

SEAMAG

X MARCH 1979 X

S E A M A G

CONTENTS

News and Comment		Page 2.
Early Training Pays off	A. Heggs	Page 3.
"1978"	Doug Coombes	Page 4.
1979 Llangollen Thrash	A. Christer	Page 5.
Audax United Kingdom	Bob Hill	Page 6.
"When I Joined The Section"	'Joe'	Page 7.
Dogs and Cyclists	AJ Thorlby	Page 8.
Know Your Committee		Page 9.

<u>PRESIDENT</u>	<u>CHAIRMAN</u>
G.R. Davies 37 Ash Grove Timperley Cheshire 061 980 7622	K. Stacey 15 Woodhouse Lane Sale Cheshire 061 973 2404

NEWS AND COMMENT

Have you noticed how there seems to be less people attending clubnight on the very Fridays when we have a slide show? Should one presume that Seamons members don't like slide shows?

And the canteen takings are down by 50% on those nights.

Apologies are due to all of you who had a copy of last months issue - stapled up wrongly. This is an example of the slipshod way of life and an uncaring attitude to any piece of activity, so prevalent among "modern" youngsters.

On the other hand there are the better ones. Andrew Wendeler and Neville Haughton have more than once volunteered to brew up in the canteen on Fridays. - and they take twice as much cash - thanks lads.

Roy Vernon, (of R.Vernon Cycles in Timperley) came up the other Friday evening. He had been promising to do so, and at last we were able to welcome him. We are also grateful that he will help out physically if and when required. AJ has already booked him for the Turn at Sandiway in the Open 50.....

Mathew Gleave wanted to know whether he had missed an issue of Seamag - Hooray, someone is reading it!

Andrew Jamieson, at the last committee meeting, grumbled that the "juniors" wanted a Disco. He was told to work out details and come up with a viable proposition to get the backing of the committee. He was also surprised to find that AJ had already made overtures to obtain the services of a competent D.J.

Anyway Andrew has now got the idea moving and it is up to you "juniors" to show some action in backing him up.

EASTER SATURDAY 14th APRIL SEAMONS MOSS CENTRE;

Bob Richardson, our 'Runs Sec' has got things moving and there are clubruns going out on Sundays - touring runs not training runs - Though its early days yet to draw conclusions. nonetheless it looks quite successful. Competitions are planned, usual contest that is, ie 50 in 4 and 100 in 8 reliability rides. Treasure hunt etc. But this all depends on the 'team' of leaders. He also stressed that the front pair of riders must look around them frequently - and so not lose anyone.

At this the first committee meeting of the new year, Chris Kay gave his resignation as P.R.O. Therefore we are wanting someone to step into this breach. Its an important job, a necessary task and quite rewarding, according to the amount of effort put into it. We don't quite expect the same high standard achieved by Rob

McPartland (although we would like that) but we do need someone to maintain contact with what is being done by anyone and everyone in our club, to write it up in a readable piece of prose and to get it into the local papers. Anyone willing.....

66666666666666666666

Early Training Pays Off.

Alan Hegg.

o Saturday 10th March. Snow early in the morning. What a thought. Nonetheless it was the day of the West Pennine road race. I had entered this, on the Holcombe Brook circuit.

It was somewhat hilly and we had to do two laps of 18 miles. Quite a few packed on the first lap. There were strong winds and it felt as though more snow would come.

There was a sprint for the prime on the first lap and then they all sat up on their bars...so I went off the front and was joined by Tim Schools. At the prime on the 2nd lap we were 1min 20secs up on the rest and I won the prime prize.

The road turned into the wind over the moors and it was tough. We increased the lead and nobody took chase. Then near the end Tim's legs just buckled and I won the event by 2.1/2 mins over the rest of the field.

A pleasing result. Its many years since a Seamons rider won a road race. And anyway there was an Onyx lighter, bottle sherry, bottle Bacardi and a training tub - yes, well worth the early training in the new year.

But then there was the next day, Sunday, and the GS Strada Lutz 2-up team time trial.

This all came about because Jim Parry of VC Ventoux and I were both short-listed for the GB team timetrials squad. Paul Lingwood, ex Seamons member, phoned AJ Thorlby to say that Jim Parry was inviting me to ride with him.

We decided to get to know each other and what better way than by racing together. I had never ridden with someone of his calibre, a superb rider. We did a 100 miles on the preceding Wednesday, meeting half way to Stafford and going on to Whitchurch.

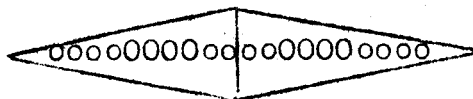
Anyway on the Sunday AJ took me down to the start at Stone on the A34. A wet day, with continual rain so we got soaked. The wind was against us - both ways - and I was playing 2nd fiddle to Jim, being a bit weak on the up-slopes on the way back.

Still we managed a 59-26, 3rd place overall and received a tracksuit top for the fastest composite team. Naturally we were disappointed at not being faster but perhaps it was due somewhat to the previous days efforts.

For the future I intend riding more road races since it is necessary to get 15 points in placings to become a 2nd cat rider. Then, of course, we have to see how it goes with the team time trial squad.

March 31st - 3 up Saracen RC event.

April 8th - 4 up Coventry Road club event.



"1978"

by Doug Coombes.
(BCF Team Soigneur.)

Since being accepted onto the BCF list of international team officials in 1975, it became that last year was the busiest yet.

In February came an invitation to accompany the G.B. squad to a training camp on Majorca, organised by Falcon Cycles. It was an excellent fortnight in the sun which, whilst being of hard work, did not have the pressure that usually accompanies the stage races. During the two weeks I received a lot of valuable help and advice from Barry Hoban, our top pro-rider. I also gave a lecture to the camp inmates on pre-race and after-race massage and general sports massage techniques.

April came and I went with the same squad to the Grande Prix Della Liberazione and the Grande Prix Della Regione - in Italy. The former is a single day criterium in Rome, which was watched by thousands of people. 277 riders started the race. Bob Downs, the previous years winner, was treated like a super-star with newspaper and TV queuing up for interviews.

The Della Regione was a stage race including some unbelievable mountain passes. During this race we passed by a smartly dressed greying man out on a clubrun surrounded by kids and adults on bikes. Our interpreter told us it was Franco Bitossi.

With the advent of July I was on the Scottish Milk Race - for the third time. It was an opportunity to work with the legendary Willi Moore as my team manager. Willi really is a great boost to team morale and I couldn't fail to learn a lot whilst working with him.

My greatest honour yet came about when I went with the G.B. amateur road team to the World Champs. at Cologne and Adenau in West Germany. It was an unforgettable experience. The Nurburgring circuit is literally terrifying. Our lads didn't really have a chance.

The team time trial gave me an opportunity to watch four "mediocre" Dutch road-men knit into a superlative unit which proved unbeatable on the day. The precision and confidence with which they ride is something a time-triallist should see. As one person put it, "A white-helmeted, orange-vested, well-oiled machine."

The pro-road race brought an opportunity for a chat with Barry Hoban and to meet our good friend Paul Sherwen, who in three years has changed from an ordinary clubman into an international star.

I hope 1979 proves as hectic and as interesting.....



Once before when I was a young 16 yrs I had started on this annual ride, had jumped off the front very early on, and had got slaughtered. So I was determined to get there this year.

At 9.30am Keith Stacey hadn't arrived, He had said don't wait for anyone but go - so we went. But he soon caught us up.

Strangely enough the Altri Road Club came out with us too. Malc Baxter, Ian Dutton etc. From our club was Colin Mcandry, Richard Collier, Mike Chapman etc and Phil Leonard who used to come out on my runs last year. Basically it was just like a club-run. We were just riding side by side. There was a cross wind going out, so I hid in the bunch for shelter.

Then when it did start, at Marford after the Chester Bypass, I got dropped on a climb, got on Colin's wheel, relieved him and changed again. Then we moved out to let Ian Holmes come through. But he went racing off the front. So we got on his wheel and managed to catch Keith Stacey and Mike, Richard and the Alti lads.

At the bypass at Ruabon, Keith told me off for messing about and not doing my bit, so I came through and worked. There were only a few of us left. So Ian came through and jumped off the front again - then got shot off the back. Idiot. We were finding it hard, and Keith went off the back at that point.

There was only me, Richard and Mike. We had dropped the Alti riders but they came up again. I was beginning to get warnings of cramp. Then there was a diversion where they were taking a bridge down - and we ended up going through a park! and back on to the road.

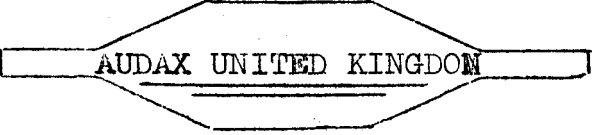
We moved off together and I was very tired. Being on Mike's back wheel and not concentrating correctly, our wheels touched. He didn't like that. But it was my fault and I was getting cramp despite salt tablets.

The Prime came up, and they went off and I tried to go with them but.....

Ah well we had got there.

They went to one cafe and I went to what I thought was a cafe. Needing a wash I went in and upstairs; everyone in the shop was laughing. There were all signs on the doors 'mum's room, dad's room' etc. So I just utilised the toilet, got lost and walked back out, waited for the other lot and went to another cafe.

The return journey was through Bangor, Malpas etc with fast speed and constant attacks. Tea at Tarporley and a fast ride home.


 AUDAX UNITED KINGDOM

BOB HILL

On Saturday Feb. 18th I found myself at the Windy Ridge Cafe, at Kelsall, just before dawn - about to start on a 200km (125miles) reliability trial.

The journey started at 7.15am in the company of several other riders. It was a cold day but otherwise fair and with good road conditions. The first checkpoint was at Knutsford (18½miles) and this was done at a steady pace in 63 mins. But then on the next stage to Chelford one rider punctured and another stopped to help him.

Through Holmes Chapel and then to Congleton where I collected a puncture. It was pleasing that three Weaver Valley riders stopped with me and so we were able to continue to the first Control, at Sandbach.

About 8 riders in our group set out from Sandbach to Nantwich Blackbrook, Madeley Heath and Woore. But now we were down to 5 riders and Bob Metcalfe of the Weaver Valley got three punctures in a short distance.

A total of four punctures had the effect of putting my own 10hour schedule about one hour behind - and also one hour longer away from the grub at Whitchurch, Control No.2. But before getting there I suffered an attack of 'hunger knock' and dropped behind the others to devour a mars bar and glucose drink. Recovering quickly I caught up with the others at Whitchurch.

Only 41 miles to go - through Broxton, Holt, Wrexham and Chester - to arrive back at Kelsall 10hrs 55mins after starting.

HOW ABOUT MORE SEAMONS MEMBERS RIDING THE NEXT - 300Km.

WHAT IS A.U.K. (Extract from CTC Gazette.)

The aim of "Audax United Kingdom" is to encourage greater participation by British cyclists in Continental-style Randonnees (long distance reliability rides.)

Most people need an incentive to do things and AUK tries to provide this by the award of medallions, and through its Competitions. The Challenge Competition, for instance, is based on the simple formula of collecting a point for one's club, one's DA or oneself for each 100km of successfully completed randonnee. The rider must finish within the time allowance, but can proceed at his own pace. He may stop for food or rest wherever he wishes, may cycle alone or in company, but must never fall behind the basic average speed of 9.375mph.

The Competition for the Sir Hubert Opperman Cup is confined to the 600km Windsor-Chester-Windsor event. The ultimate for all is the 1230km Paris-Brest-Paris on Sept 3rd or 4th. But a cyclist must have completed randonnees of 200, 300, 400 & 600Km by June.

When I Joined The Section

"Joe"

One Sunday early in March many years ago, I rode up to the start for my first run with the Section. I had already done a fair amount of cycling and had been a CTC member for some years. I didn't doubt my ability to hold my own with the Section. After all was it not clear from what I had read in the Mag that most members were tweedy, pipe-smoking gentlemen, who looked as though they had stepped out of a Patterson sketch??

Therefore it was with some trepidation that I introduced myself to some super-fit looking young athletes. Although they were all perfectly amiable, they seemed to be thinking "this fellow doesn't look as though he will last long with us". Fortunately I had a thick skin and am thus in a position to write these reminiscences.

For the first couple of months or so I was trying to remember peoples names. Was Brian the one with the inexhaustible supply of dirty jokes? Did Peter have the penetrating Glasgow accent? Was Jim the chap who hardly ate anything. Eventually I got them all right and realised among other things, that it was Albert & Sylvie, who rode the tandem.

One Sunday at elevenes the Runs Sec casually remarked that the lunch place was closed but we could have lunch at Two Mills. This meant nothing to me since I did not know that Two Mills was nearly 30 miles away. The others knew though, and I never saw a cafe empty so quickly. Some Runs Secs might have been annoyed, but the leader that day was Mike, and 30 miles in 1.1/2 hours was just his cup-o-tea. Arthur decided to leave us but the rest of us set off and were soon down on the drops, doing our best to keep up. That was when I discovered the meaning of 'half-wheeling', as partner after partner joined Big Mike at the front and retired to the back again after a few minutes.

It would not have been so bad if Mike had looked as though he were trying, but he was sitting upright, holding the centre of his bars. I didn't know it then, but the only members who had never suffered at the hands (or legs) of Big Mike, were the New Members!!!

Harry, who had been leading a slower group behind, reported that they had come accross Jim who had said "I am not riding with those mad sods any longer". This shocked Mike, when he learned of it, since first of all it was ungentlemanly, and secondly he maintained that he "had only being doing a steady pace."

Nobody seemed upset, or unduly worried, about those who had been "dropped" and I soon learned that sympathy could not be expected for trivial misfortunes.

Nowadays I wonder.....what happened to make that Club defunct?? Don't people like cycling any more.....

(Extracted from "The Southman" March 1969.)

○

○

(C) DOGS AND CYCLISTS (C)

Some time ago there ensued some correspondence in regard to what one should or should not do when attacked by dogs when out on one's bike. Various solutions were put forward, from say friendliness (ever tried an alsation?) to giving a stentorian bellow (ever lost your voice at a dog?).....

Sad tails of dogs and dogs with tails.
Lots abound in Southern Wales.
Straight haired, smooth or shaggy mane,
They are a cyclist's bane.

Barks and growls and yelps and yowls,
Ferocious snapping of their jowls.
"Nice, nice doggie, please," I beg.
"Help geroffmyleg."

Welsh corgies, them we did outsprint.
Spaniels and terriers gave their stint.
Collies and Boxers, they had their whack.
Help...don't look back.

In the hostel, on the morn.
With duties done we weren't forlorn.
We opened door and there espied
IT. Glassy-eyed.

And so I may, on many a day,
With canine friend, kind words would say.
I do confirm they're man's best friend.
Right to the end.

oooooooo000000oooooooo000000oooooooo

LATE NEWS:

Alan Heggs won the MDTA 25km event with 37mins 27secs, although its half a minute slower than last years event. Then on Sunday he was in the Manchester Velo points race - out at Lach Dennis - and won it. He got 28 points and the person in 2nd place got 7points. He won 7 out of 8 primes. Prize was 50p per point.... It also gave him another 6 points on his licence, making it now that he only wants three more to become a 2nd cat riders.

Congratulations Alan.....