



# Quarter Wheeler

2019 Issue 2

Autumn

The magazine of the Hounslow & District Wheelers

Another  
record for  
Nic!



Seeing the sights  
in London

Reading 25  
'breakthrough event' for  
Hounslow



Club 25  
victories  
for James!



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Summer Camp scrap book



Ireland  
End2End

For more information about Hounslow & District Wheelers, visit our web site: <http://www.hounslowanddistrictwheelers.co.uk/> or find us on Facebook.



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



# The Ron Brown Memorial 100, 26<sup>th</sup> May 2019

Report: Chris Lovibond

Mark Smith



Photo: Patsy Howe

This year's Hounslow 100 saw a close contest between Robert Gildea (Didcot Phoenix), Stuart Travis (Team Botrill) and Mark Smith (Crawley Wheelers).

It wasn't at all clear to the spectators at the roadside (including Smith's dad, Gary ) which one would come out on top, but in the closing stages Travis began to suffer with cramp, and the result was victory to the Crawley Wheelers man recording a time of 3.34.29, with Gildea two minutes down (3.36.36) and Travis another minute in arrears (3.37.42). Nick Clarke (Arctic Tacx RT) was fourth with 3.39.50. These are all creditable times, particularly considering that although the temperature was favourable there was a gusty south west wind, which many riders think is unfavourable on this Farnham – Alton course.

Richard Gildea



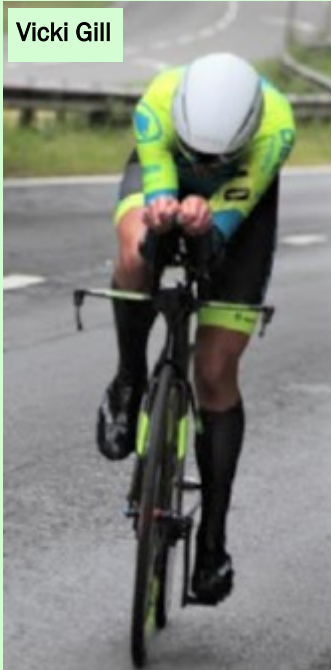
Photo: Patsy Howe

Stuart Travis

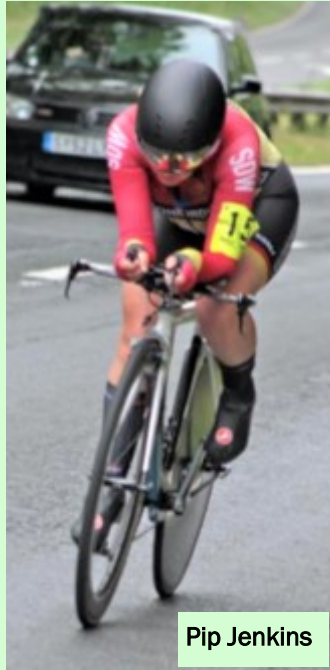


Photo: Patsy Howe

Vicki Gill



Pip Jenkins



Among the ladies there was a clear winner in Vicki Gill (Drag 2 Zero) who recorded 4.00.38 and doubtless would have broken the four hour barrier without that wind. Second lady was Pip Jenkins (Southborough & District Wheelers) finishing in 4.11.03, who caught the eye with her stylish aero position which certainly made her look a potential winner. It's worth mentioning that Vicki is a former triathlon professional who has decided to make her presence felt in women's time trialling this year – we are clearly going to hear more of her.



The team prize, so often won by the promoting club in this event, went to Vive le Velo, the counters being Steve Burrows (4.13.58), Ed Nielson (4.16.17) and J. Pretorius (4.36.00), which justified the long trip they had made from Humberside.

The winner, Mark Smith, comes from a cycling family – his Dad, Gary, had a distinguished racing career and was the force behind the expansion of the F.W. Evans chain in the eighties and nineties. Mark already has a long and impressive palmares, but this year has made a decision to concentrate on time trialling. This has caused him to abandon his usual winter cyclo cross programme and instead aim for endurance riding followed by a recent trip to Majorca to complete his training. The outcome so far has been very successful with the CTT site crediting him with five outright victories in the month of May!

Second placed Richard Gildea is still relatively new to bike racing, having burst onto the scene by taking third place in the National 12 Hour Championship with 301.19 miles last year. He is mixing his TT programme with some road racing and has his eye on the hill climb season. In time trials this year he has come third in the Charlotteville 50 and won the Oxonian Hilly. These results must be seen as outstanding bearing in mind that he acquired a baby daughter this January.

There was also a solitary tandem, so the riders could really only compete for records, and they came very close to achieving the Vets record by finishing in 3.38.40, just failing to match the 1986 record of G.E.Hodgson and Roy Manser which stands at 3.37.40. However this ride was little more than a tryout for this new pairing of Tim Bayley and Adam Broyard (Arctic Tacx RT), both with long and successful racing careers, who have now set themselves a new challenge with this tandem venture. They hope to attempt some place to place records and it appears they have every chance of success. It is interesting to note that the machine used in this event was built by none other than Roy Manser himself.

Finally mention must be made of the organisation which represented a large amount of effort by the efficient Bruce McMichael and much work by other Hounslow members. It was very pleasing to the club that several riders commented on the excellent organisation of the event.

#### The Prize Winners:

	Rider	Team	Time/Std	Prize
Fastest	Mark Smith	Crawley Wheelers	03:34:29	£100
2 <sup>nd</sup>	Richard Gildea	Didcot Phoenix CC	03:36:36	£50
3 <sup>rd</sup>	Stuart Travis	Team Bottrill	03:37:42	£30
4 <sup>th</sup>	Nick Clarke	Arctic Tacx RT	03:39:50	£20
1 <sup>st</sup> Vet on Std	Mark Smith	Crawley Wheelers	+ 1:13:51	£100
2 <sup>nd</sup>	Stephen Williamson	a3crg	+57:54	£50
3 <sup>rd</sup>	Andrew Rivett	Velo Club St Raphael	+57:22	£30
Fastest Woman	Vicki Gill	DRAG2ZERO	04:00:38	£100
2 <sup>nd</sup>	Pip Jenkins	Southborough & Dist Whs	04:11:03	£50
Fastest Team	JP Pretorius	Vive Le Velo	04:36:00	£50
	Steve Burrows		04:13:58	£50
	Ed Neilson		04:16:17	£50
		Team Time	13:06:15	

Congratulations to our winners.



# Good Friday '25' 19th April

Report: Chris Lovibond      Photos: Patsy Howe

The 2019 Good Friday 25 was a livelier affair than might have been expected.

James Cadman won with an excellent ride, recording 57.29 which was just fast enough, by 14 seconds, to deny Nic Stagg his tenth successive Good Friday victory.



James Cadman



Nic Stagg



Tim Budd

While this may have been disappointing for Nic, whose 57.43 would normally have been good enough to secure a comfortable win, since the margin was small it opens the prospect of hot competition between our two best twenty five milers. Let's hope this will stimulate some good results during the rest of the season.

Tim Budd also showed an impressive move forward with 1.00.17 which, deservedly, gave him first handicap by a margin of over a minute (from James). With these three rides the club showed that, once again, it has the potential to win team prizes in open time trials. This was a great spur to the club in the past, and we must hope that our three fast men can co-ordinate their racing programmes to take advantage of this situation – *Unitate fortior* (Club motto – Stronger together).

It is now impossible to ignore the private time trial aspect of our club TT's, especially when one of them breaks course record in spectacular style; Chris Loake recorded 52.25.

The previous record was held by Wouter Sybrandy, (54:42 in the Autumn Cup: 11th October 2009) but since there is no doubt that the recent move of the start has improved the course's potential, it's probably best to consider Sybrandy's time as the final word on the old course. However Loake's ride is shattering to us ordinary mortals who cannot fail to notice that, wherever you start, the course is hilly.

It is interesting to note that Chris Loake's profile represents what has almost become the norm for successful racing men. He works for 'C. Hoare & Co, private bankers since 1672' and his job title is 'Chief Digital Information Officer'. Like a surprising number of successful contemporary riders his first sport was rowing and he was a member of the GB Junior Rowing Team while still at school. I mention these details because this background is unimaginably different from the top riders that many Hounslow members will remember from their own youth: just think of Ron Jowers!

Finally, to come back to reality, Jo Wells was the best woman, recording 1.15.44, which also gave her third place on handicap.

## A Note on Race Photographs:

We always try to photograph all club members when out reporting an event. I'd like to mention that it can be difficult, standing at the roadside, to recognise our riders when they are not wearing club colours. For this reason, don't be surprised if you don't get photographed when racing in non-club kit.

Chris Lovibond.

## H&DW Results

1st	James Cadman	00:57:29
2nd	Nic Stagg	00:57:43
3rd	Tim Budd	01:00:17
4th	Jo Wells	01:14:44
5th	Mark Silver (trike)	01:16:44
6th	Jill Bartlett	01:18:06

## Good Friday '25' Results (other rides)

Name	Club	Time	Name	Club	Team
Chris Loake	PTT	00:52:25	John Woyton	Pro Cycling Hub	01:01:45
Russell Danckert	PTT	00:54:42	Chris Hartono	LFGSSCC	01:02:00
Mark Coombe	Twickenham CC	00:57:56	Kevin Attreed	Glendene CC	01:07:10
Jamie Richardson	Chippenham CC	00:59:42	Rob Richardson	Chippenham CC	01:08:26
Ragnar Laan	Twickenham CC	00:59:48	Dan Thisdell	VC Meudon	01:10:16
Robert Attreed	Thames Velo	00:59:49	Simon Kidd	Charlottesville CC	01:10:40
Guy Davis	Thames Velo	01:00:18	Emily Davis	PTT	01:11:43
Tim Loake	PTT	01:00:34	Paul Buckley	LKY7 SD Racing	01:14:05
Jonathan Elliott	Maidenhead CC	01:00:57	Neil Johnson	PTT	01:16:37
Sven Gerhardt	Pure Motion CC	01:00:57	Hayley Attreed	PTT	01:18:22

## Midsummer Cup 25 (23<sup>rd</sup> June 2019)

### Report and photos: Chris Lovibond

It cannot be denied that the entry for this event was disappointing.

With so many of our events cancelled because of roadworks and other matters beyond our control, it seems a pity that when we do manage to find a bit of road that is not in a state of chaos only eight riders turn up. And it was a fine day!



James  
Cadman



Tim  
Budd



Bruce McMichael



Jo Wells

Of those who rode there were some good performances. James Cadman showed that his Good Friday performance was no fluke by winning the event with a time of 57.47, and Tim Budd was unlucky not to break the hour barrier when he recorded 1.00.14. This time took him 21 seconds closer to James than he was on Good Friday, so if current progress is maintained he could soon be challenging for top honours.

Two of the Private TT's are worthy of an honourable mention: Michelle Ayres and Dan Tisdell who both recorded 1.8.19. to dead heat for third place on actual time.

Bruce McMichael took a well earned first handicap, and Jo Wells was fastest lady.

Results: H&DW riders						Other Riders	Club	'25' Time
Pos	Rider	Hcp	'25' Time	Hcp Time	'10' Time	Michelle Ayres	SBRC	01:08:19
1st	James Cadman	Scr	00:57:47	00:57:47	00:23:52	Dan Thisdell	PTT	01:08:19
2nd	Tim Budd	03:00	01:00:14	00:57:14	00:24:38	Neil Johnson	PTT	01:14:43
3rd	Bruce McMichael	18:30	01:11:55	00:53:55	00:28:23			
5th	Jo Wells	16:00	01:15:22	00:59:22	00:30:24			
5th	Jill Bartlett	21:00	01:19:04	00:58:04	00:31:22			

A subject which came up in the post race chat was that, in view of the very heavy traffic the riders had encountered, perhaps next year's events might start earlier, particularly the Midsummer Cup when an 8 am start could be expected to be reasonably warm. There had been an organised charity bike ride which used some of our circuit and this caused most of our riders to get held up at some point – it seems possible that this could happen again next year, since event organisers are quite likely to choose the mid summer weekend. Naturally this would require the agreement of the helpers as well as the riders.



# Reading 25 (7<sup>th</sup> July)

By Chris Lovibond

This was a breakthrough event – James Cadman’s first victory in an open time trial, and the first Hounslow team prize for far too long.

James’ time was 53.23, which gave him a margin of 3 seconds over the runner up, David Triska (Team Bottrill, 53.26), which was narrow but sufficient: it would amount to something like 130 feet on the road, so we’re not talking about the width of a tyre! Team Bottrill riders are often TT winners and must regard themselves as an elite group, which makes this victory even sweeter. The result also got us a prominent mention on the CTT’s news round up, which is exactly the sort of publicity we need.

Our victor was ably supported by Nic Stagg who recorded an excellent 54.16 for third place, which made the Hounslow name very prominent at the top of the result sheet – just like the old days.

A very solid 58.09 from Tim Budd clinched the team prize, again just like the old days!

I understand that the team counters entered this event together without consulting each other and so this team win was, in a sense, a bit of luck. However it is clear that we again have the potential to win team prizes, so for whatever is left of this season and more particularly for the 2020 season, it is to be hoped that our fast men enter events together. We should remember that in the club’s golden age team victories played a big part in creating the excellent club morale which was of such great benefit to our riders in their individual careers.



## Evening 10s/9s

Severely disrupted this season due to roadworks.

**Course: HCC234, Mare’s Lane, White Waltham**  
**4th July (10 mile)**

<b>1st</b>	Nic Stagg	H&DW	00:22:19
<b>2nd</b>	James Cadman	H&DW	00:23:52
<b>3rd</b>	Bruce McMichael	H&DW	00:27:11
<b>4th</b>	Jo Wells	H&DW	00:28:59

**Course: HCC137 Gracious Pond Circuit Chobham.**  
**18th July (9 mile)**

<b>1st</b>	James Cadman	H&DW	00:22:48
<b>2nd</b>	Mark Silver	H&DW	00:27:03
<b>3rd</b>	Jo Wells	H&DW	00:27:58

**Other rides**

	William Taylor	PTT	00:25:02
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**Course: HCC137 Gracious Pond Circuit Chobham.**  
**25th July (9 mile)**

<b>31st</b>	Bruce McMichael	H&DW	00:25:09
<b>2nd</b>	Mark Silver	H&DW	00:26:32



**Course: HCC083 Valley End.**  
**1st August (10 mile)**

<b>1st</b>	Bruce McMichael	H&DW	00:29:03
<b>2nd</b>	Mark Silver	H&DW	00:30:59
<b>3rd</b>	Jo Wells	H&DW	00:31:26
<b>4th</b>	Jill Bartlett	H&DW	00:32:23

**Other rides**

	Frazer Douglas	VC Meudon	00:27:15
	Rob Bell	Twickenham	00:30:00

## Medium Gear (10 mile) record beaten by a further 1 min 11 secs!

### Nic Stagg

After lowering my Medium Gear record last year on CC234, recording 23.56 (taking 25 seconds off the existing record) I had decided that I would have a serious go at the record on a faster course.

The Alton/Farnham H10/8 course seemed suitable for the attempt. On 2 previous occasions I had recorded 23:39 in quite windy conditions but for the Alton CC event on the 11th July the weather was more favourable, it was a calmer evening and my form seemed quite good, so off I went!

I was quickly up to over 30 mph after the start, 22 mph up the small climb, heart rate 166, 25-28 mph accelerating to 34 mph on the drop to the turn. Through 5 miles in 11.40! Now for the wind assisted last 5 miles; towards the Hen & Chicken PH. I was doing between 29 and 31 mph and could see my average speed rising, my heart rate, 168, 169, I dropped to about 21 mph at the top of the climb. Now for the last 2.5 miles and I never dropped below 30, my heart rate was 169 lifting my effort to 32/33 mph coming into the finish. I had done the last 5 miles in 11 minutes dead, 27.27 mph average. I sat up, tried to gulp in as much air as I could and flicked my Garmin onto time: 22:45, 26.72 mph average! That'll do I thought!!!

I had built a new fixed wheel TT bike, which I used on this attempt, based on a Terry Dolan TC1 frame/forks. The bike is very light, weighing about 7.2kg; perhaps money does buy a bit of speed!!!

I'm going to try again next season.



## Travelling Light

### Patsy Howe

The term bikepacking is used to describe a form of streamlined touring which mainly takes place on unsurfaced roads. An off-road bike is therefore ridden and rather than cumbersome, heavy panniers secured by metal frames, the luggage is attached directly to the bike making it more aerodynamic and improving off-road handling.

It is becoming increasingly popular to use bikepacking kit in order to tour on road (I think this is something Ian Seccombe and Anja Kutler have been doing for a while). It is something I tried for the first time last year on solo trips across France (St Malo to Nice) in June and through Spain and Portugal (Santander to Lisbon) in the Autumn. I found it worked really well and liked being able to use my Ribble - a carbon road bike, whilst still carrying everything I needed for the trips.



The photo above shows the set up for the Iberian trip which included camping equipment with tent poles on the cross-bar and tent with pegs on the handlebar; the sleeping mat and bag were packed in my rucksack. Not wanting to try wild camping by myself just yet and not finding suitable campsites in the right places this equipment, unfortunately, remains unused.

The Apidura, given to me by our villa holiday group on a 'big' birthday is an amazing piece of kit and was probably instrumental in me trying this type of touring. It is a big stuff sack which fits underneath the saddle and it accommodated most of my clothing with my only non cycling shoes tucked under the bungies on the top. I also used a rucksack (most people tell me they hate the thought of cycling with these) - this one, however, was extremely comfortable and, having been designed for the job, allowed airflow between me and it. The weight was distributed evenly and there was no pull on the shoulders. In addition to the sleeping mat and bag, the rucksack held bits and pieces such as charging cables, plugs, maps, spare inners, toiletries etc. Bike tools were carried in the container in the rear bottle holder. The bar bag which had two compartments carried phone, money, passport and snacks and there was a map holder secured to the handlebars along with my Garmin and a small light for emergencies.

The verdict - a great way to tour and I will definitely do it this way again!



## Obituary

### Alan Chamberlain (17 March 14 – 9 May 2019)

Alan passed away aged 85 in hospital, where he was admitted suffering with fluid in his lungs and difficulty breathing.

His funeral and a Service of Thanksgiving were held for him on 28<sup>th</sup> May at St. Mary's Church, Old Basing where he and Pauline had been part of the congregation for many years. The lovely old church was filled with family, friends, neighbours, work colleagues and some of the congregation who had worshipped in St Mary's with Pauline and Alan.

His son Tim, Head of Faculty at Brighton Hove & Sussex Sixth Form College, gave a Tribute and Memories of Alan and his Family, his distinguished working career with Shell and his abiding interest in the outdoor life, cycling and our club. His son Nicholas (Nick), The Right Revd Anglican Bishop of Grantham, conducted the Service of Thanksgiving.

A trawl through my memory and our clubs records showed just how big a part of Alan's life our club was. He joined the club on 30<sup>th</sup> May 1949, aged only 15 I believe, and had been an active member for nine or ten years when I joined in 1958, aged 16.

At the first of our club annual dinner & prize presentation that I attended in 1959, Alan was presented with several club awards, including fastest in our medium gear 25 miles time trial which requires very high speed pedalling (I still have the menu which listed his accomplishments, which included a 24hour time trial!) Back in 1956 Alan was a real 'mileater' and established, a then prodigious 24 hours distance of 458.5 miles. Two years later he improved it to 461.75 miles!

He was then only about 25 yrs old, but I remember he was considered very 'senior' by us younger members. They included, among many others, Pauline's brother Arthur Biggs. Arthur was at the funeral and it was good to make his acquaintance and speak to him after so many years (probably over 50) and speak to him about old times and the club characters we both knew.

As Gerry Lewis said in an email from his home in France, "Alan certainly knew how to get the miles in – riding down to Ringwood after work on Saturday to ride the 1956 National champs '100' and then ride home again afterwards. Alan's 24 hour club record stood for 40 years! ( Until Paul Holdsworth added 15miles in 1998).

Back in 1956 Alan held two of the Road Records Association's long distance place to place tricycle records; 1) the London to Bath & back in 11hrs. 33min.52sec. and 2) the London to Portsmouth & back in 7hrs. 2min. 52sec. As experienced trike rider Gerry said "they were very good records for the time when you consider that Alan rode a single speed fixed wheel! Fixed is not the gearing I would use for either Bath or Portsmouth rides, especially on a barrow!"

Alan often lead our all day Sunday club runs and weekends away. Always in his bag would be a Bartholemews half inch to the mile map which would be spread out and referred to at junctions. For many years we both lived very close to each other in Staines and it was not uncommon for me to drop in on Pauline & Alan in Nursery Gardens to boast about a race result and get a cup of tea.

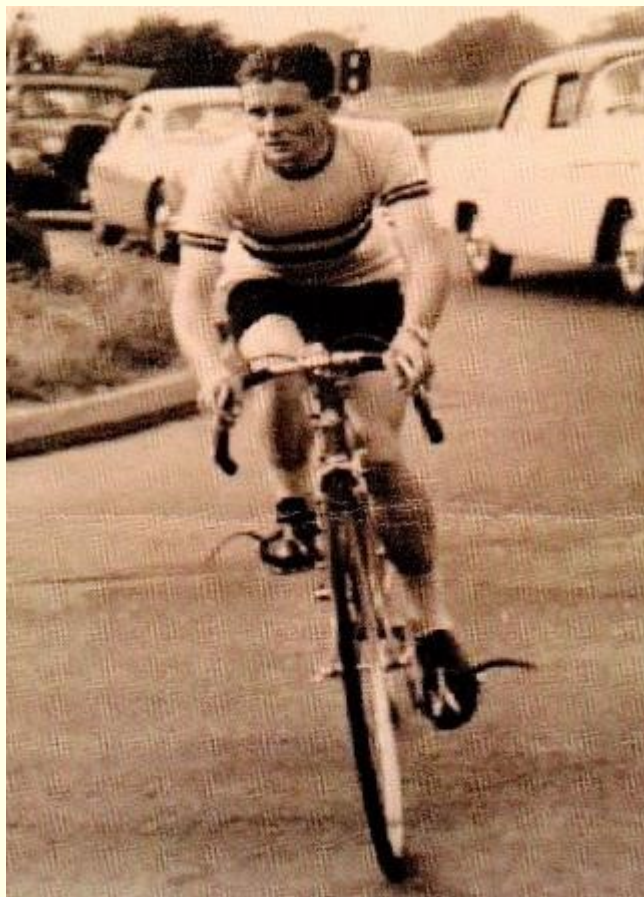
In those days it seemed that everyone had a nickname. Alan was christened 'Panda' by Harry Ferris (it is thought) but we do not know how or why that came about. But he was always respectfully referred to by us all as Panda.

He was already our Gen. Sec. when I joined the club; a post he held from 1956 until 1970. His great friend Arthur Ramsey was our President at that time. Alan took over from Arthur as our President in 1956 and remained our President for 27 yrs until 1983. Those years were arguably our club's best years for both club social life and racing success at National level.

During the 70's and 80's his career with Shell necessitated a move North to live in Chester but he always kept his association with the club and some Hounslow members kept in touch by cycling there for a long weekend away.

I have many fond memories of us cycling in those early years often with Pauline and Alan. Lastly, a gem of a recollection from Gerry Lewis to make you smile. "Alan rode his trike rarely on club runs and I remember once we were going through an S bend under a railway bridge and as soon as we entered the bend his trike had taken over and he was up on two wheels, leaning on the rider beside him, until we got through the bends."

But hey, he made it! .....Jeff





## London Sightseer Audax 1st September 2019



My first ride around London; excellent route and definitely a day to remember!  
Paul Pember



Tourist for the day and I loved it!  
No better way to see the sights of London, especially in the late summer sunshine.  
Patsy Howe



Sunday morning arrives and I ask myself "Why am I getting up early and going to play with the traffic in central London?? This is a bad idea." 2 hours later I am following the river Thames glistening in the early morning sunlight and an hour later, after negotiating hidden towpaths and side streets, the city is on display and it is magnificent. The day just revealed one icon after another. A really brilliant ride, well worth doing!  
Linda Williams



Many thanks to Bill & Ingrid for a very well organised event and for their kind hospitality.

# ROGGO'S RAMBLINGS



The year of 2018, my 55th consecutive racing season ended on a high, with 38 events entered, started and finished, twelve sub-hour 25's and a personal best of 1-05-47 for 30 miles. Total mileage for the year was just over 12,000, goodness knows how much was spent on tea/coffee, cakes and sausage rolls and I was looking forward to 2019. Funny how things turn out though and it seems a lifetime away now. Plans change for one reason or another and the New Year took an unbelievable direction. Over Christmas I had received a national Bowel Screening Test Kit and routinely sent it (them) back and almost immediately was invited to a Colonoscopy at Boston Hospital. A very new and quite surreal experience was about to happen, forget energy drinks, protein mixes and gels, I was into a world of Moviprep, (for those who do not know a real treat and experience!), glucose and saline drips and anti-biotics. Following the Colonoscopy I was told that I had a 5-6 cm tumour in the lower bowel but absolutely no outward signs of any problem. Forget Strava, power ratios and Shimano my world became MRI Scans, CT scans, anti-coagulant injections and support stockings (a racing use perhaps?) and on March 7th I had an eight-hour visit to the operating theatre, longer than usual but an apparent problem with breathing, not with me but with the equipment (water in a tube?), the surgeon went out for a cup of tea.

Another minor procedure on the Saturday coinciding with the Heston Swells visiting me from Hounslow so a short visit after a long journey. Post-operative recovery now that would be the new challenge, surgeon was very convinced (99%) that he had removed all the tumour and a biopsy and further investigation of the scans revealed that no further treatment was necessary and that nothing had spread. Relief for all, it had been a shock considering how fit I have been and with no warning signs and next thing Jeremy Bowen (BBC reporter) was on Breakfast talking about the same thing. One good thing to come from all this is the fact that Pam is now driving again and the down thing is my taste buds have been shot to pieces, I can no longer eat bread but appetite is improving which is just as well as I am down to 10 stone 1 pound.

No words of (cycling) wisdom for this write up but if you get the chance take up all the health tests that you can, people don't talk publicly about these 'things' but although my lifestyle will now change the Bowel Screening programme has probably just saved my life.

## THE ROAD TO RECOVERY

The main problems with recovery for super fit, very active sportspeople (and me) are impatience and frustration which have to be overcome before full fitness can be regained. The advice given was that I could not ride for three months after the operation and no lifting anything as hernias could be a problem. Walking was advised and so three days after my arrival home I had an unsteady stroll for a few hundred yards which increased to one mile three days later. On Monday 25th March the hospital rang to confirm that no further treatment was necessary bringing much relief to Pam and myself. April 1st and my weight was down to 10 stone 1 ½ pounds, appetite getting back to normal and up to three walks a day (7 ½ miles). April 5th was a visit to urology or removal of catheter but I failed the 'wee' test and it was reinserted (blast!) April 24th I took bike out for a four mile ride rather unsteady but 11 mph average and increased to six miles and 13 mph the next day. Now I was riding and walking, everything going smoothly then..... I had been told that at some point some discharge might be forthcoming from my obsolete bottom – it happened and smelled revolting and not what I had been expecting, it has gone now so no need to keep away from me. Two days later I awoke with a temperature and a visit to A&E for antibiotics after a bladder infection started. No exercise for a week and generally feeling miserable but did two mile walk after a week. Increase in mileage to cafes for food and tea and finally made the decision to ride Wisbech club 10 on July 2nd – 26-26 at least it was a start. Next day was a 72 mile ride celebrating 1 mile for each year a birthday treat, this was more like it. Saturday July 6th first 'open' race of 2019 a good day on the A1 resulting in a 23-50 10 mile followed by a 35-15 for 15 miles and a very wary ride of 1-05-33 for 25 miles – hopefully I am back. My 56th year of time trials has begun, a bit painful with the catheter but I'm now doing what I need to do.

Roger Sewell



# Ireland: End2End

## Mizen Head to Malin Head

### June 2019



Recounted by: John Glisson, Ian Seccombe, Graham Davis, Jeff Marshall, Dave Howe, Chris Evans and Eddie Green



John

7th June

The four shipmates, Dave, Graham, Eddie and myself assembled at Jeff and Linda's during an early morning downpour to load the kit onto the motorhome for the crossing from Holyhead to Dublin. We, however, were not down hearted, after all we were going to Ireland's West Coast and are prepared for stormy weather.



Saturday saw us motoring in glorious sunshine to our starting point of Schull, where we were joined via Cork Air Port by the flying squad, Jeff, Ian and Chris.

Schull's glorious coastal town proved a fabulous base for the start of our epic journey.

Day 1:

9th June, Schull to Schull via Mizen Head.

A short, 37 mile, brisk ride to the most southerly point of our End to End - Mizen Head. The coastal ride is stunningly beautiful with pristine beaches among the rocky coves. Blue skies and undulating, quiet roads; it was like cycling heaven, reminiscent of Barbados but 20 degrees cooler due to the unexpected northerly wind and with the occasional car in a ditch!

Having sorted group riding etiquette ie no half-wheeling, pace to equal slowest rider and refrain from chasing 'Eveready Eddie' up steep hills, it was back to Schull to enjoy our first evening treat of Irish hospitality; fish and chips with a little Guinness!





## Day 2 – Schull to Killarney

Ian



Distance: 56.17 miles / Climbing: 4,823 ft / Average speed for the day: 11.8 mph

Total cycle time 4 hours 45 minutes

Woke up on day two to a beautifully clear blue sky, we had a good view of the sea lock opposite our accommodation with the low early morning sun sparkling on the water. Billeted with Sir Ed in our bunk bedded room, we both had a good night's sleep and were up at 06.30 hrs ready for our first full day's cycling. Ablutions complete, breakfast prepared, we readied our bodies for a day in the saddle. We had no idea what was ahead of us but left promptly at 09.00 hrs, which was to become the official rolling start time for the rest of the trip. Graham opted to drive the first half of the day, so was taking a different route on wider roads. We would meet later for lunch and a change of driver.

Leaving Schull



Leaving views of the glinting sea, we headed out of the village of Schull straight up into the hills of southern County Cork. We cycled through rolling terrain on quiet country lanes; perfect touring roads lined with purple foxgloves in full flower. As we gained altitude the beautiful views behind us were of the coastline we had cycled the afternoon before. As the morning wore on the sun increased its warmth, so the rolling and the climbing of the terrain lead to some well earned perspiration for all, with the exception of "Moto Ed" who was taking it all in his stride.

Bantry Bay



As we crested our first range of hills we had a welcome descent down into the town of Bantry, on the west coast of County Cork. To the left, all the way into town, was the scenic view of the deep-water gulf of Bantry Bay. Stopping by a slipway, discussions were had regarding a coffee stop here.

More importantly Chris advised us that he was having heart issues on the climbs and that his heart rate was not going back down on the descents, a concern to everyone not least Chris. He decided to go to the hospital in town to have his atrial fibrillation checked out. We thought it a good idea and

agreed to find a café and stay in touch. As Chris cycled off in search of a cardiologist, Jeff, John, Sir (Moto) Ed, Dave and I settled in at the De Barras Café-Restaurant in the main street, for coffee, cake and social interaction with the natives, which was without doubt both very friendly and somewhat hilarious when banter from the local builder was included. Our articulate tradesman introduced us to a very precise term when referring to accomplished cyclists on their local cycle sportive (The Tour De Munster 600), the "VTFs". As in "you think you are doing OK until the "Very Thin Feckers" turn up!

For anyone interested in a good ride here's the link for details:  
<http://irishsportives.ie/event/tour-de-munster/>

On leaving the village of Bantry and considering the amount of climbing still to be done, Jeff went in search of a larger cassette but when the word Campagnola was mentioned he was met with deep disappointment. So, with his narrow range of gears Jeff lead us back into the hills! "Once more unto the breach, dear friends".

Rolling terrain was definitely the order of the day and the lanes became ever more rolling, working their way higher and higher and becoming narrow and narrower, until the tufts of grass in the centre of the lanes became more like a strip of lawn. We headed up towards the highest point of the day - the climb over Priest's Leap. Without doubt we were in magnificent country, spectacular views and spectacular climbing.



Bantry



To quote the official description:

*"A savage climb on a 3rd class back road. The road has grass growing in the middle and is frequented by sheep. The Priests Leap is situated in Kerry with an ascent of 4.65 km, climbing 375 height meters. The average percentage thus is 8%. The maximum slope is 16%. Altitude at the start is 88 metres and at the summit 463 metres."*



Needless to say, with a bit of help from shanks' pony, every one of our intrepid cycling team that morning made it over the infamous Priest's Leap. Of course, Sir "Moto" Ed made very light work out of it, overriding his technically doped steed to achieve a steady 15 mph and never once leaving his large chain set.



Descent from Priest's Leap

From here we descended through wonderful country lanes and started to see out first magnificent Irish houses with their striped lawns dotting the rural landscape. At Kenmare we met up with Graham and the truck to share stories of our hill climbing adventures over coffee and toasted sandwiches. We checked in with Chris at the hospital; now stocked with beta blockers, he was waiting to be released and was keen to continue cycling. We managed to coerce him into taking the direct main road route and NOT to come over Priest's Leap!

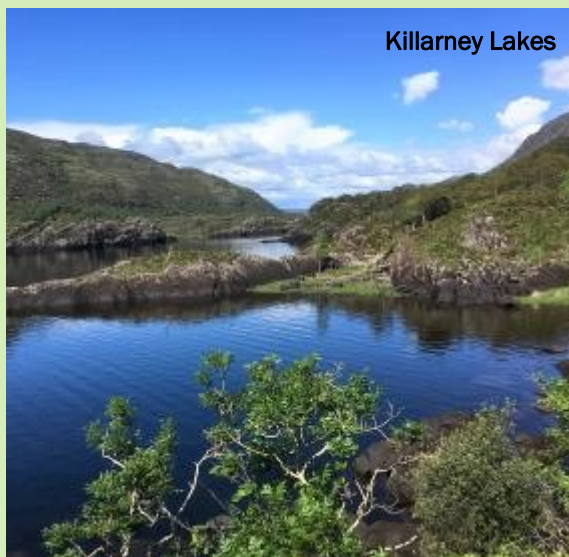
With Dave swapping places with Graham as driver for the afternoon, Graham joined the cycle team as we headed out of Kenmare back up in to the hills to ride over Moll's Gap. No sooner had we saddled up and on the climb, the skies started to open up, so we were able to enjoy the wonderfully refreshing west coast rain all the way up and over Moll's Gap!

Official Description:

*"The Moll's Gap is situated in Kerry and the ascent is 9.12 km long. Over this distance, you climb 239 height meters. The average percentage thus is 2.6 %."*

The descent from Moll's gap is just one small part of the beautiful Ring of Kerry route. We cycled over Galway's bridge, had wonderful views through the mist and rain across Iveragh and the lakes of the Killarney National Park and eventually arrived in Muckross. With a heavy thirst and rumblings of hunger in our stomachs we rolled speedily into Killarney, yearning for a hot shower!

Finding our night's accommodation easily on the left-hand side of the road, we checked in and took our bikes with us to our rooms. Needless to say, it was a speedy turn around and soon we were out on the road searching for sustenance. Eyeing a great option for food just opposite our hotel, we first called in at the local microbrewery just up the road to quench our thirsts! The restaurant offered a vast range of tasty local dishes which we washed down with some Black & White. Checking on the phone, Chris amazingly was not far out of town having cycled through a heavy down pour. So, at the end of our first full day, we were all happy in the thought that we had made it safely to Killarney and western Ireland had certainly not disappointed our intrepid group of cycle tourists.



Killarney Lakes

Graham



Day 3: 11th June

Killarney to Spanish Point

After a good night's rest at the Harmony Inn Killarney, six of the group cycled north to catch a ferry at Tarbet. John Glisson was driving the camper van and meeting us for lunch at Listowel. The weather was cooler with a gentle north wind and after cycling 34 miles, through some lovely picturesque quiet lanes we arrived at Listowel where John had found a delicious lunch stop - The Lynch's Bakery & Coffee Shop.

Time wasn't on our side if we were to catch the 14.30 ferry, so a quick bite to eat was the order of the day but in our haste we incorrectly ordered and were short of two meals. Camaraderie kicked in and those who had food to spare passed it around and then we were back on the bikes for a 14 mile dash to catch the ferry.



The gentle north headwind we had encountered most of the day was getting stronger and the temperature was dropping. We turned onto the N67 towards the Shannon Ferry Terminal riding along the estuary where the scenery was stunning. Ahead in the distance a ferry appeared around Tarbet headland and my fellow shipmates knew we had made the ferry on time.

The crossing over the Shannon Estuary was into the north wind but fortunately where our bikes were stowed beside a heat vent, we kept warm. Leaving the ferry we spotted the camper van (as John had caught an earlier crossing) and again he had found us another excellent tea stop. We refuelled with scones and tea for this last leg of this day. Off we set and after a few miles an off road gravel section was encountered. (It wouldn't be a great trip if Dave Howe hadn't put an off road track into the route!!). The last 21 miles to Spanish Point were tough as the north wind was now strong and in our faces, making it a difficult finish to the day's cycling. Arrival at Coast Lodge was a welcoming sight



DAY 4, Wed 12th June

Spanish Point, County Clare  
to Galway, County Galway

56miles-ish ,

2400ft ascent 2830ft descent. Work that out?

After a good kip and a hearty breakfast, overlooking the sea and after the usual faffing inevitable with seven old geezers, we stashed our bags in the RV, grabbed our bikes and were once again ready to roll, eventually leaving the Coast Lodge and the windswept Spanish Point, on the aptly named Wild Atlantic Way, at 9.20. We headed inland in a NE direction toward Lough Keogh which, as we started from sea level was mostly up (As Dave likes it). We breathlessly gained 620 feet on full stomachs and then lost 540 feet in the first 5 miles! On small lanes with grass growing down the middle we passed near Corofin and through The Burren (vast areas of exposed limestone) and then the house used in the Father Ted TV series. We also passed a farm with the window decked out with mannequins of Trump and his wife leaning out! Wot woz that all about?

Jeff





When we reached Kinvara we stopped at an inlet from the sea for refreshment in The Fjord Café where Ian and I chose the porridge and maple syrup option in the early afternoon! It was just what we needed. Ed chose the healthy option of doughnut and fruit scone!

It started to rain as we left heading for Galway, but did not last long and it provided an excuse to stop in a pub in the middle of nowhere for a Guinness.



Suitably refreshed, rain stopped, we pressed on around Galway Bay to our destination 'The Bunk' boutique hostel, Galway, a no frills budget accommodation. We ate in a pub/brewery decked out with huge vats and enjoyed Guinness, craic, and to Chris's delight, fast traditional Irish music.

**Day 5: 13th June**

**Dave**



**Galway to Westport**

We had two routes prepared for each day, one going more or less directly to the next hotel, and a more scenic, longer alternative. We decided to take the scenic option through wild and beautiful Connemara on our way to Westport.

Leaving Galway across the Salmon Weir bridge and passing the cathedral we were soon out of town on the N59 heading towards Oughterard and Lough Carrib. After that the scenery got more impressive as we continued west to our lunch stop. But as the bogs, mountains and lakes got more interesting the north wind was strengthening.



At the southern end of the Inagh valley there is a large statue of the 'Giant of Connemara' beside the road, with a wide gravelled car park and a cluster of shops. A good place for our van to meet us for lunch and a popular stop for tourist buses. Those who looked at the inscription beneath the sculpture would see that "This is Connemara (conn son of the sea) BUILT IN 1999 by Joyce's craft shop for no apparent reason," but most tourists, for some reason, headed straight to the shops and toilets.

The Inagh Valley runs between the Maumturk mountains and the Twelve Bens, and the head wind was funnelled down the valley causing 2 foot waves on the Lough. Even Eddie's electric bike struggled to make progress against the wind, but our hardy bunch put their heads down and worked well as a pack for the 9 miles until the road turned northeast and we got a bit of shelter.

After stopping in a café at Leenane we continued to Westport and our overnight accommodation, Westport Heights. (With a name like that we should have anticipated that it was at the top of a steep hill – just what we needed after a hard 73 mile day!).



**Chris**

**Day 6: 14th June**

**Westport to Rosses Point**

After a great breakfast, featuring excellent porridge, we were relieved not to lose the height we had gained in climbing to the Westport Heights B&B – but we still had more climbing to do to get out of the town on a fairly busy main road. We soon turned onto narrow and fairly straight traffic-free roads, and spent much of the day on them. We were mostly in the middle of nowhere, but continued to be amazed by the number of large, beautifully maintained modern houses with immaculate gardens. (At various times during our trip we asked locals about them – whether they were holiday homes, where the money came from etc., but never got sensible answers). Despite these homes we really struggled to find somewhere for our morning coffee break so finally dived into a Post Office where a lady told us there was a cultural centre a few hundred yards up the road on the left. Five miles later, we finally found this new building and a lady was astonished to meet 6 gasping cyclists (and later

**Westport**



Graham with the van) who demolished her complete stock of cake and two cups of coffee each.

We reached Sligo but had a further 5 miles to reach Rosses Point, and the Yeats Country Hotel, with large rooms and an excellent restaurant nearby where Ian and John, who arrived early with the van, had booked us in time to benefit from their early discount prices.

Rosses Point has a couple of great beaches and some interesting history, involving at various times the Spanish Armada, smugglers and the poet W.B. Yeats.



**Day 7, Sat 15th June**

**Rosses Point, Sligo to Buncrana.**

**91miles-ish 4500ft ascent. Ave speed 14.3mph**

Jeff



This, our longest day in the saddle, got off to a bad start..... As I emerged from the Yeats Country hotel to deposit my bag in John G's RV, I observed our old shipmate Ed. G. squatting on the ground, with his bike in bits all around him. He had picked up our first puncture. He was receiving plenty of advice from the crew who were keeping their hands clean in their pockets.... As many hands make light work, but too many cooks spoil the broth, I went swiftly back into the hotel, where my trusty, but overgeared Ribble was stored overnight, ready to tackle the lengthy challenge which faced us. As I wheeled it out, I noticed the bolt-on Campag front changer was hanging off and flapping around! The brazed-on lug had fractured. Not so trusty Ribble! Not rideable. Not repairable. I did not fancy the option of riding 91 miles on the Granny ring, either. Of course, the crew, who had finished giving Ed advice, now sprang to my aid. Ian S. 'rescued' a piece of wire from a chain link fence, but to no avail. What to do?

Chris, who was riding in the RV today with John, generously volunteered his nice Trek for my use. Brilliant! With the saddle down an inch, it fitted like a glove, and it had really low gears to tackle those stonking climbs on the way to Buncrana. It also had a lovely comfy retro San Marco Regal Saddle.

So slightly later than planned, Dave, Graham, Ian, Ed and I set off via a 'scenic' route devised by Dave (always uphill!), having arranged to meet our driver John G. and Chris. E. in the RV, at Ballyshannon, a small town reputedly the oldest in Ireland? When we arrived there a local lass directed us to the 'Simply Green' Café, the best in the town she said.

After Coffee, fruit scones and jam etc we pressed on North through an area renowned for its bogs until we reached our next rendezvous with the RV just before Ballybofey where we stopped for lunch at the Roadhouse Bar.

There we changed drivers and Graham drove on to Buncrana and our destination the Inishowen Gateway Hotel.



**Causeway to Buncrana**



En-route we passed within about 3k of the border with Northern Ireland and Londonderry at the village of Burt. It was about here that Dave put the hammer down leaving us lined out all the way to Buncrana. We rode with the sea on our left alongside the Drongawn Lough, a deep inlet from the North Atlantic sea. Stunning views had assailed our senses all day, but we were relieved when the Inishowen Gateway hotel suddenly appeared on our left and we could stop pedalling..



Day 8: Sun, 16th June

Eddie



## Buncrana to Malin Head



The climax to complete our journey was about to start, leaving Buncrana after our overnight stay at the superb Inishowen Gateway Hotel. This was our last supper (I mean breakfast) that the seven of us ate together, and we were spoilt for choice! The intake would ensure that our strength would be maintained for that final push to Malin Head.

The morning was bright and clear, and the view across the shores of the vast Lough Swilly was appreciated only briefly as we were on a tight schedule for this final leg of our journey. The route was hilly as usual as we passed the outskirts of Carndonagh, skirting Trawbregga Bay and into the town of Malin, where John and Chris had parked the RV. John now joined Dave, Ian, Graham, Jeff and myself for the final push to our objective, continuing over more hilly terrain. Chris had gone on, riding steady to ensure he did not over stress himself due to his condition. As we neared our final destination the landmark sight never seemed to come quick enough. The road was very steep over the final kilometer but what a feeling of joy we had knowing we had accomplished the challenge to ride our Ireland (West Coast) End to End.

Chris was there to greet us and flag us in. He had done this ride on Jeff's clapped out bike, while Jeff had the luxury of riding Chris's super lightweight. I was first, as the Giant road E-bike really showed its potential on the steep climbs throughout the entire trip. The visibility was excellent giving a clear view of Inishtrahull Sound, where we could just see a dot way out in the distance of the Tor Rocks and lighthouse. The site itself was bare comparing it

with the Mizzen Head facilities, just a refreshment bar and a knick- knack stand, both on wheels. However, it would not be a place to relish when the weather is showing its full fury. (Just a point of history: Inishtrahull Sound was a hunting ground for German U-boats during the Second World War awaiting the convoys, but that is another story for the history buffs).

After the photo shoots it was all systems go for Chris, Ian, Jeff (the flyboys) and John (a shipmate) to do a quick return to Malin in order to load their bikes in the RV and change into civvies for the drive to Londonderry. Here the flyboys took a taxi for Belfast City Airport to pick up their Air Lingus flight to London Heathrow. A minor hitch arose as the taxi driver assumed it was Belfast Airport, so a quick adjustment had to be made to rectify his route, to avoid a calamity and for the trio to return home on time, which they did safely.



Meanwhile shipmates Dave, Graham and I, would now continue riding towards Londonderry to eventually meet up with John and his RV returning from dropping the flyboys off. Dave would ensure this, by using the map location facility on his phone. On our way back before reaching Malin we stopped in a café called "Wild Strands" for a well-earned break.

Only another 30 odd miles to go to, passing through Glentogher and Carrowkeel with long climbs. Graham's tired legs were not enjoying the terrain. Once we reached the shoreline of Lough Foyle and down to Mull the road was flat and easy; what a God send! Dave and Graham have their I- phones and Garmins' at the ready, so John was soon contacted and met. I had none of these electronic map aids and fully trusted in the experts I rode with.

Next the bikes were loaded, we changed into civvies and the proper arduous journey began for the shipmates, travelling the 145 miles to Dublin to catch the 20:40 car ferry to Holyhead. The ferry was like a walk in the park with very few passengers onboard, so a very nice crossing and plenty of space to rest up. The vessel docked on English soil at 0:30 hrs. so it was now an all-night/early morning journey of 300miles miles home. Three stops were made, and drivers changed; Eddie was classed as a passenger travelling in luxury.

We arrived at Jeff's around 7:30 am on the Monday, to be greeted by Linda with a hot cup of tea and biscuits, gratefully received as the four of us were very tired. The bikes and luggage were unloaded to be collected by the owners. Sadly, the journey was over, successfully enjoyed by all.

When will the next venture be planned by DAVE? WATCH THIS SPACE! Thanks, from the others of the group to Dave and John for indulging us and keeping us on the road with plenty of goodies to enjoy on the RV.

Prepared by the electric driven old boy of the group.



# MEET A MEMBER



This issue, Jeff Marshall talked to Norman Howson about his cycling and long association with Hounslow and District Wheelers.



Bath Rd 1973

**Norman was renowned on club rides for his encyclopaedic knowledge of every lane in the area as well as his fondness for a full English breakfast at coffee stops.**

70 year old Norman Howson has been a member of Hounslow and District Wheelers for 32 years having moved to Egham in 1983. He was Club Captain for many years and won the Clubman Trophy 17 times between 1999 and 2016 (awarded for club ride attendance). He rode many time trials, ranging from 10 mile to 12 hour and cycled with clubmates in the French Pyrenees and Mallorca.

Norman remembers that his first bike had a back pedalling brake and that his first taste of cycling was in Germany, where he lived for eight years. His

father, who was in the Tank Regiment of the 8th Army, was posted there after the War. He recalls seeing a cycle race in 1952 around the houses where the family lived.

He came to England in 1958 and one Sunday in 1962, whilst out riding with a mate, chanced upon a road race at Chobham village. It was on a nine mile circuit starting in Chertsey Road near Ted Prichard's bike shop (now long gone) and going east past Fair Oaks airfield to Ottershaw, St Peters, left up Holloway Hill, Longcross Road, over the common and finally left on Windsor Road back to Chobham. They met some members of the Weybridge Wheelers, including Ethel Brambleby, and he joined his first cycling club. Then in 1974 he joined the Charlottetown and in 1978 organised the National Championship 12 hour time trial.

He considers his best ride to be the Gland 12 hour race in Switzerland which he rode in 1972. Norman completed 362 kms and came 16th overall out of a large field including 20 English riders. Afterwards, at Lake Geneva, he was presented with a tubular tyre. He said "Everyone used 'tubs' in those days".

His favourite club ride is the route to Great Missenden, returning via the Hughenden Valley and says that, for the coffee stop he likes both the Nottcutts Garden Centre, Cranleigh and Manor Farm Tearoom at Seale which he believes are very welcoming to cyclists. His favourite 'snack' is the Full English!



Border CA 12 hour in 1976



Norman steering with Martin Winter stoking. 1981, 25 mile TT.

His best bike is a Colnago Dream, which he is unfortunately unable to ride anymore. Norman has a lesion on his spine which has now made riding impossible. (Charcot-Marie-Tooth Neuropathy of the lower legs)

**Anecdote:** In 1973 I rode the Feltham / Weybridge 100mile reliability trial on a tandem trike. I was the 'stoker' with Ken Graham of the Bath Road Club steering. ( It was his trike )We were involved in an accident at the crossroads just outside Brighton. We crossed the lights as they changed and a car crashed into the side of us. I ended up in Brighton Sussex Royal Hospital for three nights. Ken got away 'scot free'. We got a summons and were both prosecuted for 'riding without due care and attention'. Initially we were both fined £10. I was the first 'passenger' to be prosecuted for driving without due care and attention. After an appeal I was acquitted as it was decided that as I was a 'passenger' and had no control, Ken was held responsible and my fine was cancelled. So I set a legal precedent which is now enshrined in law!



## February to August Photo Album



Teddington Lock



Club ride meeting  
at Staines Bridge



Above, right and below  
Club Dinner & Prize Giving 2019  
Left: Tues ride to Perla Antica



Club ride coffee stops:  
above Milford, below Billingbear



Tues ride to Perla Antica





Above: Graham, Bob, John and Jeff. London Audax 26th June  
Above right: Tues ride - Perla Antica



Simon & Sharon



Above: The annual 'around the M25' ride - June



Left: The Three Amigos (Gary, Graham and Tony) on the way to watch the Tour.



Below: Friday lunch stop at the Royal Oak







Above: Henrik and Ian  
Coll de Rates



Henrik and Simon  
Velosol café - Xaló



Anja: La Vall de Gallinera



Above x2: The Hampshire (around Basingstoke) ride.



The Royal Oak



Left: Mallorca

Below: Bruce in Brighton





# Club Camp 2019



Left:  
The Fire Pit  
Squad

Right:  
Coffee stop  
Eddington



Mark:  
Bespoke wet weather gear







Above:  
Gavin with the lads:  
Peter, Dean and Dom

Below:  
Eddington



Left:  
Pickleberry



## Summer Camp 2020

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

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

Family and friends welcome!

**Friday, 14th August until**

**Tuesday, 1st September**

Further info:

Martyn Roach 07779 718228





# Club news & notes



Hounslow and District Wheelers  
welcomes new members

Ian Kirk  
Philip Fauchon



## Cycling Stats Update

Nic Stagg has revealed that, as  
at Friday, 23rd August he has  
now ridden for 1000  
consecutive days!  
Accumulated miles 34,601.6 or  
55,361.69 kilometres!



## Your club committee

**President**  
Jeff Marshall  
**Chairman**  
Graham Davis  
**Secretary**  
Bill Carnaby  
**Treasurer**  
Martyn Roach  
**Racing Secretary**  
Bruce McMichael  
**(trophies)**  
Dave Sykes  
**Captain**  
Jeff Marshall  
**Membership Secretary**  
Linda Williams  
**Magazine Editor**  
Patsy Howe  
**Press Officer**  
Chris Lovibond  
**Member  
Representative**  
Nigel Forward

## Club rides/events September and August 2019

15/09/2019	Hawthorn Hill	No run today. Our club Autumn '25' entries to Bruce McMichael. mcmichael.205@gmail.com Tel. 0750325549. HQ: Bird Hills Golf Club. 9.30am start
22/09/2019	Great Missendon	Deep Mill Diner, London Rd, Little Kingshill, Bucks, HP6 0DH
29/09/2019	Tilford	The Rural Life Cr. The Reeds Rd, nr Tilford, Surrey, GU10 2DL
06/10/2019	Henley	Toad Hall Garden Centre, Marlow Rd. Henley, Oxon. RG9 3AG
13/10/2019	Pirbright	Club Hill Climb, 10 30 am Tunnel Hill, (HHC 033) Pirbright, Surrey
20/10/2019	Farncombe	Hectors on't Wey, The Boathouse, Catteshall Rd. Surrey, GU7 7NH
27/10/2019	Milford	Secretts Garden, Hurst Farm, Chapel Lane, Milford, Surrey, GU8 5HU

## 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.

## Christmas Dates for your diary

Birdhills Sunday Christmas lunch,  
Sunday, 15th December 2019  
Organiser: Graham Davis

Midweek Christmas ride and lunch at  
the Duke of Edinburgh  
Wednesday, 18th December 2019  
Organiser: Martyn Roach



## Next Issue

The next issue is the  
Dinner Issue due  
February 2020  
Please contact the  
editor with your  
contributions or  
suggestions.  
It's your magazine!