

# THE SQUIRREL

December 2004



MERRY CHRISTMAS AND  
A HAPPY NEW YEAR

# EDITORIAL



Out on a club run to Wincle Minn recently, we were heading for a new café Jonny Pardoe had told us about. The touring section found ourselves going up the Minn the (hard way) in cloud after passing all known habitation out of the mist appeared a sign for higher Greasley Farm. A road disappeared off to the right looking like the edge of the world! Producing this magazine feels a bit like looking down that road and now I am on it will I fall off? Please accept this offering as it is my first attempt at anything like this.

Your new editors first recorded cycling experience!

## Inside this Issue

Page 4 Wild Wales.....	Dave Mathews
Page 5 Meet Your Clubmate.....	Bob Richardson
Page 6 Health and Fitness.....	Mike Brooks
Page 7 Tourist Trophy.....	Dave Barker
Page 8 Club Hill Climb.....	Carol Pardoe
Page 9 Touring Report.....	Keith Wilkinson
Page 11 Velodrome 1.....	Dave Barker
Page 12 From the Archive.....	John Pardoe
Page 13 Terrier-able.....	Jim Boydell
Page 14 Velodrome 2.....	Gordon Peake
Page 16 Ronde Picarde 2004.....	Dave Mathews
Page 17 Shorts and Longs.....	John Carberry
Page 19 Bike Fitting.....	Cyclefit
Page 22 Up the National.....	Jim Boydell
Page 25 Meet Your Clubmate.....	Tim Seddon
Page 26 Testing Times.....	Jim Boydell

## CLUB CYCLING KIT

Short sleeve top with short zip	£38
Short sleeve top with full zip	£42
Long sleeve top with short zip	£44
Long sleeve top with full zip	£45
Bib shorts	£35
Skin suits	£62

Contact Harvey Maitland:-  
0161 929 6429 daytime  
0161 928 6050 evening

'The Squirrel' is the magazine of the Seamons Cycling Club. Editor— Pete Coles, 72 Bold Street, Altrincham, WA14 2ES. ☎ 0161 929 1462 or e-mail [pete@thepot.freeserve.co.uk](mailto:pete@thepot.freeserve.co.uk). Club website at [www.seamons.org.uk](http://www.seamons.org.uk) from where the on-line version of this magazine is available in PDF format.

# BITS AND BITS

## *On the run*

I was making my quiet way to Poole Marina one Sunday morning, when the half-day gang swooped by and scooped me up. I attempted conversation with at least 3 different people, but never finished any of the conversations as I kept being shunted up towards the front. As I drew alongside Peter (remember to send me your application form, Peter) he said: "Did you mean to come this way?" "Yes, but not at this speed," I replied. "Well, you're in the action now, and you'll be on the front in a minute. Shall I take your place?" He did, and I wasn't, I went boom, and was spat out the back. Such is life on the Half-day section.

## *The perks of a rainy day*

Carol set off one very wet Saturday morning to meet the Ladies ride at Chelford. Riding through the river of road through Goostrey she hit an invisible pot-hole, and bang! went the back tyre. In despair in the now torrential rain she phoned home and JP drove out to the rescue. She also phoned the girls at Chelford. "Don't worry," they said, "we'll come round and call for you." Pressure on now to mend tyre and change wet clothes. Meanwhile the girls arrived, soaking wet. Off came the clothes and into the tumble dryer, as JP put the kettle on. Towels were handed out all round, and JP was treated to a lounge full of half-dressed women... The moral of the story is: stay at home on a rainy day, you don't know who might call!

## *CLUB DINNER*

Dinner tickets are now on sale at a price of £22.00 from Harvey Maitland. Once again we are at the Cresta Court but without the



scaffolding to negotiate this year. We have reverted to our original weekend (Saturday February 5<sup>th</sup>) and have once again booked the live band we had last year. "Back by popular demand" is the phrase I believe. If you weren't able to be there last year then this might be your last opportunity to dance to the Brotherhood of Glam. Be there to have a great time, cheer on our champions and do battle with the micro bikes! Contact Harvey on 0161 928 6050

## *CLUB HANDBOOK*

Once again it's handbook time and Jim Boydell is appealing to all members to notify him of any changes to their personal details. Changed address, phone number or e-mail? Please let him know as soon as possible. If you've spotted any errors or omissions in last year's book don't hesitate to contact Jim so he can put it right. Phone 0161 442 6370 or e-mail him at jim.boydell@btinternet.com.

## *MAINTAINING STANDARDS*

Have you managed to improve any of your club standards this year? Check the handbook and if you have then let Jim Boydell know.

# Wild Wales Comes of Age

This year marked the 21<sup>st</sup> anniversary of the Wild Wales Challenge.

In 1984 the distance was 66miles; in 2004 the infant had grown to 89 miles. A gruelling, scenic route was promised to match the occasion.

Seamons riders this year were Peter Bell, Reg Blease, John Coles, David Matthews and Alex Young.

The skies were threatening rain as we left Bala in separate groups heading for Dolgelleau. There were few views but lots of steep hills as we rode through murk and rain to eventually arrive at Dolgelleau leisure centre and a welcome brew.

The weather really set in beyond this control and as we gained height, the headwind and rain became ever more ferocious. We were supposed to get stunning views of Barmouth Bay up top, but my recollection is of near hypothermia, narrow roads with only room for one car (just) and meeting a Volvo head on as I rounded a blind bend. Fortunately we were both going cautiously enough to allow me to escape up the grass banking at the side of the track.

Eventually the route led to civilisation at Tywyn with time to warm chilled, wet hands and compose shattered nerves. We all raided the local shop here to grab some lunch (anyone for a bag of peanuts and chocolate biscuits---all I could get) before continuing in improving weather through the Dovey Forest to Dinas Mawddy. I met Richard Hayward of the Weaver Valley near the forest. He was struggling a bit---no wonder as he had ridden the entire route the day before as a route finding exercise.

At Dinas Mawddy control I unloaded everything inexpensive, even food, to lighten the load prior to Bwlch y Groes. (John Pardo has pointed out that this is now known as the "Grenoble Technique" after similar happenings in 1989).

The Bwlch had lost none of its steepness and served as a fitting last climb before sweeping down to Bala for the souvenir slate. The Organisers of "Wild Wales" had indeed laid on a fitting route to mark the 21<sup>st</sup> Birthday and all the Seamons team finished in good order.

*David Matthews*

---

Q: Why couldn't the bicycle stand up on its own?

A: It was two tired.

---

## ***BEST CLUBMAN***

As the year draws to a close the best clubman competition begins to look as though the 'conclusion' might not be quite as 'foregone' as it once appeared. An injury to Roger Haines knee ( was he grovelling to Sian at the time?) has seen him absent from the clubruns for some time. Meanwhile his invincible lead has been chipped away and he's dropped down to third place. Phil Holden has taken over as front runner with 191 points; Keith Stacey leads the chasing pack with 182 to Roger's 179 and Reg Blease's 176. Still several weeks to go as this is written so 'watch this space'.

# Meet your Clubmates

## Bob Richardson

**When and Where were you born?** 10 am on a snowy morning December 8th 1923, Didsbury.

**When did you start cycling, and what was your first club?** I started serious cycling as a founder member of Seamons in 1948.

**What was your first race?** Club 25 in 1949

**What was your first win?** Bolton Clarion 25 1950

**Which performance do you rate as your best?** 2nd place to Don Smith in Llangollen thrash date unknown.

**What is your favourite meal?** Grilled prawns with crusty bread, washed down with wine or beer.

**What were you like at school?** Top of the bottom section of the class (three sections).

**What kind of books do you read?** I have catholic tastes.

**What kind of music do you enjoy?** Classical or jazz are my favourites.

**And your favourite type of t.v. programmes?** Current affairs, bike racing and football.

**Which newspaper do you read?** The Guardian and Independent.

**What is your ideal holiday destination?** Majorca - with bike.

**Do you have any hobbies?** Looking at paintings and sculptures. Messing about in the garden.

**Who would play you in a film of your life?** I don't care as long as he is good looking and can act.

**What is your greatest fear?** Dying young!

**How would you describe yourself in a lonely hearts ad?** Tarnished golden oldie seeks inspiration.

**What is your favourite training ride?** Llanberis, Waumflawr, Beddygelert, Mount Givynint, Llanberis.

**What is your most unpleasant characteristic?** Impatience.

**Which characteristic do you most dislike in others?** Stupidity.

**Who would you most like to have met, and why?** Mahatma Gandhi, he attempted to bring about a popular uprising without using violence.

**What was your most embarrassing moment?** Being outsprinted by a young lad in wellies on a hack bike when entering Carrick en Suir.

**Four words to describe yourself?** Elderly now, still a maverck.



## Health & Fitness - The Real Facts:

Q: I've heard that cardiovascular exercise can prolong life. Is this true?

A: Your heart is only good for so many beats, and that's it.....don't waste them on exercise. Everything wears out eventually. Speeding up your heart will not make you live longer; that's like saying you can extend the life of your car by driving it faster. Want to live longer? Take a nap.

Q: Should I cut down on meat and eat more fruits and vegetables?

A: You must grasp logistical efficiencies. What does a cow eat? Hay and corn. And what are these? Vegetables. So a steak is nothing more than an efficient mechanism of delivering vegetables to your system. Need grain? Eat chicken. Beef is also a good source of field grass (green leafy vegetable). And a pork chop can give you 100% of your recommended daily allowance of vegetable products.

Q: Should I reduce my alcohol intake?

A: No, not at all. Wine is made from fruit. Brandy is distilled wine, that means they take the water out of the fruity bit so you get even more of the goodness that way. Beer is also made out of grain. Bottoms up!

Q: How can I calculate my body/fat ratio?

A: Well, if you have a body and you have body fat, your ratio is one to one. If you have two bodies, your ratio is two to one, etc.

Q: What are some of the advantages of participating in a regular

program?

A: Can't think of a single one, sorry. My philosophy is: No Pain...Good

Q: Aren't fried foods bad for you?

A: YOU'RE NOT LISTENING!!!. Foods are fried these days in vegetable oil. In fact, they're permeated in it. How could getting more vegetables be bad for you?

Q: Will sit-ups help prevent me from getting a little soft around the middle?

A: Definitely not! When you exercise a muscle, it gets bigger. You should only be doing sit-ups if you want a bigger stomach.

Q: Is chocolate bad for me?

A: Are you crazy? HELLO ..... Cocoa beans ... another vegetable!!! It's the best feel-good food around!

Q: Is swimming good for your figure?

A: If swimming is good for your figure, explain whales to me.

Q: Is getting in-shape important for my lifestyle?

A: Hey! 'Round' is a shape! Well, I hope this has cleared up any misconceptions you may have had about food and diets and remember, "Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways - Chardonnay in one hand - strawberries in the other - body thoroughly used up, totally worn out, and screaming - WOO HOO! What a Ride!"

# Tourist Trophy

It's all over bar the shouting. Despite heroic late efforts in the Beard Cup by several contenders, Dave Matthews has extended his lead with rides in the Fleet Moss and Holmes Chapel - Alton Towers Audaxes. These rides in September and October were the seventh and eighth 200 Kms Dave has completed in consecutive calendar months. He then went down to Reading in November for his ninth. This leaves him with three more rides - in the darkest and most difficult months - to secure a highly prized Audax award - 12 200Kms in consecutive months. Good luck Dave.

With time running out, The leading positions are

Dave Matthews	15
Roger Haines	9
Dave Barker	8
Gordon Peake	8
Sian Granger	7.5
Keith Wilkinson	7
Andy Burns	6
Peter Coles	6

Remaining events for 2004

19 Dec Winter Frostie Audax Bredbury

29 Dec The John Coles Mountain bike ride to Rowarth - meet at the Middlewood Way car park

Early events for 2005 will include local Audax rides, Club weekends, mountain bike rides and the 50 in 4. Details still to be confirmed. Please check the Club room notice board.

Connoisseurs of blood curdling newspaper

Hoardings will appreciate the one outside Ashley Post Office in October :-

## ASHLEY PUPILS SETTLE IN AT SCHOOL.

Nice to know that the local mad axe-man was taking time out and for one week at least we were 'nt in mortal danger on the way back from the Club Run.

**Report by Dave Barker**

## The New President



# Club Hill Climb



Nearly 40 Seamons members were on the hill, either riding, organizing or supporting. Paul Smith was King of the Mountain – well Withenshaw Hill in Sutton – and wins the Johnny Pardoe Hill Climb Trophy. His time of 2 minutes 55 seconds was closely followed by Ian Udall in 3 minutes 4 seconds, which was even more closely followed by Dan Mathers in 3 minutes 5 seconds. New junior member, Dan Murray, came 5<sup>th</sup> in 3 minutes 24 seconds – well done, young Dan. Full result on Club website.

Paul's win follows on from an excellent run of form, taking 2<sup>nd</sup> place in the Rossendale HC, 1<sup>st</sup> place in the Manchester Wheelers HC on Standing Stones, followed by another win in the Withington Wheelers HC held on Peaslow Hill. This must be the first time the Seamons have had a winner in an open Hill Climb event - well done, Paul. Will he inspire Ian and Dan to make up a Seamons

team in the National Hill Climb in Northumberland, later this month?

After a photo call in the blustery wind we all sped down to the Ryles Arms for an excellent lunch, booked for us by Roger. A surprise prize was donated by Mr. Ian Brown, owner of the Ryles Arms and a member of the Stretford Wheelers. This was won by Claire Bridge in the raffle – a night for two at the Ryles Arms. You will have to tell us all about it, Claire.

We must thank Roger for all the organizing he did beforehand, and thank Steve Booth and Roy Vernon for the timing. Thanks also to Dave Barker for pushing off. A request to Mr. Stacey, please, to get the racing lads there on time next year – no mad detours through ploughed fields. And the sun shone.



## **REPORT OF THE TOURING SECRETARY**

Another 12 months have gone by and again the Touring Section has had another good year with new members and well-supported Sunday rides.

We had another very good and cheap week-end away in March to the Caving Club Cottage near Hartington. Still not the Ritz but a great location situated on the High Peak Trail. Excellent run on the Saturday taking in the Manifold Valley, Tissington and High Peak Trails in bright and clear weather. Sunday was another kettle of fish cold wet and windy.

The “Easter 3 day” was again a great success, with a small but plucky group tackling the Mobberley Eight on Good Friday, Peter Coles had been training for this all year and put in yet again a very good performance. The Easter Sunday 50 in 4 was well attended and has now become part of the Touring Sections annual calendar. A good ride for the beginner with a moderate pace on flatish roads and a 10.00 a.m. start. Easter Monday saw probably the best event of the weekend with Gordon Peaks Treasure Hunt, on a brilliant and well researched, mainly off road circuit. Excellent and a must for next year – put it in your diary now.

The year saw another well attended weekend to the York Cycle Rally again with a mixture of campers and Holiday Inner’s. Still no beer tent though but we found solutions to that. This year there was no ride out but this was more than made up for by some great rides organised by John Carberry, many thanks John.

There have been other weekends away, one to a new (to us) campsite in Shropshire “Spathford Farm” and another to the Youth Hostel in Dentedale, Yorkshire. Thanks to

Sian Grainger has also had a great racing year with regular rides in the club ten’s a first handicap prize in the MDTTA Ladies 10 and brace of 25’s. The driver of the caravan who knocked her off when trying to overtake her on Chelford Railway Bridge should be banned for life. He didn’t even have the courage to speak to her leaving that to his wife – words fail me.

The best touring run of the year? Undoubtedly the John Coles mystery tour which eventually ended up in Uppermill having followed a green corridor through the heart of Manchester long the Fallowfield loop line, Crime Lake, Alt Hill and Heartshead Pike, fantastic, glad I went on the mountain bike though. Thanks John I think you surpassed yourself and we must do this run again.

What’s left for this year? The Christmas hot-pot run on 12 December, with the fancy dress theme this year being “Pirates”. John and Gail Carberry have again invited us to a pre hot-pot garage party, which is now becoming a rather nice tradition with excellent mulled wine and Christmas nibbles. On your behalf many thanks Gail and family (we know John does nothing). Join the Pirate armada at 9.30 a.m. at Rackams.

Plans for next year; I am looking at a week-end away in February /March – let me know if you are interested. York Rally Weekend, CTC August Bank Holiday Weekend to Coalport Youth Hostel in Shropshire (see attached). Weekend (or longer?) trip(s) to Shropshire. Bank Holiday and themed runs. The two day Cheshire Cycleway. I am also thinking of shortening some of the summer runs – again tell me what you think. I am also exploring the possibility of the Touring Section being sponsored by Aldi!  
na and o n piaces in the main classicaution.

*The Squirrel*

Thanks to John Coles for the off road rides and again remembering the turns, Gordon Peake for the excellent Treasure Hunt (a must again for next year), John Carberry for the excellent Touring Section “Shorts and Longs”, Roger Haines for the social events John Thorogood and the hot-pot team and to all those who support the Touring Section.

Important note: From 12 December 2004 to 27 February 2005 Touring Section Runs will start at 9.30 a.m. They will revert back to 9.00 a.m. from 6 March 2004.

Keith Wilkinson

Mobile Tel no (Useful on Sunday's) – 07930 504096



-ADVENTURE CYCLING



The number of riders attending the touring runs was causing wilky some concern!

## VELODROME 2 OCTOBER

A motley collection of thirty or so members and friends gathered for another Seamons track night. At one extreme were the raw novices who had never seen the velodrome before, never mind ridden it - nor for that matter had many encountered a bike with no brakes and a fixed wheel. At the other was Sophie Wood, a new member, track regular and bronze medallist in the pursuit at the recent World Masters Championships. Sounds sexist, but World Mistresses Championships is probably worse.

One of the most impressive features of a session involving novices is to see how effectively a good coach can work with a group who look like they preparing for a meeting with the electric chair. At first they wobble twitchily round the unbanked track bottom, but in almost no time he has them riding round together on the blue line, some more nonchalantly than others, but none of them seems to be in serious danger of disaster. It was particularly nice to welcome Mike McConville's son, Elliott. This was his first time back after they were knocked off their tandem in the summer.

Most of them did a flying 200m and produced the following times:

Matt Vis	21. 26
Chris Haigh	22. 08
Simon Williams	22. 16
(guesting and showing them the way round)	
Stuart Graham	23. 55
Trevor Rigby	24. 24
Andy Haigh	24. 65
Michael Barry	25. 09
Luke Pardoe	26. 57
Daniel Hall	28. 57
Philip Dawson	31. 67



The rest of us performed a variety of through and off type exercises and also got down to some racing.

In the flying 200m Nick Crampton emerged a decisive winner with more than a second in hand over guest Carl McClelland and Robin Haigh.

Nick Crampton	12. 88
Carl McClelland	13. 90
Robin Haigh	13. 93
Richard Williams	13. 95
Sophie Wood	14. 18
Mike McConville	14. 24
(best on Velodrome Peugeot and 84 inch gear)	

Dan Mathers	14.28
Rob Morton	14. 37
Keith Bailey	14. 56
Chris Adshead	14. 67
Mark Adshead	14. 75
Dave Barker	15. 43
K Rigby	15. 55
Robert Crampton	15. 80
(aged 12 and well under 84 inch gear)	
John Pardoe	15. 86
Gordon Peak	15. 86
John Barry	15. 89
Alan Thompson	16. 12
John Hurley	17. 39
Carol Pardoe	17. 90 <i>goto page 15</i>

# ***FROM THE ARCHIVE***



Keeping it in the family, a superb shot of our treasurer competing in the 1955, yes 1955 Withington Wheelers hill climb on Pcaslow Hill Chapel En Le Frith.

And as we all know John Coles is still very active in the club to this day, almost fifty years on.

I suspect the photo would have been taken by the late Denis Chapman. Who's name lives on by way of his memorial trophy.

---

"I've really had it with my dog: he'll chase anyone on a bicycle."

"So what are you going to do - leave him at the dog's home? Give him away? Sell him?"

"No, nothing that drastic. I think I'll just confiscate his bike."

## **TERRIER-ABLE SITUATIONS**

We are all familiar with the ‘Helms’ Dog’ scenario and the sight of a big, more often than not black, dog in a farm drive is guaranteed to make even the most fearless of riders apprehensive. However, as a reader of *Cycling Weekly* recently revealed in a letter, it’s not the big dogs that you have to worry about too much as long as you can up the speed for a hundred yards or so. It’s the little ones that have the staying power; in particular any of the terrier breeds. These little blighters can run and run as the letter writer found out to his cost. Out for a gentle potter with some friends, this guy rode past a farm where a number of Jack Russells were spotted eyeing up the group. As they came level with the entrance all hell broke loose as the terriers attacked en-masse. Confidently upping the pace and expecting the dogs to disappear backwards, our writer was first surprised, then concerned and finally worried sick when it became apparent the dog was not going to give up. Demoralisation finally came when he glanced down again and realised the attacker only had three legs.

I could have warned him about underestimating these little dynamos from personal experience. A few years ago when my daughter lived in Brighton, my son-in-law, Tim, and I would take off on our mountain bikes up onto the South Downs Way. At the time they had a small border terrier, Otis, (why it was named after a lift manufacturer I don’t know; or was it a singer?) who whined every time we went out. So it was that, one day, we decided to take him with us. The first mile or so Tim had him on a lead until we crossed the busy A27, then as we hit the off-road Otis was let off-lead. He couldn’t believe his luck. As we climbed up out of Patcham onto the SDW, Otis was in his element, his nose taking him off to the right and left as he caught interesting smells. This proved interesting for us too as his changes of direction took no account of our flying pedals and wheels.

If you’ve ever looked at this route you will realise that it continuously crosses a series of river valleys as they make their way to the sea and some of those descents are fast and challenging. Soon we were upon one and as I dropped back to let Tim’s natural ability (weight) take the lead, Otis roared past me. What a sight! A steep boulder strewn track and a short legged terrier is not the best combination, particularly when it is trying to keep up with its master. All I could see was the disappearing daylight between the poor thing’s undercarriage and the rocks below. It brought tears to my eyes let alone those of the dog. The circular route eventually took us to the top of Ditchling Beacon and, as usual, there was the ice cream van. We bought a cone each and put some water down for the dog before sitting down to admire the views, south out to sea and north over the weald of Sussex. The sun shone and all was right with world. Except that Otis wasn’t drinking. He was stood at the ice cream van looking up, head to one side, and panting dramatically.

“Aren’t you buying the dog one?” said the van driver.

“He’s got water; it’s better for him.” Tim replied.

“Miserable sods; have one on the house pal.”

And with that he produced a mound of vanilla on a paper plate. It didn’t last long and the two of us, plus one ecstatic dog, started the fast descent back into Brighton. Otis kept up with us all the way and as we swung into the drive I checked the computer. Fifteen miles, up hills and down valleys, with his ‘dog-hood’ under constant threat was a remarkable performance and one that brought instant respect.

Think twice before you attempt to outrun a terrier, they’re tougher than they look.

## Velodrome – First Impressions

Don't let anyone tell you riding the velodrome is scary.

If you enjoy the simple pleasure of being on a bike then you should give the velodrome, club night,

a try. Then make your own mind up!

It's very smooth, it's fast, it's always dry, it's relentless, and it's thirsty work. It's grid, pot-hole and car free. It's quiet, but creaky, it's very different and yes, it is steep. But it is scary?

It's still early days for yours truly. After my fourth club night, each lasting some two hours, of which you spend about 50% on, and 50% off the boards, I'm beginning to relax somewhat and enjoy the whole thing. The first half hour I admit, I found very dodgy. Similarly the first five minutes of each visit.

A fixed wheel and no brakes – that's enough to unnerve you. No saddlebag or 'comfort blanket'! Under the welcome control of a Velodrome coach you soon find yourself on the woodwork and heading for that incredibly steep banking for the first time. Hugging a black thin line about a foot up the bank, you're committed. You come off the bend realising you've just defied some law of physics. I'll certainly admit I found that first bend scary – very scary. The banking seems too steep and I found myself gripped by the need to hit the ends as fast as possible to create some centrifugal force and diminishing the feeling that the back wheel is about to slip down and bring you off. However it's not a free for all and you're kept in line, usu-



ally on someone's back wheel whom seems confident to cruise, - unlike my inner panic.

Just as you begin to relax a little and convince yourself you can do it, the coach brings you off the track, for a breather. Without the "air cooling"

I instantly began to perspire. (I usually sweat, but not in print). Was it effort, nervous energy or a sad lack of fitness? Helmet off, and gulp some fluid - (take plenty and don't forget the helmet!).

The coach was right to limit the time on the boards. "Fatigue equals accidents"- his words, not mine.

Spurred on by watching the younger and more experienced members making it look easy, I persevered.

May I add that I can understand why some very capable cyclists don't get going or even give it a go. It is a bit of a hurdle to tackle and I still have a struggle between common sense and the subtle masochism that infects all cyclists to some degree.

On my most recent visit, I was advised by a helpful mechanic chap to try a slightly bigger frame. He was right. Much comfier, more stable, especially on the drops and a bit more confident.

Everyone should have a go. It's well worth it! There are always some first timers on club nights, so you're not alone. It's a chance to actually use a World Class facility, and the only chance I will get to complete a sprint, within two or three seconds of Paul McAllister's time.

Dave Barker and Richard Williams do their usual well-organised job of booking the

“drome”, collecting names (before hand) and the money (on the night). I think the more on the list the cheaper per person. With bike hire it usually cost about £12 for the night. Per hour that's cheaper than golf. **Now that's not scary! Get your name down.....**  
Gordon Peake

---

*From page 11*

Dave Tickle rode but didn't get a time. He swears he was on a 10. 50

The 24 lap/6 km scratch race was almost a carbon copy. Robin led out for the last two or three laps, causing total mayhem behind. Nick hung on in there and swept past in the finishing straight to win by about a length.

The four-up Olympic Sprint was great fun. No one seems too certain which of the five or six outfits won, but this race produced one of those sequences which you would love to have captured on video. Robert Crampton led off his team with Keith Bailey next in line. Keith did not get the best of starts, Robert did and can really accelerate on a smaller gear. The 'crowd' will treasure the memory of Keith desperately trying to get on to the wheel of the flying pre-teen.

Unfortunately we have not been able to secure any more bookings because the Olympic and pre-Olympic squads have block reservations at the sort of times we want. Richard Williams is working on this and we may be able to step into the gap at short notice if there is a cancellation. Thanks to Richard for organising this session.

### Devout Cyclist

A devout cyclist dies and goes to heaven. Saint Peter meets him at the gate. Cyclist asks if there are bicycles in heaven. Peter says "Sure, let me show you," and leads the guy into the finest Velodrome you can imagine.

"This is great," the cyclist says. "You will love it here" says Peter. "You will be fitted a custom track bike, the mechanics will glue on fresh silks each night, and your personal masseuse is always available." As they speak a blur flies by them on the boards riding a gold plated Cinelli and the cyclist says "Wow he was fast, that must be Eddy Merck!"

"No," says Peter, "that was God, he only thinks he's Eddy"



How to build a cycle lane

## **Birthday Ride---Ronde Picarde 2004**

Sportcommunication organisation offer a wide range of “cyclosporitifs” throughout the French cycling season. These are amateur races up front, but allow for relatively slower riders such as myself to participate behind the seeded front bunch in a sporting effort to “get round the course”.

La Marmotte 174 km from Bourg D’Oisans every July is probably the best known cyclosporitif event, taking in the Croix de Fer, Telegraph and Galibier cols, before finishing up at Alpe D’Huez.

The organisation also run “La Ronde Picarde” in mid September over three distances---187 km “Masters”; 135 km “Senior” and 54 km “Discovery”. This event is seen as an end of season celebration ride, starting at Abbeville which is only 100Km south of Calais. The Ronde Picarde Masters 187 km follows a lumpy course going out west to the Somme Basin and the sea at St Valery. The route then returns over a northern loop that includes the forest of Crecy. (I seemed to remember from my school history that Crecy was the venue of Euro 1346-result England 1: France 0)

Attractions of this ride include full route marking with yellow arrows painted on the road, well marshalled junctions and organised food and water stops. So The Ronde Picarde seemed like an excellent end of season treat to me, using fitness left over from Wild Wales and various other August events in UK.

Fully agreeing with my doctor who said I needed a psychiatric rather than a medical certificate to take part, my wife Margaret gave me the entry for this ride, as a 60<sup>th</sup> birthday present.

My birthday started off in Brighton where we had a family celebration with daughter Ruth who is based there. Then it was a quick hop over the Channel to Abbeville and the nearby Chateau de Behen where we stayed in civilised luxury for £80 per night for two. Chateau accommodation is a well recommended birthday treat!

On Friday evening we drove the short distance from the Chateau to Abbeville and registered for the event in the local market car park. Registration entailed signing in and receiving an event number and transponder to be strapped around the ankle. It was a sobering thought when I realised that that I was now entered in the age category as Homme de 60 ans et plus. Less of the plus if you don’t mind!

Early next morning, suffering a 3 day birthday hangover, I drove from the Chateau back to Abbeville and got ready for the 08:00 start. A large field of at least 2000 riders had gathered, including many Brits who make this ride an annual pilgrimage as it is so accessible to the Channel ports. The Skies were overcast threatening rain and the wind was blowing very briskly.

At 08:00 we started off from pens at an alarming rate of knots on the damp and greasy roads which were all closed off “Etape style” by the Gendarmes. Feeling distinctly grotty, but hoping I would recover from the hangover later on, I got stuck into a bunch doing about 35 to 40 kph. A couple of hours later I was still with the same group and was actually enjoying myself (well almost). The route continued on narrow lanes through beautiful hamlets until we eventually got to the Sea at Ault.

Just before the sea front, after a long de-

*(Continued on page 23)*



# TOURING SHORTS &

L  
O  
N  
G  
S

Runs prima donna Wilkie has taken the sartorial elegance of cycling to new, troubling, heights.

It started innocently enough: jerseys that matched, complementing glove colours, guards and tyres, that sort of thing.

Then it got silly. Adding food dye to your bidon was bad enough; particularly as you know he must have experimented, secretly, at home in the nights before to ensure it was just the right hue.

Next came raiding Aldi's and Decathlon for all things, blue, yellow, blue and yellow. Okay in the summer, but no match for the red winter frame.

So what has Keith done to top his summer of style?

Elastic bands, that's what.

Despite having saved a considerable amount by selective purchases at the above-named stores, Wilk's still too tight to ante up for some new overshoes.

With "only" two years' wear out of them, they've started to show signs of age by curling down at the ankle.

No fear: the Wilkinson solution is at hand – elastic bands. Red ones.

Attention to detail counts, apparently.

Meanwhile cycling fashion has also claimed another victim. And in the unlikeliest of shapes.

Pete Pot too is a man with an eye for a bargain.

Anyone who's reached for their sunglasses to view his latest jersey purchase at the York rally will testify to just how low Pete can go when it comes to hunting out the, err, good stuff.

No doubt still delirious from the heady cocktail of staring too closely at one Jackson Pollock-inspired jersey too many and the expense of a new bike, Pete splashes out on a new jacket. From a shop.

"Well, I thought I'd got a new bike I might as well," he said.

It's a slippery slope, Pete.

And as one member impresses with their willingness to go that extra penny in the interest of looking right, another disappoints with their determination to just make do.

Speaking as someone who spent many weeks to find a saddle pack that met the twin criteria of a) fitting properly and b) looking the part, personal experience tells me that there are many varieties available.

Does Johnny Pardoe spend months getting it just right?

No. The doyen of the peloton finds a water bottle, saws the top off and stuffs it with spare tubes and tyres.

I had time to muse on this as JP danced his way up Gun Hill, chatting away to Dave Barker.

Show-off.

And on the subject of Dave Barker...is it just me, or has he not actually been riding

## *The Squirrel*

his new bike?

His reputation as the Audax hard man might have been revised if it's true that he decided to rest the new machine in early October in case it got wet and/or muddy during the winter. He might deny this. But the presence of the old Graham Weigh squeaks for itself.

Rain does curious things to you on a bike.

First off, it only ever bothers you on the way out, never on the way home. Then there are the issues of time, distance and perception being altered.

Time can stretch to something like double its normal time when you're on the way home after an afternoon squelching in your chamois. In extreme cases it can actually feel as though time is standing still and after three hours' hard slog, you've still got the same to go again. And you're only in Middlewich.

The whole phenomenon was accurately demonstrated on the rainy run to Hayfield.

Heavy overnight rain wasn't letting the sunrise bother it and it drizzled on regardless.

By the time we got to Hayfield it looked just like Higher Poynton. It had taken us all morning to get there and we didn't get home until the usual time in the afternoon.

How does that work?

The camaraderie, solidarity and tight-knittedness of the cycling unit that is the touring section never ceases to impress.

Strung out across the usual two/three groups, the advance party waited at "the next turn" for everyone to catch up.

It made sense. We were about two miles from lunch after all.

A passing rider told us the scheduled lunch stop might be out of bounds to cyclists. Something about large numbers of hungry mouths all arriving at once, apparently.

Foolishly, the first group decides to wait for the others.

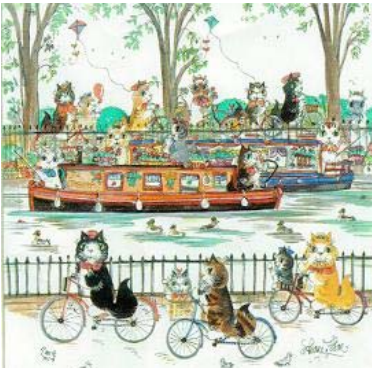
Ten minutes pass. No sign. The decision to press on is taken.

On arrival a courtesy call to the second group is made. Something along the lines of: "this is where we are, this is why we are here." You know, helpful and polite.

What does the caller get?

A rather annoyed Wilkie who's been called away from his omelette. In between the clacking and slavering it's clear that an unseen track off the road was "the next turn" and that whatever we'd been told by the passing rider was clearly not true.

Yeah, thanks Keith.



Eeeh, if only more cats cycled then we wouldn't be in the mess we're in today

Bike fitting advice courtesy of **CYCLEFIT**

## Cycle fitting

By Phil Cavell - CycleFit

Over the next few weeks we will be discussing all the elements that comprise the business of making people more powerful, efficient and comfortable on their bikes – Cycle Fitting.

Cycle fitters are not gurus or witch doctors. A good technician will rigorously evaluate every detail that affects your position and efficiency on the bike: flexibility and muscle ranges, core strength, fitness, asymmetry, posture, muscle recruitment, pedalling style, cleat position, foot shape, shoe choice, pronation, supination, limb tracking, stance width (Q-Factor), previous injuries, historical and current pain, rider aspiration and ambition.

It's quite a lot to consider.



This weeks article will concern itself with how you can 'feel' comfortable in your present position, but you could still be very functionally poor and inefficient and how you could in fact be storing up injury and pain further down the road.

Phil Cavell, a Cyclefitter and his ruler

## Bike Interface - Introduction.

Take the most sophisticated species ever to have crawled out of the primordial slurry. Now place him or her on the most complex piece of sporting equipment ever invented. The result will 99 times out of 100 will be a severe compromise. The human/bike interface is so involved and dynamic, that it is fraught with potential for misalignment, inefficiency, discomfort and, ultimately, injury.

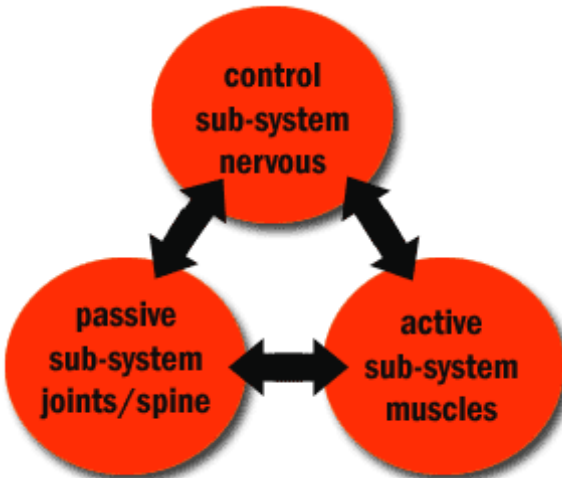
Ironically part of the problem of bike set-up derives from the precisely same quality that underpins training for performance improvement – i.e. ‘adaptation’. This means that our bodies will evolve and change to maximise performance and efficiency as a consequence of whatever activity we subject them to.

Repeatedly lifting heavy weights with your left arm will only cause an increase in all related muscle/bone size and density. You will end up with one ‘Popeye’ arm. Your body neither knows or cares how ridiculous this looks, or how it will impede your life in other areas (e.g. squeezing into tight T-shirts etc). Your body has simply adapted to its new environment of excessive physical demands being placed on one distal limb.

Now put your body in a dreadful position on the bike (and most of us do). At first it will feel strange or uncomfortable, but given enough time and repetition, and it will probably feel familiar – we might even describe it as ‘comfortable’. If we choose to contort ourselves onto a modern racing-bike and then pedal 13,000 times in two hours in a less than perfect position/posture, our bodies will unconsciously adjust as best they can. The fact that we are in a sub-optimal position or storing up an injury will pass unrecorded because there is simply no mechanism to do so. Next time out on the bike the position will feel at least ‘familiar’, even if it is bio-mechanically poor.

Unfortunately our bodies are simply not equipped with the technology to reliably inform us of any inefficiencies or problems. Chiropractors, physiotherapists, A and E departments and indeed CycleFit would all be out of business if a siren went off everytime we attempted something bio-mechanically daft.

The situation is exacerbated by the fact that the human-body has limited capacity to remember pain. (You can remember being in pain but not so well the pain itself). Which is why many of our clients only seek out CycleFit when they are injured or they are experiencing relentless and therefore intolerable pain. On the positive side better cycling position, posture, technique and muscle-recruitment can be worked out and learnt. This will in turn give increased efficiency, power and comfort



The red blob diagram above shows the interrelation of our three basic subsystems that correspond to body movement. Our Nervous System initiates and controls all posture and movement. Our innate reflexes are expanded over time into learned patterns through adaptive responses. The Nervous system is constantly reviewing movement patterns and muscle-recruitment patterns based on the signals it receives back from the 'passive' and 'active' subsystems. On the bike for example: tight hamstrings can tug the pelvis into a posterior tilt. The 'Control' subsystem then has to make adaptive decisions that will affect muscle recruitment throughout the entire body and especially in the lower back and powerful gluts. The systems that govern movement operate upon a complex dynamic relationship that generally only becomes 'conscious' in the extremes: i.e. pain or radical change in function and performance.

Two things should become clear. It is impossible for anyone to set-up their own bike for optimal performance.



You cannot by definition have the necessary objectivity whilst you are the 'subject'. Your position should change and evolve in response to your body's own ongoing changes and remember that you are probably 'used' to your bike set-up rather than being your 'perfect position'.

Steve Bayliss from Fit-For.com - before and after Cyclefit...

### Who are CycleFit?

CycleFit is influenced by and has trained under the most influential and dominant experts in the industry – Serotta School of Cycling Ergonomics and Paul Swift (Greg Lemond Performance). A consensus has emerged from the application of a scientific theory to the subject of bike-fitting. Lance Armstrong's coach Chris Carmichael adheres to the same philosophy and cites the same influences as CycleFit. CycleFit's technicians are the most highly trained and experienced cycle-fitters in Europe. CycleFit was also the first company in Europe to dedicate itself this subject. CycleFit's remit is to make people more comfortable and powerful on their bikes.

Next time we will look at the single most important part of the cycling bio-mechanical chain – The Cyclists Feet.

(From the [www.roadcyclinguk.com](http://www.roadcyclinguk.com) website, it's worth a look)

## **UP THE NATIONAL**

Up in more ways than one! Up a big hill and up country just about as far as you can go without ending up in Scotland. When Stuart Kay wrote his article about touring in Northumberland, he made specific reference to the village of Elsdon, its cycling friendly café, and the climb of Winter's Gibbet. Little we realise that by the end of October a significant contingent of club members would have visited this remote outpost to meet up on the hill with its gruesome reminder of earlier ideas of justice. As well as our team of entrants (see below), Keith & Ann Bailey were having a weekend away, Stuart Kay was up visiting relatives in the area and rode over and Jim & Dee Boydell were spending the weekend in Wylam, some 25 miles away, with John and Jean Firth. Johnny & Carol had driven up from the TA dinner in Warwick overnight and arrived in the early hours in their motorhome. Driving round the village green they alighted on a quiet corner, just out of sight of the houses, to grab a few hours sleep. How were they to know it was right outside the gate to the village hall and event headquarters? Their few hours kip became seriously shortened.

By 11.00am we had all met up and started to walk up the hill that had been closed to traffic. What a difference this makes! No cars to worry about at all as spectators wandered up and down the hill; just competitors getting down as quickly as they could to get warm again as the difference between top and bottom must have been about 10 degrees. At least you could hear them coming as their plastic 'bin-bags' rattled in the wind. I don't suppose we'll be able to close the Weston by-pass when we run the National '10' championship next year but it's a lovely thought.

With Paul Smith's success in a couple of

open hill climbs, and our own club champs, behind him he decided to enter the National Championship and persuaded our silver (Ian Udall) and bronze (Dan Mathers) to make up a team. This was a first for the club and it would be interesting to see if the trio finished in the same order on this much longer hill as they did on the relative sprint up Withenshaw Lane. At 2.2 miles it would be as much a challenge to tactics as pure hill-climbing ability due to the unusual nature of the climb as it rose up the valley in a series of steps (some 1 in 5) interspersed with flatter sections. Indeed the last half of the course was more akin to Cat & Fiddle gradient and everything depended on wind direction. During the week prior to the event there had been a significant headwind and those that had been trying out, including a couple of medal winners, were recording times of roundabout 8½ minutes. They also found out that judging your effort was crucial in such conditions and that too much effort early on could lead to losing lots of time in the later stages. On the day however the wind swung round leading to a winning time of 6 mins 33.8 secs by Jonathan Dayus of the Arctic Shorter Rochford RT when he beat a clubmate by exactly 2 seconds. Both roadmen rather than out and out climbers, they benefited from the conditions in which many riders crossed the line at speeds in excess of 25 mph. It was significant that six-times winner, Jim Henderson of the Southport CC, was only 1 second down at half distance then lost a further 8 on the second, flatter, mile.

What of our riders? Dan was off early, recorded 7.59.0 and realised that he had held too much back in the strengthening tailwind. Ian and Paul would benefit from this bit of experience by going harder. Ian knocked 15 seconds off Dan's time to finish in 7.44.0 but Paul followed some 40 minutes later with 7.39.7 to complete the team in exactly the same order as the club champs. Back at

the village hall the prize presentation got under way with Mike Smith, ex Saxon RC and now Eurosport commentator (and our Guest of Honour at the 2005 dinner), doing the announcements and interviews with local ex-pro Joe Waugh presenting the prizes. As usual this proved to be a difficult job for Mike as bike riders, particularly fast ones, tend to let their legs do the talking and are not at their best when faced with a microphone. We picked up a lot of useful information and ideas for next year's National promotion before adjourning with the Pardoes to the café. The Baileys went off to look at Hadrian's Wall but I don't know whether it was the Roman one or some job he was going to give a price for.

What a pleasure to be in a pure cyclists' café! Walls adorned with pictures and trophies and proprietors that know their 'market' used to be commonplace, but no longer in these days of garden centres and motorist oriented eating places. After all it's rare to find the central light fitting to be a home-made affair sporting a circular piece of mdf, fitted with spotlights shining on a polished single free rear wheel. This turned out to have belonged to Dennis Clayton, brother of the more well-known Wes, who had collapsed and died after riding up Winter's Gibbet. In fact Wes, a top class road man and tester of the '60's, was at the café with his wife and they joined us for afternoon tea. We had to try a piece of the famous 'Gibbet', a carbo loaded piece of fruit cake. In time honoured biker's way this had started off as "Can I have a piece of fruit cake to get me over the Gibbet", got reduced to "...a piece of Gibbet cake" and finally just "Gibbet". It was good too. The Pardoes decided to see whether it lived up to its reputation by going off for a late afternoon ride over the famous hill and we set off for the long drive back over Hartside and Alston towards the M6. It had been a great day out in superb, traffic free, countryside and alto-

gether happier than Mr Winter's last recollection of the place.

He had been accused of the assault and subsequent murder of a local Elsdon woman. Found guilty at Newcastle crown court, he had been condemned to death and been hung on a specially erected gibbet on the top of the hill overlooking the village. He was then left to rot, as a warning to the other miscreants (known as 'reivers'), who roamed these wild and desolate hills, until only his head remained. This was eventually replaced with a wooden one that remains there to this day. Not good for Mr Winter but not bad for the local tourist trade.

Jim Boydell

---

*(Continued from page 16)*

scent, the road turns to the right round a hidden bend. Fortunately I had been warned twice, in English and French, about this bend. As you get round it, expecting to boulevard along the sea front, the road immediately climbs a hidden 1 in 6 hill. Thanks to the warning, I was able to stay on the bike, picking my way through all the cursing stationary riders who were caught in a mess of missed gears and wrapped chains at the foot of the steep hill.

The route then followed the sea shore to the first control and feed stop at 96 km. This had been a long way to go on a hangover and 1 choc bar, but amazingly I was now feeling much better and had covered the first part of the ride in 3.5 hours.

A quick snack of various unrecognisable French bits from the stall and then it was back on the bike to head into the wind through St Valery sur Somme. I was riding in a nice group through the town, but just outside of it all my fellow riders turned off onto the short Senior route, leaving me to

head alone to the Forest of Crecy. Round this time the road got hilly and rural again, with a terrible sticky, micro rutted surface. This surface caused real pain in my feet as I pressed down on the pedals.

On the plus side, I was still well up on time and got cheers from the marshals and locals all to myself as I rode through the small villages. The standard of marshalling was excellent with all cross roads and danger points on the road controlled to give the cyclists safe, priority passage.

Eventually I got to the last feed station at Domart en Ponthieu at 164 km in 6h 40 min, after a lumpy ride through the local uplands. This intermediate time gave me a slim chance of getting an age related silver award by finishing inside 7h 26 min.

Leaving the control, I was really determined to go for the silver. However, after another 10 km this became impossible for me as I was riding straight into a very strong headwind over really lumpy, sticky roads. Just a few km from the finish, the organisers put in a mini-Winnats pass, complete with transponder reader to ensure that you had ridden it. This hill blew any chance of silver, so I relaxed and went for the best time possible for me at bronze standard. Eventually I finished in 7h.31m, just 5 minutes outside the silver standard.

The rain had held off up to this point, but as I started off to ride the 10km back to the start the heavens opened. So I got back to the car in a very soggy state, but well pleased with participating in such a good event. Later on I disgraced myself by falling asleep in the middle of dinner. Fortunately our civilised hosts were very understanding as I crept off for an involuntary early night.

There was more adventure going home as

there were gales in the Channel and we had to sit outside Dover harbour for over an hour on what felt more like a bucking bronco than a ship. Eventually we were allowed to berth and drive on home after a memorable birthday trip.

*David Matthews*

---

## **MANCHESTER DA WEEKEND AUGUST BANK HOLIDAY 2005**

We have a booking at Coalport Youth Hostel, Shropshire for 3 nights: Friday 26<sup>th</sup> August to Sunday 28<sup>th</sup> August. The hostel is pleasantly located on the wooded banks of the River Severn, in the former china works of Ironbridge (once the centre of British Industry). It is in the heart of the Ironbridge World Heritage site, offering plenty of scope for non cycling family members who may wish to join us for a very sociable DA weekend. This is an ideal cycling base, between Southern Staffordshire and the Shropshire hills, with the Welsh borders within the scope of a day's ride. The hostel offers a full meals service, plus a cafeteria which opens from 10am to 4pm. There is daytime access to all areas of the hostel.

If you would like to reserve rooms of specific sizes to accommodate members of your group, please contact me by telephone or email to discuss your requirements. Prices are as follows:

Overnight price for 18yrs+	£14.00
Overnight price for under 18'	£10.00
Evening meals	£5.50
Breakfasts	£3.80
(Reduced meal prices for children under 10 yrs)	

Please use the booking form to reserve places for this weekend



# Meet your Clubmates

**When and Where were you born?** December 11th 1966 Wythenshawe.

**When did you start cycling, and what was your first club?** 1980 First club run with Bob Davies to Acton Bridge. Took me ten years to get over it!

**What was your first race?** A club 10 Knutsford - Holmes Chapel and back 27m 46s.

**What was your first win?** South Lancs Road Club 10, 22m 26s in 1996.

**Which performance do you rate as your best?** Winning the club 10 champs in 2002 with 21m 31s (The six roundabouts).

**What is your favourite meal?** Chicken madras, nan bread and followed of course by plenty of cobra beer.

**What were you like at school?** At least six foot tall and a lot thinner.

**What kind of books do you read?** Furniture design present and past, gardening and cycling.

**What kind of music do you enjoy?** From Bob Dylan, Led Zep, Beastie Boys, to the Lost Prophets. If the lyrics and sound is good I will buy it.

**And your favourite type of t.v. programmes?** Cycling one day classics, the Tour and the New Yankee Workshop.

**Which newspaper do you read?** Men and the Daily Telegraph for up to date racing results and tour news.

**What is your ideal holiday destination?** Poros Kephallonia.

**Do you have any hobbies?** Cleaning bikes, gardening and learning about computing ok! And mountain biking and walking with my best friend.

**Who would play you in a film of your life?** Kevin Costner (Field of Dreams).

**What is your greatest fear?** Loosing my best friend.

**How would you describe yourself in a lonely hearts ad?** Two up partner for hard ride.

**What is your favourite training ride?** Gawsworth, Fourways, Dane Bridge, Gun Hill, The Cloud, Marton and home.

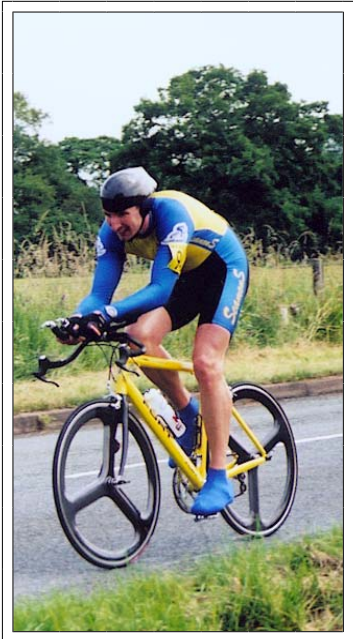
**What is your most unpleasant characteristic?** Loosing my temper when tired.

**Which characteristic do you most dislike in others?** Liars.

**Who would you most like to have met, and why?** Lance Armstrong to ask him what drove him on to six tours.

**What was your most embarrassing moment?** Arriving with ten minutes to go at an event, parked car, and got undressed outside the car (it's the quickest way). Didn't realise that there were two old ladies in the next car to mine (nice). They said after, they had seen it all before ON SMALLER.

**Four words to describe yourself?** Needs to try more.





# TESTING TIMES



## ***DAN'S THE MAN***

Once again the club has a Wagstaff Award winner to maintain our long tradition in this competition. Dan Mathers adds his name to the list of Seamons riders that have taken this award given annually to the best first year rider in Manchester district. Dan's times of 23.39; 1.00.09; 2.09.18; 4.19.00 and 244.98 miles for 12 hours outshone the other applicants and the committee duly awarded the trophy to Dan to be collected at the M&DTTA luncheon next January. Our first recipient was Jim Boydell back in 1960

but the award was later rescinded when a technicality regarding the definition of 'novice' was objected to by a member of another club. Under the present rules this would not have occurred. Two years later however Keith Stacey took the award to be followed by Neil Hepburn (1962), Jack Lewis (1964) and John Woodhouse (2001).

Although this has not been a vintage year for the club in M&DTTA events, Phil Holden took 6<sup>th</sup> place in the BAR with 21.143 mph, Dave Bates placed 3<sup>rd</sup> in the vets (50-59) section of the Cheshire Points series, in which the club finished in 7<sup>th</sup> position overall, and Nigel Harrop took 7<sup>th</sup> place in Middle Distance championship. All the awards will be presented at the luncheon which takes place on Sunday, January 30<sup>th</sup> at the Masonic Hall, Middlewich. Tickets priced £12.50 can be obtained from Jim Boydell for a 3-course meal that beats all but the most prodigious appetites. And that includes Roy Myers.

## ***PAUL'S ON TOP***

It's not often that the Seamons has a winner in Open Hill Climb events. We wait years and years then, wouldn't you know it, two come along at once. Well not quite at once but within a few hours of each other. Paul Smith, our own champion, took both the Withington Whs event on Peaslows Hill with 2 mins 58.7 and a 14 second margin, and also the Manchester Whs event on Standing Stones. His time in this one was 4 mins 2.9 secs which gave him just 10 seconds over the next man. Congratulations Paul.

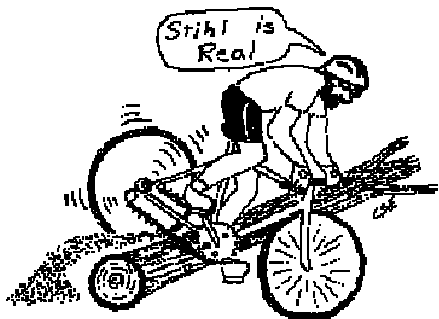
The climb up the Cat & Fiddle in the Weaver Valley event was more to the liking of Ian Udall who took an excellent 10<sup>th</sup> place in a good quality field with 21 mins 34.3 sec.

### HAMMERING OF THE YEAR

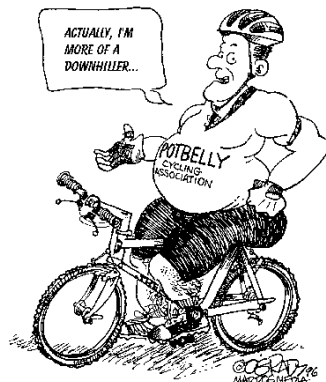
This much coveted trophy seems to be having a quiet year. Until the Sunday of Keith Bailey's birthday that is. The run was to Merbrook and in the last issue of the magazine all were invited to Keith's treat of cakes for everyone. On the run Keith B sidled up to Keith S and asked if he could lead the run and select the route. Keith S agreed and a cunning plan seems to have been put into place. Artist's Lane, Macclesfield, Sutton Common, Wincle, Dane Bridge, Gun Hill were covered in the forlorn hope that as many of the bunch would be seen off and the bill at the café reduced. No such luck as the tenacious bunch clung on. It was a different story in the afternoon though as the over-fed group returned and the effects of this and the morning's efforts combined to throw up a couple of potential recipients for the Hammering. All news of other such incidents will be gleefully accepted and you know who to contact. Strict anonymity guaranteed. Honest!

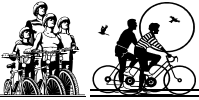


JP and 13 year old grandson, Luke, at the Club's track night.



The Club Hill Climb top three.





# CLUBRUNS



	DATE	HALF-DAY	TOURING SECTION
Jan	2 <sup>nd</sup>	Impromptu	Charlsworth
	9 <sup>th</sup>	Meerbrook	Astbury
	16 <sup>th</sup>	Summertrees	Cat and Fiddle
	23 <sup>rd</sup>	Cat and Fiddle	Delamere
	30 <sup>th</sup>	Delamere	Hayfield
Feb	6 <sup>th</sup>	Astbury	Beeston
	13 <sup>th</sup>	Beeston	Alsager Bank
	20 <sup>th</sup>	Two Mills	Nantwich
	27 <sup>th</sup>	Hollands Nurseries, Gawsworth	Meerbrook
Mar	6 <sup>th</sup>	Llangollen	Manley *
	13 <sup>th</sup>	Buxton	Uppermill
	20 <sup>th</sup>	Astbury	Tattenhall
	27 <sup>th</sup>	Delamere	Easter Sunday 50 in 4 **
Apr	3 <sup>rd</sup>	Marton	Chester
	10 <sup>th</sup>	Tattenhall	Buxton
	17 <sup>th</sup>	Cat and Fiddle	Audlem
	24 <sup>th</sup>	Two Mills	Hope

Wednesday 29th December Jonny Coles mountain bike ride, meet 9:00 at the Middlewood Way car park Higher Poynton. Future rides to be decided - please see the notice board at the club room on Friday nights.

\* Touring section reverts to 9:00 start.

\*\* Good Friday the Mobberly 8

**ASTAUG**

I was speeding down a narrow, twisting, mountain road. The woman was driving very slowly uphill, honking her horn and shouting at me: "PIG! PIG!!". I flipped her the finger and shouted back "BITCH! COW!!"....Then I collided with the pig!