

# The Squirrel



WINTER 1991/92



## EDITORIAL

My thanks to all those members who have produced articles for publication. Also I would like to thank Barbara for all the typing and Keith for reproducing! Best wishes for Christmas and a successful 1992. The Club Dinner is on Saturday 1st February at the Cresta Court. Tickets costing £ are now available, but in limited supply, so book early to avoid disappointment. The Guest speaker is Pauline Strong, the multi R.R.A. Raleigh professional.

It would help the administration a lot if the racing fraternity made sure that their achievements were in the hands of the racing secretaries as soon as possible. There are several trophies to compete for if a little thought is given to planning a seasons' competition. The less competitive members should go for the standard medals and claim them when the target is bettered. The target times are in the Handbook, and while the bronze level is an achievable target for novices, the gold level is well worth recording. The medal makes a good souvenir of that float day when everything went right.

The individual time trial championships require an entry into a specific event, and even if you do not win there are second and third place awards. More complex are the multi-event trophies. The George Arstall "Best All Round" award is for a combination of 50m, 100m and 12hr results in open events, while the "Vets" B.A.R. requires a 25m result as well. The D.K.Hartley award is similar to a B.A.R. but the results come from specified races. You need to achieve a result at 25m 50m and 100m from the chosen list of events.

There are several short distance trophies. The "Bob Richardson" goes to the handicap winner in the 25m championship, while the "Bev Chapman" goes to the Junior recording the best 25m T.T. during the season. Schoolboys should try for the "Roy Vernon" with a combination of road race and time trial results. Besides the single distance 10m trophy there are three other titles to be won in the mid-week 10m series. The Roger Chapman trophy needs your best five results while there is an award for the points winner of the series and the "Don Andrews" is presented to the first year competitor with the best five rides. In conclusion, don't forget the Inter club events.

So what about it for 1992.

Brian B.

## SUNDAY DRIVERS HIGHWAY CODE

### Para. 17, Section 28b - COPING WITH CYCLISTS

1. When overtaking a cyclist do not sound your horn until within six inches of his back wheel. When you do sound your horn the cyclist will achieve a dramatic lateral jump thus clearing your pathway.
2. Pass as close as possible. A gentle tap on the handle-bars with your wing mirror will ensure that the cyclist falls away from your paintwork.
3. You may cut in whenever you wish as cyclists have no appreciable speed and can be regarded as stationary. This also applies to a group of cyclists as an opening will appear automatically when you wish to cut in.
4. If the cyclist you have overtaken should fall off there is no need to stop, simply give a cheery wave and continue your journey.
5. Should you wish to stop to render assistance remember to reverse back over the cycle. This will cause damage inconsistent with the first impact rendering any insurance claim against you null and void.
6. When overtaking another vehicle there is no need to give consideration to a cyclist coming in the opposite direction. He should be in the ditch at the crucial moment anyway.
7. When approaching an on-coming cyclist at night ensure that your headlights are on full beam. This will give you a good view of his avoiding tactics.
8. Should you run over a cyclist do not call for an ambulance. First you should obtain the assistance of a policeman. On saying the statutory phrase "I didn't see him officer", you will be allowed to continue your journey while the cyclist is being charged with some obscure offence contravening a law passed in 1427.
9. A cyclist in the middle of the road is not turning right: he is simply exhibiting a bizarre suicide ritual which requires you to run him down at speed.

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### MECHANICS MENU

With the new season round the corner, it is about time to dig out the bike and seriously check it over and see what's wrong. What do you check? Well, the first thing to check is the seat pin, making sure that it moves. If you find that it doesn't then it causes all sorts of problems and if you need the saddle raised or lowered then this means trouble. The first thing to do is pour oil round the base of the seat pin and leave to soak. If it still does not want to move then take out the B.B. and pour oil down the seat tube from the B.B. and again leave to soak. If, after all this it still won't move then slacken the seat pinch bolt and try riding the bike to see if the weight may move it. Your choices are now limited. You can put up with it, or get a professional frame builder to take a look at it.

Next you may require the handle bars raising and when you undo the expander bolt it won't budge. Again like the seat pillar you have trouble. Firstly try pouring oil round the base of handle bar stem. If that fails then turn the bike over and try pouring oil down from the bottom of the forks. If this fails and you really want the bars moving, you can saw off the stem near the base and then remove the head lock nut and the adjusting race. (If you have loose bearings then it is best to replace them). Once these are removed then you can take out the forks. You could try and salvage the forks by pouring oil over the remaining bar stem, then try to get hold of something that is long enough to reach the stem to try and knock it out. If this does not work then the best thing to do is just replace the forks. Make sure when you are fitting handle bar stems and seat pins to put some grease on them to prevent all this from happening. Also put a little piece of insulation tape round the base of handle bar stem and also round the seat pin. You should really check that the bar stem and the seat pin are well greased and thoroughly cleaned, then, hopefully, you will have no problems. About every six months take out the seat pin and the bar stem, clean out the tubes with a rag and simply grease and replace the bars and saddle.

Next is the BB or bottom bracket. Again, to be sure with the BB you should strip it at least every six months and check for play. You really should watch closely the BB because it is part of the driving system so you must take care.

To undo the BB you should firstly remove the cranks then undo the lock ring and then the adjusting cup. Then you should take out the BB axle and the bearings. Sometimes they come with a protective plastic sleeve that fits into the BB shell. Once you have removed the sleeve then you can get at the fixed cup. To take out the fixed cup you can get a tacx fixed cup and pedal spanner to do the job unless it is a campag cup. You must turn the spanner to the right to remove the cup and to the left to replace/fit. Once the BB is stripped completely then clean out the shell and also clean the BB parts. Then you can check for any signs of pitting or wear. Sometimes the cups may be OK but the axle is pitted then you can get away with just replacing the axle and bearings and vice-versa with the cups, but it is better if there is wear to replace the BB complete. When you put back the bottom bracket -

- (a) never grease the threads in the BB because the cups need to grip something.
- (b) Also, never over grease the BB. When fitting the fixed cup make sure that the fixed cup is very tight.

The next thing to check is the transmission. Make sure that the chain has not stretched and also check out for any wear on the chain rings. Also check the chain ring bolts. Also you must keep a check on the gear cables. Make sure that they have a clean cut on them because you don't want them fraying. You can get some cable ties which slip over the cable then all you have to do is crimp them with pliers or something.

You must check the brake cables and the brake blocks. If you have aero levers it is not as easy to check but on standard levers you can see if the cables are fraying at the housing. As for the brake blocks just don't let them get too low. When re-fitting a brake cable run some grease along the inner wire to stop it

from grabbing the outer cable. If you have a cassette block keep a close eye on it. Listen to the sound of it when you freewheel. If it makes a gritty noise then that is a sign that it is getting worn so it gives you the opportunity to try and get a cassette body or replace the whole hub with either a new cassette hub or with a standard screw on block.

That basically is just a few of the major things to keep a close check on but if you need advice or any help

Contact

ROB LANNING

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### CLUB RUNS

The Saturday "Egg run" now goes to Farbrook Farm, Quarnford.

Don't forget the President's Run on Sunday 22nd December with a good nosh to follow.

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### LORD BAGOT 1991

49 MILE ALL TERRAIN RELIABILITY TRIAL IN REVERSE  
THIS YEAR i.e. "TOGAB DROL" By the BOG & ROTTER

Organised by the Birkenhead North End CC.

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Join the President for a great day out said the notice on the board. Well, it was, but sadly one can do nothing about the British weather. Saturday had been a superb day, unfortunately I had spent most of it crawling along the M25, M40, M5 and M6 in that order returning from the Frank Patterson exhibition in Sussex. Monday also proved to be a lovely day but Sunday - well - read on.

The popularity of this type of event has grown over the years and this year was no exception with something in the order of 250 riders starting which included our best ever Seamons entry of eleven, yours truly, Noel, Dave McIlroy, Dave Tickle, Reg Blease, Malc McAllister, Rob Morton, Adrian, Johnny Coles, Roger Haines and our new lady member Wendy (the Boots).

Having met at Altrincham in the early hours and loaded the variety of machines into or onto the numerous vehicles involved, we set off almost in convoy for the hills.

With the assistance of the M56 we soon found ourselves at the headquarters high up in the hills above Mold, to find literally hundreds of riders warming up, pumping up and generally plucking up courage on a damp and grey morning.

I must admit at that moment the thought of 49 miles of mainly off road activity in the rain didn't exactly fill me with enthusiasm, especially astride an evil looking specialised A.T.B with yes, NO mudguards, but it was my idea, so there I was trying to look as though I was about to enjoy myself sporting a brand new Seamons thermal top, which also proved to be another mistake.

Having signed on, stuffed the odd already soggy milky way into one's pockets, posed for the proverbial group photo, a final check over the route sheet which would eventually become soaked and totally unreadable, we jumped on Johnny Coles' wheel purely because he appeared to be the only one who knew where he was going - as ever - and set off up the forest track and into the mist.

After only five minutes the inevitable cry from the back "Puncture" and in accordance with Club tradition ie, see you Friday, SIX of us, namely John "Sherpa" Coles, Reg ("Mud Hopper") Blease, Dave (I'm getting to like this already) Tickle forged ahead closely followed by he of the upturned bars, Noel, and Wendy sensibly clad in hiking boots - but without LOOK plates and yours truly, trying very hard to convince myself I was about to enjoy what was to come, still having vivid memories of last year's event clearly in my mind.

I never knew who it was who punctured but it was now becoming apparent that after the first doubtful map check the majority of the field were following the rider or riders in front of them even though in most cases they hadn't a clue where they were going. I was one of them, as at the point on the route card where it said keep the White Cottage on the left and follow the track towards some gate or other.

Well, there were tracks in the mud going everywhere, so by this time I was suddenly on my own so I followed the route which appeared to have the most ruts. It turned out to be the correct route, purely by chance I can tell you. It also proved to be the muddiest as when I eventually caught the "break" at the first check point and feed which incidentally was manned by old friends of the Seamons, Harry and Doreen Mahan of the B.N.E.C.C. who used to stay at Lil Windsor's in the I.O.M. back in the Sixties. I was some five minutes down and by far the dirtiest rider to arrive at that particular check. The others had gone off course, found some metal roads and somehow got back on course to arrive - cleaner than the Pres - at the check point. However, it all worked to my advantage as Reg was already well placed in the tea queue - say no more!

What a shame the weather was so bad as from this point we were to traverse tracks high above the Vale of Clwyd which would, in better conditions, reveal superb views of the Welsh countryside rolling gently towards the sea.

However, between occasional gaps in the low cloud we were able to enjoy some of the impressive scenery which stretched out before us.

After some brilliant navigating by John Coles we arrived at the next check and lunch stop at Bron Dyffryn, surely the best cyclists' cafe most of us have had the pleasure of visiting. Sadly we heard of their intention to close for good in November, another to bite the dust.

Looking like a cross between scramble riders and potholers we were greeted by a gap in the queue for the excellent refreshments.

I didn't realise how wet we actually were until we sat down. Water seemed to ooze from every stitch of our clothing, which by now had ceased to resemble club colours.

Our concern for whether the others would even make it to this point was unfounded as just as we were about to settle into our mud-capped saddles for another 24 miles of 'enjoyment' Adrian arrived and reported that everyone was on the way - somewhere out there in the mist and rain.

The afternoon section was where Johnny Coles really came into his own displaying his usual superb navigational skills, ducking and diving at great speed along seemingly endless lanes and forest tracks which by now were all looking the same in the incessant rain and mist.

Suddenly at a part which looked vaguely familiar but regrettably unpronounceable, it was decision time. Were we to opt out on the full course or go for it. Alas I was out-voted and we were destined for a further two hours of pleasure!!! We plodded on and on and on over hill and vale along forest tracks which had now become runny rivers of evil coloured mud which unsympathetically and consistently coated our pain racked bodies front and rear and to think Sunday, it is said, is a day of rest.

I was by now beginning to question my sanity, sparing the odd thought for my fellow club mates who must, by now be cursing me. I couldn't have been more wrong, they appeared to be lapping it up (literally) Dave Tickle especially, and Reg complete with winter bike in club colours, was completely unruffled. You would have been proud of him Bob.

By now we were on familiar but soggy ground and plodding slowly towards the finish. Over the last long, steep, slippery slopes (say that with false teeth) we trugged, only to be passed on the long descent by numerous riders who had obviously completely worn out their brake blocks. The memory of some of the facial expressions and choice language will remain with me for some time to come, but despite everything everyone appeared to reach the road safely. The last mile to finish was completed in the heaviest rain of the day but by now we didn't care as it helped to wash the caked mud off our bikes and clothing.

We were greeted by cheerful B.N.E.C.C. club officials with cups of hot tea who confirmed that we had completed the full course in 8 hours and 10 minutes. We weren't particularly bothered when they informed us that we had finished outside the allotted time for the course as long as we received our plaques.

It was a shame about the weather but it appeared that everyone had enjoyed the day out with a difference, although not sure what Wendy thought of it.

We all said our farewells to John Coles who, has again found a unique reason for missing the Club Dinner. Last year Nepal, this year 6 months in China. Good luck John and let's hope you are back in time to join us for next year's Lord Bagot; as if it hadn't been for you some of us would still be out there!

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Cycling today is more popular than it has been for many years in this country and yet paradoxically the existence of our sport/way of life is under threat as never before, because of the pressures, physical and mental, from the car crazy society that we live in. I will not bore you with all too familiar details of oppression that we suffer from at the hands of our fellow men and women in their mad rush from A to B, or the indifference shown by our local authority and central government alike to the problems of safety for us. Instead I will put it to you that if we want cycling to prosper, we as individuals must be prepared to stand and be counted in the cause, and that means more than just moaning to one another, which does no good at all.

Giant oak trees from little acorns grow.

I know from personal experience that if you are prepared to fight you can get results even if the odds seem overwhelming. So start writing to the Transport Minister and your M.P. Write to your local newspaper when anti-cycling propoganda or opinions are expressed. Complain to Trafford Road Engineer about our dangerous road surfaces. Try and enlist the support of your M.P. and local councillor in changing attitudes. Ask your M.P. about anti-pollution measures.

It is equally as important to try and communicate your enthusiasm on a personal basis. Tell people about the magic of touring by cycle, or the 'high' you experience when you have had a good race, and the joy of being with good companions. Try to make them see what they are missing, but do it in a smiling way.

Last, but not least, (and for your own safety) show people how true road users can behave, setting an example of courtesy and good manners. Most of us ride with our club's name emblazoned on our tops. Try and see to it that the Seamons CC's good name is upheld.

See you Sunday.

Bob Richardson

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C.C. BRECKLAND 12 HOUR TIME TRIAL - SUNDAY 22ND SEPTEMBER 1991 -  
ROGER CHAPMAN

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Mark Stacey, Dave Barker and Roger Chapman left Sale at midnight on Saturday 21st September 1991 to travel down to the Norwich area of Norfolk, for Dave to ride the C.C. Breckland 12 hour, to try to clinch the Club Best All Rounder.

Because of personal commitments, Dave had left his preparation late, and had missed the Manchester 12 Hour, and the 100's in Cheshire. With his Seamons 50-time of 2 hours 11 minutes and 13 seconds, Dave and I had travelled down to the Bristol area for the Gordano Valley 100, and on a blustery day, and on an undulating course, Dave covered the 100 miles in 4 hours, 36 minutes and 35 seconds.

Brian Bailey had had a really good season and had produced some excellent times, and Dave knew he could not beat Brian for the Veterans B.A.R. but accepted the challenge for the club B.A.R, and knew he would have to schedule to do at least 230 miles to beat Brian.

It was wet and windy when we left Sale and Mark and I were going to share the driving, but Mark had been on a course for his work in Oxford, and had driven home on the Saturday evening arriving back home at about 10 pm, so Mark fell asleep on the back seat and awoke 5 hours later, when we arrived at the event Headquarters at Honningham, which is about 7 miles west of Norwich.

I drove for 208 miles and it rained all the time. I have never driven for nearly 5 hours in continuous rain during the night, but when we were just 7 miles from the event Headquarters, I had to ask Dave to take over the driving as I was absolutely drained because of the concentration. Mark slept on and we arrived at the Headquarters just before 5.30 a.m. We had taken two bikes on the roof rack and Mark awoke to help Dave prepare himself for the ride. It was still dark and still raining, so I slept for just over an hour and then we made our way to the start, which was about 1 mile away. It had stopped raining as Dave started his ride at just after 6.45 am.

As the morning progressed, Dave was riding quite strongly but a very strong westerly wind was developing and all riders were struggling to find a rhythm. We followed the A47 through East Dereham to Swaffham and then proceeded to three circuits of approximately 35 miles through Downham Market, Stoke Ferry and Mundford where we saw Glen Longland, who was helping two club mates who were riding a tandem, but they packed because of the wind. Dave Pitt, the famous tricycle record holder, was riding a solo machine, but he too was struggling in the wind, and decided to take refuge in a pub. While Dave battled on Mark and I had a bacon and egg barmcake from the local Little Chef near Swaffham, after taking a short cut to by pass Swaffham and ending up back where we had started from.

During the day we saw a lot of Gethin Butler, who was trying for a top B.B.A.R. place, but was forced by the strong wind to fall well short of his target, he still finished with a distance of just over 261 miles.

When Dave reached the 16 mile finishing circuit, Mark and I were sharing the driving, and we met a former member of the Nova C.C. who is in the RAF in the Norwich area.

Dave finally ran out of time at 227.538 miles, to beat Brian by the smallest margin (0.54m).

After refreshments, and a good chat in the event Headquarters, we packed the car up and headed for the Little Chef at Swaffam where we had a good meal. Then we made our way home through Kings Lynn, Grantham and Newark where Mark took over the driving, and we arrived back in Sale just before 2.00 am on Monday 23rd September after covering 630 miles.

Ed. Dave Barker 20.086 mph average  
Brian Bailey 19.825 mph average

Battle to be continued in 1992.

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A CHRISTMAS LETTER TO CICELY

Miss Hinkellbaumer's letter was unfortunately lost in the post, consequently Miss Cicely Neuselheimer only received the epistle this week .....

My dearest Cicely,

Here we are again at the season of goodwill and festivity. Thank you darling for the card, though you know it was rather thoughtless of you to send one that read ...

"May times trials all depart  
And fun have a massed start,  
May every little girl & boy,  
Be in league with Xmas Joy".

and a picture on the front of Father Christmas wearing a puce, orange salad green and rust coloured racing jersey, sitting in a car with no mudguards - I mean really such things are not done dear.

Well, now that Xmas is here one or two members have gone into their winter quarters to hibernate (just like the quirel). I do think it's rather strange though that they (unlike the squirrel) choose such places as orange trees and vines, but there you are, nature is so strange I often think.

I'm afraid other people seemed to think so too when our club, the Downhill Free Wh. went on a carol singsong one night before Xmas, of course the funds raised were for the blinds to cover the window of our mobile changing room for hard riders. Hugo our president, said it was a jolly good cause. We sang first outside Lord Fitzsnodgrass' ancestral home in revenge for his having refused to let us use his front lawn for a grass track. Then we went to the market square and sang 'Johnny Berry and the Ivy', 'I saw a scrubber go sailing by' and 'While scrubbers washed their socks

by night'. We collected 4½d. and a rupee but as Hugo is going to tour India this summer hols we gave it to him.

Next on the agenda was the Xmas dinner. We had a splendiferous time Cissy, just super duper. WE all had to bring something to eat and I, feeling jovial, took a trick rubber bun, thinking I'd have a bit of fun when someone tried to eat it ....Darling, imagine my amazement when Hugo simply wolfed it in one go. He murmured something about nobody being able to cock like his mother, and that he would have to get in some roller work to improve his digestion.

Next we had games - they were great fun, the first one was strongly competitive, members formed two teams and were armed with Indian clubs, numbered off and when a number was called, ran to the middle of the rocm and belaboured each other in the jolliest way. Most of the girls lost their clubs but in recognition of their sex were allowed to scratch and bite too. We had a spiffing time darling and if you ever want to have a go it's called 'Weakest to the wall'.

Well Cissy, after that we played 'Musical irons' where everyone marches round, and when the music stops one grabs a bike and rides around trying to knock off as many members as poss, but do ycu know, one very new member suggested that we play Postmans Knock to make things more exciting - we've been rather doubtful about him for some time, and it's my private opinion that he'll be black-balled at the next committee meeting.

We are having our club dinner at a ducky little place called the Waterways Hotel where some of the lads were recently mistaken for the Glamorgan County Cricket Club.

Did you get lots of presents for Xmas darling? I had simply oodles of things but I was most delighted with what dear Hugo gave me, one of the new all steel saddles, and a jar of the double purpose skinfood and chrome cleaner. I gave him a super electrically heated windjammer for the long, cold winter runs.

Now Cissy darling, I must close wishing ycu a delicious New Year and may all your handicaps be big ones.

Simply lashings of love,

Angela

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## COACH'S COMMENT

1992 is nearly upon us and we need to get our act together. Below is a suggestion from Les Woodland and a section from the BCF basic training manual. Let's give 1992 our best shot and work together.

# SET YOUR TARGETS; PLAN YOUR PEAKS

**Work to a schedule and set your targets now, says Les Woodland, who recommends using geometry as a training aid.**

NOW is the time to start a fairly detailed plan for next season. You might not know the exact dates for each big race but you can take a pretty good guess. What you've got to do is work backwards from the events that really matter to you and fill in the training that you need for each one.

The best way I've found of doing this is to draw a number of circles, all with the same centre, each a little larger than the next. You then divide the circle into 12 sections, each going through the middle as though you were slicing a cake. Each section, therefore, represents a month.

The concentric rings all stand for a type of training.

The first thing to do is mark in the really big races you want to ride. Remember that the more races you put in, the more difficult it will be to make the calculation, so limit yourself to three or four. Now we make the calculation backwards.

All races are won by speed - even

in a 24-hour the winner has gone faster than the rest - and speed is produced by short intervals (repetition sprinting, kermesse training, ladder sprinting). That's what we covered earlier last season. On the assumption that you'll need two weeks of specialist speed training before each peak, shade in one of the concentric rings for each two-week period and label the ring 'speed training.'

But cycling is largely an endurance sport - even short races are long by the standards of most sports - and you'll need endurance training all through the season.

But there are, you remember, two sorts. There's steady-state training (fast miles) and there's a more superior version called long intervals (your whole training run split into more and ever-shorter bursts of speed, with a long recovery period in between).

Work backwards from the first big race of the season and mark in three weeks of long intervals, preceded by two weeks of fast miles. The exact duration varies according to your age, your fitness, the number of times you can train in a week, and so on.

You now have the basis of a training programme. On what you have, you can now shade in the

weeks for circuit training (carry on until you're well into your long-interval training) and weights (ideally all year, but more intensively during the winter).

Mobility and running should represent a narrow band the whole year round. From what you've got, you can see when you should start training. It doesn't necessarily follow that January 1 is the best date. Nor does it follow that because a rider using more traditional training methods (getting in miles) takes three months to get fit that it will also take you three months.

For one thing, your training should now be much more tailored to your racing calendar. For another, it'll also be much more intensive.

Remember the important rule - unless training takes your lungs or your heart or your legs to the limit (depending on what part your specifically training) there will be no improvement.

If, of course, your circle of training doesn't work out neatly, then you've got to move things about. Perhaps your peaks are inappropriate - too early, too near, perhaps. Or perhaps you can regard two events close on the calendar as one extended peak.

Only you can work that out. But without a schedule, you'll be all adrift.

## *Preparation*

The first month of winter work on the bike (or the first month of your preparation towards commencing racing) should be looked upon as conditioning work. You are preparing your body for the beginning of real training and should be aiming for steady runs, preferably in company, and the normal clubrun is ideal.

Pedal revolutions should be about 100 r.p.m., runs should be non-stop and as you will be riding at a comfortable pace at which you can talk to your training companions without being totally out of breath, the seniors and juniors should be able to ride together. School age riders should go out with their own group, supervised by an older clubman.

Avoid "burn-ups" as you have yet to prepare your body for them. Talk to the more experienced riders and store away the advice for future use (or rejection). Carry a spare jersey, a windproof jacket, in case you stop for a puncture, and food and drink. If a stop is unavoidable, the rest of the group should ride for about two miles, then turn round until they meet the delayed rider(s), before continuing with the run. In this way, riders are not hanging around becoming chilled and risking various ailments.

Gearing should be around 64-68 inches and, because of road conditions etc., it is preferable for riders to be on single freewheel in the first month, keeping off gears until the true training starts. Fixed wheel is also suitable provided you live in a relatively flat area, but the single freewheel is best in hillier parts of the country where steep descents on fixed can destroy, rather than perfect, fluid pedalling style.

Be wary of extreme weather conditions and don't feel that you must stick rigidly to your training programme. Do a home circuit training stint, or an extra weight training session if the weather is bad. It is better to be racing fit a few weeks late, than to spend the first few months of the season coping with bronchial problems, tendon strains and other conditions.

The mileage for conditioning work will vary according to the age of the rider and the amount of time available, but for this first month riders in the 12-15 year old group should be aiming for about 100 miles per week, with the 16-18 years olds on 180 miles, and the older riders in the region of 200 miles per week.

Cover 40 per cent of your weekly mileage on Sunday, 25 per cent on Saturday and spread the remainder over as many nights as you have available during the week, always taking into account the time required for your "off the bike" work. Even at this stage, it is important to map out the amount of time which you have available every week for your cycling, and then ensure that this time is used wisely. This will become even more important when you progress to serious training and may be in a position where you have to allow time for examinations, studies, work etc.

Improvement in performance will only come through increased commitment and the application of a well-balanced, self-disciplined programme of training and rest.

In cycling, as with most other sports, the phrase "you will only get out what you put in" is very true and this applies whether you are after a world championship, or a club championship, or even when you simply wish to bring about an improvement in the standard of your performances at any level.

<u>te</u>	<u>Event</u>	<u>Placings</u>	
.3.65	Meersbrook '25'	1st	K.Stacey 58.43
.4.65	Saxon Road Club '25'	1st	K.Stacey 58.40
.4.65	Tunstall Wheelers '25'	1st & 1st H/Cap	K.Stacey 58.22
		1st Team:	K.Stacey J.Boydell D.McIlroy
.4.65	Mid-Shropshire Whlrs '50'	1st	K.Stacey & 1st Handicap 2. 2.58
.4.65	Fylde Road Club '25'	1st	K.Stacey 57.16
.5.65	Morecambe '25'	1st	K.Stacey 57.52
.5.65	O.D.C.U. '25'	1st	K.Stacey 1. 0.43
		2nd	J.Boydell 1. 2.49
		1st Team:	K.Stacey J.Boydell D.McIlroy
5.65	Drighlington '25'	1st & 1st H/Cap	K.Stacey 56.07
			(with J.Boydell, 58.53 and J.Firth D.McIlroy 1.1.17, a new Club team record of 2.56.17)
5.65	Stone Wheelers '25'	1st	K.Stacey 57.43
		1st Team:	K.Stacey J.Boydell D.McIlroy
5.65	Medlock Vale R.C. '25'	1st	K.Stacey 57.35
6.65	National Championship '25'	2nd	K.Stacey 56.07
6.65	Club Championship '25'	1st	K.Stacey (Club & area record) 55.48
		2nd	J.Boydell 57.51
		3rd	D.McIlroy 59.28
6.65	O.D.C.U. Team Time Trial 25	1st	K.Stacey ) J.Boydell ) 56.19 D.Andrews )
6.65	Manx Viking Wheelers '25'	3rd	K.Stacey (puncture) 59.00
6.65	National Championship '50'	2nd	K.Stacey 1.54.46
6.65	West Pennine R.C. '25'	3rd	J.Boydell 59.15
6.65	Stretford Whls Team Time Trial '25'	2nd	K.Stacey ) J.Boydell ) 55.55 J.Firth (puncture)
7.65	Seamons C.C. Open '50'	1st	K.Stacey (area record) 1.55.12
		2nd	J.Boydell 2. 0.26
		1st Team:	K.Stacey J.Boydell D.McIlroy
7.65	Abbotsford Park RC '100'	1st	K.Stacey (area record) 4. 7.20
7.65	North Staffs C.A. '50'	1st	J.Boydell 2. 3.12
7.65	Saxon Road Club '50'	1st	J.Boydell 1.59.42
7.65	East Bradford C.C. '25'	1st	K.Stacey (club record) 54.32
		1st H/C	J.Firth 58.00
7.65	Nat.Championship '24' (also Club Championship)	1st	J.Pardoe 419.94m (Trike record)
7.65	O.D.C.U. '100'	1st	K.Stacey 4. 8.40
		2nd	J.Boydell 4.11.23
		1st Team:	K.Stacey J.Boydell S.Rawlins

<u>Date</u>	<u>Event</u>	<u>Placings</u>	
8.8.65	Harrogate St.Christopher's '50'	6th J.Boydell (Qualifying B.A.R.ride)	1.54.49
15.8.65	Cleveleys Road Club '100'	1st K.Stacey (Club, event & North Lancs area record, qualifying BAR ride)	4. 5.00
		4th J.Boydell	4.19.17
		1st Team: K.Stacey J.Boydell J.Rawlins	
15.8.65	Vets North West '25'	2nd G.Arstall	1. 2.58
22.8.65	Lancashire R.C. '12'	1st K.Stacey (Club, event and North Lancs area record, qualifying BAR ride)	264.81m
		2nd M.Judge	251.25m
22.8.65	South Lancs R.C. '100'	2nd J.Boydell	4.14.02
29.8.65	O.D.C.U. '50' (Also Club Championship)	1st K.Stacey	2. 2.43
		2nd J.Boydell	2. 2.49
		3rd D.McIlroy	2.10.03
		Also 1st Team	
29.8.65	Veterans '25' Championship	2nd G.Arstall	1. 4.05
5.9.65	Seamons C.C. Open '25'	1st J.Boydell	58.22
		3rd D.McIlroy	59.26
		1st Team: J.Boydell D.McIlroy J.Firth	
5.9.65	Veterans '25'	2nd G.Arstall	1. 3.35
12.9.65	Manchester Wheelers '12' (Also Club championship)	1st J.Boydell (M & D.T.A.event record, Qualifying BAR ride)	263.05m
12.9.65	Viking Road Club '50'	1st K.Stacey	1.57.00
19.9.65	Yorkshire Century '100'	4th J.Boydell (Qualifying BAR ride)	4.11.02
19.9.65	O.D.C.U. '30'	2nd D.McIlroy	1.11.44
26.9.65	Harrogate C.C. '50'	1st K.Stacey (Club record, qualifying BAR ride)	1.53.46

INDIVIDUAL PLACINGS IN FIRST THREE - 41

TEAM WINS - 9

1st National Best All Rounder	:	K. Stacey	25.302 mph
1st Manchester Best All Rounder	:	J. Boydell	24.075 mph
2nd C.T.C. Best All Rounder	:	J. Boydell	25.243 mph
2nd National B.A.R. Team Award	:	Seamons C.C. K.Stacey ) J.Boydell ) M.Judge )	average 23.569 mph
2nd Manchester B.A.R. Team Award	:	Seamons C.C. J.Boydell ) G.Arstall ) S.McMullen)	average 22.226 mph

CLUB CHAMPIONS 1991

<u>AWARD</u>	<u>ACHIEVEMENT</u>	<u>WINNER</u>
J.K. PARDOE	Hill Climb	KEITH MABBOT
-	10 Mile T.T.	KEITH STACEY
-	25 mile T.T.	KEITH STACEY
-	50 mile T.T.	PAUL McALLISTER
-	100 mile T.T.	PAUL McALLISTER
-	12 hour T.T.	BRIAN BAILEY
-	24 hour T.T.	No award
D.K. HARTLEY	CLUB CHAMPION	PAUL McALLISTER
G. ARSTALL	CLUB B.A.R.	DAVE BARKER
-	VETERAN B.A.R.	BRIAN BAILEY
BOB RICHARDSON	HANDICAP 25 mile T.T.	ROY MYERS
BEV CHAPMAN	JUNIOR 25 mile T.T.	KEITH MABBOT
ROGER CHAPMAN	CLUB 10 mile series Best Five	MARK STACEY
-	CLUB 10 POINTS	PAUL McALLISTER
DON ANDREWS	FIRST YEAR 5 X 10 mile CLUB	TIM SEDDON
ROY VERNON	SCHOOL R.R. & T.T.	No award
REG HERBERT	LADY	To be announced
LIL WINDSOR	TOURIST	To be announced
FRED MINSHALL	JUNIOR R.R.	KEITH MABBOT
-	SENIOR R.R.	MARK HORSLEY-FROST
-	BEST CLUB MEMBER	To be announced

COMPETITION EVENTS FOR 1992

10 mile T.T.	Date to be announced
25 mile T.T.	Date to be announced
50 mile T.T.	Nova 5th July
100 mile T.T.	S.Lancs 9th August
12 hour T.T.	M. & D. 6th September
24 hour T.T.	Mersey 25/26th July

D.K. HARTLEY

25	( Seams Sat. 12th September
	( Dukinfield Sund. 21st June
	( Seams Club Closed. Date to be announced.
50	( Cheshire Roads 10th May
	( Nova 5th July
	( Congleton 30th August
100	( Anfield 25th May
	( Man. Wheelers 12th July
	( S. Lancs. 9th August

GEORGE ARSTALL Club B.A.R. Open events any 50m, 100m, 12hr. to count.

VETS B.A.R. Open events any 25m, 50m, 100m 12hr on "standard" to count.