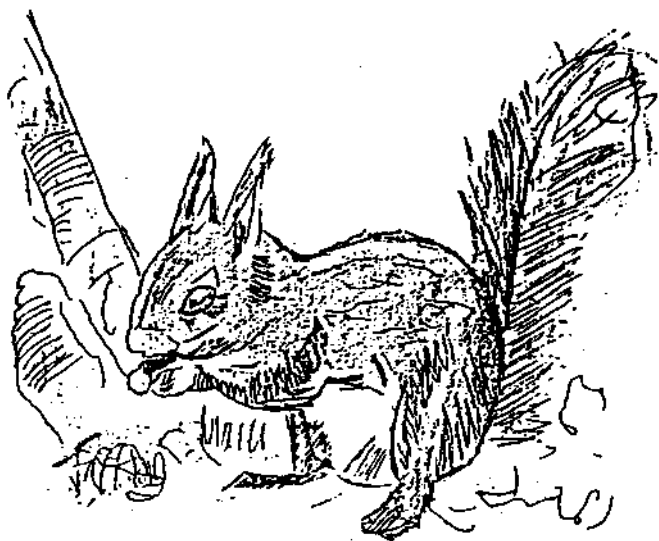


The Squirrel



WINTER 1992/3



CLUB OFFICIALS 1992/3

J.K.Pardoe
President

Chairman	D.W.Barker
Secretary	P.Vernon
Treasurer	G.Horrocks
Time trial Secretary	J.L.Boydell
Road race Secretary	P.Brundrett
Social Secretary	R.W.Chapman
Coach	B Bailey
P.R.O.	M.Dixon
Junior Member	W.Frost
Member	R.J.Haigh

The cyclist who was critically ill in hospital, was told he only had two weeks to live, so he asked for the last week in July and the first week in August.

Another cyclist was critically ill in hospital, and the Local Priest was with him, and asked him if he had one last request, and the cyclist asked if there was any cycle racing in Heaven. The Priest answered him and said that he would have to go away and pray to the Good Lord. The next day the Priest returned to his bedside and said he had some good news and some bad news. He said the good news was that 'yes there was cycle racing in Heaven, the bad news was that you are entered for the Pearly Gates 25 on Sunday'.

EDITORIAL

Welcome to another of our occasional editions of "The Squirell". The magazine has been produced almost since the club was formed but often with long breaks between editions. However, as long as the contributions keep coming in we will try and get back to a more frequent and even maybe a regular edition.

Congratulations to the new committee members who were appointed at the recent A.G.M. It is a strong committee with some very experienced members and some "new blood " in there to learn and perhaps to give a new perspective on some issues. Dave Barker has been our Treasurer for many years and I am sure he is looking forward to his challenging new role as Chairman and he deserves all our support.

As the festive season approaches so does our Annual Dinner-Dance and Prize-Presentation. We have a special reason to celebrate this year with the success of Robin Haigh in winning the Manchester Area Best-All-Rounder competition, once again putting the Seamons "on the map". He also created a new club record at 25 miles and is now believed to be in training for next season when we hope he will repeat his win and maybe we will be able to take the the team title as well.

Spare a thought also for our former time-trial secretary Noel Mills who is currently recovering in hospital following a stroke. I am sure you will join with me in wishing him a speedy and full recovery.

Chinese Cycling - A Guide For Foreigners

A sturdy roadster bike with rod brakes, carrier and stand is most common. The standard colour is black. Some models have two top tubes in parallel, one under the other. Nearly all have enclosed chains. The carrier is used for carrying a passenger and sometimes a third passenger is carried on the crossbar. Normal practice is to ride on the flat, walk up the hills and free wheel down them.

Do not ride too near the edge of the road and give plenty of clearance when overtaking. Hand signals and lights at night appear to be forbidden. Do not look round when changing direction and when coming out of a side road don't stop. Also, do not forget to ride on the wrong side of the road occasionally.

The bike is also used for the transportation of goods on the carrier. Metal boxes or cardboard piled up to shoulder height for example. Panniers too are used. These can be wire baskets which contain hens, ducks or pigs. Fruit is carried in wicker baskets and sold at the roadside. Liquids are carried in large drums suspended from a bar across the carrier. Dogs are well behaved - they never bark and hardly ever chase cyclists.

In the cities there are cycle lanes on either side of the main roads. Most cyclists use these, as do pedestrians. The safest way to cross the road is to use the pedestrian crossings with the pedestrians. There are bicycle parks with attendants.

There are over 220 million bikes in China. What would it be like if all the cyclists had cars?

J.C.Coies

DID YOU KNOW?

After their recent success with the Turin shroud, scientists at Manchester University invited Bob Richardson to be studied and dated.

He was found to be 249 years old and he says that this is probably 'about right'.

The RTTC say that if Bob completes a '10' in about 2½ hours he will have a plus on Vets Standard of about 120 minutes.

In addition to this the D.H.S.S. say Bob is now a millionaire with the back pay they now owe him.

Noel Mills

PRESIDENTS REMARKS

Following the A.G.M. we must welcome newcomers to the committee. Geoff Horrocks, I'm sure, will be an excellent Treasurer if his recent promotion and auditing duties are anything to go by. Geoff replaces Dave Barker who has done a fine job over many years and truly deserves his promotion to Club Chairman.

A warm welcome to Martin Dixon who has taken on the P.R.O. job. Please give Martin your support in this important position.

Welcome back to the committee to Jim Boydell. Jim has taken on the important role of Time Trial Secretary brought about by the unfortunate incapacity of Noel. Jim reminds us that this was in fact his first committee post way back in the sixties.

I must also say it is very nice to welcome back Roger Chapman to the full committee post as Social Secretary replacing Mark Stacey.

Before closing I must mention the fact that although we respect that after many years of being a fine Club Chairman, Keith has decided to take a back seat for a while. We shall miss him on the committee and like the clubman he is has volunteered to produce the club magazine.

I would also like to thank all members for electing me as your President for a further 2 years. I always have and remain very proud to be President of this great club.

From "The Squirell" September 1950

GENERAL INFORMATION

Membership for 1950 has now closed and for our second year in existence we have reached a membership figure of 68. Actually there were a few applications outstanding but they were too late for inclusion in the 1950 total. Membership for 1951 starts on October 1st 1950 and may reach the 100 mark before September 1951.

Please look out for information concerning the Annual General Meeting which is to be held on Friday, 10th November. Also the Annual Dinner and Prize Presentation followed by a social evening on December 2nd at the Unicorn Hotel.

In our next issue of the magazine a prize of 2/6d will be given to the person sending in the best letter to the Editor for our new page of "Letters to the Editor". The Editor will endeavour to reply to some of them in the magazine but others will be left for readers to answer. So come on who's going to be the one to win the 2/6d.



KEITH BAILEY
Club Hill-Climb Champion 1992

PRIZEWINNERS 1992

Club Champion (D K Hartley)	Robin Haigh	25.44 mph
Club B.A.R. (George Arstall)	Robin Haigh	23.687 mph
10 Mile Champs	1 R Haigh	22.22
	2 M Stacey	23.15
	3 K Bailey	23.46
25 Mile Champs	1 R Haigh	56.27
	2 D McIlroy	58.39
	3 K Bailey	59.33
50 Mile Champs	1 R Haigh	1.57.44
	2 K Bailey	2.03.22
	3 D McIlroy	2.10.49
100 Mile Champs	1 R Haigh	4.07.18
	2 P McAlister	4.28.40
	3 M Judge	4.36.45
12 Hour Champs	1 R Haigh	255.823 miles
	2 K Bailey	242.414 miles
	3 P J Hoskins	233.497 miles
24 Hour Champs	----	
Hill Climb Champs (J K Pardoe trophy)	1 K Bailey	
	2 D McIlroy	
	3 J K Pardoe	
Llangollen	1 R J Haigh	
Freewheel	1 KW.Stacey	
Vet's B.A.R.	----	
Road Race Champ	1 K Mabbott	
Junior B.A.R.	1 Warren Frost	
Bev Chapman (25)	1 Warren Frost	
Don Andrews (10)	1 Warren Frost	
Roger Chapman (10)	1 D McIlroy	174 points
	2 P McAlister	170 points
	3 T Seddon	169 points

TESTING TIMES

No doubt all Club members, well those that buy or borrow CYCLING WEEKLY anyway, felt the same as I did on seeing both Robin Haigh and Keith Bailey's names in the BBAR tables. The Seamons has always had a strong tradition of testing or "Contre-la-Montre" as they say in France, and it is long overdue that the Club's name should feature again. If Robin and Keith had chosen to follow the fast courses rather than stay on Cheshire for the longer distances, who knows where they may have finished - TOP 12 maybe? Now all they really need is a good, strong, young (ish) 3rd counter for some team wins. Any volunteers?

Although the season is barely over work just begins on the 1993 season sorting out a calendar of events. Getting an even and progressive spread of events at the various distances gets more difficult each year, - particularly at the longer distances.

The provisional calendar is listed below and will appear in its final form in the Club Handbook due out in the New Year. There are plenty of Trophies in the club, spread over a wide range of activities and if just a fraction of the effort and competition to be found on the Half-Day section runs could be channelled properly then '93 can be a year to be looked forward to with keen anticipation.

A CRETAN TOUR

As Reg Blease, Dave Tickle and myself are probably the first Seamons members to tour on the Greek Island of Crete, I decided to write an article on my impressions and memories of the visit rather than a detailed account of our 14 days tour.

We arrived at Manchester Airport for a flight which would land at Heraklion early afternoon, which gave us ample time to find overnight accommodation outside the city. There was another party of about fourteen cyclists waiting for the same plane as us, a Dan Air flight. They were rather upset having been told that they would have to pay an extra thirty pounds for the cycles - something I have never experienced, - maybe they had not notified the airline that they were taking bikes, which it is always policy to do. However, we had no problem and were away nearly on time.

As we were not on a hard riding tour we decided on this visit not to see the eastern end of Crete beyond Malia. We arrived on May 26th and with the exception of rain on the first day the weather was brilliant, even a little too hot on some days.

Crete is a beautiful island and mountainous, we only rode for one day in flat country, that was on the plain of Messara in the south, an area rather busy with motor traffic and with acres of greenhouses as it is the chief growing area for crops. The people are courteous and friendly and accommodation is cheap. In what are called "Rent Houses" we paid four pounds each for a three bed room with shower and toilet, and food prices too are quite acceptable. Road surfaces generally are reasonable but you have to be prepared for a few miles of rough stuff now and again and you can be hurtling down major mountain roads and come across huge pot holes. From end to end of the island in the north there is a major highway which is busy and many roads to other parts lead off it. We thought that we would have difficulty avoiding this road but found that using the map we hardly touched it.

We had some amusing moments like when we were riding through a remote mountain village, a little boy of about four years called out to me in English "Hello Baby" much to his grandfather's amusement. Me, I nearly fell off from shock. In another village we stopped at a taverna for coffee and I spotted a poster of Che Guvera on the wall, and on another wall photos of partisans armed to the teeth, and also a framed medal. Just then the owner of the taverna appeared, a strong, tough looking character who was obviously the partisan leader. His first word to us was "Deutch?" We very hastily assured him that we were British, whereupon he became much more friendly and was able to explain that he had fought alongside British units helping the guerillas during the German occupation.

The countryside is varied with the greener areas north of the mountain spine. Breathtaking scenery and wonderful displays of wild herbs and flowers in the spring/early summer. The direction signs on the roads are a shock, written in ancient Greek, but not to worry - they are also repeated on another sign in modern Greek which is more intelligible.

The seaside resorts we saw were varied, we particularly liked Rethimnon on the north coast and Paleochora on the south coast. The inshore waters off Crete are amongst the cleanest in the Med.

Part of our tour took in the south coast and as there is no road along a stretch of this coast it involves a very pleasant sea trip, which takes a few hours and is recommended, stopping as it does en route at the Samaria Gorge. Also to be seen is the Lasithi Plain, a plateau with a fourteen miles circuit round it which is Alpine in appearance. It is a 2000 metres climb to the plateau but a visit is a must. We regretted that having booked in for two nights in a coastal resort we were unable to spend a night on Lasithi. Also a must for me was a visit to the Cretan Palace of Knossos on this island which has had such influence on our civilisation. I found the Palace fascinating as is the Archeological Museum in Heraklion where the artefacts from sites all over this historic place are to be seen. For this we spent our last two nights in the village of Knossos. My last impression was of the small airport lounge in Heraklion jam packed with bodies because of plane delays. Palma airport on a bad day couldn't compete with this. The consolation was a large lawn area outside to sit on. However, Dave busied himself with enquiries, and we were at the right gate and on the right plane, and left at the right time.

A tour in Crete? Indeed yes!

Bob Richardson

MID WEEK RUNS

061-775-1043

Whether you're retired, on the dole, sick, lame or lazy or just at a loose end, don't be bored with life. Just contact the President for details of what is going on in your area during the week. Don't hesitate, just ring on the above number.

TUESDAY	-	Monks Heath
WEDNESDAY	-	Runs every week - contact the Pres.
THURSDAY	-	Meet North Lancs at Elswick. or alternative run - contact Pres.
FRIDAY	-	Harry Hall's Mountain Bike Run (All welcome)
SATURDAY	-	Egg Run lives on - Farbrook Farm Meet with Suxton CC.

J. Pardoe.

NORTH LANCS VETS MID-WEEK CLUB-RUN

START: CATON
ROUTE: KIRBY LONSDALE
BARBON DALE
DENT
RIBBLEHEAD
INGLETON

CHESHIRE REPRESENTED BY
J.P.
JIM OGDEN
HARRY HALL
DEREK HODKINS

It was arranged that Derek Hodkins, Stockport Clarion, would pick me up at Junction 21 of the M6.

It was whilst I was waiting for my lift that I did my public relations bit with the Police who had just decided to park their Range Rover inches from my Dave Lloyd.

I was then subjected to the usual question answer session with regard to the wright, how much and where's the Trough of Bowland? I replied "if your patch is the M6 as far as the A49 it's off your territory". Before we said our farewells they asked what happens when it rains. "We get wet" I replied - true! and then when I disclosed my previous week's mileage they went very quiet and drove off saying that's more than we did in this!

A few moments later Derek arrived in his very comfortable VW Caravanette and then with machine loaded we headed north.

We arrived at Caton at 9.30 well in time to meet 20 other vets from the Lancs and Yorkshire areas.

It was within yards of setting off into the narrow leafy lanes of this splendid part of Lancashire I realised the joy of motorised runs, as there we were within an hour of home in completely new and to some extent unexplored countryside.

After a very pleasant ride through narrow lanes and over a few leg stretchers we arrived intact at Kirby Lonsdale where we stopped for refreshments at the roadside caravan normally passed at speed by riders in the Circuit of the Dales '50'.

Duly refreshed we headed off along the main road, a road I have suffered along so many times in the Circuit of the Dales, but not for long, as within a mile or so we turned off right towards Barbour Dale and Dent.

The road climbed steadily for a number of miles and it was here that a couple of "young vets" took a narrow lead on stripped down machines. Even though this was supposed to be a steady run, the sight of these two was too much to take and the inevitable chase pursued. I then discovered to my surprise I was at the head of affairs along with Dave Brown of the North Lancs Road Club (who won the MD12 in the sixties).

By the time we reached Dent, scene of the Seamons end of season thrash in the sixties, a group of 6 had formed including Jim Ogden, Derek, Doctor Dave Edge and Dave Brown.

Dave Edge proved to be the man in form on the climb out of Dent topping the summit just yards ahead of yours truly, with Dave Brown just off the pace reassuring me that I was the first of my age group over the top and that we were both giving some 13 years to Dave Edge.

All very well, but here we were on an autumn club run doing bit and bit into a rising head wind on a stretch of the Ribbleshead to Ingleton road, a road I was looking forward to sauntering along (yes Jim sauntering!) for a change. Anyway the wind won and the break re-grouped and arrived in Ingleton after 40 miles some 5 mins. clear of the next rider and some 15 minutes clear of the two posers who had started it all 20 miles back. This must be the cheapest cafe in the North. Beans and two eggs on toast - £1.40. Shades of the Eagle & Child.

After a long lunch stop in which I received some sound advice with regard to my spinal condition, we set off along lanes that were again new to me to complete the 15 miles or so back to Caton.

Again I found myself at the front with Dave Brown who incidentally sends his regards to Malc Judge, admitting that as he has now joined the long list of cyclists who have taken early retirement he will be making a comeback next season.

We just got back to the Picnic Area before the rain started after what proved to be a very pleasant day out with members of other clubs in countryside we rarely visit.

If any members are interested in motorised runs on Sundays or mid-week, please talk to me as I'm always willing to organise, and although I love Cheshire it's great to explore new territory.

J.P.

From "The Squirell" February 1950

LETTER TO THE EDITOR

In the January issue of the mag I see Mr Richardson has for sale a pair of wood sprints. It is obvious from this that our worthy Chairman has tried track-work. Alas he must have found it too hard for him, and our now unworthy Chairman has had to join the ranks of that seething mass of skin and bone (no muscles) the scrubbers who are only fit enough to ride in road races.

I would be interested to here Mr Richardson's views on this subject.

I.C.A. SCRUBBER

A.T.B. SECTION REPORT

It has been decided that with the over increasing popularity of the Mountain Bike and urge to escape from the traffic laden roads of today we would arrange regular A.T.B. runs, both within our own area and further afield.

Although the first of these runs was, in numbers a little disappointing those who participated enjoyed their day out very much indeed.

John Coles once again confirmed his vast and extensive knowledge of minor roads, tracks and bridleways, he never ceases to amaze me.

Seven of us set out from Altrincham, and with John entertaining us to a delightful route rarely used by most members and certainly not me, to Macclesfield which was only marred by a puncture to Scott and yours truly.

From Macclesfield we took the pedestrian way to Bollington where we immediately found the Middlewood way, an old railway line stretching from Bollington to Marple a distance of some 12 miles.

This proved to be a very pleasant ride for which we can only thank Dr Beeching. There was now a short road section that took us to the rear entrance to Lyme Park. Again a quiet and pleasant ride through the Park brought us out above Disley and after braking for the steep descent into the village we found ourselves being guided into more of John Coles special terrain, which took us along more valley tracks all the way to Hayfield without touching a road, a superb section, apart from more punctures to yours truly.

Lunch was taken at the Whole Food Restaurant, and then before setting off for home at 2.30pm the Stacey/Pardoe consortium concentrated on repairing 3 punctured tubes removing the odd nail and a thorn or two.

I now know that Harfield to Rixton is approx 32 miles and can be reached under 2 hours, despite a pit stop at the Stacey's to take on lights for the final section.

It must be admitted that we had suffered an unlucky day for punctures but as Keith, Malc and Dave Barker proved that one doesn't need an A.T.B. to enjoy a day off road, and it was interesting to note that although they were only conventional tyres they didn't have a puncture between them.

A very enjoyable day out and I for one am looking forward to the next time.

THE BOG TROTTER

From "The Squirell" June 1953

THE LLANGOLLEN THRASH

By R. Richardson

"Llangollen".....the name with magic in it! For the tourist it spells beauty...the rich beauty of the North Wales countryside. For the Seamons racing section it spells two and half hours of striving and suffering. In other words... THE THRASH!!!

The 1953 "opener" was no exception to the rule. Thirteen stern looking riders left Altrincham on a fine morning in early March. Last years winner, Don Smith, amongst them. But where were Blease and Hill and de Leeze? Shall I tell you? Well the lazy clots were all snoring in The run up Bucklow was very sociable, no attacks at all and everyone happy except "Irves", who kept muttering about our lads not being keen enough, no-one being burnt-off in the first two miles. He was soon to rectify this comfortable state of affairs, for just past Mere Corner the said Irving dropped off the bunch like a wounded geese, and then wound up a 50 yard sprint and was almost in Northwich before the peloton realised what had happened. That is to say, all except one. There clinging like Marilyn Monroe's sweater was a lone follower. "Irves" looked back and groaned when he realised who his fellow breakaway was. Can you guess who? It was THE CHAIRMAN. However "Irves" managed to shake off the grappling iron and made Bob work.

Together they performed heroically, and the bunch were hard put to catch them, which they did just over the bridge entering Chester. During the chase they "lost" Dennis Chapman, Bob Yarwood, Ken Benson and Allan Cooke. Things were quiet for the next six or seven miles with everyone content to rest in preparation for the Gresford climb.

It was two-thirds of the way up here, that Dan Smith "jumped", and almost at once "Irves" and Bob R. were off the back. George Arstall was working hard and the next "grind" saw "Mad" Walton and new members Fred Smith and John Brown scrubbing along behind the fast-disappearing leaders.

The pace was now really hot, but "Granite" Rock and John Hickson were still there, although not for long. Going through Ruabon, George A. and Don S. turned on their Minimeters and were away alone.

Old "Granite" Jim, however, did not get that "handle" for nothing, and managed to catch them. So it was entering the last few hundred yards..... three men and a sprint finish! Arstall went first.....too soon. Smith swept past, within yards of his second victory, until like a bomb hurtling down, came JIM ROCK to win by inches. His first victory! A lucky omen? I hope so Jim!!!

And after all, THE CHAIRMAN will still have to tell you about the 1952 Thrash he was twisted out off!!!!

NORTHERN ROAD RECORDS ASSOCIATION

DELEGATES REPORT

MEETING HELD AT POST OFFICE CLUB, QUAY STREET
19TH NOVEMBER 1992

1992 has been without doubt the most active for many, many years and a full report of all records broken will appear in the Squirrel as soon as they come to hand.

In the meantime, the following records have been ratified:-

Mixed Tandem Bicycle	- 50 miles	1.54.38
" " "	- 100 K.M.	2.24.29

Mr. & Mrs. J. Bowler SOUTH PENNINE R.C.

Single bicycle - York to Grantham 3.23.16

P. Barlow - KIVETON C.C.

A 17.24 improvement on the previous record.

Tandem Tricycle - York to Grantham 3.54.18

Martin Purser CHARLOTVILLE/H.Stennet NEWARK CASTLE B.C.

Single Bicycle - 24 Hour Record - 480/485

Mileage to be confirmed when course has been checked.

P.Barlow - KIVETON C.C. (An improvement of approximately 44 miles
Jim Hall - RUTLAND C.C.)

HILL CLIMB CHAMPIONSHIP 1992

Having spent the season in the shadow of Robin it was nice to see Keith Bailey win the Hill Climb.

Although 27 members enjoyed lunch at the Rose and Crown the entry for the Climb was poor taking into account previous years. Come on you youngsters lets do something about the average age of the first three places - yes 45 years.

Congratulations Keith on winning the freewheel again. I can't help thinking about the days when the late Dennis Chapman used to go into serious training for this event, by raiding the larder for weeks prior to the event. Let me also remind the youngsters that in those days we almost all rode fixed wheel, which of course meant we had to remove the chain before the freewheel then re-fit with the help of a spring link afterwards.

PROVISIONAL RACING CALENDER 1993

Sunday	May 9th	50 miles	Cheshire RC	D.K.Hartley
Wednesday	26th	10 miles	Seamons Club	Championship
Saturday	29th	25 miles	Stockport Clarion	D.K.H.
Monday	31st	100 miles	Anfield BC	D.K.H.
Tuesday	June 8th	25 miles	Seamons Club	Champs & D.K.H
Saturday	12th	10 miles	Seamons CC Open	
Sunday	July 4th	50 miles	Nova CC	Champs & D.K.H
Sunday	11th	100 miles	Manchester Whs	D.K.H
Saturday	17th	Seamons Handicap Road Race		
Sat/Sun	24/25th	24 hours	Mersey RC	Champs
Sunday	Aug 15th	100 miles	South Lancs RC	D.K.H
Saturday	21st	25 miles	Seamons CC Open	D.K.H
Sunday	29th	50 miles	Congleton CC	D.K.H
Sunday	Sept 5th	12 hours	M&DTTA	Champs
Sunday	Oct 10th	Hill climb	Seamons Club	Champs

Seamons Club 10 mile events start on Wednesday, 21st April on Course JC33 and continue each Wednesday until 25th August. Inter-club events will be promoted by the Weaver Valley on the same course on the following dates:-

April 28th May 19th June 16th July 7th August 4th.

COACHES COMMENTS

Now is the time to take stock of your 1992 training and the results it achieved. Your training diary should reveal strengths and weaknesses and give clues to help improve your performance in 1993.

Through the winter you should try to maintain a reasonable level of fitness by doing something athletic at least three times each week; and keep your body weight under control.

If a report on your season's efforts is summed up in the phrase "could do better", then maybe you need my help. I can be contacted by telephone during the day on 0606-853585 or 071191 and in the evening at 061-941-3387.

Your winter bike needs to be properly maintained, tyres in good condition and mudguards fitted with a flap on the back one. Lights need to be supplemented with reflective strips, particularly around your ankles or on the pedals. If you use rechargeable batteries carry some spares as rechargeables go out rapidly when they go flat, and don't forget that good batteries are not much use if a bulb blows.

RUNS LIST DEC / JAN

DATE	TOURING SECTION	HALF-DAY SECTION
Dec 8	Nantwich	Glossop
Dec 13	Hassal Green	Delamere Station (A.T.B.)
Dec 20	Christmas Dinner Run (Presidents Run)	Byley Village Hall
Dec 27	Impromptu	Impromptu
Jan 3	Bosley (Harrington Arms)	Hassall Green
Jan 10	Rushup Edge	Quarford
Jan 17	Beeston	Beeston
Jan 24	Astbury	Meerbrook
Jan 31	Hayfield	Astbury

All runs start at Rachams opposite Altrincham bus station. Touring Section leave at 9.30,
Half-Day Section leave at 9.00am.

PLEASE WEAR MUDGUARDS AND HAVE A REAR MUDGUARD EXTENSION/FLAP