



Quarter Wheeler

2019 Issue 1

Dinner

The magazine of the Hounslow & District Wheelers



Nic Stagg riding to victory in the Autumn '25'

INSIDE

- Autumn '25' and Hill Climb results
- Thank you Trevor
- The Day That Changed My Life
- Remembering Jan Richardson and Peter Naylor
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- And More



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Racing Calendar for 2019

Including

'Have a go' time trial event

Thursday, 20th June

Gracious Pond, 9 mile route

Turn up with bike and helmet at the triangle
(junction of Holloway Hill and Stonehill Road)

6:45 for 7:00 pm start



Editor: Patsy Howe

patsyhowe@live.com

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/> or find us on Facebook.



Final Club Results of 2018

Autumn '25' 16th September

Position	Name	Club	Result	H'Cap	Time on H'Cap	H'Cap position
1st	Nic Stagg	H&DW	00:56:36	Scr	00:56:36	
2nd	Tim Budd	H&DW	01:03:35	08:00	00:55:35	2nd
3rd	David Howe	H&DW	01:12:49	17:00	00:55:49	3rd
4th	Mark Silver (T)	H&DW	01:13:48	19:00	00:54:58	1st
5th	Jo Wells	H&DW	01:21:38	21:00	01:00:38	
Other rides						
	Johnny Newell	Twickenham CC	01:01:18	n/a	n/a	n/a
	David French	Weybridge Whs	01:01:28	n/a	n/a	n/a
	Conor Boyle	Woking CC	01:02:24	n/a	n/a	n/a



Clockwise from top left:

Nic Stagg

Tim Budd

Dave Howe

Mark Silver

Jo Wells



Hill Climb Wooburn Green 21st October

Position	Name	Club	Time
1st	Luke Carter	H&DW	01:54
2nd	Nic Stagg	H&DW	01:55
3rd	Jo Wells	H&DW	04:08
Other rides			
	Matt Harris	A3CRG	01:34
	Jamie Richardson	Chippenham Whs	01:47



Luke

Thanks a bundle TG (or, one guy did all this?)

At the ripe old age of 80 our esteemed clubmate Trevor Gilbert has finally 'thrown in the towel' retiring after countless years serving on our committee, multi tasking in many and various jobs since 1974. Just 2 years after he joined us he was elected to the position of **organiser of our flagship Open time trial promotion, the Ron Brown Memorial 100 miles**, taking over from Ron Richardson. He stuck at it on and off for more than 35 years!! An incredible record.



Trevor had joined the club in 1972, when he was just a child of 34 years. At that time he was in his prime, performing well in races against the clock, often making up the winning team which was so important to us in that era.

By 1989, he had become our **Club Racing Secretary**, taking over from our Kentucky born American, Lt. Col. Jim Kennedy. And so, for 20 of the next 30 years he arranged our Club Racing Calendar with short breaks between long stints, when various other members including Liam McLaughlin, Myself, Martyn Roach gave Trevor short breaks in '98 & '99 and 2004 to 2010. Then TG. was back at it again from 2011 to 2018, when Bruce McMichael relieved him of the task. An important and somewhat onerous task Trevor dealt with in all those years in office was Trophy Management. At each year end, he would gather together all the season's Open and Club racing results, then calculate and allocate each trophy and medal to be awarded, arrange for engraving, cleaning and polishing. Finally he would deliver them all to the Venue of our annual Dinner and prize giving and set them up ready for their presentation. No mean task I think you will agree?!

For as long as I can remember TG was **our Club delegate representing us at all the London West District Council meetings of the then RTTC (now the CTT)**. Bruce for his sins, volunteered and has now been gratefully elected, to become our Open '100' organiser and our Racing Secretary. He has big boots to fill!! During this era Trevor was an **approved Timekeeper**, rarely seen without a timekeepers stopwatch in his hand, so much so that most people believed his initial 'T' for Trevor, stood for Timekeeper Gilbert! Year after year he must have timed 1000's of club and Open time trials for us, including single-handedly timing all our Thursday evening Ten mile TTs for the last 15 years. He only retired as a timekeeper a couple of years ago, after one or two senior moments with his timepieces

To replace him would not be possible, so we have had to instigate a rota of timekeepers to share the load which he carried for so long. He told me recently that he even uses a stopwatch when he is boiling an egg for breakfast!

Not only, but also, we relied on Trevor for so many years to design and make the many and various **signage boards** required to warn other road users of our presence and to conform with the risk assessment requirements of the RTTC / CTT. And of course, to put them securely in place on the various courses we used. A significant task, on its own.

For all these unstinting years (a lifetime, really) of dedication we in the HDW owe Trevor a debt of gratitude. We will not see the like of this character again. Definitely a one-off methinks. We want him to know that his stentorian input has been greatly appreciated. He made a difference. So, Trevor, on behalf of the many past and present members who have benefitted from your significant efforts, here it is in print.

A BIG THANK YOU TG from all of us.

Jeff 31/01/2019





Hounslow and District Wheelers RACING 2019

Dear racing and non-racing members,

Following the recent Club A.G.M, I am pleased to officially take up the job of Racing Secretary. Last year 23 members raced in at least one club, or open event. Almost as many helped to organise races. My target is to increase that number to 46 racing members within 2 years, by persuading/encouraging more members to:

- 1) (Continue) to race for the Club
- 2) Come back to racing (it does not have to be time trialling).
- 3) Try the 'Have a go' 9 mile race on Thursday 20th of June.
- 4) Help organise /assist in running existing/new/different races.

This year we plan to run 12 evening 10's, 3 West of Windsor 25's, the hill climb at a new venue, plus the **Ron Brown Memorial 100 on 26th May 2019**, here are the other dates for your diary

Thursday night racing 2019:

Club 10	Club 10	Club 10	Club 10	Club 18	Have a go '9'
9th May	16th May	23rd May	30th May	13th June	20th June
19:00	19:00	19:00	19:00	19:00	19:00
HCC083	HCC083	HCC083	HCC083	HCC137	HCC137
Valley End	Valley End	Valley End	Valley End	Gracious Pond	Gracious Pond
Club 10	Club 10	Club 10	Club 10	Club 10	Club 10
27th June	4th July	11th July	18th July	25th July	1st August
19:00	19:00	19:00	19:00	19:00	19:00
HCC083	HCC083	HCC083	HCC083	HCC083	HCC083
Valley End	Valley End	Valley End	Valley End	Valley End	Valley End

Weekend events 2019:

Good Friday 25	Mid Summer Cup	Autumn Cup	Hill Climb
19th April	23rd June	15th September	13th October
09:30	09:30	09:30	11:00
CC001	CC001	CC001	HHC033
Fifield	Fifield	Fifield	Pirbright



Some of our newer members might not be aware of the Club's great history of success at national level. I started racing in 1991 and was lucky enough to be racing when we won our 5th, 6th and 7th Best British All Rounder (BBAR) team titles in 1993, 96 and 98. The glory years of 1968-1974 are worthy of far more than I can cover here, other than say 'ask Trevor'; whom I wish to acknowledge for organising and almost single-handedly time keeping the Club Events programme for 30 + years.

As the sport changes, we need to evolve to offer different activities as well as the traditional 10's, 25's and the **Ron Brown Memorial 100 mile on Sunday 26th of May 2019.**

Please e-mail me with any suggestions/ requests for racing e.g. Track league (Reading, Herne Hill or Olympic Park), Cyclocross/Gravel or other MTB around Farnborough?

I will be running a course later in the year for wannabe Time Trial promoters, how to apply for an event, set up an account with CTT and set out the field. The committee has great expertise in other branches of the sport if needed. You will need a personal computer/printer.

If you have never turned a pedal in anger before then Thursday 20th June is the date for you. We will be running a 'Have a go' event for beginners, just turn up with a bike and helmet.

We will need 24 volunteers to cover each of the Thursday night events. If 12 people did 2 events each, that would be all the events covered.

Please email me at mcmichael.205@gmail.com if you can do 1 or 2 of the dates shown?

Or text me on 07503 251549



Thank you

Bruce McMichael
Racing Secretary
Hounslow & District Wheelers.

H.D.W. THURSDAY EVENING TEN MILE TIME TRIALS 2019

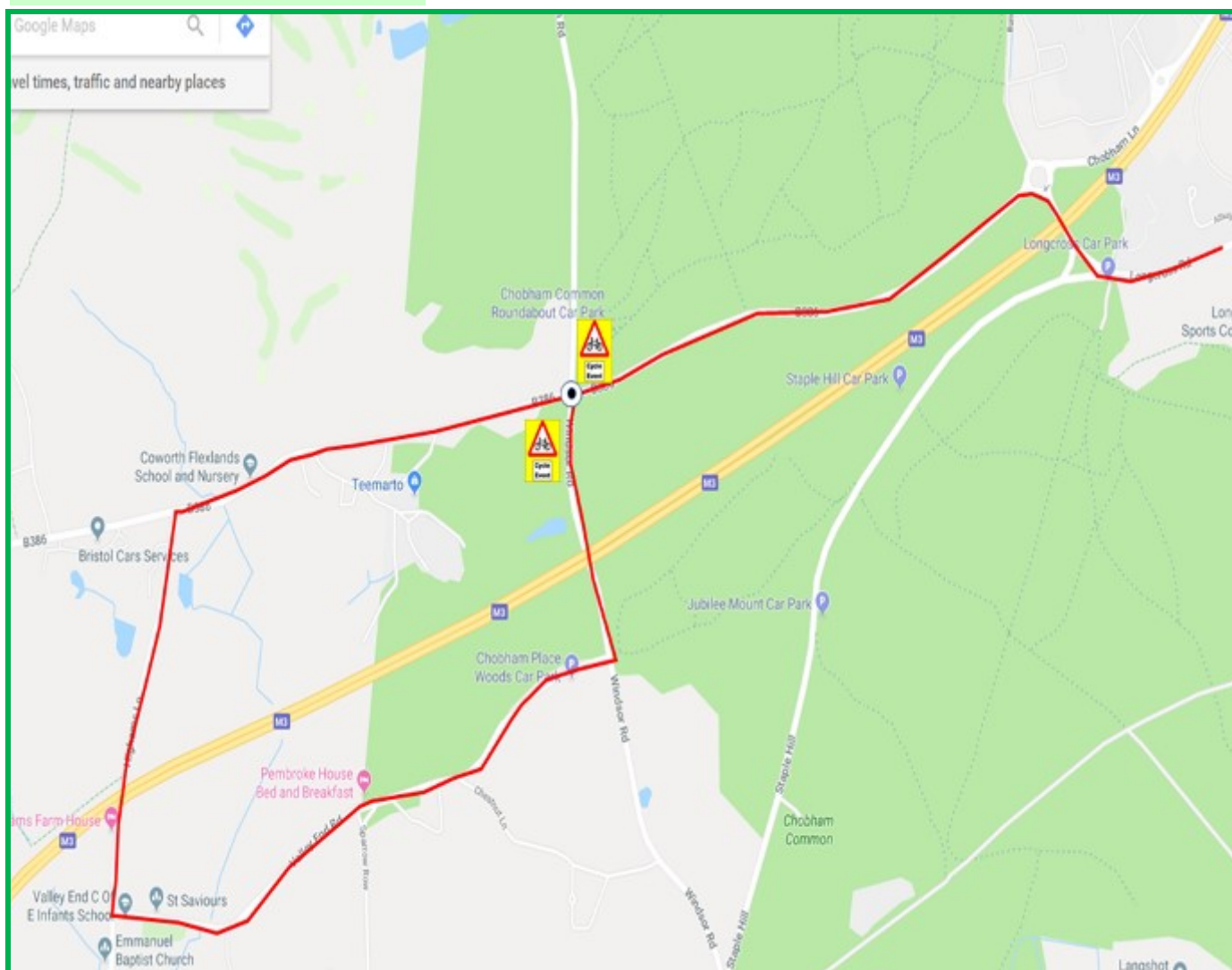
REQUIREMENTS AT WINDSOR ROAD ROUNDABOUT.

PERSONNEL 1) PERSON TO PUT OUT 2 EVENT SIGNS BEFORE 7 P.M.

IMPORTANTLY, to comply with the CTT course risk assessment, we are obliged to place 2 warning signs, where we cross the Windsor Road roundabout, towards Windlesham. So, before the event, these two signs must 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 signs behind the blob of yellow paint on barrier). Please let Bruce McMichael know if you are unable to put out/remove the signs and alternative arrangements will be made, so you are still able to do the time keeping. **The signs must, of course be removed and concealed again after the event**, again please advise Bruce as above if this presents any problem.

mcmichael.205@gmail.com or 07503-251549

LOCATION OF THE SIGNS



REQUIREMENTS AT THE START AND FINISH.

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

Once again, all the kit that is needed at these events, (sign-on table, warning sign, finish checkerboard) will be secreted behind the shrubbery by the start, 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 familiarize themselves with the watches operation in good time.

After each event, the timekeeper should e-mail the result sheet to our Race Sec. Bruce McMichael at mcmichael.205@gmail.com (a photograph of the sheet is perfect) who will email it, preferably in Excel format 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 £25 (under 18, £12)

Non member Season Ticket £30 (under 18 £15)

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

Non member on-the-line entry £5 (under 18 £4)

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
- 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.

Bike!

Another Dragonfly

Chris Lovibond



My Mother was the proud owner of this Dragonfly.



A completely standard rod braked roadster, it was never really a great machine but my Mum was very attached to it, and rejected more modern and apparently superior machines that were offered to her. There are two aspects which I believe are worth recording, but I'll describe the bike first.

It arrived as a twenty first birthday present in 1934, although I understand it was a 1933 model which my Grandfather acquired for her at the discounted price of 3 guineas (reduced from 4) as it was old stock. It has a 22" frame with 26 x 1 3/8th Westwood rims, bolted up seat stays and 'North Road' upturned bars with an expander bolt stem. The Williams chainset shown in the photo is a late addition (I reduced her gearing slightly as she approached eighty), but the previous chainwheel did not have dragonflies on it – maybe it was too early to have this feature; the original gear was 66.4". The head badge was a transfer of a dragonfly, but there is only a tiny fragment remaining.



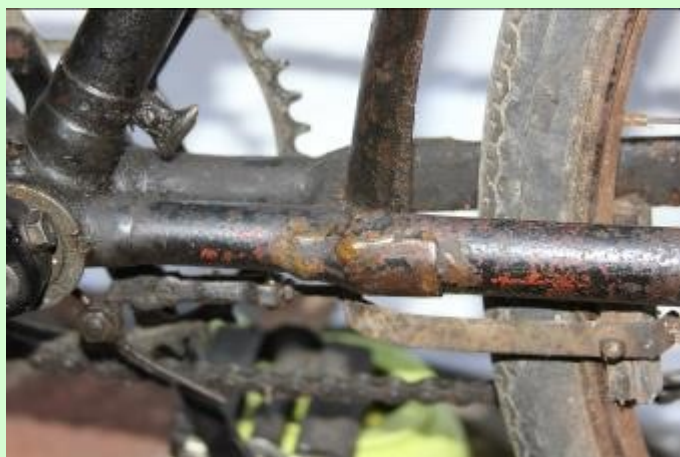
I have spent some time looking for a frame number but all I can find is the mark 'Z 14 N' under the bottom bracket. I guess there was another digit between the 4 and the N, but it has been obliterated by the rod which operates the back brake.

One small adjustment my grandfather (a former track rider) made for her was to put the handlebars down as far as they would go, which gave her a slightly more efficient riding position than most users of this type of machine. It is not especially heavy – about 30 lbs if you removed the remains of the child seat, and this is probably its best feature.

This brings me to the first point of interest. Nowadays we generally think of these roadsters as just utility machines, only suitable for shopping or commuting, but originally they were also used for recreational riding. My Mother certainly used hers as a touring mount – I don't know how much she did, although cycling was not her main sporting interest. However, there is a story I think will bear repeating.

One summer in the late 1930s she went on a youth hostel trip with a friend which took them from London into Wales, and what was intended to be their penultimate night was spent at the newly opened Wilderhope hostel. They got a good start in the morning which was necessary since their next intended stop was Oxford, about 100 miles, quite an ambitious target for anyone carrying luggage and using a single gear. Luck was on their side and they had a good tail wind which got them to their destination by mid evening, only to find the hostel full. This was a blow since money was clearly not plentiful – there was some discussion and in the end they decided that with the wind still favourable and some moonlight, they would push on home to Teddington (Middx.), about another 55 miles including the ascent of the steep side of the Chiltern ridge to Stokenchurch. They arrived, still in good spirits, at 2 am.

Perhaps it was the memory of this ride that made her so keen to stick to her Dragonfly, or possibly sheer bloody mindedness, but I believe the second point of interest is that many people of my Mother's generation expected things to last, literally, a lifetime. They did not feel the pull of retail therapy: they had acquired the tools for life which they felt were necessary and they were jolly well going to keep to what they had. For example, at some point about 1980 my Mum



complained to me that her bike didn't feel quite right, and that the chain had become much too tight. It didn't take long to diagnose two broken chainstays – the chain was all that was holding the bike up! I told her the machine was knackered, but she insisted she wanted it mended. Some third world style patches were brazed onto those chainstays without even doing much dismantling, and as you can see in the photograph they are still holding the bike up. Faced as we are with the problems of debt and global warming perhaps there is a lesson here.

The Dragonfly now hangs in my garage and is unlikely to get much more use. Everything about it is worn out, excepting that C34 chainset I fitted near the end. All the same I do have a small hope at the back of my mind that some day, probably after I've gone, some one will see fit to restore it.

HOUNSLOW & DISTRICT WHEELERS ANNUAL GENERAL MEETING 21st January 2019



Committee Report (extract from 'A Revue of 2018')

In all 21 members competed in one or more CTT open time trials and club events including our annual club hill climb (which had disappointing attendance) with some success.

Notable achievements during the year were: -

On June 27th, Rob Gilmour's Club record 15 mile time trial at Petersfield with 32min 19sec (not bad at 66 eh?). Nic Stagg then improved it by 20sec in the VTTA Championship at Thatcham in July to 31min 59sec. Soon after Nic also took 15sec off his club Medium Gear 25 record when he twiddled his 72 gear at just over 120 rpm to record 23 min 56 sec in a Maidenhead CC club event at Mares Lane



CONTRIBUTIONS NEEDED

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



The day that changed my life ...

Jo Wells

On a dark wet evening in January 2018, I reversed my car into a brick wall at the gym. I just didn't see the wall! After visits to my opticians, GP, Windsor eye clinic, numerous eye and blood tests, I was referred to Heatherwood hospital for an MRI scan. After a second scan I was allocated to a Neurosurgeon at the John Radcliffe hospital in Oxford. Two months from my accident I was diagnosed with a Meningioma, a brain tumour of which 90% are benign. When I asked Mr Cudlip about the other 10%, he replied, "don't dwell on it, I have seen hundreds of these!".



A Craniotomy through my eyebrow to remove the tumour, which was entwined in my optic nerves, was scheduled for April 16th. (At least I wasn't having my head shaved). It was estimated to be a 4-6 hour operation with a 5-6 day stay in hospital, hopefully with a speedy recovery. There was a 15% chance my eye sight would get worse but he estimated I would be back in the gym "in a couple of weeks!".

With my anxiety at an all time high, I arrived at the JR at 7am only to be told I was second on the list that day. I had an agonising wait until midday, when my friend Melody and I walked down to the operating theatre for my surgery. The operation took 8 hours and was far more intricate than originally anticipated. Nic waited for me to be returned to the ward late that evening!

I was starving hungry the next morning, ate breakfast, a mid morning egg sandwich and then lunch was served. After eating my visitors arrived, by which time I had washed and dressed myself. Day 3 I was being discharged with a bag of medication and instructions I could not read!

A pattern formed over the next 6 weeks. Various friends came and drove me and my dogs to the park in the mornings, afternoons were spent sleeping (mainly in the shade) in the garden and most nights I lay awake, unable to sleep. The medication I was on was causing me to have nightmares, hallucinations and feel very poorly. After a stay at my friend Kevin's beach house on the south coast, he deduced the epilepsy drugs I was taking to ensure I didn't have a seizure, were having an adverse effect on my well being. At an emergency appointment with my surgeon, he agreed I should wean myself off the offending tablets, seek help from my GP for my anxiety and visit an opticians for new glasses to help with my worsened eyesight.



From here on in I did not look back. At ten weeks post op, my old running friends invited me to join them for outdoor circuit training in Laleham park. This gave me the boost I needed to resume exercising, which I was sorely missing. Three months exactly to my operation day, I ventured out on my mountain bike. I ended up riding 18 miles on the road that day. I was ecstatic as I wondered in the early days if I would ever ride a bike again. I set myself monthly goals, I began open water swimming at Shepperton lake and regularly swam between 1 and 2 miles in any one session. Steroids I was prescribed made me feel like Superwomen! Sadly I was taken off them shortly after.

At four months I ventured out on my first club run and completed two club 10 mile Time Trial events.

Five months saw me trundling around the Autumn 25 Drift Road course and not only was I start timekeeper for the club hill climb, I rode up it afterwards with a number on my back!

Six months I navigated myself around Heathrow airport on the way to a weeks holiday in Spain. At Seven months I returned to work for one day a week, something which I was also not sure I would be able to cope with. This enabled me to activate the use of my staff travel and Nic and I flew off to Florida for our annual cycling holiday.

Eight months I rejoined the Tribal gym and resumed watt bike training sessions.

Nine months I returned to my usual 2 days a week working.

My ten month challenge will be attending the club dinner in my high heels without toppling over!

The tumour was a "Grade 1" which is the best tumour you can have, if that's possible? I consider myself very lucky considering we lost our very good friend Andy Gillies and more recently Robin Jackson to very similar conditions.

This has been absolutely life changing for me and has made me realise the value of the friends that have helped me along the way. My outlook has changed greatly due to this experience and a therapist has been helping me with my Post Traumatic Stress Disorder (PTSD). A scan will determine if I need to have radio therapy in the near future.

Even though I struggled to look after my dogs in the early days of my recovery, I value the unconditional love and kindness they bestow on me on a daily basis. I now understand the importance of empathy towards those with perhaps "hidden" disabilities which all so often get overlooked.

So, was "The day that changed my life", diagnosis day, operation day or the day I got back on my bike and started enjoying myself again. The latter I think....

Life is beautiful, enjoy the ride...

MEET A MEMBER



This issue meet Dave Sykes - a regular club rider.

Dave (63) began cycling about 5 years ago. He had been running from the age of 40 but the toll on his body from training for and running marathons, half marathons, 10k and cross-country was beginning to tell.

He said "As someone who has always tried to keep active (but occasionally failing) I decided that cycling would be easier on my ageing body, and would give me an opportunity to explore and appreciate the surrounding areas of Surrey, Berkshire, and the Chilterns.

He added "Bradley Wiggins winning the Tour de France may also have had some slight influence as well!"

His first bike was a Boardman and he began cycling with a couple of guys that he'd previously known from running. This was a bit hit & miss as some weekends neither was available, and he would then end up going out on his own. He said "I had noticed the HDW riders meeting at Staines bridge for the club rides on a couple of occasions so decided to turn up one Sunday. The rest as they say.....". That was 3 or 4 years ago.

Dave enjoys road cycling, mainly Sunday club rides, but he has also spent a week in the 'Mountains' of Mallorca in 2016 based in Port Soller. In May 2018 he cycled LEJOG over 14 days and considers this to be his most demanding ride so far, spending 6-7 hours in the saddle over 14 days.

His favourite ride is Staines/Henley/Skirmett/Marlow/Maidenhead/Windsor/Staines – a loop of around 60 miles

I asked him about his bikes and he told me that he has 3. In late Spring/Summer/early Autumn he rides a Cannondale Synapse, in Winter a Boardman CX Team and has a Specialized Sirrus Sport Hybrid for easy towpath peddling with his 'good lady'.

His favourite bike snack is a banana, "especially as there is no problem with wrapper disposal"

Pre-requisites for a good coffee stop are:

A decent sized hot chocolate, and slice of cake that doesn't cost the earth. The staff are pleasant, welcoming and don't mind sweaty bikers. The surroundings are pleasant, i.e. the customers don't look down their nose at you and finally service is reasonably quick. "Given the above, I think that you can't go wrong with either Toad Hall near Marlow, or The Herb Garden (I think that's what its called) near Sonning."



The Hard Day in January

Chris Lovibond



The Hard Day in January has just had its tenth anniversary edition.

This has only once been an 'official' Hounslow event, but it has always had a connection with the club. It is primarily a London Fixed Gear and Single Speed Forum ride and has its origin in a winter ride I did as a thirteen year old. I think I really only intended it to be a one off but it seems to have stuck, at least in a modest sort of way.

Modest in the sense that the number of riders has never been great, but not in the interest it has created, because as I write this year's thread it has had 13,500 odd 'views' - that's not 13.5 thousand individuals of course, since most will have looked at it

more than once, but it's still a big number and that's just the 2019 ride.

I wrote about this event in the first issue of the QW for 2013, which is available on the club website. The basic idea has been to create a ride like the early season training rides of long ago, one of the features being that everyone is requested to ride a single gear bike, which used to be the standard practice. I think most people who took part in these hard winter rides have vivid memories from them - an example of this can be found here:

<http://freedomcycle-bingers.blogspot.com/>

This is Keith Bingham's blog and the latest post is about his memories of riding The Harp Hilly 100 which was a similar (although much bigger) event. I believe you will find it well worth a look. Now retired, Keith was a Cycling staff man for many years and became their chief reporter; in his day the magazine was far more sympathetic to our interests as club riders than it is today.

Here is the link for this year's Hard Day in January:

<https://www.lfgss.com/events/4406/?offset=250#comment14593815>

And this is the original thread from 2009:

<https://www.lfgss.com/conversations/140570/>

Cycling Stats

Update



Last issue Nic reported he had cycled 643 consecutive days and was still going.

As at the 4th February 2019 he has reached day 800 during which he has accumulated a total of 28,179.65 miles; a daily average of 35.22 miles.

An extra statistic: - During the last 10 years, (from January 1st 2009 to December 31st 2018) he has ridden and raced 117,771.46 miles, an average of 11,777.14 per annum, or 226.48 per week.

Nic said "No wonder I've got veins showing in my legs!"



SHARE YOUR STATS WITH US

CONTACT: patsyhowe@live.com

Obituary

Jan Richardson 4th June 1930 – 25th September 2018.

With the passing of Jan Richardson the Club has lost an important link with its golden age.

There were many facets to Jan's life: family, career, painting and cycling, and although no one, least of all Jan herself, would claim that she was a great performer on a bike, this aspect was very important to her and to us.

Jan was a third generation cradle cyclist, her paternal grandfather having started his cycling career in the late 1890's. She records that her first cycling experience was as a two year old in a sidecar and that some time later this was followed by memorable childhood cycling holidays with her parents. Then, in her teens, as she put in her own words "came the ultimate enjoyment in cycling – an introduction to the Feltham Road Club". To a modern young person this statement is probably incomprehensible, but to many of us, including those quite a few years younger than Jan, it expresses just how we felt when we found ourselves accepted by a club.

It was this feeling of the importance of club life which characterised Jan's cycling career, because her main interest was not in her own performances but in supporting her club. There can be no doubt that it was the 'back room' support from Jan and a few like minded others which created the basis for the club's sporting and social success. It must be mentioned here that husband Ron was an essential other half in all this work for the club - they came as a pair.



After the Feltham RC Jan was briefly in the Spelthorne CC where she must have come under the influence of Bert and Edith Broughton, members of an earlier generation who were good examples as selfless volunteer organisers of cycling club activities. When both the Spelthorne and Ron's first club, the Calleva, expired in the mid fifties Ron and Jan came together to the Hounslow already well versed in the ways of cycling clubs.

We know from our records that Jan joined this club on 5th September 1955, but according to her own account she became a committee member that same year, almost rivalling Pete Wright's rapid accession to this status (Pete was organiser of the Calleva 100, and brought the event with him to the HDW, so he was in effect on the committee before he even joined the club!). Her principal roles were as event secretary for the Ladies 25, which seems

to have been the earliest event of this type and which at one point achieved a full field of 120 entrants, and as editor of the Quarter Wheeler. This was her job from 1974 until 2009, with a few breaks when we had other volunteers, but the magazine was probably her main achievement in those years. The production was certainly harder physical work then than now, since all the material (often mostly written by Jan) had to be typed on to a stencil, printed on a rotary duplicator, then folded and stapled into covers (thankfully printed by someone else). She also shared the club presidency with Ron from 1989-94 and this combined role neatly expresses their relationship with the club.

Readers who have not been members of a committee may be unaware that it is common practice to take on other work beyond the scope of the member's nominal job and this was certainly the case with Jan, who apart from contributions to social events like the firework parties at their home in Boscombe Close, did a great deal of time keeping and was a constant figure supporting competitive members, for example by spending an entire weekend driving the support car for a 'Bern and Eth' training run.

Although not completely extinct, this generous approach to club life seems much rarer today, and it seems especially praiseworthy in those who did not enjoy glitteringly successful careers but just wanted to work for the sport they enjoyed for its own sake.

It is clear that Jan's work for the club was important to her life; whether the life of the club can continue without her and her kind remains to be seen.

Chris Lovibond.

Obituary

Peter Naylor 26th March 1930 – 8th September 2018

Peter became a member of HDW in 1977, then aged 47. He had been an ice skater in his youth, as had his friends John Cosstick and Tony Hunt, who were already members when he joined us in Oct of that year. By the 1980's he had become an accomplished rider in veterans time trialling. In January 1981, during a very competitive period in our clubs history, Peter first figured in the prizegiving at our annual dinner. During the **1980 season**, aged 50, he had set a club veterans 12 hour record with a ride of 240.95 miles & recorded the fastest 10 miles with 24mins. 45secs. By the time he was 54 (in **1984**) he was our veterans Best All Rounder (BAR) and was presented with the Calleva Cup, with an average speed over 10, 25, 50, & 100 miles, of 24.64mph. By **1987**, aged 57 he was at the top of his game, and again took the Calleva Cup for Vet's BAR with 24.716mph and received the Alban Trophy (most meritorious long distance performance) for his ride in the Poole Whs. 12 hr. of 242.116 miles. This was a club Vet's standard record of plus 44.245miles. Not only, but also, Peter did the fastest vet's '25' in 58m.51s and the '50' in 2h.1m.43s..... He suffered a nasty head injury at about this time, when he fell during a time trial in Nottinghamshire. But,... by the **1992 season** he was back to competition, now aged 62. Again he was unbeatable in the Vet's BAR with a plus of 5.223 mph. He recorded the fastest '100' on age standard (4h 32m) with a plus of 74min.19sec. to win the Arthur Hodges Mem. shield. and fastest '25' (59m.49sec) with a plus of 17m.56s. His final trophy winning season was **1993** and he finished 'on a high', with a whopping plus of 18min.33sec. to take the Vet's '25' cup. And, once again taking the Calleva Cup for Vet's BAR with an even greater plus of 5.902mph and the Arthur Hodges memorial shield with a massive plus of 85min. 05sec



Those of us who knew him well, will miss his humour and his wit. When I saw him last, in the Princess Alice Hospice in Esher, he was still cracking jokes.

The following passage is the lovely eulogy given by his daughter-in-law, David's wife Helen, at the service to celebrate his life

George Bernard Shaw said

"A gentleman is one who puts more into the world than he takes out.

Peter **was** a true gentleman, in every sense of the word. Someone who was respectful, of others, and genuinely interested in people. He treated everyone he met with the same endearing charm, and because of that we all loved him. It is touching that since his death so many of you have remarked on what a lovely man he was.

And a **gentle** man in his approach to life. Not showy, flashy or loud, but calm and measured. He may not have had the loudest voice in the room, but he always had something to say and he certainly made his mark.

Peter started life in Barnes, the youngest of the family, living with his sisters Joyce and Audrey, and parents Fred and Daisy. Throughout his life he maintained close ties with his parents. He lived with them when he was first married, and then Daisy and Fred came to live with Peter and Janet for the last few years of their life.

When Fred changed jobs they moved to Mortlake, next door to the electricity substation where Fred worked. This was during the war, perhaps not the safest of places to be during a bombing raid. So Peter was evacuated far away....as far as Sunninghill near Ascot! It seems he did not stay away for long, preferring to return to Mortlake. When danger did threaten there was always the family Anderson shelter.

In his teenage years Peter joined the Aldwych Speed Skating Club, based at Richmond. He was a short track speed skater, and after a training session would socialise in the coffee bar. Of course, it was here that he met Janet, and so began their lifelong partnership. They spent 64 years together. When she died Peter remarked on how strange it was to now find himself on his own.

His other interest at this time was cycling. This proved to be particularly useful when courting. Peter was based in Cambridgeshire doing his national service, Janet was at home in Kew. So his weekly day off would involve a 60 mile cycle to visit her. As with many things in his life it was clear Peter was not to be put off by a bit of hard work.





Most of you also know that Peter and Janet emigrated to Canada shortly after they were married. Life was hard in Timmins, but Peter was determined to make a go of it. He spent many hours on the road, travelling around in a VW beetle measuring up for double glazing. Latterly they moved to Toronto, but with work drying up after Colin was born they returned to England, to set up home in Whitton.

Peter had served his apprenticeship in Roehampton, making artificial limbs for returning servicemen. His engineering expertise would eventually lead to him setting up Rapier Precision (a company in Teddington, offering complex high precision sheet metal components) with Colin and David. I have a clear memory of the family sitting in the living room in Whitton trying to come up with a name for the company that would signify the precision and attention to detail for which the company has become known. Even after retirement Peter would like to pop in to the factory for a chat, and to see what was going on.

When David took up cycling as a teenager, Peter decided to join him. Yet again, he pursued his sport with passion and enthusiasm. As a member of Hounslow and District Wheelers he spent many happy weekends out racing on his bike. The evening before he would carefully measure out the ingredients for his muesli breakfast, at a time when that would be considered a fad. Peter was ahead of his time in thinking about how nutrition could aid his cycling. He rode 50 and 100 mile events, and as a veteran held many club records. Although it has to be said, Janet was not always best pleased when her night out was curtailed because Peter needed an early night to be fresh for the next day!

At this time Peter also revealed one of his best kept secrets....his skill as an after dinner speaker at cycle club events. He showed himself to be very entertaining, able to come up with a pertinent quip or a joke. At home too he was quite the raconteur. I am sure lots of you can picture his tilt of the head and a twinkle in his eye as he proffered a witty comment.

When he joined the Bowls Club with Janet he was able to put these skills to good use. I was lucky enough to hear his last speech on Presidents day. He had a tiny piece of paper with a couple of items jotted down, yet he entertained us thoroughly and raised more than a few laughs. As with skating and cycling, Peter immersed himself in the sport of bowls and became very proficient. The only problem was that sometimes he had **too** many matches to fit into his busy schedule. Alongside this he and Janet were enthusiastic supporters of the club and worked tirelessly on the committees to help make sure the club ran smoothly and kept afloat.

In retirement Peter also returned to his interest in art. He followed his father in taking up painting, and also his uncle Frank, who was a member of the Royal Academy. We have a treasured collection of his paintings, a reminder of his skill. Ever the one to do things to his best, in retirement Peter took up Art classes and really enjoyed having more time to indulge in artistic pursuits. His paintings show an eye for detail that is evident in everything he achieved in his life. Whatever he pursued, he did it with that same careful thought and attention that we know him for.

Peter was a great reader and a great gardener, so I feel it is fitting to end with a piece from Fahrenheit 54, written by Ray Bradbury.

"Everyone must leave something behind when he dies, my grandfather said. A child or a book or a painting or a house or a wall built or a pair of shoes made. Or a garden planted. Something your hand touched some way so your soul has somewhere to go when you die, and when people look at that tree or that flower you planted, you're there. It doesn't matter what you do, he said, so as long as you change something from the way it was before you touched it into something that's like you after you take your hands away. "

Peter, you touched us all.

Jeff Marshall

Club news & notes



Hounslow and District Wheelers
welcomes new member

John Mathieson



Photos anticlockwise from left:

Sunday club ride to Clandon Park

'Old boys' Tuesday ride to Perla Antica

Midweek ride to Richmond Park and
lunch at the Jolly Coopers, Hampton



Summer Camp 2019

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

Come and join the fun!

Family and friends welcome!

Hounslow Camp 2019

Friday, 9th August until

Tuesday, 27th August

Further info:

Martyn Roach 07779 718228



Contributed by Chris Lovibond.

Chris said "Here's a little snippet for the QW.
If only we could get results like this in 2019!"



Your club committee

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Distribution

This magazine is primarily distributed by electronic means. This saves the club time and money. If you're reading a paper copy that you received in the post and would be willing to switch to reading it on your computer or printing it yourself, please let the editor know.

Next Issue

The next issue is due at the end of
August 2019

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



Nic and Jo bringing in the New Year during their annual trip to Florida