



# Quarter Wheeler

2018 Issue 2

Autumn Issue

The magazine of the Hounslow & District Wheelers

Summer of  
2018  
What a  
scorcher!



Coffee stop - Clandon Park

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

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# Hounslow & District Wheelers Open 25

Sunday, 15th July

Report: Chris Lovibond

Liam Maybank (Twickenham CC) took every prize available to him with a stunning 49 minute 3 second ride.

In addition to the outright victory he was best Vet on standard by a margin of nearly three and a half minutes, he led the Twickenham to take the team prize and his time was also a new event record. This was his fourth time trial victory of the season.

His nearest rival, Howard Shaw (Eastbourne Rovers) was exactly three minutes slower, while the scratchman, Stuart Travis (Team Bottrill/Vanguard) abandoned with about twenty miles completed. Maybank said that he was under the impression that Travis was up on him, but in the opinion of unofficial observers at the roadside this was not the case.

Given these facts you might think that Liam Maybank was at the top of his game, but this was not how it seemed to Liam himself: "If only I'd felt as good today as I did last Thursday" he said, complaining that his form this year is inconsistent.

His power level in this event was significantly down, and he believes he has a problem with an allergic reaction to air pollution. He is actively seeking a method which will overcome this; if his quest is successful the other leading time triallists are going to have to find something extra themselves.



Liam Maybank



Lenka Vackova

The Ladies winner, Lenka Vackova (Rapha CC), had a smaller margin (22 seconds) over second placed Emma Angrove (73degrees CC) who has a 56 minute p.b. to her credit. Lenka recorded 1.0.56, which may not seem especially fast by today's standards, but it did represent a dramatic improvement on her qualifying time of 1.5.00. She is in her first season of time trialling having spent the previous two seasons road racing.

Although she has lived in the UK for some time, Lenka has been selected to ride for her country, the Czech Republic, in the UCI Gran Fondo Championship at Varese (Italy) in September where she will ride both the time trial and the road race, so a good result there is her immediate ambition. Her surname is pronounced with a hard 'c' and this is worth mentioning since it seems likely her name will be on many peoples' lips in the near future!

The Hounslow has traditionally been keen to win team prizes, especially in our own events. This time despite two very creditable rides, one from a past winner of the event, Nic Stagg (53.35) and the other from James Cadman (55.20) the club had to concede to the Twickenham, Maybank's ride being supported by Grant Woodthorpe (54.21) and Atish Nazir (1.0.36).

The event was run on the Farnham - Alton course and attracted 73 entrants. It was promoted by Nic Stagg with some assistance from the club's new race secretary, Bruce McMichael, who bravely took part riding 81" fixed.

# Results (Open 25)

## Men (top 10)

1st	Liam Maybank	Twickenham CC	49:03:00	Vet
2nd	Howard Shaw	Eastbourne Rovers	52:03:00	Sr
3rd	Tim Lynch	Aspire Velo Racing Team	52:35:00	Sr
4th	Gavin Ash	Worthing Excelsior CC	52:45:00	Sr
5th	Mark Bashford	East Grinstead CC	53:04:00	Sr
6th	Dale Lush	Kingston Phoenix RC	53:30:00	Sr
7th	Nicolas Stagg	Hounslow and District Wh's	53:35:00	Vet
8th	Benjamin Allen	Westerley CC	53:51:00	Vet
9th	Adrian Blacker	Norwood Paragon CC	54:14:00	Vet
10th	Paul Haywood	Epsom CC	54:17:00	Vet

## Women

1st	Lenka Vackova	Rapha CC	01:00:56	Sr
2nd	Emma Angove	73Degrees CC	01:01:18	Sr
3rd	Gemma Hayes	Norwood Paragon CC	01:05:03	Sr
4th	Jackie Dodd	Phoenix RC	01:06:26	Vet
5th	Jill Bartlett	Hounslow and District Wh's	01:14:01	Vet
6th	Rosslyn Young	Serpentine Running Club	01:26:28	Vet

## Tandem

			Time	MPH
1st	Peter/David Butler	Charlotteville CC	58:36	25.597

## Vets Standard

1st	Liam Maybank	Twickenham CC	+18.12
2nd	Adrian Blacker	Norwood Paragon	+14.38
3rd	Philip Watts	Northants RC	+14.23

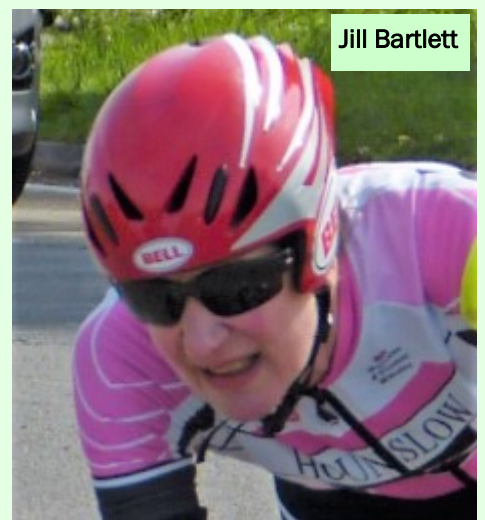
Team (on time)		Total Time
<b>Twickenham CC</b>		
1st	Liam Maybank	00:49:03
	Grant Woodthorpe	00:54:21
	Atish Nazir	01:00:36
<b>Total</b>		<b>2:44:00</b>

## Hounslow and District Wheelers' (overall standings)

7th	Nic Stagg	53:35	Vet
17th	James Cadman	55:20	Sr
58th	Bruce McMichael	01:11:45	Vet
59th	Jill Bartlett	01:14:01	Vet



Nic Stagg



Jill Bartlett

# West London Interclub 25 Sunday 25th May

Report and photos: Chris Lovibond

The Interclub 25 is primarily a handicap event, but looking at the result it is impossible not to be impressed by the fastest ride of the day which came from Chris Holmes (Twickenham CC) who recorded 55 minutes 01 second, giving him a winning margin of 2.24 over his clubmate Mark Coombe who finished in 57.25.

Chris is in his second season with a TT bike, returning to racing after an earlier career as a roadman when he achieved a second cat. licence. At 42 years of age he has come back to the sport at roughly the same age as Adam Topham was when he restarted – this performance suggests he could be equally successful.

However, the only award in the event is the Trophy Shield which is won by the best club team on handicap. The Hounslow took this prize for the first time in several years with three promising rides, led by James Cadman's 1.00.09. James is not a novice time triallist, but he is still on an upward trajectory and surely must soon do a sub-hour ride on this tough roadman's course.



Mark Silver (HDW) at the start



James Cadman



Tim Budd

Tim Budd (1.6.12.) was riding only his second time trial and improved by four minutes over his first effort. As can be seen in the photograph he has not yet made any concessions to aerodynamics and was riding a straightforward road bike, so great things may soon come from this new recruit to the sport.

Les Howson continues to make steady progress and made a useful contribution to the team on this occasion.

We live at a time of 'elite-isation' of sport in which almost all media attention is given to those at the very top, and this tends to discourage ordinary mortals from even attempting to compete themselves. The Interclub 25 goes completely against this tendency and so is to be valued and supported. It is an event with a long tradition which goes back to the 1920's, so it is within sight of its centenary and perhaps it is now time for a review to consider enhancing the event in time for its 100<sup>th</sup> edition. More clubs might be invited to take part, other courses and better publicity could be considered.

This year's event was efficiently organised by the Weybridge Wheelers, although sadly they were unable to field any riders. Finally, it is hard not to admire the strength of the Twickenham CC which in this essentially low key time trial on a slow course had four riders comfortably under the hour.

Result (actual time)				
1st	Chris Holmes	TCC	55:01	
2nd	Mark Coombe	TCC	57:25	
3rd	Gareth Williams	TCC	57:35	
4th	Daren Austin	TCC	58:30	
5th	James Cadman	HDW	1:00:09	
6th	John Newell	TCC	1:00:38	

Result (h'cap time)				H'cap
1st	James Cadman	HDW	55:01	12:00
2nd	Mark Coombe	TCC	57:25	7:00
3rd	Tim Budd	HDW	57:35	15:00
4th	Chris Holmes	TCC	58:30	2:30
5th	Stuart Gilles	TCC	1:00:09	7:30
6th	Les Howson	HDW	1:00:38	16:00

# Good Friday 25 Mile Time Trial

Friday, 30th March

## Result



Pos	HDW rides	Actual	H'cap	H'cap		Other rides		
1st	Nic Stagg	57:28	SCR	57:28		Russell Danckert	55:26	-
2nd	James Cadman	1:01:53	2.5	59:23		Jamie Richardson-Paige	1:01:14	Chippenham
3rd	Stuart Hewlins	1:03:40	3	1:00:40		Robert Attreed	1:04:08	Maidenhead
4th	Luke Carter	1:07:05	10.5	56:35		David French	1:05:12	Weybridge
5th	Neil Blundell	1:08:03	6	1:02:03		Kevin Attreed	1:09:21	Glendene
6th	Tim Budd	1:10:30				Richard Hebborn	1:11:34	-
7th	Jill Bartlett	1:14:23	18	56:23		Dan Thisdell	1:14:28	-
8th	Nigel Forward	1:17:42	22	55:42		Hayley Attreed	1:24:19	Eton Tri
9th	Mark Silver (trike)	1:18:09	19.5	58:39		James Skeggs	1:25:15	Glendene
10th	Bruce McMichael	1:18:24	17	1:01:24				
11th	Paul Holdsworth	1:18:28	2.5	1:15:58				
12th	Simon Wroxley	1:19:49	15	1:04:49				
13th	Graham Seaman	1:29:11	16	1:13:11				



# Midsummer Cup 25 Mile Time Trial

24th June

*Report: Chris Lovibond*

As we have come to expect, Nic Stagg dominated the Midsummer 25 recording the fast time of 56:49. This was just over 3 minutes clear of his nearest rival, James Cadman who finished in 59:54. This result from James is notable since it was his first sub-hour ride in a club event. This is always a significant achievement on the West of Windsor course, and one which only a few can claim.

First handicap went to Tim Budd - actual time 1:4:30 with an allowance of 9 minutes. Tim has improved so much - he did a '6' in the recent interclub and a '10' on Good Friday - that he will not find the handicapper so generous in future. This was his first ride using clip on bars, which he thinks were a help; however most peoples' experience with these bars is that it takes some time to get the best out of the new position. So we can expect more improvement soon.

Including three non HDW riders the event attracted nine entrants and it is encouraging to note that, apart from Nic and Jill, all the Hounslow riders were seniors.

Pos	HDW rides	Actual time	H'cap	H'cap		Other rides (actual time)		
1st	Nic Stagg	56:49	Scr	56:49		David French	1:01:54	Weybridge
2nd	James Cadman	59:54	3:00	56:54		Richard Wilcox	1:05:40	Bath
3rd	Tim Budd	1:04:30	9:00	55:30		Michelle Ayres	1:09:18	South Bucks
4th	Peter Martin	1:12:14	12:00	1:00:14				
5th	Les Howson	1:13:42	13:00	1:00:42				
6th	Jill Bartlett	1:15:45	18:00	57:45				

# Peter David Wright 1925-2018

PDW (as he was often called) was a key figure in creating the club spirit of the Hounslow & District Wheelers, and his influence is still significant today, even twenty years after he retired as chairman.

Pete came to the Hounslow in 1956, bringing with him The Calleva 100 (now the Ron Brown Memorial 100), so it can be said that he was a committee member almost before joining the club and this seems both typical and fitting, for it is still hard to think of the committee without him, or Pete without a committee. Like many of his generation he clearly believed that he should contribute to any organisation he joined, and this applied to everything from his trade union activities right up to the local allotment committee where he was active to the end.

It was partly his union experience that made him such an excellent chairman, since he had a good understanding of the rules of meetings and was able to apply them in a way that kept things under control without seeming unduly legalistic.

Pete's own cycling career was long. He started as a teenager and after service in the army in World War Two he rode for the legendary Calleva Road Club. He only competed as a time triallist, something which may have detracted from his record of success, but he was undoubtedly a strong rider, as this little extract from 'Cycling' (17<sup>th</sup> May 1956) shows.



MAY 17, 1956

## Gerrard Surprise Loser to Meacher

**SCRATCHMAN** Ted Gerrard, Barnet C.C. roadman of note, and always a handy time triallist, got a surprise beating in Yiewsley R.C.'s "50." His 2-5-44 was good for the day—but not good enough, for S. Meacher, Middx. Clarion, got round in 2-5-30 for an excellent win over not only Gerrard but Westerley R.C. winning team leader John Mortimer, 2-6-18, 3rd; Weybridge Wh.'s early-season place-getter John Penney, 2-6-29, 4th; R. D. Cary, Sittingbourne, 2-7-2, 5th; "Jock" White, Leamington C. and A.C., making his come-back, 2-7-4, 6th; P. D. Wright, Hounslow and Dist., 2-8-31, 7th; J. A. Bromley, Gosport, 2-9-10, 8th.

It was a good day for Westerley. Third in the event and team winners, they also gained the handicap with C. L. Erleback, 1-57-37 with 13½ min.

Pete was good enough to be near the podium, even if he rarely ascended it. This is something which shows a high level of dedication to the sport he loved. It is hard for modern recruits to cyclesport to appreciate the standards of PDW's generation, since today it is necessary to average over thirty mph to be competitive – in May '56 (left) a sub four hour 100 was yet to be achieved (it was finally done on 6th August that year).

Eventually PDW made this gold standard speed with 23.26, winning the Crawley Wheelers 10 in 1981 at the age of fifty six, surely a just reward for long dedication.

Without doubt Pete's most significant contribution to the life of the club was in the committee room and the workshop. From 1972 to 1993 he was general secretary – really the most important committee job, club president from 1984 to 1988 and again from 1995 to 1998. He was also committee chairman from 1993 until he retired from committee work.

The reference to the workshop may seem strange to those who don't remember club dinners in the PDW era but he was our 'wheezemaster' (Jeff's expression) and made the most wonderful props for the dinner jokes – usually presented as spoof prizes. These were generally three dimensional and employed many different techniques, although they often depended on Pete's superb sheet metal work skills.

Another, later, field of artistic expression was his glass engraving – he produced many works of outstanding merit. He learnt much of this skill under the tutorship of Eileen Sheridan, who is much respected in this medium, but Eileen herself is on record as saying that PDW's detail work was finer than anything she had achieved.

If you think the Hounslow & District Wheelers is a great club, you are contemplating an organisation which could not have come into existence in its present form without the input of PDW. There are no modern equivalents of Pete, not only in the obvious way that today young people with talents like his are 'gentrified' by going to university, but also because later generations appear to have lost the understanding that clubs like ours, in order to function, need active contributions from the members.

Finally, I'd like to add that those 'wheezes' were some of the most original artworks I've ever seen.

Chris Lovibond.



**The Viking Ship: one of the many spoof prizes constructed by Pete for the club annual dinner and prizegivings**  
**See the following page for an explanation of this award.\***

## Pete Wright

### *Olive Wright and Jeff Marshall*

Peter and Olive had known each other all their lives, he was even present at her christening! Their fathers were schoolboys together – When they left school, both became Post Office messenger boys.

When the '14-'18 first world war broke out they both joined the Navy. The two families remained close and Christmases were spent at Pete's grandma's house as one big family party.

When Peter left school he started work at David Brown's (Airpark) in the technical drawing offices, but sometime later took up an apprenticeship in sheet metal work. This was disrupted by the '39-'45 second world war when he went into the Army.

When he returned to England in 1947 he completed his training and eventually became a highly skilled panel beater/metal worker, employed by many top class firms in the luxury motor vehicle trade, such as Aston Martin – Lagonda and Milliner Park Ward. Olive remembers him coming home one day bemused by the request of a millionaire customer, for gold plated bumpers on his new limousine !!

When the motor trade became unstable, Pete went to work at Fairy Aviation in the experimental division and later to Hawker – Siddley.

In 1966 he went to BOAC (now BA ) and stayed there until he retired in 1988.

Looking for something to do to occupy himself he took up art and glass engraving , producing some beautiful pieces which seem to be distributed all over the country, given as gifts or commissioned by other cycling clubs. –This came to an end when his eyesight was affected by macular degeneration.

He then became a full time Allotmenteer.

Olive is not sad at his loss – she is happy that the end was swift and merciful, and that he did not have to suffer the indignity and confusion of dementia any longer.

She now has the love and support of their two lovely adult children, Jenny and Tim, son and daughter-in-law David and Sarah, and grandchildren and great grandchildren.



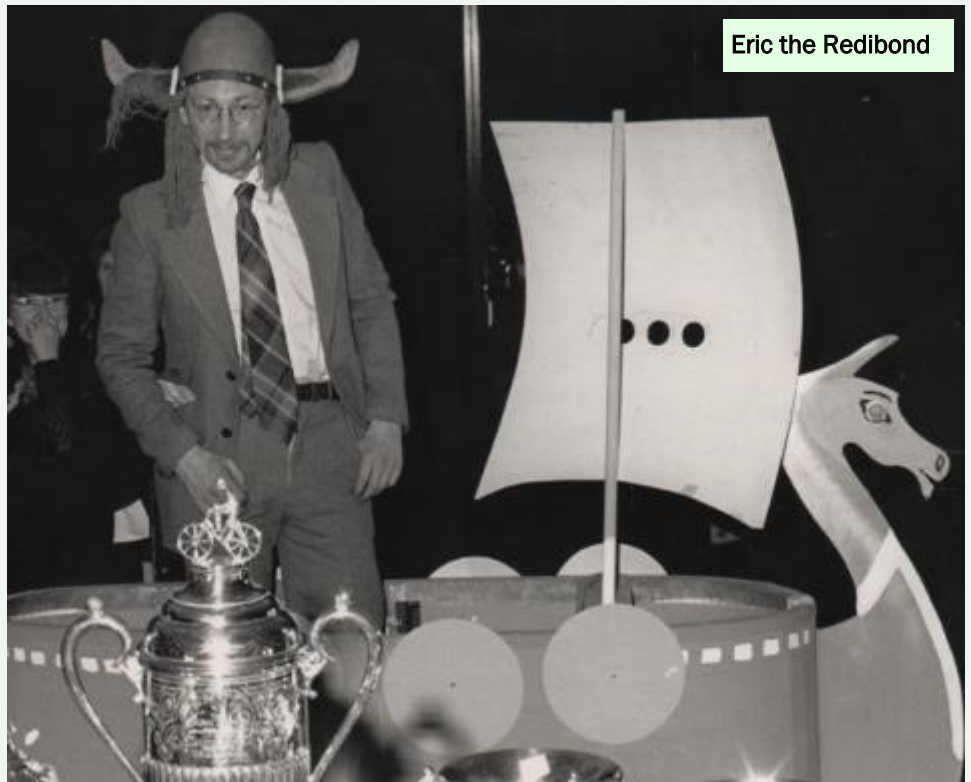
# The Viking Ship

*Jeff Marshall recalls*

At our Golden Jubilee annual dinner in 1984 in front of 311 noisy guests at the Heathrow Penta, to the accompaniment of the Rod Stewart song 'Sailing'. The Viking longship was presented by Peter Naylor, to Chris Lovibond, who at that time was our clubrun captain, because he had tabled the preposterous possibility of a family package holiday for four, on a rowing skiff !.... With him as a real ships captain!? Chris was already known for his passion for old relics. Our fertile imaginations were further tickled as he then rode an ancient but genuine pre war Saxon bicycle. We imagined him as 'Eric the Redibond' a direct descendant of the legendary Norwegian Viking, Eric the Red who in 980 captained his Viking longship, raping and pillaging his way down the East coast and up the Thames estuary.

We knew he would not feel comfortable on a new sleek skiff and that his holiday would be much more authentic if he searched for his roots in this reproduction Viking vessel, resplendent in old Eric's War helmet and regalia!

Yes, really!



## *Eric The Redibond explains*



The two pictures of the Viking Ship were the best available of PDW's work that were available to us; it's a pity that the wheezes were seen as ephemeral and weren't preserved or recorded. Originally I had no intention of trying to explain the joke since the very last person who should feature in an obituary is the obituarist himself. However, an explanation has been requested and I can only hope this is acceptable as a separate footnote.

In 1983 my children, Zoe and Matt, took up an interest in rowing skiffs. We had been fortunate enough to come across Mark Edwards at Hampton who would, at that time, hire out beautiful and well equipped vintage skiffs. He provided good quality oars, explained how to 'feather' and showed us how to set the boat up so it worked efficiently. This was really much the same as showing a novice how to set a bike up and made the experience completely different from taking out a dingy on a lake in a park.

After several evenings rowing between Molesey and Sunbury locks and having read *Three Men in a Boat*, we became more ambitious and did an overnight trip using the metal hoops which fitted into mountings in the side of the boat and supported a canvas cover as a tent. We managed to persuade Yvonne (my wife) to come with us and I think she enjoyed herself – the rest of us certainly did. Naturally I talked about this to my clubmates: I'm not quite sure what they made of it, but as you can see they thought the idea was notable enough to mark it at the 1984 club dinner.

Both children went on to row competitively, and Zoe even chose her university on the basis that she would be able to carry on with the sport. Sadly the undergraduate social whirl meant this only lasted about a fortnight, but even so I think the experience was beneficial, *and* they got Pete's boat to play in.

With thanks to Jeff and Chris who responded to my request for an explanation of this particular 'prop'.

I am sure many readers will be as amused as I was to hear the story!

The Editor.

# AUK (Audax UK)– early reminiscences

## *Clive Williamson*

The foundation of AUK more or less coincided with my return to cycling after a gap of 15 years. I lived abroad for some years, got married and started a family, all inhibiting factors for regular cycling activity, as many AUK members and active cyclists generally will have experienced.

A friend from my old cycling club, North Bucks Road Club, rang me up and told me a club member was getting married and selling off all his bikes, and the best one, a Condor, had been reserved for me if I wanted it. This was 1976, AUK's foundation year. I didn't enquire the reason why marriage should prompt such action, but simply paid my £75 and changed my life - at the present count - for 42 years. After intensive use as my only mount for many years, the Condor frame was saved from the scrap heap by a friend who is very much into 'retro' bikes, and is in the final stages of full restoration.

I had no contacts in the local cycling world in the Weybridge area where I lived and it took me some months to establish contact with the Weybridge Wheelers (WW). In any event after so many years off the bike, I needed time to get fit enough to consider joining a club. Two members of the WW, Dave Wey and his son Alan, were already AUK members and hence prompted my introduction to the organisation. Dave is still living nearby and I have had the chance to chat to him about those times. This reminiscence is effectively jointly of Dave and myself.

AUK, as most members will know, is an offshoot of Audax Club Parisienne (ACP), founded at the beginning of the 20<sup>th</sup> century by Henri Desgrange, of Tour de France fame. The catalyst for forming AUK seems to have been the Paris Brest Paris (PBP), which a number of British cyclists wished to enter but were unable to do so because of the stringent qualifying conditions. The 1975 PBP required authorised events to be completed under ACP rules by ACP members, all of which were held in France. This made it difficult for most Brits to achieve.

John Nicholson, the founder of AUK, contacted ACP and arranged that members of the 24 Hour Fellowship in the UK would be able to enter future PBP events provided they covered at least 375 miles in a 24 hour time trial event in the year of the PBP. Subsequently arrangements were made for Randonnee events to be held in the UK, but since there was no authorising body in the UK, brevet cards had to be sent to ACP for verification.

This clearly could not continue in such a cumbersome way, hence in 1976 AUK was formed as an affiliate of ACP with structures and regulations in conformance with those of ACP. By the time of the next PBP in 1979, AUK was fully operational and there were a number of entries from UK. Jock Wadley, a renowned cycling journalist of the time, wrote a best seller, 'Sporting Cyclist', which encouraged much interest in long distance cycling. The scene was set!

Being a member of the 24 Hour Fellowship, Dave was fully aware of what was taking place, and hence was an early member of AUK. I joined WW in 1977 and was quickly into AUK activities together with other members of the club, but I have no recollection of my first Randonnee. The WW had for years organised an annual early season 100 mile so-called reliability ride, which I suppose was effectively a precursor of the Randonnees, albeit a gentle introduction to the more demanding AUK events.

Round about that time the WW formed a loose association with the Audax Club Boulogne, who were running a week-end of Audax events each September, and which are my strongest memories of early AUK events. Contact was originally made by an Ashford cyclist, Bob Stark, who passed on his findings to a small local group, including Dave Bruce, Neil Eason, Bob Harris and Chris Davies, some of whom were members of WW, and quickly developed into a kind of cycling club twinning. Dave Wey became close friends with Alain Cordier, the President of Audax Club Boulogne (ACB), and his family. Alain was a mover and shaker who built his club to be one of the most prominent of the ACP, and furthered the 'entente cordiale' in the most entertaining way possible for a cyclist. At its peak some 900 Brits attended the Boulogne weekend.

I first went to Boulogne in 1978 when a small party of some 15 riders, including 11 WW members, ventured across the Channel. I was accompanied by my then 9 year old son, Stephen. I had started cycling with Stephen a year earlier - short rides in our locality. He immediately took to the sport, and we rode many AUK events together over the years until he left for University. In Boulogne, 3 events were organised over different distances, the shortest being around 75km in length. The terrain in the Boulogne hinterland is extremely hilly, with several severe climbs on the route we were given. Stephen completed the route without assistance, and returned to base tired and happy at his achievement. There was a prize for the youngest rider to complete the route which I was expecting Stephen to win, but of course there is always someone younger. A 4 year old had completed the ride on the back of a tandem that had an independent pedalling system, that he could pedal if and when he wished. That night the 'entente cordiale' wobbled alarmingly in the Williamson household!

The WW/ACB relationship deepened when some WW members participated in a major biennial long distance event organised by ACB in conjunction with the twinning activities between Boulogne and their German twinning counterpart, Zweibrücken. A 600km Randonnee was run by ACB in the years that it was the turn of Boulogne to visit Zweibrücken, this being the distance between the two towns. It was a one stage ride through the night, with a police escort for part of the way because of anticipated potential danger to riders. Both Dave and Alan rode several times bringing back many stories to share at winter pub meets. I rode only once, a few years later when the event had been broken up into 3 stages - 250km, 250km, and 100km. One night we stayed at a monastery, sleeping in former monk's cells, the snores of exhausted cyclists replacing the chanting of the liturgy! In Zweibrücken we were billeted with local families, in twinning fashion, and enjoyed the carnival organised to welcome the Boulogne guests.

The other major AUK event I remember strongly is the so-called 'Dorset Coast' 200km Randonnee, one of the toughest in the calendar at the time. I'm not sure which year it started but I first rode it, again with Stephen, in 1982 when Stephen was 13 years old. In those days the event started by boarding the Sandbanks Ferry after cycling around Poole Harbour. There was a gale force wind blowing across the bay which blew Stephen completely off his bike as we rode to the ferry. He was a late developer physically, and was still quite a small lad at the time. No harm done we rode the whole route taking 11 hours in the process. No prizes for youngest rider alas! We continued riding the event every year until Stephen left for university.

That same year we rode two 300km events – the first started in Christchurch near Bournemouth at 2am and went northwest as far as Malmesbury, returning through the New Forest. Stephen had difficulty keeping awake until we reached the first coffee stop, but afterwards we got into our stride until a puncture slowed our progress. I can't remember the time we took but I know it was pretty good for a 13 year old.

The second 300km started in Waltham Forest, North London, again at 2am. It was a period of hot weather with a strong easterly wind blowing through the day, but which, at 2am, had completely died. We had a relatively easy ride to reach Clacton-on-Sea for breakfast. As the day warmed up the east wind got stronger and stronger and we flew back to HQ in around 11 hours for 300km.

Stephen now maintains, only half jokingly, that I should have been reported to the NSPCC, but I plead he was always keen to participate, and relished his athletic achievements. Also, it formed a good base for his ride, with a friend, cycle-camping around the coast of Britain at the age of 16, and two years later, across America with me.

There seemed to be a tendency for me to support certain events regularly on an annual basis, particularly if within reasonable distance of home. The Reading 200km was one such, and the Stonehenge and back organised by the West Surrey CTC another. The routes worked out by the organisers who have local knowledge, was the perfect way to become familiar with the beautiful countryside of Southern England.

Also I used Audax events to train either for a long distance time trial or, more likely, for an overseas tour. The last intensive use of these events was in 2004 when at the age of 73 I entered L'Etape du Tour, which that year was being held in the Massif Central region of France.

In recent years I have strayed from the Audax path but certainly not from riding my bike. A lifetime of a wide variety of cycling was hugely enhanced by the many encounters and introductions to lesser known and more intimate parts of this beautiful island, while riding AUK events. Best seen from the saddle of a bicycle – man's greatest invention.

Now at the age of 86 I am casting my eyes in the direction of ebikes!

## BIKE MAINTENANCE

### A HANDY TIP FOR THE LAZY MECHANIC

This issue's contribution is provided by Jeff Marshall

**FIX IT!**

#### ARE YOUR DISC BREAKS SQUEALING?

The usual advice to cure this annoying / scary sound when you apply your brakes is to release and remove the through axle, take out the wheel, clean the disc surface both sides with alcohol, remove the split pin from calliper, take out the disc pads, remove any glaze on braking surface with a fine file or sandpaper, then reassemble the pads in the calliper and finally replace wheel in frame and refit the through axle. A whole load of hassle!

I have recently stumbled on a much simpler and effective method of ridding yourself of the 'squeals'.... 1.) Avail yourself of some 'Muc Off' fast acting bike cleaner...2.) Support your bike in a .stand, or turn it upside down, rotate the wheel/s whilst copiously spraying the surface of the disc, both sides, and into the gap in the calliper so that the pads get well wetted, Wipe the disc surfaces thoroughly with a clean rag whilst the wheel is still rotating.

Allow to dry, Job done.

If you still have any squeal, repeat.



## Before the Derailleur

(from *Le Cyclisme* by Raymond Huttier, published 1947)

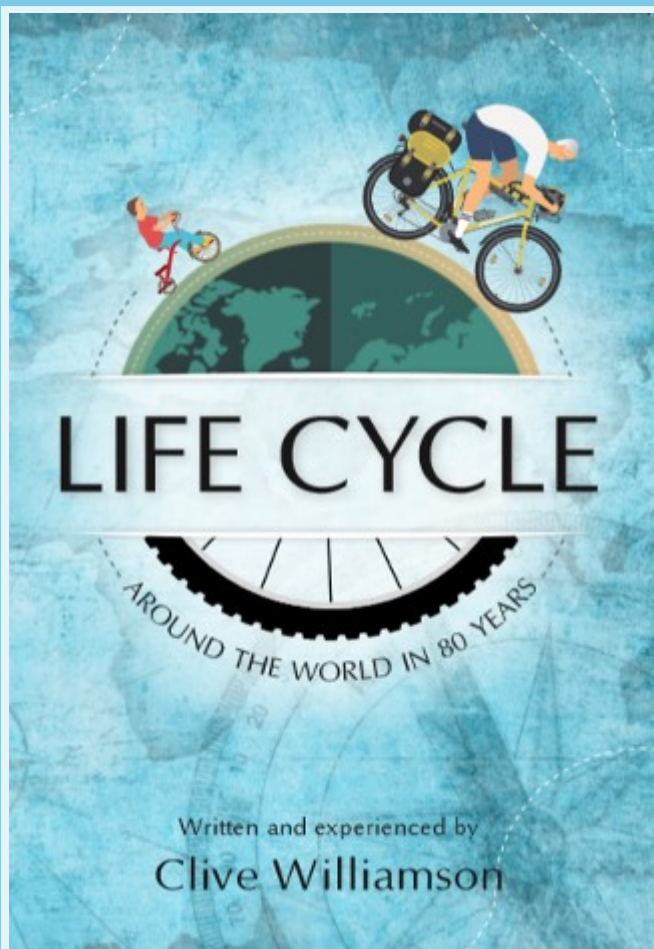


In the past, when it was necessary to make a choice of a single gear which had to serve at the same time for the flat, the hills (up as well as down), tarmac, cobbles, wind, accelerations and the final sprint....it can easily be understood that the business demanded deep thought. It often happened that some of the great champions, such as Henri Pelissier and Girardengo, would delay making a decision until the very last moment, coming to the start line with a handful of sprockets. Only after a final inspection of the sky and test on the wind strength would they fit the desired gear. I've seen this done many times. In this way these master roadmen give themselves the best chance of success and, what's more, strike a theatrical blow against the morale of their adversaries.

It has often happened that the evening before mountain stages of the Tour de France experienced riders would publicly tell their mechanics what gear to put on for the next day then secretly, in the shelter of their bedroom and away from prying eyes, put on a completely different set of sprockets. The bike would then spend the night at the foot of their bed.

This trick of the trade would wrong foot the lesser men, those whose knowledge of their *metier* was imperfect or those, let us say, not clever enough to find the best gear for themselves.

*Contributed by Chris Lovibond*



Club member and regular Quarter Wheeler contributor,  
Clive Williamson's recently published book:

**LIFE CYCLE (Around the World in 80 years)**  
describes a selection of his favourite trips

### LIFE CYCLE

From the lofty heights of the Pyrenees to the dizzying depths of the Nagorno Karabakh canyons.

From the hustlers of Vietnam to the bandits of Laos.

From caviar to ant egg soup.

The author has cycled through sixty countries during an eighty year love affair with his bicycle and has described eighteen of those trips he remembers with most affection.

*'as a matter of principle, I never go to bed with a woman who has dirty fingernails'*

*'the combination of crooks, rattlesnakes and ghosts would have unsettled the calmest disposition'*

*'At the age of seventy-eight the Caucasus Mountains were a mountain range too far'*

### Endorsement by Dervla Murphy

The author comes across as a congenial companion as he cycles through so many countries over so many decades. His well-informed observations are recorded with shrewdness, imagination and humour. Few cyclists remain faithful to two wheels for eighty years - a circumstance which enables Clive Williamson to comment on our fast-changing world from a peculiarly valuable perspective.

*Dervla Murphy (born 28 Nov 1931) is an Irish touring cyclist and author of adventure travel books for over 40 years.*

Order the book online at: <http://www.bhebooks.co.uk> £12.99

There are links to Amazon, Kindle and Paypal and the book can be pre-ordered at Waterstones.

# A cracking ride in Hampshire or 'One for your Bucket List'

Jeff Marshall (*Photos Ian Seccombe*)

One Friday afternoon in April, over a couple of pints in the Royal Oak at Pirbright, after our weekly 'Ron Jones Ride For The Retired' I was banging on about a ride I had done the day before with Bob Birt and my friends in the Reading CC, through the beautiful quiet lanes in the countryside surrounding Basingstoke, and the splendid Café, 'More Of The Good Stuff' at Dummer Down Farm when Ian Seccombe said "we should go out there and do it ourselves". There was general agreement so I felt compelled to organise it. A date was agreed when we could all make it. Friday August the 3rd it was. Graham suggested that we meet at Hartley Wintney in our cars and start the ride from there. On my next Thursday ride with the Reading boys I asked Malcolm and Sue Nichols, who know those Hampshire lanes like the back of their hands, if they could help me with the route. I wanted a 40 to 50 miles anticlockwise circuit, not too hilly, as the riders would be a disparate group aged between 55 and two of them 87. They readily agreed and using their encyclopaedic knowledge of the area the next time I met them, they came up with their best guess as to our needs. A few weeks beforehand I went down to Hartley Wintney to find a suitable place to park our cars. There seemed to be no parking anywhere for more than two hours, so after asking at the cricket club I was directed to the Monachus Lane car park just off the High Street, where it was OK to park all day for £3.

I put the route on to Garmin Express on my laptop and downloaded it on to my Gamin 820 Explore. My mate Bob Birt volunteered to recce the route with me and a couple of weeks before the date, we set off from the car park to ride the route and check the distances, timeframes, etc. The weather for Aug 3rd was forecast to be HOT, 'scorchio' even as they say in La Liga. So we kept an eye out for somewhere to slake the thirst of our old boys en route. The only suitable place was Jolly Olly's at Oakley at 19 miles. Dummer Down Farm was only 6 miles or so further on, but it would have to do.

The return ride turned out to be about 19/20 miles and the Cricketers Pub overlooking the cricket pitch was the perfect place to quaff a shandy or two afterwards. OK job done, it would be just the job.

I had expected that 8 or 9 of our Tues /Fri group would want to do this ride so I was pleasantly surprised when 17 responded to my invitation for Fri. 3<sup>rd</sup> Aug. I made a call to 'More Of The Good Stuff' to be sure they could deal with that many cyclists between 12.30 and 1300. It was no problem. So I sent out the Garmin GPX file for those who could use it and we were all set. Unfortunately the 'Guvnor' Ron Jones had to pull out with a bad back. Which left 16 of us.





At 10.15 we all met as arranged and set off through the north exit of the car park in two groups of 8, riding 100m apart. We went left on to Hartford Road, right on Bracknell Lane, left again on to Brackley Ave. to join the route proper along West Green Rd. The route takes us on quiet country lanes in the beautiful countryside around Basingstoke, via Mattingley, Chandlers Green, (where Ian S. punctured and second group passed us) Stratfield Saye, Holly Cross, Bramley, past the National Trust's Wyne Park, Sherborne St John, Wooton St Lawrence, Newfound and Oakley, where as it was so hot and as planned we stopped rather more than briefly for refreshment at Jolly Olly's. With some difficulty we got everyone out of the café and back on the road via North Waltham to our lunch stop at Dummer Down Farm on right side of road, which leading, I rode straight by looking at my Garmin! After about a mile I realised and so our small group had to do a U turn to get back. Bob B, leading the second group and more observant than I, was already there. Ho Hum you can't win em all.



During a convivial lunch accompanied by various alcoholic beverages including Doombar and other craft ales, we were joined by Martyn R. making a surprise visit, having parked his car at Herriard village. ( I had shown him a map of our route a few days earlier) He did well to find us though.

After a photoshoot and a lot of 'faffing' about in the strong sunshine outside the café we got back on the road. Only a couple of miles down the road towards Axford we came across our oldest rider, Clive W who had left 15 mins earlier, with his front wheel punctured. We stopped briefly to help get him back on the road and set off again to Weston Patrick, Upton Grey, where somehow, we lost Eddies friend Brian and with him, Linda W. Oblivious to this we pressed on through Greywell where we received a mobile call from Linda, who said she and Brian were on a road signposted Hook. So we said "OK go to Hook on A30 and turn left to Hartley Wintney"

So we proceeded on to Odiham, North Warnboro' under the A287 by tunnel footpath to Whitehall then Winchfield, where we received another mobile call from Linda who said they were now approaching Odiham. I replied that I would dash back to Odiham and find them. Fortunately I found them in Odiham High St. where they were asking directions of a local. We were all relieved. Brian was suffering, so we rode slowly back to Winchfield and finally Hartley Wintney where we rejoined the others who were quaffing 'shandys' outside the Cricketers

To top it all it was Linda's Birthday and she had in her car, cake and champagne with strawberries to celebrate it. Which we did!

The ride was judged to be a great success and it was decided that it would become an annual event, So watch this space.

Jeff



# My Favourite (Mountain) Bike.

By Bruce McMichael.

## Cube 'Fritzz' 180 full suspension.



Back in 1985 I did part of the West Highland Way on a steel touring bike with narrow tyres). This time I was riding it again and decided to throw the kitchen sink at it with a full on MTB solution (see next page)

The four best technical improvements have been 1 x 11 transmission, 180mm rear travel, dropper seat post and tubeless tyres with miraculously no punctures despite giving the tyres a terrible pounding.

1 x 11 (30 tooth) transmission



10-42 cassette.



180mm travel front and back.



Dropper seatpost.

# The West Highland Way

**Bruce McMichael**

## A brief history

The West Highland Way (WHW) connects Glasgow (Milngavie) to Fort William largely using the roads built by Field Marshal Wade between 1715 and 1747, he of National Anthem fame (see verse three below) Wade was succeeded by General Caulfield after he retired.

*Lord, grant that Marshal Wade,  
May by thy mighty aid,  
Victory bring.  
May he sedition hush,  
and like a torrent rush,  
Rebellious Scots to crush,  
God save the King.*



Field Marshal George Wade (1673 - 1748)

## The Ride



Setting off



Ferry to Tarbet

Fortunately I found a ferry going to Tarbert on the other side and, as it was getting dark, I caught the train to Tyndrum.

I stayed at the Muthu Ben Doran Hotel which had an excellent breakfast, but which had nowhere to store bikes. I locked mine to the hotel's tractor in the covered bin

I started from the McMichael stronghold of Callendar, instead of Glasgow. This meant I cycled around Loch Katrine and then connected with the WHW at Inversnaid. I attempted to push along the East side of Loch Lomond, but this was certainly not a bridleway. It dropped off a cliff down a series of boulders and I found it unrideable. This cost me 3 hours retracing my steps.



Bridge of Orchy viaduct

'Bauchaille Etive Mor' Glencoe



area. Next day I bought water proof gloves, re-joined the WHW and stocked up on food, as the last café at Bridge of Orchy is about 40 miles and 5,000 calories from the next shop.

I crossed Rannoch Moor, around Loch Tulla, on the drovers' road built by Thomas Telford in 1803 on top of General Caulfield's original route. This section was very rideable and left the A82 miles out of sight. A long climb took me to Glencoe which was bathed in sunshine; the 3000 foot mountains dwarfed all man-made structures in the valley below. The Kingshouse hotel is the 'right' place for WHW participants to stop in Glencoe, but this was being rebuilt and was a huge building site.



I continued down Glencoe to the Devil's Staircase, the main event of the whole ride. It took over an hour to do the 3 miles push to the top at 1783 feet, but the effort was well rewarded by the views back over Glencoe particularly back to 'Buachaille Etive Mor' which guards the entrance to Glen Etive. As I started the descent I met two younger mountain bikers coming up from Kinlochleven. Ten minutes later they shot past me as I picked my line through the series of connected boulders that substituted for a road. The last 3 miles down to Kinlochleven is on a Forestry commission 'road' but even this gets steeper and steeper and is made of stones the size of tennis balls. Constantly holding the brake levers is hard work on your hands, I was very grateful for the 180mm rear travel, I have no idea how I rode this on a touring bike with 27 x 1¼ tyres in 1985.



I am pleased to say that the 2 younger riders had come to no harm when I arrived in town. I stayed at the Allengrange B&B in Kinlochleven, which has excellent drying facilities and a shed for bikes. Kinlochleven is at the end of a Fjord and, unless you follow the coast road, it is a 1:3 climb straight up to nearly 1500 feet. Fortunately it was dry all the way to the top. Some German walkers were amazed that I had made it up to their wild camp pitch. The WHW at this point is a 'green road' crossed by 100+ streams but a lot smoother than the previous day's terrain and I could ride 95% of the course. The ride down to Fort William circumnavigates the base of Ben Nevis, which appeared from time to time out of the cloud covering its summit. I got absolutely soaked in the last 3 miles of 40 m.p.h. descent on (tarmacked) road but at least I had dry clothes to change into at British Rail Fort William.

If you have got a full suspension bike and 3 days to spare, have a go. There is nothing quite like it.

# Additional notes on the West Highland Way

## The Route

The best way I found to download the West Highland Way, was using Garmin 'popularity mapping for mountain bikes' and a Garmin 810 with 1:50,000 OS mapping of the UK. I just clicked on the start and end points and Garmin joined them up using the West Highland Way. (See below re Loch Lomond). The route is well sign posted. I did my ride over 3 days 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> of August 2018 and the weather was excellent.



1775 ft drop to Kinlochleven (brutal!)



## The Ups and Downs!

There are two major pushes up a narrow rocky section from Glen Coe (Devil's staircase) + the path North out of Kinlochleven. It was dry both times for me but would be more of a problem in the wet. For easy escape I swapped SPD for flat platform pedals and also wore a MET parachute full face helmet for safety. There are plenty of walkers around, but at nearly 2,000 feet up, safety first.

Top tips for West Highland Way.

- Prepare for bad weather although I only had 2 hours rain.
- Do NOT attempt to ride the east side of Loch Lomond. It is along a cliff edge with almost vertical drops! I had to get the ferry across to Tarbet to escape this section .
- Military road from Tyndrum to Glencoe is almost all rideable.
- Kings House Hotel is closed for repairs until 2019, so buy enough food to get you to Kinlochleven.
- Kinlochleven to Fort William took me just under 3 hours the trains from Fort William leave at 11:41 a.m.
- Tubeless tyres worked very well for me.

It is a stunning ride - try it!

# RESULTS

Evening 10s



## 14th June (9 mile course)

Bruce McMichael	HDW	25:34
Mark Silver (trike)		27:15
Simon Wroxley		29:05

### Other rides

Robert Attreed	M'head	21:50
Matt Winn-Smith	Pure Motion	22:11
Scott Mitchell	-	22:16
David French	W'bridge	22:30
Matt Jeoffroy	Turing Velo	22:53
Neil Mitchell	-	23:17
Jamie Parkinson	-	24:18

## 21st June (9 mile course)

Nic Stagg	HDW	20:52
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### Other rides

Scott Mitchell	-	22:10
Matt Winn-Smith	Pure Motion	22:16
Matt Jeoffroy	Turing Velo	22:22
David French	W'bridge	22:34
Neil Mitchell	-	23:23
Rob Morrison	Penge CC	23:52
William Taylor	CCT	24:35
Laurence Flavell	VTC	25:42
Lisa Price	Viceroy	29:12
Francis Jacques	W'bridge	29:50

## 28th June (18 miles)

Nic Stagg	HDW	42:53
Tim Budd		47:41
Bruce McMichael		53:07
Jill Bartlett		55:55
Simon Wroxley		57:26

### Other rides

Jim Mann	Viceroy	46:09
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## 5th July

Nic Stagg	HDW	23:30
Tim Budd		26:24
Simon Wroxley		29:32

### Other rides

Paul Buckley	LK7 SD	23:45
David French	W'bridge	25:06
Jim Mann	Viceroy	25:47
Lara Clay	Viceroy	26:52
William Taylor	-	27:19
Lisa Price	Viceroy	30:40
Francis Jaques	W'bridge	33:16

## 12th July (9 mile course)

Nic Stagg	HDW	20:03
Tim Budd		23:12
Bruce McMichael		25:40
Simon Wroxley		26:02
Jill Bartlett		26:22

### Other rides

Scott Mitchell	-	21:03
David French	W'bridge	22:23
Neil Mitchell	-	22:30
William Taylor	-	24:01
Francis Jaques	W'bridge	29:36

## 19th July

Nic Stagg	HDW	23:28
Tim Budd		25:58
Jill Bartlett		31:01
Mark Silver (trike)		31:20

### Other rides

Louis Rose-Davies	C'yon E'berg	22:29
Jason Harris	Pure Motion	24:39
David French	W'bridge	25:21
Jim Mann	Viceroy	26:11
William Taylor	-	28:06
Lawrence Flavell	Viceroy	34:50



Reduced programme due to road works

## 2nd August

Nic Stagg	HDW	23:18
Mark Silver (Trike)		30:37

### Other rides

David French	W'bridge	25:49
Conor Boyle	CC Woking	25:52
William Taylor	-	27:40
Paul Jones	VC Meudon	29:53

## 9th August

Jill Bartlett	HDW	31:18
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### Other rides

Stuart Gillies	Twick'm	25:14
Conor Boyle	Woking CC	25:18
Joseph Gillies	Twick'm	27:23
William Taylor	-	27:39

## 23rd August

Nic Stagg	HDW	23:23
Tim Budd		26:31
Joanna Wells		34:15

### Other rides

Conor Boyle	Woking CC	25:01
David French	W'bridge	25:58
William Taylor	-	28:57
Paul Jones	VC Meudon	30:00

## Cycling Stats

Last issue we revealed that Nic Stagg had cycled every day for 431 consecutive days and was still going! As of 31st August 2018 he was still going with a total of 643 days and 22,841.55 miles; an average of 35.52 miles a day.

Update next issue!

In the meantime we heard from Chris Vessey who wrote:

"I was very interested to read Nic Stagg's distance figures running at an average of 36.3 miles daily over 431 days, total 15647 miles. However my distance records during the leap year 2000 totalled 15827, at a daily average of 43.24 over 366 days. Over the course of 8 years (1998-2005) my total mileage was 108059 - an annual average of 13507.35 miles. Anyway, I thought you may like to know this little snippet of information (just a bit of fun)."



FURTHER

FASTER

SHARE YOUR STATS WITH US  
CONTACT: [patsyhowe@live.com](mailto:patsyhowe@live.com)

LONGER HIGHER

# Nic Stagg reports on two more club records



## New 15 mile Club Record, Saturday, 25th August 2018

***Nic lowered the Club 15 mile TT record last season, recording 32:50 on H15/1 in torrential rain so he knew he could go faster given better conditions.***

I'd ridden the last Club Ten on Thursday recording 23:20 on a windy, cool evening so I knew my form was good, I did an easy 30 miles on Friday to loosen my legs. I arrived at the H.Q. at about 1:30 on Saturday and set about my usual routine, signing on, saying hello to a few people etc, I then went out for an easy 10 mile warm up on low gears, just to get the blood flowing. I returned to my car, put my Corima Aero+ front wheel and Disc wheel into my TT bike, pumped both tyres up 190psi in the front 200psi in the rear, changed into my skinsuit, rubbed embrocation into my legs, cleaned my sunglasses, put on my aero TT helmet, a couple of energy gels and down to the start. I knew the first 4.5 miles were into quite a strong breeze, using 55 x 12, but mainly the 13 and 14 sprockets, my average speed was over 27mph, round the turn and with the tailwind for the next 7.5 miles I only used 55 x 11 and 12, my speed never dropped below 30 mph except for the climbs through Midgham and over Sunrising hill (27/25 mph over the climb) I changed to the 15 sprocket briefly for the 2 drags, my heart rate was over 160, 164-170, I got baulked slightly through Woolhampton village, there's a speed camera, all the cars slow down to 30mph I was going faster than the cars! round the far turn and my average speed was 28.5, I knew the last 3 miles were going to be hard, very hard, 169 - 171 bpm, I was seeing stars a little with 2 miles to go! I only lost 1 tenth of a mile an hour into the wind, mainly doing 27-30 into the wind, as I sprinted over the finish line I flicked my Garmin onto time it showed 32.03 I knew I'd beaten my record by nearly a minute, recording 31:59, an average speed of 28.490 mph. Next season I plan to ride an event on the P881/15 course in Hampshire, I reckon this course is at least 1 minute quicker (dual carriageway, no roundabouts, H15/1 comprises 6 roundabouts! ) I reckon I could do a short 31 on this course, let's hope the form and the conditions are right next season.

## Nic beats Medium Gear (10 mile) time, he established last season, by 27 seconds.

**Thursday, 30th August 2018**

Last night I rode the Maidenhead & District CC club event on CC234 (Mares Lane) recording 23:54 to beat my existing Medium Gear record (set on the same course in the same event last year) by 27 seconds. The course is 2 laps of a very twisting country lane style course in which you have to climb over the M4, 4 times, it also has 2 very sharp turns, not ideal on fixed. My average speed was 25.466mph and just over 120 revs per minute. I'm going to target a fast course (probably early next season) on H10/8 just to see how much quicker I can go on 72".

# Club Camp 2018



Photos p's 20&21  
Elaine Marshall  
Linda Marshall  
Patsy Howe



Top Left: Refreshments at the Rowdey Cow

Bottom Left: Cup of tea at Lacock

Below: Tony and Isaac on the way to Eddington



Were petrol pumps like this when you were little grandad?





Mechanical tinkering always draws a crowd



## Summer Camp 2019

Saddleback Lane, Potterne Wick,  
(nr Devizes) SN10 5QT.

**Come and join the fun next year!**

Family and friends welcome!

*Hounslow Camp 2019*

Friday, 9th August until

Tuesday, 27th August

Further info:

Martyn Roach 07779 718228



## MEET A MEMBER



### This issue meet Bob Douglas - a regular rider on the Sunday club runs.

Bob, 66, told me that he has cycled off and on all his life. He used to cycle to school in the 1960's and at 18 years of age cycled around Cornwall. He remembers that he over-loaded the bike and that the hills were therefore very tough. At one stage he came a cropper which amused his friends greatly as Monty Python did a sketch about a cyclist falling off whilst touring Cornwall. "They nicked the idea from me!" said Bob.



Bob tackling Mt Ventoux

Bob was keen on bird-watching in the 1980's and would cycle, with the help of the railways, around various parts of the UK. He had a Peugeot bike and then later a Claude Butler. He said that it was during this time he first cycled up Box Hill.

During the 1990's his work moved to Bracknell and he moved in with his wife, Freda. Cycling went into abeyance until he took voluntary redundancy in 2012. He then rode a hybrid and then a Felt Z95 road bike.

He told me that he has always followed pro racing and remembers Tom Simpson winning 'Sports Personality of the Year' and Robert Millar (now Pippa York) winning the Polka Dot jersey at the Tour. "Bradley Wiggins certainly helped me get more interested" he said.

I asked Bob what made him join Hounslow and District Wheelers. He said that previously, he'd nearly always cycled alone but, at the time, reckoned that riding with a group might be good. He has been a member for about 4 years. These days he rides an Enigma Excel (titanium) bike and sometimes a Kona Roadhouse Steel bike with mudguards and disc brakes which will take 28 mm tyres. For indoor training he has a Wattbike Atom.

He prefers riding on the road, although he has tried some off roading, and has taken part in a couple of time trials. He says that he could probably go faster, but is not too bothered. He enjoys including some of the Surrey Hills in his rides.

He climbed Mont Ventoux in 2016 but told me that his toughest rides were the Wrynose Pass in the Lake District and doing a 100 mile sportive in the Surrey Hills only one week after completing the Surrey Legs of Steel ride.

Favourite bike snacks are bacon sandwiches/rolls and he is happy to stop anywhere that is not too busy.

Bob added "The last two years were eventful. At the end of October 2018 I was hit by a car at a roundabout and broke two ribs. I found that the Wattbike Atom was good for building up my fitness again more quickly. This accident was only a year after I came off after sliding on a metal drain cover. The fall did not seem so bad but I had fractured my shoulder. These have not put me off at all, and I now feel in good form."

His next challenge is the Velo South Ride in September, a 100 mile ride which will take place on closed roads. He likes to do 2 or 3 centuries a year, and has a hankering to ride to the South Coast and back in a day.

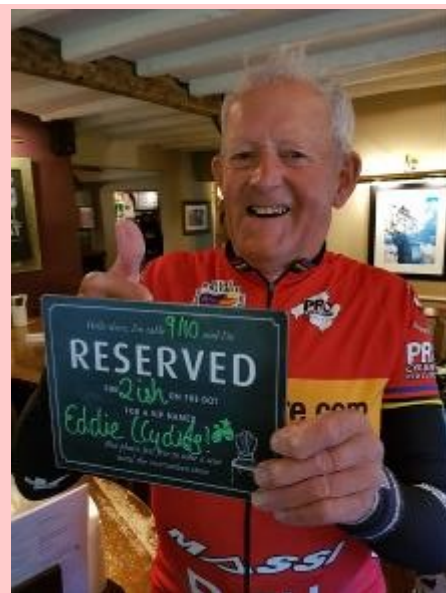
# Club Matters



Below: A retro style photo by 'Retroman' (Chris Lovibond) of his grand-daughter, Mima



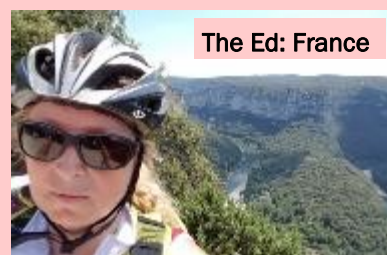
Above and above right: Friday old 'boys' ride - lunch stop, Pirbright



Above: Ian Chipman and Dave Howe about to set off for Wales from Miller's Dale, Derbyshire.



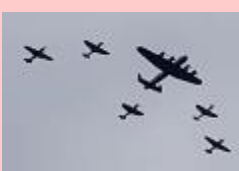
Linda Williams and son - Vietnam



The Ed: France



Mallorca



Above: London ride to watch the RAF centenary fly past.

# Club Matters



Hounslow and District Wheelers  
welcomes new members

Adrian Cotter  
Graham Seaman  
John Glisson  
Simon Hancock



## Amendment to QW Issue 1 2018

Page 12, Meet a Member

Final paragraph should read:

'Les would like to thank everyone who encouraged him last year and especially Nic Stagg and Joanna Wells for all the advice, training and support that helped so much'

## Charity Ride:

### Staines to Ile de Re (West Coast of France)

James Cadman and 11 others from work are cycling in aid of the Royal Brompton & Harefield Hospitals' Charity who saved the life of a colleague a few years ago.

They are aiming for 400 miles in 4 days



They have a JustGiving page here:

<https://www.justgiving.com/fundraising/hitachicycleteam>



Above: David Sykes at John O'Groats on completion of his end to end.

Below: Ian Seccombe & Anja Kuttler refuelling in the Ardeche



## Your club committee

### President

Jeff Marshall

### Chairman

Graham Davis

### Secretary

Bill Carnaby

### Treasurer

Martyn Roach

### Racing Secretary

Trevor Gilbert

(Bruce McMichael

David Sykes - Trophies)

### Captain

Jeff Marshall

### Vice Captains

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 will be the Dinner issue in February 2019

Please contact the editor with your contributions or suggestions.  
It's your magazine!