewery Tour" Myself and four friends all nominated our favourite brewery and we then cycled from Sharps in Cornwall to Fullers in Chiswick, stopping off at various breweries to taste and tour.

Toughest ride I've done was earlier this year when I did the Deloitte Ride Across Britain but the outstanding route and the fact that we were fortunate enough to have spectacular weather made it one of the best. I've seen parts of Britain that I never knew existed and felt almost privileged to have been riding through some stunning parts of the Scottish Highlands as dawn broke through the mist. LEJOG was never really on my bucket list and definitely not doing it in 9 days, but it was by far an amazing experience and one that ranks up there as one of my best rides.



What bike(s) do you ride? In the summer my road bike is a Giant Avail Advanced 2011. I remember taking it for a "try before you buy" ride and the shop in Twickenham had to cut the seat post down specially to accommodate my hobbit legs. I was a bit concerned they'd just hacked off a huge chunk of seat post but they were that convinced I'd buy it if I rode it...they were right I loved it! For the winter I have a Willer Cyclocross with disc brakes – I'm starting to be a disk brake convert even if it's a lot heavier. However the bike that makes me smile the most is my commute bike; the simplicity of my Charge Plug is just great with the added benefit that it's easy to clean.

What is your favourite bike snack? Midget Gems, malt loaf and banana bread

And, final question – your favourite coffee stop? Any that has good cake, preferably Carrot or Chocolate cake but I can be persuaded by most cakes, so a coffee stop without cake (or worse, bad cake!) is not playing fair.

Born to Ride (final) part three

Trevor Gilbert

Most the time I have written about my time trialling but I have also ridden a handful of road races and track at Reading, Slough (a 440 yard shallow bowl) and Welwyn built in the late 1950s; it was certainly the steepest outdoor track when built – would think it still is. When I told dad I was going to try track racing he gave me one bit of advice - “When some top rider is coming through on the inside stay where you are. It is a lot further round the outside and if he touches your wheel he could be in trouble”. Rode at Reading whilst a student between 1957 and 1961. Worked in London at the time; rushing back to High Wycombe then direct to Reading but this was a bit tiring so I stopped track racing despite having really enjoyed it.

It was not touching wheels that caused my worst accident ever on a bike. Riding at Reading Track (Aug 1960) I came off when at the front of the field in a points event during a supporting event to an interleague meeting - fortunately no other riders were involved. I parted from the bike, skidded, rolled, skidded again removing large areas of skin. Treatment at High Wycombe Hospital resulted in the left arm bandaged but not in a sling. Could not work because I was unable to use the parallel motion on the drawing board. There was a plus, I could still ride the bike so returned to work after two weeks with a good suntan (clouds and a silver lining).



My first holiday awheel was behind dad on the back of a tandem with mum on her solo in Derbyshire, during 1948 (I think). Remember it involved a lot of walking! Leaving school in 1956 I had my first youth hostelling holiday along with a school mate, starting from Long Sutton. I met my mate in Spalding and we stayed at Whitwell youth hostel (near Luton) on the first night, second night Streatley (West of Reading) and the next night Gosport. We had a motorboat tour of Southampton harbour the following day before moving onto Swanage, from here turned north staying at Marlborough and the last night was spent at Badby youth hostel near Daventry. The following night I was back at home. I remember the weather was warm and sunny the whole time and.....no punctures! A very enjoyable tour with no mums and dads to tell us what to do!!

In 1958 six, including me, rode to Cardiff to see the Empire Games (now the Commonwealth Games) where we camped. The track events were at the Mandy Stadium, Cardiff. The road race was held at Llantwit Major a few miles West of Cardiff and was won in a solo ride by Ray Booty who dropped the Aussies on the last lap. Guess what, they complained, don't know why, sour grapes!! Ray won the Isle of Man International which was 3 laps of the TT course; a total of 117 miles. In 1958 he became the first rider to beat 4 hours for a 100 mile TT with 3-58-28. In total he broke the 100 three times and the 12 hours twice, best was 266.0 miles and he won the BBAR 3 times. In 1960 Ray broke the RRA 100 record with 3-28-40 on the A12 (London to Gt. Yarmouth) taking a massive 17s off the record. After the games four of us caught the ferry from Cardiff to Weston-Super-Mare and stayed at Hutton near W-S-M, where we able to dry out our tents and clothing (the last two days in Cardiff it never stopped raining). Next day we camped at Porlock Weir and took it easy by losing a lot of pennies in the slot machines in Minehead. The following day we climbed Porlock Hill, very slowly on a very low fixed wheel (about 56”) and then visited Lynton and Lynmouth – more use of the 56” gear needed! We camped near Barnstable. From here we turned east and the last night camping was near Crewkerne in Somerset. A very long hard day then saw us back in High Wycombe, ready to start the college autumn term. Very enjoyable, even taking into account the necessity for a 56” gear and having to dry out after a wet Cardiff. Other YHA weekends were enjoyed with my Wycombe club mates, often going to Duntisbourne Abbots near Cirencester, Gloucestershire. It was only 60 miles from High Wycombe which meant we could decide to go Duntisbourne Abbots youth hostel at the club room on a Friday night or even on the Saturday morning – one weekend we went to Colchester.

At the beginning of 1972 I joined the Hounslow & District Wheelers, mainly for social reasons. Well my PBs were hardly going to enhance the Club's all conquering team. Rode 435 events as a Hounslow rider, the last one in 1994. For some reason I cannot understand, the PBs all but dried up, only 5 in 23 years. Did manage to set a Club Record at '10' miles of 22-07 in 1973 - a PB never to be beaten. In 1979 I set a Veterans Fastest Record at '10' miles of 23-17. An average of 19 events a year. It is said old habits take a long while to die. Only stopped racing at the outset of arthritis in the right hip. A few times I was in the right place at the right time to win a team medal.

The PBs were 1973 '25's 59-22 & 58-12, 1973 '25' 57-54, 1977 '25' 57-36. Last '25' under the hour 59-50 '1978'

Achieved 64 PBs, rode 26 National championships, broke 23 club records (some were team records) in the High Wycombe CC, Feltham RC and the Hounslow, 29 TTs, 4 tandem, 22 hilly & miscellaneous distances, 10 MG '25's (that is rides on a fixed wheel 72” gear) best medium gear, Hounslow & Dist Whs Open 1960 1-05-24 Pangbourne Lane winner Ken Craven 59-20.

Personal Bests

10 miles 22-07 / 25 miles 57-36 / 30 miles 1-14-08 / 50 miles 1-56-17 / 100 miles 4-18-27 / 12 hrs 246.685 miles

Best averages

10 miles	1973	11 events	average 23:44	fastest 22:07	slowest 24:59
25 miles	1953	16 events	average 1:00:16	fastest 57:54	slowest 1:02:02 (4 under the hour)
50 miles	1977	5 events	average 2:03:31	fastest 1:57:59	slowest 2:07:36 (1 under 2 hours)
100 miles	1971	3 events	average 4:22:14	fastest 4:18:27	slowest 4:30:18

12 hours — only finished two 1961 236.647 miles and 1971 246.685 miles (started 7 others!!!)

In 1984 rode the Club Open '10' on the Maidenhead Thicket Course twice!! First ride in the Vets / Ladies / Juniors '10' did 24-22 an hour later rode the Open '10' and did 24-27.

In 1985 repeated 2 rides as above did 25-03 and 25-27.

At the start of this trilogy (or is it a tragedy!) I wrote that I would be lucky to be in the top two dozen of the 'Hounslow', when it comes to racing - think I have proved the point (QED).

Well that's it folks; 'The End' and all done on a proper bike!!!

Cheers Trevor Gilbert

My 'Magnificent Seven' best bits of a 1980s time trial bike

Part two – the medal winners.

Steve Kish concludes the countdown

This follows on from the last issue listing four iconic bits of kit that made the jaws of so many testers drool that Kleenex had to up their production to cope. However, we now come to the top three 'look and swoon' items, the very thought of which may well inspire you to trawl through eBay retro bike sites or at the very least, bring such a smile of contented memories to your face that the wife starts checking your text messages trying to locate unrecognised ladies names!

The 'bronze medal' third-placed goes to not one, but a selection of components, the very name of which sends drool down the skinsuit Clement silks! The 'Seta' No. 3 was the choice of many (including yours truly) with it's red label but for those special days, just seeing your rims shod with the green label of the 'Seta Extra' No. 1 inspired you to produce your best. The sound of these (especially on concrete roads) was just like somebody tearing a 25-mile long strip of linen next to your ears. Unfortunately, a puncture usually meant the end, for it would be a very brave man that pinned his hopes on a 1cm piece of latex being held onto the tyre with rubber solution to hold back 130psi of air for an hour. Whilst these didn't really last too long, I did have a pair of the 'Ones' that did and noted a strange side effect – they actually got bigger with age! They eventually ballooned out to about 28mm wide making my CX18 rims look like hula-hoops. Superb bits of kit.

Runner up position for the silver medal was something that looked so '100% right' for a time trial bike that it's impracticality was easily outweighed just by looks ... the Modolo Kronos brake levers. Made from black plastic and beautifully shaped, these came with rubber hoods used by hardly anybody. They were almost impossible to hold on the tops, had weird red plastic inserts at the front (which everybody eventually lost and taped over), made braking hard work but despite this, they were just so good to look at that we all bought them whilst convincing ourselves that the micro-weight saving and aerodynamic efficiency of about 0.00001% made it worthwhile.

And so, as voted unanimously by this panel of one, the best time trial component of the 1980s was the Cinelli M71 pedal! Minimalist in appearance, but with the distinct advantage of not using clips and straps, even before the first Look pedal was invented, these were a must. Universally dubbed as the 'poser pedals', so posers we all became. Had Cinelli done a bit more with a better finish and ti spindles, these could have stayed around long after their demise but whilst the principal was innovative, the few problems that they had (including cleats that didn't lock in if one micron of dust got into the slide-channel and a quick release that was supposed to let you out if you fell but always failed to do so) didn't really matter. Once you were in, you were virtually nailed to your pedals with no chance of getting out, so you may just as well go as fast as you can until the end ... truly the most exclusive bit of any 1980s time trial bike.

So, there they are; my Magnificent Seven.

Other items I considered were the whole of the Dura Ace AX and 600 AX groupsets but although there was some nice stuff in there (notably the brake calipers), they would have just made a Top 10, along with the Dia Compe aero calipers and possibly the Huret Jubilee rear mech, but you can't get excited by something that is made to slow you down or something that's spelt 'Hurr-ett' and pronounced 'Yoo-Ray', can you?

The Bike Maintenance Page

New this issue but perhaps to become a regular item

For those of us just starting out on a life a'wheel or lifelong technophobes — Jeff Marshall advises on:-

Fixing a puncture whilst out on a ride.

(This article assumes you are out on your multi-gear road bike)

1. When you feel one of your tyres soften, grit your teeth, no swearing now. Later maybe? If it is your front wheel, feel lucky! If it is your back wheel, & Sod's Law says it probably is, change into the smallest cog on your cassette and small chain ring if you have time, before you stop pedalling. **GET OFF THE ROAD**

2. **DO NOT TURN THE BIKE UPSIDE DOWN** (a real no-no this, the mark of a novice — causes damage to saddle, brake hoods and any 'bar mounted computer etc.)

3. **RELEASE THE RELEVANT BRAKE CALIPER**, so that when replacing wheel the inflated tyre will pass between the brake blocks. (Campagnolo have a sliding pin at the top of the brake lever, push it outwards. Shimano and others have a small lever operated cam device on the calliper itself)

4. **PULL OUT THE LEVER OF THE QUICK RELEASE HUB** to release the wheel.

Front wheel, stand in front of the bike. Hold the 'nut' with one hand and unscrew the QR lever a few turns with the other, to allow the wheel to drop out past the irritating 'lawyers lips' on most current front fork ends.

Rear wheel, stand behind the bike, operate the quick release lever with your left hand to loosen wheel. With your right hand pull the derailleur mechanism towards you on its swivel against the spring loading. Using your right thumb on the lug/tab that retains the chain carefully push the jockey-wheel cage down so that cage rotates anticlockwise, allowing the wheel to fall out of fork ends. (see photo.)



Removing the rear wheel

At no time is it necessary to touch the chain.

5. **LET OUT ANY REMAINING AIR** from the tyre/tube by unscrewing the valve nipple.

6. **TAKE A TYRE LEVER**, insert the end between tyre and rim and run it right around the wheel to unseat the tyre bead and allow it to move into the 'well' of the rim. This side of the tyre is now looser on the rim and will be easier to lever off the rim.

7. **USING TWO TYRE LEVERS**, spaced about 100mm apart, equi-distant about valve, hook both under the loosened tyre bead and lever it off the rim. The tyre will now pop off the rim between the two tyre levers. Run one of the levers right around the wheel between the inside of the tyre and the outer surface of the rim, so that all of one side of tyre is free of the rim. You should not need the tyre levers again

8. **PULL OUT THE INNER TUBE**, starting from a point opposite the valve, and carefully inflate the tube to find the puncture point in the tyre or 'outer cover' as they are often called.

Match the tube to the tyre to identify the puncture point. Now remove the valve also and inspect the inside of the tyre for the offending piece of grit, glass, wire or whatever. If it is still there, remove it by flexing the tyre to ease it out. Failure to do this will inevitably result in a further puncture at the same point a short distance further into your ride.

9. **TAKE ONE OF YOUR SPARE INNER TUBES** (always carry two) **very lightly inflated**, fit onto wheel. Having peeled the tyre back, put the valve thro' the hole in rim, tuck carefully into tyre the whole way round.

10. **REFIT TYRE**. Starting at a point opposite the valve, feed the bead of the tyre gradually in both directions onto the rim using thumb and fingers only. You will reach a point where the tyre starts to be more difficult to feed on and will be stretched fairly tight, equi-distant each side of the valve.

DO NOT BE TEMPTED TO USE A TYRE LEVER!

Ensure that the tyre bead is in the centre well of rim and therefore free to move, by sliding your thumb or in extremis, a tyre lever all around wheel between rim and tyre.

Now using your fingers and thumb carefully ease the remaining section of tyre over the wall of the rim. Just before it goes over, push the valve into the rim to lift the inner tube and so avoid it being trapped under tyre bead.

11. **YOU CAN NOW INFLATE THE TYRE** and replace the wheel into fork ends.

(Some bikes with very close clearances require the tyre to be inflated after fitting wheel into frame)

Front wheel: stand in front of bike. Remember to retighten the quick release wheel hub and reset the brake caliper release device.

Rear wheel: stand behind bike, lift saddle, manoeuvre the wheel into position beneath rear fork ends, pull the derailleur mechanism towards you clockwise on its pivot and with your thumb, rotate jockey wheel cage anticlockwise and lower the fork ends onto the wheel spindle.

DO NOT TOUCH THE CHAIN

Re-tighten the quick release wheel hub and re-set the calliper release device

ET VOILA! OFF YOU GO

WHEN WIGGO MET ROGGO

(An imaginary conversation but highly plausible (yeah right!))

By Roger Sewell (aka Roggo)



"Hi there Wiggo. How's the training going for the Olympics".

"Fine thanks Roggo, last bit of intense training before the wind down and then more glory. How are you doing, it's 50+ years since you started isn't it?"

"Yes, this is my 53rd consecutive year of time trials but I think it is time to call it a day."

"Oh why, aren't you going very well?"

"Well I'm still going faster than when I was in my thirties so quite happy but getting fed up with being beaten in the Vet's Standard by riders in their early forties who are also winning the event with fastest times".

"That must be a bit galling Roggo but you don't ride to win prizes do you?"

"No not really, but I joined the VTTA years ago and gradually worked my way up the finishing order. Then some bunch of twits cut my 25-mile standard by 8 minutes but someone of forty years old still has the same standard. It has also become much harder to get motivation and costs are rising all the time. I can't afford these protein drinks and energy gels and some of the scientific terminology is baffling. Only the other day I was trundling my 55x11 gear in a race when some wit shouted 'Up your cadence!' 'Up yours', I shouted back not having a clue what he was on about, although after the event I did think perhaps I should pedal a bit faster"

"So you don't take any supplements then Roggo?" "No, can't afford them although I did experiment with EPO for a while"

"Did you get caught?" "Yes unfortunately, my wife came in just as I was taking a couple of pills and really had a go at me for taking her Evening Primrose Oil"

"Do you use a heart monitor, Roggo?" "No not since it started reading zero while I was out training and I couldn't work out if my belt had slipped, the battery had gone or I'd died. So I gave up wearing one"

"Do you do any training indoors?" "I do but I'm not sure what bike to use". "Yes that's good." "Yes but what bike should I use?" "I told you - yes that's right!" "Stop messing about Wiggo, which bike should I use for indoor training?" "Your Watt-bike you ninny, it helps to improve your power. How is your power output?"

"Well we get our gas and electricity from Scottish Power." "No Roggo, what is your Wattage?" "It depends if we have the Electric fire on and sometimes if I've left extra lights on in the house it can be quite high" "No you don't understand - what does your meter read for power?" "Difficult to know as it's in a cupboard under the stairs"

"Oh forget it! What about some core strength exercises in the gym?" "Well I must admit I did see this lovely blond coming from out of the gym in her leotard and thought, 'Cor give me strength!' "Sorry Roggo but you really are a sad case - how about whey?" "Oh this is good Wiggo, I'm down to eleven stone two pounds - lost over a stone since January"

"You should get yourself a coach." "Don't really need one as I've got the car and ride the bike otherwise."

"No, I meant a personal coach or trainer." "Not really for me, can't see why people should charge me money for doing my sport, a pastime, trying to make money out of my enjoyment. We are basically amateurs so it shouldn't be allowed. Anyway you know what is said about coaches, 'If you are no good at something, become a coach - and if you're no good as a coach, write a book.'

"Seems to me Roggo that you are stuck in the past mate and find it difficult to adapt to modern technology and ideas."

"Well I did tell you that Wiggo. I just want to enjoy riding my bike without all these distractions and changing attitudes. I remember years ago when sex before a race was frowned upon and then it was amended so that it was perfectly OK to have sex before races. The trouble was that I had so many late starts because I was still doing it when my number was called!"

"Well never mind Roggo I'll have to get off now, Rio is calling. Are you likely to go to see the top riders in our sport at any time?" "Nah, unlikely mate they never come out to see me!!!!" "Cheerio Roggo"

"Bye Wiggo, good luck in the Olympics! Oh by the way, can you use your influence as an ambassador for cycling to get Eurosport to correct their irritating spelling error - it should be Last Kilometre not kilometer!!!"

Postscript to "The conversation"

Ring ring. Ring ring. Ring ring.

"Hello, Wiggo's residence, Sir Brad speaking." **"Wiggo, it's Roggo did you get my message and photograph?"**

"Yes mate, you did a 54-49 and 21-55." **"It was magic, nearly 69 years old and done on pure strength and experience"**

"I must say Roggo your muscle definition is outstanding" **"I know, I looked it up: An edible shellfish with a dark brown or purplish black shell, found in the sea or freshwater"**

"Goodbye Roggo!"

"Oh"

Hounslow & District Wheelers - Ron Brown Memorial 100 (29th May 2016)

Report and photo: Chris Lovibond

The complaint is often made that time trials are too predictable to be called races, and that the only interest is in the minor differences in the relationship between established riders.

Last Sunday (29th May) in the Ron Brown Memorial 100 this cosy arrangement was completely exploded when the two fastest rides came from novices at the distance. The winner was Kieron Davies (Drag2Zero) with a time of 3 hours 27 minutes 34 seconds, the very close runner up was John Dewey (Team Bottrill) who recorded 3.28.21. This shock effect was enhanced when it was realised that both performances were improvements on the existing course and event records (event record was by Kevin Dawson, 3.29.03, when the event was the National Championship in 1997, course record, Adam Topham, 3.34.01 in 2015).

Kieron Davies' time is truly remarkable for a first 100, although it should be said that he is not exactly a time trial novice since he won the Welsh 50 Championship last year recording 1.39.16. Davies is a 29 year old school teacher from Camarthen in South Wales. Originally a rugby player he started cycling at 23 just to keep reasonably fit, but a competitive instinct soon showed itself and he is now in his fourth racing season. Since he is, by time trial standards, still young, there seems to be a possibility that Kieron could soon be rewriting the record books for this branch of the sport.

John Dewey was unlucky to have to settle for second place; his time was just 47 seconds slower than the winner's and was course and event record, but only for just over two minutes, since, by chance, he had started three minutes ahead of Davies. His 2016 season has been outstandingly successful before last Sunday, with five victories from the first five rides, which he attributes to honing his skills with Matt Bottrill though last winter. John did have the consolation of leading his club to a team victory, supported by Scott Walker (3.47.25) and Edward Nicholson (3.49.56).

Both the leading riders intend to use this result as a qualifying time for the National 100 Championships – perhaps they will also upset things there.

Laura Bartlett (A3crg), the ladies winner, was yet another novice at the distance. However it's clear that she is already skilled at pace judging, since her 50 time was almost exactly half her finishing time of 4.08.16. Laura reported that her club mates suggested she had not tried hard enough because she looked so fresh at the finish – while this seems an unfair criticism of a first timer in a long event, it certainly tells us there is more to come from Ms. Bartlett.

The event took place on the Farnham – Alton course in cool weather with a moderate North Easterly wind: not bad conditions, but by no means perfect. For the first time in a quarter of a century it was not organised by Trevor Gilbert who has been obliged to lighten his responsibilities for health reasons – we all owe Trevor a great debt for his work over many years. Jeff Marshall stepped into the breach at short notice and has done an excellent job, but it's worth noting that while Jeff has had a long connection with this event, he won it in 1962 and 1972, there was at least one person present who had an even longer connection: Ron Richardson (91) whose first experience of this 100 was in 1949 when he was a young(ish) member of the then promoting club, the legendary Calleva RC, from which the Hounslow took over in 1956.

Result:

1. Kieron Davies	Drag2Zero	3.27.34
2. John Dewey	Team Bottrill	3.28.21
3. Peter Harrison	GS Henley	3.30.22
4. James Hayden	Bishop's Stortford CC	3.35.04
5. Charles Mitchell	A3crg	3.41.26.

Ladies:

1. Laura Bartlett	A3crg	4.08.16
2. Deana Ford	High Wycombe CC	4.36.50.

Fastest Vet:

Jon Wynn	T1Diabetes.info	3.42.22
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Vet on Standard:

Stephen Whitewick	VeloRefined Aero	+78.48
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Team: Team Bottrill

John Dewey	3.28.21.
Scott Walker	3.47.25
Edward Nicholson	3.49.56
Aggregate time	11.05.42

Results: HDW

Nic Stagg	03:57:59
Stuart Hewlins	04:02:04
Paul Holdsworth	04:04:23



Nic Stagg



Forgotten something?



**The 2017: RTTC 100 Mile National Championship.
Promoted by Hounslow & District Wheelers**



**Date: Sunday 9th July 2017 06:00 to 14:00
Between Alton and Farnham on the A31
Offers of assistance to Bruce McMichael
020 889 16066 or 07503 251549
mcmichael.205@tesco.net**



A SPLENDID TIME IS GUARANTEED FOR ALL

Hounslow & District Wheelers Open 25 (17th July 2016)

Report and photos: Chris Lovibond

James Boyman (Farnham RC), last year's Hounslow 25 winner, did not start with the very quickest qualifying time, but when he finished in 50 minutes 17 seconds he may well have felt confident that this fast time would carry the day. It would have been fast enough to win every past Hounslow 25 except his own 2015 victory. But times change, and this year his only stood for just under ten minutes until Rob Sharland (Paceline RT) crossed the line in 49.31, improving the event record for the second successive year.

At twenty-eight Rob Sharland is in his fifth racing season and his star is clearly still rising. This ride should give him confidence for his next target - to improve his position in the National 25 Championship (7th August). Last year he was sixth, so this certainly looks achievable. There are striking similarities between these two riders: they are the same age, they do not see themselves particularly as time triallists and are active in road racing, they write cycling blogs, both of which are certainly good enough to suggest that when they finally hang up their racing wheels a career in cycling journalism awaits them. It's worth mentioning that James Boyman has not had an easy year so far with health problems preventing him from training in March and April. However it looks as though those difficulties are behind him, and we wish him every success for the rest of the season.



Rob Sharland



Pete Tadros

Pete Tadros (In Gear-Quickvit Trainsharp) won this event in 2014, was third in 2015 with 51.04 and third again this year with 50.56. This was also just good enough to take the veteran standard prize from the Hounslow's super veteran Rob Gilmour by 12 seconds. Who could doubt though, that a more significant result for Pete was the 58.58 recorded by his fourteen year old son Theo (In Gear-Q.T.), a first sub hour result for Tadros junior. Young riders are so rare nowadays that this event does not offer specific prizes for them, although in fact there was one other competitor of the same age, Vaughan Marris (Fareham Wheelers) who was unlucky not to get under, recording 1.00.07. If Theo keeps going at this rate, the Tadros name looks set to be a near permanent feature of time trial results.

The Hounslow has a proud record of winning the team prizes in its own events, but this time we had to settle for second, the winners being the Bigfoot CC with Kevin Grimshaw, 54.41; Mark Valios, 55.14 and Barry Stewart 56.33 (aggregate 2.46.28). The Hounslow's team counters were: the 2011 event winner, Nic Stagg, 54.52; James Cadman, 55.58 and Rob Gilmour 56.03 (aggregate 2.46.53); just 25 seconds difference. There was a startling age spread here, with Gilmour an impressive performer at sixty-five, but James Cadman at thirty a rapidly improving newcomer.

In the Ladies section an excellent ride from Laura Bartlett (a3crg) took the prize with a time of 57.43. This gave her the wide margin of 3.40 over her nearest rival, Sophie Household (SSLL RT) who finished in 1.01.23. The Ladies team went to a3crg with Sarah Matthews recording 1.01.39 which also gave her fourth place overall.

The event was held on the Farnham - Alton course and was efficiently organised by Bruce McMichael. It attracted 116 entries.

Result:

1	Rob Sharland	Paceline RT	49:31
2	James Boyman	Farnham RC	50:17
3	Pete Tadros	In Gear QV T	50:56
4	Gary Chambers	Fareham	51:56
5	Matthew Parfitt	Charlotteville	52:55
6=	Stephen Williamson	A3crg	53:06
6=	Andy Langdown	Blazing Saddles	53:06
8	Carl Ferri	Cadence Perf	53:12
9	Eddie Allen	Redmon CC	53:16
10	Mark Perry	LMNH	53:55
11	Ayrton Pope	Paceline RT	54:04
12	Rupert Robinson	Evans Cycles RT	54:39

Ladies:

1	Laura Bartlett	A3crg	57:43
2	Sophie Household	SSLL RT	1:01:23
3	Therese Coen	London Phoenix	1:01:37
4	Sarah Matthews	a3crg	1:01:39
5	Claire Kitching	Newbury RC	1:01:59
6	Helen Gravatt	Twickenham CC	1:04:20

Team: a3crg.

Team: Bigfoot CC **Vets' Standard:** P.Tadros.

Good Friday 25 mile TT, 25th March 2016

Report: Chris Lovibond

Pos	Name	Time	Hcp	Hcp	Hcp Time
1	Nic Stagg	00:58:16	Scr	5	00:58:16
2	Damian Poulter	01:00:27	2	6	00:58:27
3	Stuart Hewlins	01:00:42	1	7	00:59:42
4	Paul Holdsworth	01:01:12	1.3	8	00:59:42
5	Robert Gilmour	01:01:37	3.3	9	00:58:37
6	James Cadman	01:06:27			
7	David Gunn	01:08:13	11	2	00:57:13
8	Bruce McMichael	01:11:50	11	12	01:00:50
9=	Janine Lawler	01:12:50	15	4	00:57:50
9=	Halley Tullett	01:12:50	12.3	10	01:00:20
11	Ian Tullett	01:13:06	10	16	01:03:06
12	Hugh Johnson	01:13:27	16	3	00:57:27
13	Mark Silver	01:14:50	20	1	00:54:50
14	Joanna Wells	01:14:39	13	13	01:01:39
15	Neil Blundell	01:14:40	7.3	7.3	01:07:10
16	Jill Bartlett	01:15:44	14	14	01:01:44
17	Simon Wroxley	01:16:13	14	15	01:02:13
18	Linda Williams	01:17:43	17	11	01:00:43
19	Bob Douglas	01:24:05	19	17	01:05:05
20	Les Howson	01:28:10	16	19	01:12:10

The first Hounslow club time trial of the new season demonstrated that the club's fast men have retained their speed and enthusiasm through the winter, with the first five riders beating one hour two minutes.

The fastest ride again came from Nic Stagg, who recorded 58 minutes 16 seconds, an outstandingly fast time for a first 25 of the year, and over two minutes clear of his nearest rival, Damian Poulter, who did 1.00.27.

These two excellent times were closely followed by Stuart Hewlins with 1.00.42, Paul Holdsworth, 1.01.12 and Rob Gilmour, 1.01.37. Rob's performance gave him the veterans standard prize.

Although off the pace of these established riders, James Cadman's time of 1.6.29, which gave him sixth place, showed great promise for a relative newcomer; we expect to see good results from James later this year.

In the ladies competition there was a tie for first place with Janine Lawler and Halley Tullett both recording 1.12.50.

The handicap award went to Mark Silver who made good use of the twenty minute allowance he was given for choosing to ride a trike around the tricky (for three wheelers) West of Windsor circuit. He finished in the respectable time of 1.14.18 which was almost three minutes too good for the second placed man on handicap, Dave Gunn.

The event saw twenty Hounslow finishers and a further ten riders (non Hounslow members) who recorded times as 'private time trials'.

Autumn 25 mile TT

Pos	Name	Time	Hcp	Hcp pos	Hcp Time
1	Nic Stagg	00:58:46	Scr	7	00:58:46
2	Stuart Hewlins	00:59:31	2.3	1	00:57:01
3	Paul Holdsworth	01:00:00	2	4	00:58:00
4	James Cadman	01:01:34	3	5	00:58:34
5	Roger Sewell	01:05:12	6	8	00:59:12
6	Neil Blundell	01:06:12	7.3	6	00:58:42
7	Andrew Caldwell	01:09:26	8	11	01:01:26
8	Joanna Wells	01:14:13	15	9	00:59:13
9	Neil Ferrelly	01:14:47	17	3	00:57:47
10	Mark Silver (trike)	01:16:15	16	10	01:00:15
11	Bruce McMichael	01:18:16	16	12	01:02:16
Other rides					
	Ayrton Pope	00:57:12			
	Will Campbell-Jones	00:59:50			
	Gilly Blundell	01:11:14			
	Nathan Woolridge	01:11:27			
	Dave Perry	01:12:15			

CLUB HILL CLIMB RESULT SUN 23OCT 2016

1	Stuart Hewlins	HDW	1m 46.51s
2	Nic. Stagg	"	1m 47.61s
3	Neil Blundell	"	1m 54.99s
4	Luke Carter	"	2m 02.66s
5	Paul Holdsworth	"	2m 13.92s
6	Nigel Forward	"	2m 35.40s
7	Linda Williams	"	2m 43.91s
8	Jo Wells	"	3m 16.99s

Other rides

Jamie Richardson	Chippenham Whs.	1m 41.79s
Harjinder Obhi	South Bucks R.C.	2m 23.52s
Tyrone Fantham	South Western R.C.	3m 26.15s

Conditions were good for the Hill Climb with dry roads and sunshine at the top of Windsor Hill and there were a lot of people out, with both runs congregating at the top of the hill. Unfortunately only 11 chose to compete, some of the regulars being absent.

Stuart Hewlins who pushed himself to the limit, falling off after finishing, was a mere 1 second faster than Nic Stagg. Both were faster than last year.

The fastest time overall was, as last year, by Jamie Richardson, though on this occasion, 2 seconds slower.

Luke Carter went 20 seconds faster than last year!

Linda Williams did a very creditable time

A very enjoyable time was had by all

Jeff Marshall

Interclub 25 Mile Time Trial 8th May 2016

Report and photo: Chris Lovibond

Hounslow & District Wheelers, Twickenham CC and the Westerley RC.

Liam Maybank (Twickenham CC) recorded 54 minutes 8 seconds for the distance, the fastest ride of the day by the wide margin of 4 minutes and 25 seconds over second placed Clayton Edge, also Twickenham, who finished in 58.33.

Maybank's time was an improvement of over a minute on his winning ride in this event last year, and was within a few seconds of Wouter Sybrandy's course record, which had until now been thought to be unassailable. He clearly has good form this year and although his career goes back to the mid nineties, he is still full of enthusiasm. He won the Westerley open 10 two weeks ago, and his immediate ambition is to achieve a fast qualifying time for the National 50 Championship in order to get a favourable starting position in that event. We wish him all the best with this project.

The best performance by a lady came from Helen Gravatt (Twickenham) who recorded 1.9.16 to beat her clubmate Julie Chasin who finished close behind in 1.9.36.

However this event is really about the handicap competition since the only award is the Interclub Shield which is won by the club team with the three best handicap results. A short explanation may be necessary here. Apart from the scratchman (that is, the fastest rider on past performances) every entrant is given a handicap allowance. This is the amount of time which the independent handicapper expects each rider will lose to the scratchman. So for example if the fastest rider is expected to record, say, 55 minutes for the distance and another entrant is expected to finish in 1 hour 5 minutes, he would be given a handicap allowance of 10 minutes and this will be subtracted from his actual time to give his handicap time. So if the handicapper does his job perfectly (fortunately he never does) all the handicap times would be identical.

The Twickenham CC comfortably won this competition with an aggregate handicap time of 2 hours 24 minutes 9 seconds, over 20 minutes too good for the other two club teams.

To do well under this system it is best to have up and coming riders who are improving, rather than established stars who are at or near their peak. It's therefore worth noting that the Twickenham is the oldest of these three clubs, having been founded in 1893 while the Westerley dates from 1924, and the Hounslow, the Benjamin of this group, is a mere 83 years of age and was born as recently as 1933. So the Twickenham must be congratulated for sustained youthfulness.

Interclub 25: Fastest on actual time

1	Liam Maybank	TCC	54:08
2	Clayton Edge	TCC	58:33
3	Darren Austin	TCC	59:49
4	Steve Home	TCC	1:00:24
5	James Cadman	HDW	1:03:27
6	Phil Langton	TCC	1:03:42

The Hounslow does at least have the consolation that its current six best riders were away at the Charlotteville 50 where they returned respectable performances:

Loz Wintergold	1:54:24
Nic Stagg	1:54:49
Stuart Hewlins	1:57:53
Damian Poulter	1:59:15
Rob Gilmour	1:59:40
Paul Holdsworth	2:03:45

These times need some qualification since Loz had mechanical trouble – a broken tri-bar, and Nic was suffering with a dental problem. It seems likely that Paul Holdsworth also had some unknown difficulty since his time is uncharacteristically slow.

Finally, it is pleasing to see that Stuart Hewlins is still making a steady improvement; let's hope we see something really fast from him before the end of this season.



The Twickenham team counters were:

	Actual time	Hcp (Mins)	Hcp Time
Kevin Jones	1:10:52	24	46:52
Daren Austin	59:49	11	48:49
Mathias Knop	1:08:08	18	50:08

This interclub event has existed since 1925 and is run by the participating clubs on a rotating basis. It was the Hounslow's turn this year and the organiser was the very capable Jeff Marshall. It was held on the West of Windsor course.

Midsummer '25' mile TT

Report: Chris Lovibond



Stuart



Organiser Pete Sprake with marshals Bruce McMichael and Bill Carnaby

Stuart Hewlins achieved two ambitions at once in the Midsummer Cup Time Trial: to win one of the club 25's, and to get under the hour on the tough West of Windsor course. His time of 59.49 gave him the victory by 64 seconds over Paul Holdsworth who recorded 1.0.53.

Stuart has made steady and consistent progress over the past couple of seasons but it is possible he had begun to doubt whether he would ever get 'under' on this course because he has had so many near misses. However, his senior club mates knew it was only a matter of time before they saw this result.

Winning a club time trial may seem a limited ambition, but it's worth noting that

the majority of Hounslow Club 25 winners go on to prestigious victories elsewhere.

Paul Holdsworth felt he had not fully recovered from his ride the week before in the Newbury 12, but he did have the satisfaction of taking the Vets' Standard award with a plus of 7.33.

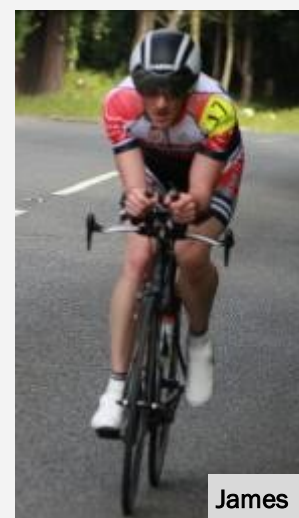
Third placed James Cadman recorded 1.01.50. Since James competed in his first ever time trial only last year and has already done a 57 in an open event, this ride seems to make him one of the best prospects the club has had for some time. Not surprisingly, this ride took the first handicap award by over a minute.

Jo Wells again took the Ladies Prize.

The event had eleven Hounslow finishers, and was efficiently organised by Peter Sprake.



Paul



James

Result

Pos	Name	Riders Time	Hcp Pos	Hcp	Hcp Time
1	Stuart Hewlins	59 49	4	2-00	57 49
2	Paul Holdsworth	1 00 53	6	2-00	58 53
3	James Cadman	1 01 50	1	6-30	55 20
4	Neil Blundell	1 06 02			
5	Richard Philp	1 08 20	5	10-30	57 50
6	Hugh Johnson	1 12 06	3	15-30	56 36
7	Dave Howe	1 13 59	2	17-30	56 29
8	Joanna Wells	1 14 01	10	14-00	1 00 01
9	Jill Bartlett	1 14 44	8	15-30	59 14
10	Simon Wroxley	1 15 33	7	16-30	59 03
11	Nigel Forward	1 17 11	9	17-30	59 41

HOUNSLOW and DISTRICT WHEELERS Club Champions 2016

British Best All-rounder

Dist	37th Nic Stagg				42nd Paul Holdsworth				52nd Stuart Hewlins			
50	1	52	41	26.623	1	51	53	26.814	1	53	46	26.370
100	3	57	59	25.212	4	04	23	24.652	4	02	04	24.787
12h	269.65			<u>22.471</u>	266.93			<u>22.244</u>	245.94			<u>20.495</u>
				74.306				73.710				71.652
	<u>ave 24.769 mph</u>				<u>ave 24.570 mph</u>				<u>ave 23.884 mph</u>			
	4th Team 24.408 mph											

Club Best All-rounder

Dist	1st Nic Stagg		2nd Paul Holdsworth		3rd Stuart Hewlins	
25	52 18	28.681	54 34	27.489	55 13	27.166
50	1 52 41	26.623	1 51 53	26.814	1 53 46	26.370
100	3 57 59	25.212	4 04 23	24.652	4 02 04	24.787
12h	269.65	<u>22.471</u>	266.93	<u>22.244</u>	245.94	<u>20.495</u>
		102.987		101.199		98.818
	ave 25.747 mph		ave 25.230 mph		ave 24.705	

Ladies Club Best All-rounder

Dist	1st Joanna Wells		2nd Jill Bartlett	
10	24 52	24.192	26 33	22.599
25	1 02 51	23.866	1 04 21	23.310
50	2 19 00	<u>21.583</u>	2 18 33	<u>21.653</u>
		69.641		67.562
	ave 23.214 mph		ave 22.521 mph	

Club Events Championship

Dist	1st Nic Stagg		2nd Stuart Hewlins		3rd James Cadman	
25	58 16	25.774	59 31	25.203	1 01 34	24.364
25	58 46	25.525	59 49	25.077	1 01 50	24.259
10	22 54	26.201	23 29	25.550	24 20	24.658
10	23 15	25.806	23 33	25.478	24 35	24.407
10	23 24	25.641	23 40	25.352	24 41	24.308
10	23 39	25.570	23 47	25.228	24 47	24.210
10	23 42	<u>25.316</u>	23 54	<u>25.105</u>	24 50	<u>24.161</u>
		179.633		176.933		170.367
	ave 25.662 mph		ave 25.285 mph		ave 24.388 mph	

Dist	4th Joanna Wells			5th Simon Wroxley			6th Jill Bartlett					
25	1	12	34	20.617	1	15	25	19.862	1	14	44	20.071
25	1	14	01	20.266	1	15	33	19.818	1	15	08	19.956
10		28	30	21.053		28	25	21.114		28	43	20.894
10		28	49	20.821		28	35	20.991		28	57	20.752
10		28	50	20.809		28	41	20.918		29	52	20.089
10		29	12	20.548		28	47	20.845		29	59	20.011
10		29	13	<u>20.536</u>		29	14	<u>20.525</u>		30	16	<u>19.824</u>
				144.650				144.073				141.597
				<u>ave 20.664 mph</u>				<u>ave 20.582 mph</u>				<u>Ave 20.228 mph</u>
				<i>Ladies Champion</i>								

Veterans Best All-rounder

Qualification is total plus aggregated over 10, 25, 50 & 100 miles

1st Robert Gilmour + 114m 50s	2nd Loz Wintergold + 114m 02s	3rd Nic Stagg + 98m 35s	4th Stuart Hewlins + 91m 16s
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HOUNSLOW AND DISTRICT WHEELERS

Racing Calendar 2017

Open TT Events

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

Event	Date	Organiser	email address	Closing Date
Open '25' TT	Sunday 28th May	Nic Stagg	staggkgk@yahoo.co.uk	Tuesday 16th May
Open '100' TT	Sunday 9th July *	Bruce McMichael	mcmichael.205@tesco.net	Tuesday 13th June

* NOTE this event is the National Championship 100 for 2017, if not riding please make sure you put the date in your diary, marshals are usually 2 per position so every member who volunteers will be much appreciated.

Audax 'London Sightseer' 100km Wednesday 28th June and Sunday 3rd September

Entry on the correct form to Bill Carnaby, see Club Website for full details www.hounslowanddistrictwheelers.co.uk

Weekend TT Club Events

Event	Date	Organiser	email address	Closing Date
Good Friday 25'	Fri 14th Apl	9.30am Graham Davis	cycleman@ntlworld.com	Sun 9th Apl
Inter-Club '25'	Sun 14th May	9.00am Chris Lovibond	chris.lovibond@gmail.com	Sun 7th May
Midsummer '25'	Sun 11th Jun	9.30am Jeff Marshall	jeffm41@gmail.com	Sun 4th Jun
Autumn '25'	Sun 17th Sep	9.30am Bruce McMichael	mcmichael.205@tesco.net	Sun 10th Sep
Hill Climb	Sun 22nd Oct	11.00am Trevor Gilbert	trevorgilbert2013@gmail.com	Entry at Start

Note: Chobham Common Circuit (course HCC 137) is used for the Circuit '18's (2 laps)

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

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

Entry fees see below evening events.

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

20th Apl	19.00	8th Jun	19.00	Circuit '18'	20th Jul	19.00
4th May	19.00	15th "	19.00		3rd Aug	19.00
11th "	19.00	22nd "	19.00		10th "	19.00
18th "	19.00	29th "	19.00		17th Aug	19.00
25th "	18.45 *	6th Jul	18.45 *		24th Aug	18.45
1st Jun	19.00	13th "	19.00			

* Note on the 25th May & 6th July the events are starting at 18.45 to avoid clashing with Surrey League events using the Accommodation Road circuit

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

Entry fees **Hounslow Members** £3 per event (£2 Under 18). Season Ticket £20 (£10 under 18),

Entry fees **NON Hounslow Members** £4 per event (£2 Under 18) Season Ticket £25 (£10 under 18).

Entry fees cover evening and weekend events but not Open Events. The Club strongly suggest you purchase a Season Ticket as it saves time when signing on, you do not have to remember to bring money and it gives excellent value.

Season Tickets, you only have to ride 7 events to be in profit! There are 21 events available.

Any Problems

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

tel: 01932 867724 mob: 07787 797 564 email trevorgilbert2013@gmail.com

7th April			
Stuart Hewlins James Cadman Simon Wroxley	HDW	24:59 25:01 31:25	
Other rides			
Ayrton Pope		Paceline	23:43

14th April (Traffic lights disrupted)		
Nic Stagg	HDW	23:50
Stuart Hewlins		24:05
James Cadman		24:41
Ian Tullett		27:13
Richard Philp		27:17
David Howe		29:14
Russel Wingfield		29:34
Nigel Forward		29:52
Jo Wells		30:20
Simon Wroxley		34:01
Other rides		
Liam Maybank	TCC	22:41
Gareth Thomas	Paceline	24:33
Martin Winter	TCC	25:29
Jamie Parnall	Lough Uni	25:57
Stephen Ralston	Lon Dyn	27:03
David Parnall	Private	29:33
Rob Bell	TCC	31:59
Martin Pink	Private	33:01
Steven Reynolds	Private	33:42

21st April (Improved circuit of 8.5 miles due to 4 way traffic lights)		
Nic Stagg	HDW	19:25
James Cadman		20:26
Rob Gilmour		22:03
Paul Holdsworth		22:19
Richard Philp		22:18
Brent Skinner		23:00
Russell Wingfield		23:10
Jo Wells		25:09
Other rides		
Ayrton Pope	Paceline	18:43
Stephen Ralston	Lon Dyn	19:36
D Austin	TCC	19:59
J Hollins	Canyon	20:38
Neil Houldey	Private	20:44
James Doyle	Clarence	21:42
M Miach Imp	RT	22:10
D Slattery	TCC	25:15
H McCulloch	TCC	32:45

28th April		
Stuart Hewlins	HDW	24:59
Russ Wingfield		28:42
Rob Gilmour		29:01
Simon Wroxley		31:46
Other rides		
Liam Maybank	TCC	22:52
Ayrton Pope	Paceline	23:07
Stephen Ralston	Lon Dyn	24:11
Gareth Thomas	Paceline	24:13
Neil Houldey	Private	25:25
Ben Crossland	Private	26:14
Mark Thompson	Viceroy	30:17
Steve Reynolds	Private	32:19

5th May		
Nic Stagg	HDW	23:42
Stuart Hewlins		24:08
Paul Buckley		25:05
James Cadman		25:32
Rob Gilmour		26:15
Brent Skinner		27:06
Richard Philp		27:45
Jo Wells		29:13
Jill Bartlett		30:16
Simon Wroxley		30:44
Linda Williams		31:21
Other rides		
Liam Maybank	TCC	22:11
Ayrton Pope	Paceline	22:32
M Williamson	Lon Dyn	23:18
Andy Lack	Paceline	24:14
Martin Winter	TCC	24:37
Martin Pink	Private	30:43
Steve Reynolds	Private	31:16

12th May		
Stuart Hewlins	HDW	23:33
Paul Holdsworth		24:39
James Cadman		24:47
Rob Gilmour		26:14
Brent Skinner		28:11
Jo Wells		29:12
Nigel Forward		29:33
Simon Wroxley		31:45
Other rides		
Liam Maybank	TCC	22:06
Ayrton Pope	Paceline	22:44
Jake Martin	Private	23:18
Dylan Thomas	VC Meudon	23:45
Martin Winter	TCC	23:55
Seb Ader	A3CRG	23:59
Dominic Spear	VC Meudon	24:33
Johnny Newell	TCC	24:58
James Doyle	Clarence	26:44
Martin Pink	Private	29:49
Liz Saul	Lon Dyn	30:30

19th May		
Paul Buckley	HDW	25:30
Robert Gilmour		27:30
Brent Skinner		27:52
Simon Wroxley		29:52
Jo Wells		30:57
S&R Hewlins		(tandem)
Other rides		
Liam Maybank	TCC	22:19
Ayrton Pope	Paceline	22:52
Gareth Thomas	Paceline	23:29
M Williamson	Lon Dyn	24:26
Martin Winter	Twick'm	24:32
A Lindsey	PMCC	25:43
J Harris	PMCC	25:52
A Gibson	PMCC	26:09
D Sharp	Ch'ville	27:21
S Kidd	Ch'ville	27:39
A Brindley	PMCC	28:03
Lucia Bruton	PMCC	29:48
Martin Pink	PMCC	30:14
Liz Small	Lon Dyn	31:09

RESULTS

Evening 10s



26th May		
Stuart Hewlins	HDW	23:40
Nic Stagg		23:52
Paul Buckley		24:32
James Cadman		24:52
Rob Gilmour		27:26
Brent Skinner		27:40
Simon Wroxley		29:25
Jo Wells		29:48
Jill Bartlett		29:52
Other rides		
Jake Martin	Handslng	22:24
Ayrton Price	Paceline	22:41
J Harris	PMCC	24:51
A Lindsay	PMCC	24:54
B Crossland	Private	26:36

2nd June		
Nic Stagg	HDW	24:04
Stuart Hewlins		24:58
Rob Gilmour		28:47
Ian Tullitt		28:52
Jo Wells		30:59
Simon Wroxley		31:44
Mark Silver (trike)		32:03
Other rides		
Liam Maybank	TCC	22:27
Ayrton Pope	Paceline	23:20
D Austin	TCC	23:59
Martin Winter	TCC	24:50
Joel Crossland	Private	25:33
Ben Crossland	Private	26:41
Liz Saul	Lon Dyn	31:39
H. Johnson	Ch'ville	28:15
T. Lewis	Private	33:57



16th June '18' mile TT		
James Cadman	HDW	47:06
Richard Philp		54:47
Other rides		
Liam Maybank	TCC	40:16
Ayrton Pope	P'line	41:56
Jake Martin	H'sling	42:50
Martin Winter	TCC	43:00
Jamie Parnell	LSCC	47:46

30th June		
Stuart Hewlins	HDW	23:54
James Cadman		25:05
Rob Gilmour		26:01
Nigel Forward		29:38
Simon Wroxley		28:35
Mark Silver	(trike)	30:36
Jill Bartlett / Jo Wells	(tandem)	30:21
Bob Douglas		32:05
Other rides		
Liam Maybank	TCC	22:22
Jake Martin	Hands'g	22:48
Martin Williamson	Lon Dyn	22:53
Martin Winter	TCC	24:51
Jason Harris	PMCC	24:52
Andy Lindsay	PMCC	24:54
Helen Gravatt	TCC	28:06
Lucia Bruton	PMCC	28:19
Erica Hawley	Private	31:10

7th July		
Stuart Hewlins	HDW	24:08
Rob Gilmour		26:49
Richard Philp		27:02
Mark Silver (trike)		30:13
Simon Wroxley		30:16
Other rides		
Liam Maybank	TCC	22:26
Martin Williamson	Lon Dyn	23:19
Ayrton Pope	P'line	24:28

14th July		
Nic Stagg	HDW	23:24
Paul Holdsworth		24:25
James Cadman		24:50
Rob Gilmour		26:28
Ian Tullett		27:21
Russ Wingfield		27:41
Jo Wells		28:49
Nigel Forward		30:21
Jill Bartlett		30:27
Other rides		
Liam Maybank	TCC	23:01
Jake Martin	Hands'g	23:04
Andrew Rendall	Private	24:27
Jason Harris	PMCC	24:46
Martin Winter	TCC	25:06
Joel Crossland	Private	25:20
David Larkin	Private	25:57
Andy Gibson	PMCC	26:50
Helen Gravatt	TCC	27:24
Liz Saul	Lon Dyn	30:00

Evening 10s (continued)



No TTs 9th or 23rd June

21st July		
Nic Stagg	HDW	24:00
James Cadman		24:49
Russ Wingfield		27:46
Jo Wells		28:30
Simon Wroxley		29:05
Jill Bartlett		29:59
Other rides		
Jake Martin	H'sling	22:26
Ayrton Pope	Paceline	23:41
Martin Winter	TCC	23:59
Joel Crossland	Private	24:55
Helen Gravatt	TCC	27:37
Liz Saul	Lon Dyn	29:39

4th August		
Damian Poulter	HDW	23:55
Nic Stagg		24:03
Stuart Hewlins		24:09
Jo Wells		29:05
Nigel Forward		30:10
Simon Wroxley		30:31
Mark Silver		30:43
Other rides		
Liam Maybank	TCC	22:17
Stephen Ralston	Lon Dyn	24:01
Ayrton Pope	P'line	24:09
Martin Winter	TCC	24:09
Darren Austin	TCC	24:09
Joel Crossland	Private	25:00
David Larkin	P'line	25:43
Darren Hague	P'line	27:02
Mordi Atinga	W'Milla	28:34
Helen Gravatt	TCC	28:45
Ben Crossland	Private	29:13
Richard Buckman	TCC	30:09
Jan Scott	Eton Tri	30:34

11th August		
Nic Stagg	HDW	23:39
Stuart Hewlins		24:07
Rob Gilmour		26:42
Simon Wroxley		28:41
Jo Wells		30:05
Other rides		
Liam Maybank	TCC	22:05
Jake Martin	H'Sling	22:06
Martin Winter	TCC	23:52
Mark Griffiths	RT 316	25:06
Darren Austin	TCC	25:29
M. Wright	Kingston	26:31
Helen Gravatt	TCC	26:48
James Ferguson	SD Racing	27:12
Mordi Atinga	W'Milla	28:13
Paul Martin	private	28:22

28th July		
Stuart Hewlins	HDW	24:17
Simon Wroxley		29:14
Jo Wells		31:42
Other rides		
Liam Maybank	TCC	22:02
Jake Martin	H'sling	24:40
Helen Gravatt	TCC	27:24

18th August		
Nic Stagg	HDW	23:15
Stuart Hewlins		24:07
James Cadman		24:35
Rob Gilmour		26:43
Andy Saville		26:48
Russ Wingfield		27:41
Hugh Johnson		28:14
Jill Bartlett		28:43
Simon Wroxley		28:47
Jo Wells		28:50
Bruce McMichael		29:07
Other rides		
Liam Maybank	TCC	22:04
Rupert Graham	Sigma	22:36
Tom Crump	Sigma	23:36
James Turner	Sigma	25:10
James Ferguson	SD Racing	25:44
Gethin Jones	Sigma	26:31
Darren Hague	Paceline RT	26:43
Mark Wright	Sigma	26:51
Helen Gravatt	TCC	27:04
Michael Harrison	NHRC	27:11
Jason Blair	Sigma	27:16
Mordi Atinga	W'Milla	28:08
Richard Buckham	TCC	29:51
Liz Saul	Lon Dyn	30:34

25th August		
Nic Stagg	HDW	22:54
Stuart Hewlin		23:29
Paul Holdsworth		24:12
James Cadman		24:20
Ian Tullett		27:15
Russ Wingfield		27:51
Hugh Johnson		28:17
Simon Wroxley		28:25
Jill Bartlett		28:57
Jo Wells		29:20
Other rides		
Ayreton Pope	P'Line	23:06
Tom Crump	Sigma	23:13
Mark Wright	Sigma	26:19
Josh Mott	Sigma	26:20
Jason Blair	Sigma	26:44
Michael Harrison	NHRC	27:00
Mordi Atinga	W'Milla	27:43
Dave Parry	Private	28:04
Richard Buckham	TCC	29:25
Liz Saul	Lon Dyn	30:59
Nathan Wooldridge	Viceroy	32:16

Club Camp

August 2016



Dates for your diary

Camp 2017 – Friday, 11th to Tuesday 29th August



Your club committee

President

Jeff Marshall

Chairman

Graham Davis

Secretary

Bill Carnaby

Treasurer

Martyn Roach

Racing Secretary

Trevor Gilbert

Captain

Jeff Marshall

Vice Captain

Jo Wells

Nic Stagg

Membership Secretary

Linda Williams

Magazine Editor

Patsy Howe

Press Officer

Chris Lovibond

Member

Representatives

Nic Stagg

Nigel Forward

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 autumn 2017

Please contact the editor with your contributions or suggestions.

It's your magazine!