



Quarter Wheeler

2018 Issue 1

Dinner

The magazine of the Hounslow & District Wheelers

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FINAL
RESULTS
AND
REPORTS
OF 2017

Most notable ride of the Autumn 25

16 year old Luke Carter wins
1st handicap (and equal 1st in
the Hill Climb)

Cycling weekly



Trevor gets his point
of view in print!

Helping with the Hounslow

How to get involved



Pages 15 -17



The
'Dodgers'
in a tight
spot!
Pages 8-11

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

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/> or find us on Facebook.



Autumn 25 mile Club Time Trial

Sunday, 17th September 2017

Report and photos: Chris Lovibond

Nic Stagg maintained his clear dominance in the Hounslow's club 25 with a margin of 2 minutes 23 seconds over his nearest rival. He recorded 58.49.



However, runner up James Cadman is still improving and his 1.01.12 is a very creditable time for the course. We think a sub hour ride in a club 25 is likely for James in 2018. Paul Holdsworth still keeps to a high standard, finishing third with 1.02.17.

Probably the most notable ride of the morning was Luke Carter's 1.08.59 (photo front page) which was good enough to give him the first handicap award by a high margin. Luke is 16 years of age and was riding a borrowed machine. This looks like a very promising start to what we hope will be a successful career.

1st Nic Stagg
2nd James Cadman
3rd Paul Holdsworth

Rob Richardson (Luke's uncle, right) made a courageous attack on the hilly course riding a single gear, fixed machine. He certainly looked very stylish and we are sure that he purposely allowed his nephew to beat him by a single second—with the obvious intention of encouraging youthful talent!

Les Howson (1.12.41) continues to make steady progress and can be expected to produce much faster rides in 2018, especially if he can find some faster courses to exploit his talents.

The event attracted fifteen entrants, including three private time trials.



Result:

Rob Richardson (right)

Pos	Name	Time	Hcp	Hcp time	Hcp pos	Age	Vets std	Vets +/-	Vets pos
1	Nic Stagg	0:58:49	Scr	0:58:49	5	46	1:07:16	+8:26	1
2	James Cadman	1:01:12	2:30	0:58:42	4				
3	Paul Holdsworth	1:02:17	3:00	0:59:17	6	53	1:08:39	+6:22	2
4	Luke Carter	1:08:59	19:00	0:49:59	1				
5	Rob Richardson	1:09:00	7:00	1:02:00	9	54	1:08:52	-0:08	3
6	Les Howson	1:12:41	18:00	0:54:41	2				
7	Mark Silver (trike)	1:17:28	20:00	0:57:28	3	57	(T) 1:13:49	-3:39	4
8	Nigel Forward	1:20:24	19:30	1:00:54	8	56	1:09:19	-11:05	6
9	Joanna Wells (L)	1:20:56	16:00	1:04:56	10	56	(L) 1:14:53	-6:03	5
10	Ian Chipman	1:24:56	25:00	0:59:56	7	56	1:09:19	-15:37	7

Hill Climb Sunday, 22nd October 2017

Report and photos: Chris Lovibond



Nic



Luke

No one can be in the bike game for long without noticing that hill climbing is a young man's game. A couple of weeks earlier in the Autumn 25 Nic and Luke were ten minutes apart; at the Hill Climb our time keeper could not find a difference between them.

Results

1st =	Nic Stagg	1m 46.9s
1st =	Luke Carter	1m 46.9s
3rd	Trevor Day	2m 24.2s
4th	Les Howson	2m 25.4s
5th	Adrian Cotter	2m 31.6s
6th	Peter Martin	2m 36.1s
7th	Bob Douglas	2m 56.5s
8th/1st Lady	Linda Williams	2m 56.7s
9th	Dave Sykes	3m 15.3s
10th	Simon Hancock	3m 28.7s

So here we can see youthful talent, but also a determined and resolute defence by the established champion. Their time was 1 minute 46.9 seconds.

There was a clear gap to the third, fourth and fifth placed riders, Trevor Day – 2.24.2, Les Howson – 2.25.4 and Adrian Cotter 2.31.6, but these are all creditable rides.

Best but only lady was Linda Williams with 2.56.7, by no means the slowest of the day.

The event took place on Windsor Hill, near Wooburn Green, as in previous years. It attracted ten entrants.



Luke - The price of joint first

Hounslow and District Wheelers Club Events Championship

1st - Nic Stagg			
25s	Aut	58:49	25.503
	GF	58:50	25.469
10s		23:29	25.550
		23:30	25.532
		23:37	25.406
		23:44	25.281
		23:48	25.210
Total MPH			177.978
Average MPH			25.425

2nd - Les Howson			
25s	Aut	1:12:41	20.638
	IC	1:22:17	18.230
10s		28:02	21.403
		28:15	21.239
		28:46	20.857
		28:47	20.752
		29:20	20.455
Total MPH			143.574
Average MPH			20.511

1st Lady - Joanna Wells			
25s	GF	1:13:46	20.334
	MS	1:13:50	20.316
10s		28:51	20.797
		29:10	20.571
		29:10	20.571
		29:12	20.548
		29:25	20.397
Total MPH			143.534
Average MPH			20.505

Club members can qualify for entry to the Club Events Championship by completing a minimum of 2 club '25's and 5 club evening '10's

Why not have a go next season?

Racing Achievements 2017



Mens Best All Rounder

Nic Stagg 25.335 mph

Veterans Best All Rounder

Nic Stagg +43m 33s



Ladies Best All Rounder

Joanna Wells 22.496 mph



Qualify for the Club Best All Rounder (BAR) competition by completing the following :-

Men	Ladies
25 mile TT x1	10 mile TT x1
50 mile TT x1	25 mile TT x1
100 x1	50 mile TT x1
12 hour x1	

Note:

An additional short distance BAR for the men, consisting of a 10, 25 and 50 mile TT was approved during the recent AGM.

To qualify for the Club Veteran's BAR competition complete the following events :-

Both Ladies & Men
10 mile TT x1
25 mile TT x1
50 mile TT x1



(for those aged 40 yrs and above)

For more details see the Hounslow and District Wheelers' website at :-

<http://www.hounslowanddistrictwheelers.co.uk>

Click on 'information' and then 'club rules'

HOUNSLOW AND DISTRICT WHEELERS

Racing Calendar 2018

Open TT Events

Entry for an Open Time Trial must be via the CCT on line entry system or by post to the organiser on a CTT entry form.

See www.cyclingtimetrials.org.uk

Event	Date	Organiser	Email address	Closing Date
Open '100' TT	Sunday 27th May	Trevor Gilbert	trevorgilbert2013@gmail.com	Tuesday 15th May
Open '25' TT	Sunday 15th July	Nic Stagg	staggkgk@yahoo.co.uk	Tuesday 3rd July

Audax 'London Sightseer' 100km Wednesday, 27th June and Sunday, 2nd 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 30th Mar	9.30am	Graham Davis	cycleman@ntlworld.com	Sun 25th Mar
Inter-Club '25'	Sun 20th May	9.00am	Weybridge Whs	Contact Jeff Marshall	Sun 13th May
Midsummer '25'	Sun 24th Jun	9.30am	Jeff Marshall	jeffm41@gmail.com	Sun 17th Jun
Autumn '25'	Sun 16th Sep	9.30am	Bruce McMichael	mcmichael.205@tesco.net	Sun 9th Sep
Hill Climb	Sun 25th Oct	11.00am	Enter at the event		Entry at start

Note: 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 HCC 011)

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

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

Note: Last year the Evening '10' had, occasionally, to be switched to the HCC 137 (1 lap only of 9 miles) due to road works in the vicinity of Valley End School. This course has now been approved as an alternative to HCC 083 and can be used if necessary.

12th Apr	19.00		31st May	19.00		19th Jul	19.00
19th "	19.00		7th Jun	cancelled		26th "	cancelled
26th "	cancelled		14th "	19.00		2nd Aug	19.00
3rd May	19.00		21st "	19.00		9th "	19.00
10th "	19.00		28th "	19.00		18th "	19.00
17th "	19.00		5th Jul	19.00		23rd "	18:45
24th "	18.45		12th "	19.00			

Entry is on the start line, so please arrive in plenty of time to sign on; priority is given to **Hounslow Members**.

Entry fees

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

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

Entry fees cover all events except Open Events. The Club strongly suggest you purchase a S/T as it saves time when signing on, you do not have to remember to bring money and gives excellent value

Any Problems

Any problems / queries please contact the event organiser and / or Trevor Gilbert

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

25 Mile Medium Gear Event

Saturday, 8th April 2017

Another Club Record for Nic Stagg

This event was held on A11/A14 (E2/25) at Newmarket and was promoted by the Lea Valley C.C.

This is how the race went, in Nic's own words. "I arrived pretty early, warming up easy on a road bike, doing about 12/13 miles. Got myself ready and got to the start, a gel and a swig of drink and I'm away; 33 mph after the start, my legs are whizzing round like a windmill! The first 5 miles were over quite quickly, I was breathing hard but I didn't want to push too deep too early. The second 5 were much harder; into quite a strong headwind and I could see my average speed dropping to about 25.4 mph, but knew the long drop to the turn and the tailwind return leg would see me getting the speed up. Off the turn; 27, 28's and 164-169 heart rate. The last 10 miles were covered in 21.41, that's an average of 130 rpm! I could see my average speed rising; 26.1, 26.2 etc. My last 5 mile split was 10.37, that's 28.9 mph and about 140 rpm! I was working out I was on for about a 57. After I'd finished Jo asked me what I'd done. "A short 57" "Wow!" she replied, "It's got to be an age related record".

Nic's club record is the 12th fastest Medium Gear 25 ride in history - ever!! He is justifiably pretty proud of that!

His next aim is to ride a 25 on H25/8 (a tougher course). He said "I just want to go under the hour - a long 59 would do!!"



Nic's Medium Gear Record.

Chris Lovibond explains the technicalities

Medium Gear? What could that possibly mean?

If you're a recent arrival in Cycledom* you may need an old hand to explain.

A Medium Gear event is one in which gears are restricted to a maximum of 72 inches**. Traditionally this was obtained by using 48 x 18 teeth sprockets with 27" wheels, although other combinations are possible. To understand the concept it's necessary to remember that in the past a typical clubman's winter bike would have a single gear (usually fixed) in the mid 60's (inches). For many years - from the early days of time trialling up to the nineteen sixties a gear in the low 80's was thought to be suitable for what was referred to as 'speed work'; 48 x 16 was very commonly used.

So it can be understood that a 72" gear could reasonably be called 'medium' and was seen as a suitable transition between winter twiddling and serious racing.

Many clubs ran medium gear events and these were seen as a normal way to start one's racing season, so medium gear records naturally attracted interest. The legendary Calleva Road Club (absorbed by the Hounslow in the mid nineteen fifties) promoted one of the most famous of these, and it was in the March 1952 event that the first sub hour rides were achieved with the record going to Stan Higginson (Halesowen A & CC) with a time of 59.20 (118.22 RPM!).

With the widespread use of variable gears from the early sixties onwards, interest in this discipline waned. However the wheel of fashion has now turned and brought a new interest in single gear riding. There is currently a healthy Medium Gear League and Nic's record is no longer far from the mainstream.

If this nutshell explanation has interested you, there is much more to read on this link: <http://www.fixedwheel.co.uk/>

Notes

* **Cycledom:** An expression once frequently used in cycling journalism to refer to the world of cycling. I think it's a charming word that should be revived, although I have a feeling that the original users could not see anything but mist beyond Dover and would have described Heathrow as a small rural village west of Hounslow.

** **72 inches.** In the past almost all cyclists knew what gear they were using and would express it in 'inches'. I know it may sound crazy, but this number originally referred to the size of an ordinary's (penny farthing) driving wheel.

The reason this reference lasted for so long after the demise of that type of machine is that it gives an easily remembered scale on which most people find it easy to imagine the effect in terms of effort of any given number. To determine a gear by this system the method is: divide the number of teeth on the front sprocket (the chain ring) by the number on the rear, then multiply this figure by the diameter of the wheel (I take 700 to be 26.5 inches). Many riders today will just quote a gear as, for example, 54 x 18 - which fails to tell them that this will give an identical gear to, say, 48 x 16, 51 x 17 or even 39 x 13. The result in each of these cases (with 27" wheels) would be 81 inches.



Roggo's Ramblings

Roger Sewell

Well, that is yet another season finished, 39 races entered, 39 started and 39 finished not including three cancelled rides (the Wisbech Wheelers 25 twice!) The rain stopped the first one and the re-run event had a traffic problem so the police advised cancellation halfway through the event. Rain and an accident ruined the CC Breckland 30 – got wet a few times but generally races were dry. Penultimate race of the season was the VTTA 'Rocco Richardson' 25 on the Marlow course as defending holder I missed winning this time, beaten by Peter Lawrence who promptly announced he was giving up serious racing, pity he couldn't have made that decision on the morning of the race. Disappointing to see only Nik and myself from the club on the start sheet.

Final event of the season was at Newmarket and the weather seemed to be playing havoc with the organiser as it was only 30 minutes before the start time that it was given the go ahead. Strong wind from the northwest but the rain was starting to ease and problems with spray on the course was diminishing. However 54 riders decided it was not worth it – four of the six riders in front of me didn't turn up! Eventually finished with 1-07-14 –yes I know what you are thinking "poor old soul he ought to think about packing it all in"; well I would do but for four reasons:-

The race was 30 miles.

It was a personal best by 1 min 26 seconds

It would have been Competition Record in 1963

It is possibly (subject to confirmation) a National Age record

So it seems I'll have to continue for as long as my legs will let me.

So what else can I ramble on about? Dull, dreary memories over 70 years whilst riders like Jeff and Martyn keep quiet about their substantial achievements, only recalled by Trevor during intense conversations. Well as it is now 2018 let's go back 70 years, no I don't remember much but in 1948 my dad rode his third (and last) 24-hour with 376 ½ miles.

1958- Got my first record Don Lang and his Frantic Five "Witch Doctor". Started 'big' school Isleworth County Grammar, all boys and a first taste of Latin. Also had to wear short trousers for the first year –character building! Didn't really enjoy it much but met some good friends and had many good adventures.

1968- Now in my fifth year of racing, as you may recall not very successfully, second event was the Ealing Paragon 25 on the Aylesbury course 1-08-14, won by a certain M. Roach (58-17) who also won the Worthing Excelsior 25 in October. Finished the year with a personal best 1-01-19 in the Hillingdon 25 on the Bath Road on the 26th October, very late in the year. Jeff and Martyn also won the Morden CRC 2-up 25 beating big brother and myself by over 5 ½ minutes.

1978- Although I rode 40 events there were three non-starts due to bronchitis, it was also the height of musical "fame" as the Savannah Showband were much in demand for functions, often playing at the old Fulcrum Hall in Slough. A certain 'buzz' playing in front of several hundred people but late nights and early morning races was not an ideal combination.

1988- A rather mixed year rode three 100's as training for the Mersey Roads 24 including the infamous win in the Border C.A. 1903 racing miles but not including a couple of DNF's –one of them half way through a 12-hour (Although I really loved racing, riding a 10 the day before on the way to the race was not very clever).

1998- Now riding first claim for the Hounslow was probably my best ever as I managed three personal bests and part of several team wins including the C.T.C. Championship 25 with overall winner Robin Jackson and 'come- back kid' Martyn Roach. Still got the hat.

It was also the 100th annual North Road 24-hour event and I was still organising: the prizes, I felt, had to be a bit special and thanks to Pete Wright I managed to get a smashing amount of engraved glassware. In the end the Hounslow and District Wheelers won the National Championship team medals with Paul H coming second and Rob R taking the bronze. Marc Cunnington and Chris Vessey also represented the club.

2008- Been up in Scotland for eight years, hilly and windy but never as bad as it looked on the weather maps. Winter training was normally good as the roads were always gritted so although often went out in temperatures well below freezing it was safe and tea and scones were even more appreciated. Only notable achievement was retaining my title in the Wick C.C. 25 on the second most northerly course in the UK.

2018- It's been a hard decision but my inability to give 100% to the club has prompted my move to a local club for racing purposes. Getting back to ride in west London is quite problematic and riding for the Wisbech Wheelers gives more opportunity to ride local events and make up possible teams. A new challenge beckons.

A sojourn In Aquitaine, with the 'Coffin Dodgers'

September 2016

Jeff Marshall



Rear of Chateau Coye

This is an account of a week at Chateau Coye; our accommodation for a week in the Chalosse region of historic Aquitaine. Situated in SW France, it was ruled in the middle ages for 300 years by the English royal family and is bordered to the west by over 200k of the Atlantic Ocean and to the south, by the Pyrenean mountain range and border with Spain. It is located between the departments of Les Landes and Pyrenees Atlantiques. The terrain is hilly, partly forested but not mountainous. There are two major cycle routes which pass through here; The Atlantic Cycleway and The Atlantic – Mediterranean route.

The Chateau itself is in the 'middle of nowhere' set in nine acres of grounds on a high plateau between the small villages of Sainte-Colombe, Serres-Gaston and Hagetmau near the D350 road. There are no signposts to the Chateau from the road – it's as though they don't want anyone to know where

they are. St-Sever, just a few miles north, is on the path of the Pilgrims Route to Santiago de Compostela. To the north of that is the largest, continually forested area in western Europe.

This region is one of the least populated areas of France and so is ideal for cycle touring. We were also intrigued to find that it has some fine wine estates, including one Chateau Cabidos, a recently revived estate in a picturesque hidden valley not far from our base, but difficult to find. By arrangement we visited, got a guided tour, then sampled and purchased some of their prizewinning bottles (well cases actually) to take home. Very nice!

Chateaux Coye was built in the 1680's and is still largely original, having two towers, one round and one square. It was the home of the same family for over 320 yrs. The current owners, Len and Liz Selby had bought it from the Antiques Roadshow art and antiques specialist Marc Allum in 2010. In 2016 Liz had advertised in the Spring edition of Cycling UK magazine (aka the CTC Gazette) 'A Unique Cycling Holiday week with a welcoming house party atmosphere and delicious foods and wines.' It was their 3rd year of running a cycling holiday.

This ad. had piqued the imagination of our leader, Octogenarian Clive, who had responded with an enquiry. So, over a couple of pints of Hogs Back TEA, (Traditional English Ale) in the Royal Oak, he gathered together a motley crew of 5 'takers' from our 'Old Boys' Friday Ride group to take part in our first Chateau Coye autumn cyclists week from the 4th to 11th of September 2016.

With himself as no.1, he signed up no.2, octogenarian Eddie G., a Portsmouth boy, retired Lloyds Register ship man, extrovert ex racer and famed competition angler, and no. 3, Septuagenarian Richard C., retired typewriter service man, wordsmith, ex racer and flyweight, high cadence 'mountain goat'. No.4 was, near septuagenarian, Francis J. semi-retired accountant, watch & clock collector, skilled photographer, retro bike aficionado & beer drinker extraordinaire. and no.5, li'l ol' septuagenarian, me. An affable bunch of lifelong cycling bods.

Len chose to hire their bikes, from the Giant bike shop in Dax. E-bikes for over 80's Clive and Eddie, standard road bikes for Richard and Francis. I opted to take my own road bike. On our BA flight, it went free as 'Sports Equipment'

The much travelled Clive, retired accountant, not quite retired proprietor of a small specialist film library of a dozen films or so, still collecting royalties, and veteran of cycle touring in 60 countries, and author of his recently published book **'Lifecycle' or 'around the world in 80yrs'** telling of his adventures worldwide. At 85yrs young, still organising and leading cycling holidays! Well, as he says, if you don't use it you lose it". Clive booked the Chateau and researched the airline flights to Biarritz and found that BA had just started flying there from Heathrow. We booked our own flights. A reasonable division of labour which lightened the load.

We flew to Biarritz on a BA flight arriving quite late in the evening. Our hosts had arranged for a taxi to convey us to Chateau Coye, a journey of about 60 miles east. When we arrived there, it was late and very, very dark as there were no street lights for miles in this mostly agricultural area. As we neared our destination, the roads got smaller and smaller, until we were driving on an unmade track. The taxi driver, a young Welsh lad using a GPS, driving slowly and obviously uncertain where it was, asked us if we had travelled to the chateau before. We could not help him as we were first timers and we could not see a thing. What we did not know was that the Chateau was surrounded by fields of very tall maize, so, even in daylight nothing was visible until you were right on top of it. He took a fork right down another track but soon stopped and reversed back to the fork. He pressed on slowly until an impressive gateway loomed out of the darkness. He drove through and stopped in front of the chateau on the gravel drive. We had arrived! It was 10.30pm.



Liz and Len

Our hosts, their local English lady helpers, Alison and Cheryl and four other cycling couples were waiting to welcome us and plied us with food and wine/beer. I wonder what they were thinking, as us really old geezers trooped in? I know what Len was thinking, as later, he christened us **'The Coffin Dodgers'** and it stuck with us!

Eddie and I had chosen the 'Pigeonnaire' annexe, bedrooms up a dodgy steep staircase in a converted pigeon loft! Ed had brought a huge heavy bag with clothes for all occasions. He even had a tux in there! Suitable for a month on a P & O cruise liner! It took both of us to get it up the staircase to his room! Richard and Francis had bigger, high ceilinged rooms in the chateau itself and Clive the 'bridal suite'! A very large room. Before we turned in, we were slightly unnerved to be told to be aware that there were hornets about!

The other eight guests were all cycling couples, friends who had arrived by car from all over the UK, making 13 of us in all.

We had a great holiday, cycling each day, eating, drinking. The weather was warm but not too hot. We discovered scenery to die for, quiet roads, historic towns and sleepy villages, just as Liz's ad had claimed.

Each day we headed out in a different direction, usually covering between 35 to 50 miles. Monday, after a late start (old blokes faffing about) northish. With old blokes you do have to be prepared for a fair amount of confusion and faffing as individuals go searching for their glasses, teeth, maps, mobile phones, hearing aids etc. - just as you are getting ready to leave!!!



The Dodgers

Tuesday, a hot day and eastish to Gaune, and Lacajunte where Francis and I got deserted by our mates, who had our only decent map. Heading back we got thoroughly disoriented and dehydrated about a mile or two from the Chateau after going round in circles and across fields. When we arrived in a hamlet called Serres- Gaston for the third time we finally gave up and sheepishly put out an SOS to the Chateau, who sent out Cheryl in a van to rescue us! That morning, just before we set out, Richard had found his rear tyre was in shreds. Len offered his old Dawes tourer, but Richard couldn't face riding that, so Francis recklessly volunteered to ride it... Mistake! Richard took Francis' rather nice 'Look' road bike. By the time Francis and I got back to Serres- Gaston, poor Francis was 'in bits,' after a tough day in the saddle and riding Len's old Dawes tourer to boot! We sank quite a few beers that evening and I cooled down in the pool. Moral: never be without a good detailed large scale map.

Wed: west to lunch in Pomarez where, by prior arrangement, we met the guy from the Giant bike shop in Dax who delivered a new tyre/pedals for Richards hire bike. Today Richard got detached from the rest of us and, chasing hard, got lost by haring past the unmarked path to the Chateau. Len went looking for him in his car and I by bike. We soon found him, knackered but OK.

Thur: south to visit the recently restored Cabidos vineyard estate and very old Chateau.

Fri: north-west via Banos to Mugron and, much to Francis' relief, found some flat roads at last, along the river Adour.

Sat: north-east to Grenade-sur-l'adour then south to Eugenie-les-Baines for coffee and ice cream.

We all breakfasted right royally al fresco, in the garden each morning and some warmer evenings, had our 5 course evening meal and accompanying wines outside as well. Mostly, we feasted in the banqueting or dining room with a table laid for all 13. Aperitifs were taken beforehand in a small bar behind the massive barn. Here we were usually joined by Len, doing his best to keep a low profile, out of the way of the ladies in the kitchen. Beyond the barn was a nice sun drenched swimming pool. Lovely after a warm ride.

Len, always in shorts and walking boots, making Ed's mighty bag of cruise liner clobber entirely redundant, turned out to be a right wag. With his poker face it was hard to tell when he was serious. He was followed everywhere by his border collie Jack, who chased the two Bengal cats, Jasper and Mozart unmercifully and with serious intent. Oddly enough Jack studiously ignored the very handsome cockerel, though.

Len made a point of telling us several times that we should keep a look out for the very rare Pyrenean Water Bird as it was often seen in this region on warm evenings in September. One evening, as we ate our 5 course meal under the starlit sky, there was a shout, "LOOK THE WATER BIRD!" As we all searched the moonlit sky a shower of water sprayed us. Of course it was Len, up to his antics, with a water gun at a first floor window. Well.....when you've had a few drinks.....???

From the Chateau, Len runs a highly specialist sideline business called Historic Racing. He has a collection of retro race cars and motorcycles from the 1950's & 60's all kept under wraps in the great barn, buying and selling very rare spare parts he has amassed. See www.historicracing.org.uk He proudly unveiled some and showed us possibly the most sought after Formula Junior car, a Brabham BT6. The actual works car that the Kiwi Denis Hulme used to win the 1963 BARC Silverstone International Trophy race.

A year later Sept 3 – 10 Sept 2017, The Coffin Dodgers ride again.

We had all enjoyed our first visit and were all well up for another dose of the Chateau and the Chalosse. We returned. This time I booked all our flights with Easyjet from Gatwick, conveniently arriving at Biarritz four hours earlier than with BA. last year. The cost of our return flights with Easyjet at £85 was a good deal less than the £153 with BA last time. The two with hold bags had to pay £38 extra but were still £30 better off than with BA. Even though the Easyjet charge for a bike was £40 each way, my fare was only £10 more overall. Our large people carrier taxi got us to the Chateau in daylight with no problems. Being creatures of habit we had all booked the same bedrooms we had occupied last time. We joined three other English cycling couples who were also there for the week. This time the Selbys had persuaded a Chef friend of theirs to stay and help with the catering. I think he took over actually. He was Very good.

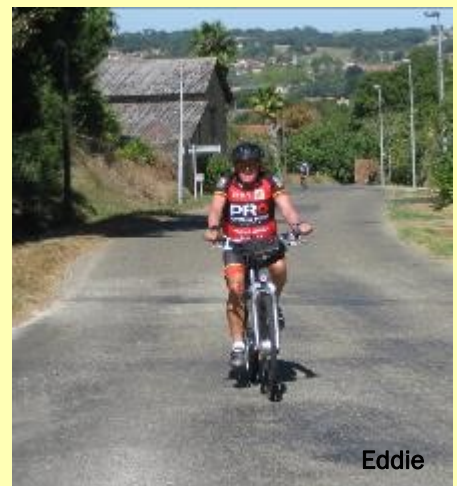
The hire bikes from Giant in Dax were late arriving on Monday morning so, whilst we awaited their arrival, we all joined Len and Jack for a long, quite demanding hike on the tracks in the woods and countryside surrounding the Chateau. Part way round, in a heavily wooded area of very big old trees, Len veered off the track to show us a 'hunters hide' used by the local shooters. It consisted of a long camouflaged 6 foot high 'tunnel' with bench seats inside and holes for rifles in the side. This led to the bottom steps of a rusty welded steel ladder, itself covered with a camouflaged 'tube' large enough to climb up inside, reaching up about 60 feet into the topmost canopy of branches. Here a cage with two pigeons was permanently kept as a lure. Beside it, there was also a 'lift' counterbalanced and to be used by the person taking food up to the caged birds by hauling on a rope on pulleys. An interesting diversion. We had never seen anything like it before.

Back at the Chateau the hire bikes finally arrived, Three E-bikes, one each for Clive, Eddie and Francis and a road bike for Richard. My bike was unpacked and ready to go. Ed Started off well, falling off his E-bike twice while cornering under power on the deep loose gravel surrounding the Chateau. He had to be rescued from the flowerbed where he landed, with the E-bike and its heavy 400 watt battery pinning him down! Eventually, after the usual adjustments had been made and pedals fitted we set off late, for a short excursion mostly downhill to Hagetmau, the nearest small town where coffee was taken before the long climb back up to our base. Richard and I knew we were in for a hard time when the E-bike boys engaged 'Sport' mode and zoomed up the steepest climb at 15mph!

Tuesday 5th: Despite the usual faffing about we got away in reasonable time heading NE, doing a loop of 45 miles and, according to my Garmin, ascending 2598 feet, descending 2159 feet (how can that be?) and burning 2159 calories. Richard and I that is, not the 'moto men' of course. On the way out, riding slowly on the unsurfaced track, I managed to fall off whilst trying to ride along the centre tuft of grass to avoid the grit each side. Ho hum - gave Eddie a laugh, I suppose.

Wed 6th: a Westerly loop thro' the lanes for 40 miles, ascent 2126ft. 1875cal. On this ride Len, who had hardly ever ridden a bike at all, and despite Liz's anxious misgivings, expressed a desire to come on the ride with us! Recklessly once again, Francis generously offered his E-bike to Len. So, with him mounted on Francis's E-bike, and lucky old Francis once again sitting on the well worn Brooks saddle of Len's old Dawes tourer, we set off. Rather him than me I thought! Had he not suffered enough on that thing last year? It turned out well though. Len loved it and stayed with us all day, still wearing his hiking boots and cord shorts. He had a novel way of indicating a turn by sticking his leg out to left or right! We had lunch and beers in St Sever and quite a decent ride.

Tues 7th: SW out to Amou,- Labastide Chalosse - Doazit 37 miles, ascent 2493ft. 1790cal.



Fri.8th: NW out to Souprosse via Banos, St-Sever, Cauna back via Nerbis, and Horsarrieu 40 miles again, 2034ft.ascent, 1955cal.

Sat 9th: Last ride, and south this time to Montagut, via Samadet, over the river Louts, Malausanne, Montagut, Monjet, Monsegur back over the river Louts, Serres G. 32miles, 2040ft.ascent, 1545cal.

So although we burnt over 10000 calories riding these routes, I reckon we consumed at least 30,000 so none of us lost any weight, in fact the E-bikers must have gained weight!

During the week, we could not help but notice unusually frenetic activity involving Len and Liz as well as Alison and Cheryl on the first floor in the great barn: - windows being cleaned, vacuuming going on, junk items being brought out tables and chairs being taken up the rickety stairwell.

We eventually found out that it was in preparation for a big house party occasion for friends and neighbours to celebrate Liz's birthday on Friday night. We were all invited to it. The huge upper floor of the great barn with its very old oak beamed roof had been transformed with lighting, rugs and big flags, the Tricolor of France and Union Jack of the UK decorated the walls. Two tables groaning with food and drink were there for us to take. A lot of people came, both French and English. Their very old, (even by our standards) neighbours from the closest farm came (a couple of real characters). Len gave a speech, and Boris (a Jewish friend from Paris) an internationally famous accordionist, played and entertained us. A great evening was had by all.

All week as we relaxed after our rides, Len was on a wind-up, asking us all if we would like to take part in a rowing race on the creek? "Where is it?" we asked "What sort of boat?" He prevaricated, avoiding a direct answer. "I'll worry about that" he said. "You will need your cossies on though". We smelt a rat, but he got us all to agree that we would take part in this rowing race....Then, after our ride on Wednesday, which was a fine day and still very warm, he got us all together and said "right follow me". So, all eleven of us trooped round behind the barn to the swimming pool, where a partially inflated yellow rubber dinghy was sitting at the side of the pool in the sun. A stopwatch lay on a table. He fitted the two oars while explaining the rules. We had a hilarious time, the race was in the form of a time trial, one length of the pool. Len was the starter, I held the watch for the others. Getting into the thing without tipping it over was a trick. As it was slightly under inflated, it would half fill with water and Len made it even more difficult by hanging on to the thing after the timekeeper said "go" - the oars going like mad but the rower going nowhere. Then the thing took a zig zag line from the off, almost impossible to keep it straight down the pool. After a load of fun Francis was judged to be the 'winner'. I forget what the prize was. Wellwhen you've had a few drinks.....?!



Sunday 10th and suddenly it seemed, it was time to leave. A people carrier/ taxi had been called and we waited at the appointed hour, with our bags, for its arrival. The appointed hour came, but no taxi! Oh, slightly worrying we thought.... After a while, angst rising among us, Len received a call from the taxi driver, who said he was stuck in the mud about a kilometre away. His GPS had taken him along an unsurfaced muddy track and he was bogged down. He had called another taxi. After we had waited a long time, He walked through the gates and explained where he had abandoned his vehicle. Len called the old farmer neighbour who set out with his tractor to pull the first taxi out. We were now too late to make the airport in time to catch our plane. I looked at our flight details on my phone and discovered that our flight had been delayed by at least 2 hours. Phew! What a bit of luck!

Eventually our relief taxi arrived. Oh dear, It was a small taxi. I doubted that we would get five passengers and all our luggage and my bike bag in it. It was a minor miracle, but we did it by brute force, literally ramming the cases in, with my bike bag across the top, jammed against the roof. I was surprised that the driver allowed us to do it. Maybe it was not his car?



Francis was crammed in the back corner (see front page), I managed to get in the middle of the back seat, leaning forward, with my bike bag resting on my shoulders. Neither of us could move. Clive was OK in the front passenger seat, Eddie and Richard OK either side of me. It got very uncomfortable in there. When we arrived at the airport, our driver parked in an exit lane, causing chaos. When we got out I offered him a generous tip, thinking that the fare would be paid by the original taxi firm who called him. But he turned it down, saying that the fare was 180 euros! We weren't prepared for that! Time to make myself scarce, I thought.....I left the others to sort out the confusion with him. Without a trolley, I struggled to the departure lounge with my huge bike bag and my case. Sort it they did, Clive forked out the fare and back in the UK, he was eventually reimbursed by Len. A messy end to a brilliant and eventful week that we will not forget in a hurry.

At Biarritz, our flight was delayed by about 4 or 5 hours I think. At Gatwick, Clive and Richard caught a train home. I collected my car from the meet'n greet guy and got home about midnight, having dropped both Francis and Eddie off, en-route.

MEET A MEMBER



This issue I grilled Les Howson; a regular on the Sunday club rides

Les (33) started road cycling by completing the London to Brighton ride in 2011 with a friend. Each year they intended to train for the next but never got around to it. They ended up struggling through the ride and then the bikes would be hung back up until the following June. Les' nephew, Callum, did the ride with him four times.

Eventually he began to ride regularly with his dad, Norman Howson, and Callum. Norman has been a member of Hounslow since 1985 (*a regular winner of the Clubman Trophy and previous club captain — Ed*). Les joined the club in 2015 and started by joining Martyn's ride twice a month. He told me that the shorter distances and slower pace helped him greatly as he wasn't very fit.

He entered his first time trial (the Good Friday 25) in April 2015. and described it as a 'real wake up call'. He said the time wasn't great but he now had a target to beat and knew that he needed to ride more often in order to improve. With good intentions, Les did various club rides in order to get

Callum and Les (right) on Brighton beach



Photo: Chris Lovibond



Les riding the Autumn 25 on his way to a PB of 1:12:41

ready for the 2016 TT season, however, their dog, Kia then tore the cruciate ligament in her rear leg. She was operated on and required a lot of slow walking which meant that Les only got a further 3 club rides in before the Good Friday 25. He thought he would give it a go anyway: sadly, he was slower this time. "I will train and have a go again next year" he said. He was advised many times to do the evening '10' but was a bit nervous so never did, however he did manage to ride more during 2016 until in August, his dad, suffered an aneurism in his spine. Norman has, unfortunately, been unable to ride since. Les decided to join Jeff's ride from the bridge to try and progress further but then, in November, Kia tore the cruciate ligament in her other rear leg and so, yet again, he found himself unable to ride through the winter.

Determined to make the most of 2017, Les threw himself into his training, taking part in most Sunday Club rides as well as a midweek ride. He also completed the Good Friday, Interclub and Autumn 25s as well as a few evening 10s and, in addition, some open TTs. He told me that he was happy with how the year had gone and felt that he was slowly progressing. His best ride so far has been the recent Autumn 25 in which he achieved a time of 1:12:41

Bikes: A Colnago ACE for summer / dry days

A BMC SLR03 for winter / wet days

A Fuji Norcom 2.1 Time Trial bike

Favourite ride is to Tilford; a great route through lovely areas.

Favourite café snack: a lovely piece of Victoria sponge

Favourite café stop: Seale — lots of character and situated in a picturesque area. On a cold, wet ride there's a very welcome log burner to warm up by.

Ambitions for the future: to work at getting better and faster! Les would like to thank everyone who encouraged him last

Bike!

Dave Howe writes about a favourite bike The Van Nicholas Amazon Belt Drive Tourer



I bought my touring bike in 2012 from a shop with the interesting name "Fatbirds" of Hunstanton, Norfolk (apparently inspired by the saying 'Fat Birds don't Fly'). I wanted a strong touring/winter bike that could take fat tyres and mudguards and could stand up to the off-road parts of some long distance trails.

Fatbirds suggested a Van Nicholas Amazon with Rohloff hub and carbon belt drive. Built in Holland by family company Van Nicholas, the Amazon has a titanium frame with carbon front forks, and seems to be very strongly built. My friends immediately christened it the 'Dreadnought' and asked why I wanted such a heavy bike, but it's not quite as heavy as it looks, weighing just over 14 kilos with the luggage rack, mudguards, mirror, and bottle cages all fitted.

The Rohloff hub contains 14 gears, evenly spaced with a 14% step between each gear, giving a total range from 19 inch to 99 inch gearing. It has the nice feature of being able to change gear when stationary, or under pressure while riding, and there are no exposed components to keep clean or to worry about damaging when on tour. When I spoke to a Rohloff engineer at the bike show he assured me that they have never had a failure where the sprocket turns without driving the wheel around, so you can always expect to ride home, even if it's not in your preferred gear. I don't normally use the bottom 7 gears for rides around the Surrey Hills, but I have had to use the 19 inch gear once or twice on tours. It's nice to know it's there.

The only change I've made from the original spec was the Brooks b67 saddle. It may be heavy, but comfort is important on a long ride and, so far, this bike has travelled the Camino de Santiago across northern Spain, London to Istanbul, London to Finisterre, the Pennine cycle route, 'C2C' from St Bees to Tynemouth, 'Coast and Castles' from Newcastle to Edinburgh, as well as being my everyday winter bike.

A lot of people have asked me how long the Gates carbon drive belt lasts. I can only say that I've done 20,000 miles on it and it doesn't show any signs of wear yet. Perhaps I don't pedal hard enough! The only maintenance needed in five years has been to change the bearings in the bottom bracket, replace the brake pads, replace the Schwalbe marathon tyres once, and change the oil in the Rohloff hub once per year.

Next trip will be Wales end-to-end on Sustrans route 8. I'm looking forward to touring on my favourite mount again. Fatbirds may not fly, but they certainly provide good bikes.



Do you have a favourite bike? Why not write about it for a future issue?

Do you have a question (or solution) for our regular FIX IT item?

Tell us about your racing career.

Describe a ride, sportive or race that made an impression (good or bad)!

Send photos, poems or funny stories - we want to hear from you!

Queries or contributions to Patsy Howe (editor) patsyhowe@live.com

Club news & notes

The Clubman Trophy



Captain's comments

A few words from the Club Captain



As well as devising and issuing the regular club ride destinations, the Captain's responsibilities include, for his sins, the compiling of the points score we use to find the winner of our '**Clubman Trophy**'

This trophy was presented to the club way before my time, by one N. Roden (don't know his first name) to reward the '**club member who participates in the most club activities**' during the year (currently from 31st Oct to 31st Oct.) Nowadays, to keep it simple, 1 point is scored for each attendance on a clubrun and 1 point is scored for riding or helping in each of our three club 25 mile time trials and our two Open time trials the '25' and the '100' all of which are held on a Sunday.

The maximum possible points score this year was 51 points (46 counting club runs and a possible 5 points from the time trials)

The perpetual trophy and medals are presented to the winners and runner up at our Annual dinner and prize presentation each February (this time on Sat 17th Feb. 2018)

First place : the member with most points, Second place, and First Lady points scorer.

This year the winner is..... the Club Captain himself (me!), having amassed 35 points from club runs, plus 5 points from supporting our time trials. (Despite being a member since 1958, I have never won this trophy before)

Second place goes to Les. Howson with 29 points. (25 points from club runs plus 4 from riding the time trials) Les only joined us in 2015. (since 2001, his father Norman made this trophy his own, winning 15 times in succession !)

First Lady is Joanna Wells who amassed 26 points (22 from club runs plus 4 from riding the time trials). Since 2009, our editor Patsy has won this award four times and Jo five times.



Footnote: Help! Obviously, keeping the points score presents a few problems, as on days when I am absent, I need some backup. It would help if any member who is there could note the names of the riders and text (07932114017) or email jeffm41@gmail.com them to me.

If the idea of texting or using pencil and paper/ writing, phases you, how about simply taking a photo of the group with your phone at start or at café stop and sending it to me? It is free if you use WhatsApp.

To give you an idea of the extent of this task, throughout the year my spreadsheet shows that 55 different members rode one or more Sunday club runs. The numbers on each run varied from 1 (me) on 20/Nov/16, to 25 on 02/April/17 but were mostly around 10 to 14 riders each Sunday.

Café Venues for our future club runs:

Have you come across any suitable Café stops on your rides, that we could add to our collection? If you have, forward me the details and we will give them a try.

How about volunteering to lead a future club run to your own favourite destination? Let me know if you can and the date you would prefer to do so.

Stay safe out there, Jeff 13/11/2017

Lockey Farm NY Eve



Billingbear Golf Club - Jan

Club Matters

Hounslow and District Wheelers' Club Member Helpers



ROTA OF CLUB EVENT TIMEKEEPERS ETC. FOR 2017 SEASON TIME TRIALS

Date 2017	Distance	Course	Start Time	Timekeeper	Assistant	Warning signs at roundabout
Fri 14 April	25 miles	HCC001	9.30am	Jeff M/TG	Martyn R	N/A
Thur 20 Apr	10 miles	HCC083	7.00pm	Jeff M	Antonio A	Jeff M
Thur 27 Apr	No Event	-----	-----	-----	-----	-----
Thur 4 May	10 miles	HCC083	7.00pm	Bruce McM	Antonio A	Trevor G
Thur 11 May	10 miles	HCC083	7.00pm	Jeff M	Trevor G	Jeff M
Sun 14 May	25 miles	HCC001	9.00am	Twickenham	Twickenham	N/A
Thur 18 May	10 miles	HCC011	7.00pm	Bruce McM	Chris L	Trevor G
Thur 25 May	10 miles	HCC083	6.45pm	Jeff M	Martyn R	Jeff M
Thur 1 June	10 miles	HCC083	7.00pm	Graham D	Trevor G	Trevor G
Thur 8 June	18 miles	HCC137	7.00pm	Graham D	Trevor G	Jeff M
Thur 15 June	10 miles	HCC083	7.00pm	Dave H	Patsy H	Jeff M
Thur 22 June	10 miles	HCC083	7.00pm	Dave H	Patsy H	Stuart H
Sun 25 June	25 miles	HCC001	9.30am	Phil/Ann Y	Martyn R	N/A
Thur 29 June	10 miles	HCC083	7.00pm	Jeff M	Trevor G	Jeff M
Thur 6 July	10 miles	HCC083	6.45pm	Graham D	Trevor G	Martyn R
Thur 13 July	10 miles	HCC083	7.00pm	Ron J	Jeff M	Jeff M
Thur 20 July	10 miles	HCC083	7.00pm	Ron J	Trevor G	Martyn R
Thur 27 July	No Event	-----	-----	-----	-----	-----
Thurs 3 Aug	10 miles	HCC083	7.00pm	Francis J	Martyn R	Jeff M
Thur 10 Aug	10 miles	HCC083	7.00pm	Francis J	Jeff M	Jeff M
Thur 17 Aug	10 miles	HCC083	7.00pm	Rob G	Trevor G	Rob G
Sun 17 Sept	25 miles	HCC001	9.30am	Jeff M	Martyn R	N/A
Sun 22 Oct	Hill climb	HHC011	11.00am	Jeff M	Trevor G	N/A

This spreadsheet shows **last years** program of club events and the timekeepers / assistants who made it all possible. We are grateful to them all for volunteering their time and effort. There were 18 evening ten mile tt's listed. 2 were cancelled due to bad weather and one due to roadworks. The remaining 15 had an average of 13 riders. The smallest entry was 7 and the largest 25. So our timekeepers recorded a total of 195 rides in all. In addition the three Sunday morning 25 mile tt's had 25, 15 & 11 riders. Lastly the hill climb had 10 riders. Our own club riders pay an entry fee of £3 or buy a season ticket for £20. Non members pay an entry fee of £4 or buy a season ticket for £25.....We have to pay the C.T.T. a levy of £2 per rider and so our Treasurer Martyn had to send them a cheque for £512 at seasons end.

For all our club tt's we are obliged to put up warning signs to make other road users aware that a cycling event is in progress. For the evening ten's, one is required at the start and two at the Windsor Rd roundabout.

H.D.W. Thurs.EVENING TEN MILE TIME TRIALS 2018 REQUIREMENTS AT START & FINISH

PERSONNEL ; 1) A TIMEKEEPER, 2) AN ASSISTANT/HELPER

Once again, Trevor G has kindly volunteered to take out to the start each week, all the kit that is needed at these events, (sign-on table, warning sign, finish checkerboard) so that volunteer time keepers / assistants can cycle out to the event if they wish.

There are two sets of identical digital stopwatches, mounted on clipboards, so that one set can be taken by the following week's timekeeper a week early so that they can familiarise themselves with the watches operation in good time.

After each event, the timekeeper should give their completed result sheet to Trevor G. who will email it, preferably in Excel format, (but Word format is OK) the result to Nigel Forward at nforward@ntlworld.com who will in turn, enter the result on to the club website. Please also email to patsyhowe@live.com for inclusion in the magazine.

The Assistant/Helper should arrive early (30 to 45 mins) to supervise signing-on, collection of entry fees and allocation of arm and body numbers.

Riders will start in the same number order that they sign on

Arm numbers to be on the Right Arm to easily distinguish from other riders passing by

Entry Fees ; Club member Season Ticket £20 (under 18, £10)

Non member Season Ticket £25 (under 18 £10)

HDW member on-the-line entry £3 (under 18 £2)

Non member on-the-line entry £4 (under 18 £3)

Viceroy Tri- Club members ; no charge, Viceroy is billed at end of season

Entry cash to be recorded on sign-on sheet and placed in container provided, in which is a £10 float of coins for change, if needed.

Notes.

- 1) If you sell Season Tickets, please update the listing in briefcase kit
 - 2) Call out and write down the numbers of the riders as they finish
 - 3) Collect arm and body numbers from riders after they finish.
-

Also required each week to comply with the CTT course risk assessment, we are obliged to place 2 warning signs, where we cross the Windsor Rd. roundabout, towards Windlesham. So, before the event, these two signs should be retrieved from concealment behind the steel barrier on south side Windsor Rd. near RAB and placed against the 'keep left' bollards north and south of roundabout and held in place using the bungee cords attached. (Find them behind the blob of yellow paint on barrier)

Most weeks I will put these up as I cycle out to start. Occasionally when I am away, they will need putting up by another volunteer who I will recruit.

They must, of course be removed and concealed again after the event.

Jeff M 03/04/2017

ROTA OF CLUB EVENT TIMEKEEPERS ETC. FOR 2018 SEASON TIME TRIALS

Date 2018	Distance	Course	Start time	Timekeeper	Assistant	**Placing & removal of two warning signs at roundabout
Fri 30th March	25 miles	HCC001	9.30am		Martyn R	N/A
Thurs 12th April	10 miles	HCC083	7.00pm	Jeff M	Antonio A	Jeff M
Thurs 19th April	10 miles	HCC083	7.00pm			-----
Thurs 26th April	NO EVENT					
Thurs 3rd May	10 miles	HCC083	7.00pm	Jeff M		Jeff M
Thurs 10th May	10 miles	HCC083	7.00pm			
Sun 13th May	25 miles	HCC001	9.00am	Weybridge	Weybridge	N/A
Thurs 24th May	10 miles	HCC083	6.45pm			Jeff M
Thurs 31st May	10 miles	HCC083	7.00pm			
Thurs 7th June	NO EVENT					
Thurs 14th June	10 miles	HCC083	7.00pm			Jeff M
Thurs 21st June	10 miles	HCC083	7.00pm			
Sun 24th June	25 miles	HCC001	9.30am	Jeff M		N/A
Thurs 28th June	18 miles	HCC137	7.00pm			Jeff M
Thurs 5th July	10 miles	HCC083	7.00pm			
Thurs 12th July	10 miles	HCC083	7.00pm			Jeff M
Thurs 19th July	10 miles	HCC083	7.00pm			
Thurs 26th July	NO EVENT					-----
Thurs 2nd Aug	10 miles	HCC083	7.00pm			Jeff M
Thurs 9th Aug	10 miles	HCC083	7.00pm			Jeff M
Thurs 16th Aug	10 miles	HCC083	7.00pm			
Thurs 23rd Aug	10 miles	HCC083	6.45pm			
Sun 16th Sept	25 miles	HCC001	9.30am	Jeff M	Martyn R	N/A
Sun 21st Oct	hill climb	HHC011	11am	Jeff M	Trevor G	N/A

****See notes on 'REQUIREMENTS AT START & FINISH' sheet**

Event starts early to avoid failing light

Clash with Surrey League H'cap Road Race on Accommodation Road circuit

Event starts early to avoid clash with Road Race on Kitsmead Lane circuit

Can you help by volunteering to be a timekeeper or assistant at a couple of the club events listed above?

If so please contact Jeff Marshall at jeffm41@gmail.com or phone/text 07932114017 who is trying to fill those empty boxes

The world of cycling may have changed — but some things remain the same!

The steady early season long distance run

Mid 1970s

Hounslow and District Wheelers club ride
(mostly on fixed wheel winter bikes)
The Berne and Eth run
Rockingham Hill



Photo: Bernard Thompson

From left to right: Mick Humphries, Jeff Marshall, Martyn Roach, Bob Garlinge, Steve Ayton, Tony Cosstick and (almost in shot) Duncan Bailey

20th January 2018

The London fixed gear and single gear forum
A hard day in January
Between Wallingford and Ipsden



Photo: Chris Lovibond

Item contributed by Chris Lovibond.
Please contact the editor: patsyhowe@live.com if you would like more information or have a comment to add.

Bike Maintenance



FIX IT!

**This issue: -
a plea from the Sunday club run**

**The pump's got stuck!
Anyone know how to get the end off?**

Please send your suggestions to:
the editor patsyhowe@live.com for inclusion in the
next issue.

(with thanks to Jo Wells)

Club news & notes



431 Days and Counting

Nic Stagg has ridden his bike (or occasionally his turbo trainer) on 431 consecutive days, and is still going! Dating from 27th November 2016, the totals are state of play as at 31st January 2018. During this time he has ridden 15,646.99 miles (25,035.18k's) which equates to an average 36.30 miles a day.

Look out for an update in the next issue!

Bicycle Clips

There is some disquiet in the ranks of eminent historians over the latest publication issued by The Charles Darwin Society. They claim that mankind evolved 'from the bicycle'.

The society's French president, Monsieur G. à la Pagos, addressing a media attended seminar, says the evidence comes, not from archaeological findings, but simply by taking words in general use today and relating them to origins.

He gives a few examples of 'bicycle clips'

SADDLE	Became a word for something difficult to dispose of.
MUDGUARD	Separated over a long period to become the 'unrelated' MUD and GUARD
SPOKE	Now the past tense of the word speak
HACKING BIKE	Developed into 'hacking cough' - cousin to the acne carriage.
NUT	As in the 'monkey nut'. Adopted by this form of 'bipedus erectus' until torn away to become the 'monkey wrench'.
CROSSBAR	Later used in a sport called football
HANDLEBAR	Evolved into an extended moustache and sported by 'smoothy' officers in the Royal Air Force (known as taking the RAF with the smooth).
BIKING	Was 'by kin' as in 'Kith and Kin' as the bicycle is an ancestor.

The Darwin Society would be glad of further examples to back up their already substantial evidence!

Contributed by Richard Callum



Cycling Weekly (aka 'The Comic') STAR LETTER 16th Nov 2017

Our own
Trevor
Gilbert has
his say!



Just get out and ride



Re: Gregory Ashley's letter (Cycling Weekly, Nov 2nd 2017) who states "Do not ride on the road until March, buy a turbo, then you will still be racing in August when those who rode through the winter will have packed up by June".

I would suggest that G. Ashley is talking out of his hat. For 18 years I rode throughout the winter to and from work: 40 miles a day (February 1971 did 1408 miles) plus club runs at the weekends. From January to the first event in March, Saturday training ride up to 60/70 miles and Sunday training ride up to 100 miles, mostly done in the Chiltern Hills and the Surrey Downs.

My diary for 1971 shows I rode my first event on 7th March and the 60th (and last) on 24th October, all time trials up to 12 hours: six were PBs from 10 miles to 12 hours. Did my first under the hour '25', broke the Feltham club record for 10 miles; all done at 32 years of age. No Olympic medals or yellow jersey (wrong DNA), but the best I could manage.

Unfortunately the advent of old age (I will be 79 shortly) brought on medical conditions which brought my riding to an end at what I consider an early age, some time ago.

I have been a member of the Hounslow & Dist. Whs. since 1972, race secretary for many years. Next year I will be promoting our Open '100' for the 32nd time, not all in succession.

So may I suggest that Mr Ashley understands you can ride through the winter (with care) well wrapped up, with good overshoes and gloves, thus laying a good foundation to build the rest of the year on.

Yours in sport Trevor Gilbert (Cobham, Surrey)

Club news & notes



Hounslow and District Wheelers welcomes new members

David Keeley
Ben Neighbour
Tim Budd



Xmas at The Duke of Edinburgh (above)



Jo and Nic enjoying the Florida sunshine—Siesta Key.

So! How many men does
it take to fix a puncture?



One perhaps!



Or maybe two?



Nope!.....Three!!

Contributed by Jo Wells



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Next Issue

The next issue will be
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Please contact the
editor with your
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suggestions.
It's your magazine!