

SEA MAG

CHRISTMAS

1963

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PLACES OF INTEREST NO. 3. - (DERBYSHIRE DALES)

BY: B. Rigby.

I will begin with Chee-Dale, about the most difficult for a cyclist with an Iron in tow, and not one to be attempted in wet weather. To get to Chee-Dale take the Bakewell road out of Buxton for a few miles. On coming to a quarry on the right the path lies opposite. This path runs down through the woods to the river Wye at its entrance to Chee-Dale. Cross the Wye by the ford or the bridge, as you fancy and turn right by the cottages along the river bank. You are now in Chee-Dale and hemmed in by cliffs some 300 ft. high. There is scarcely room in places for the river and here the path resorts to stepping-stones in the river or narrow paths high on the sides of the cliffs. The river is crossed and re-crossed by narrow bridges and further down the woods are almost thick enough to be called a jungle. The Dale widens out as it approaches the road at Miller's Dale. The journey takes about 2½ hrs. but could be done in less. I do not recommend it for anyone not experienced in rough-stuff but the scenery is ample recompense for the hard work.

The next dale along the Wye is Miller's Dale, not so wild but easy going for a cycle. From Miller's Dale follow the road along the Wye to the mills. Here go through the mill-yard and along the path between the cliffs and river, this is Miller's Dale at its best. On coming again to a road, turn right and climb to Headstone Edge for the marvelous view along Miller's Dale and Monsal Dale. This is said to be the most startling view in Derbyshire. Descend again to the bottom of the hill, through the farm-yard and cross the Wye by the small bridge. Follow Monsal Dale by a fair path to regain the Buxton-Bakewell main road. Monsal Dale is much the widest of the three dales and is very wooded on its sloping sides where it shows signs of lead-mining.

S E A M A G .

VOLUME 1. No 10.

CHRISTMAS 1963.

The 10th and last Seamag for 1963 ! The sub-committee who have produced this throughout the year, take this opportunity of wishing you a merry Christmas, and the best of everything for the coming year, whether on the bike or off it.

Don't forget the Club Christmas party of Friday Dec 20th (see Keith Stacey.) Also don't forget the Club Cyclo Cross promotion on Sunday 22nd December (see Bob Davies).

The Annual General Meeting of the Club will be on Friday 10th Jan 1964. Don Andrews will put on the board a list of committee posts for your nominations. Don Andrews, and Arthur Thorlby have intimated they don't wish to be re-elected this time.

There were 90 people at the Annual Dinner, and though the meal was considered not up to standard, the evening was a great success. It is a pity there was a financial loss of £1 12 0

Keith Stacey is also going to see whether he can arrange a New Year Dinner Run, on a Sunday in January. Possibly it may be to Rainow.

Our Club was represented at the Centre's A.G.M. in November. And now Bob Davies has been elected to sit in at the Centre's Council Meetings during next year.

It has been agreed to start an insurance scheme for those taking part in official club runs, and who wish to join the scheme. More details can be supplied by Brian Gibson

There is to be a Members Party at the Centre in January - Seamons Cyclists are expected to take part.

CYCLING IN WINTER - BY: A.J. THORLBY.

During the winter months one sees more cyclists than ever, out riding for the sheer fun of it. The popularity of the "Cyclo-Cross" and the "Christman 25" have done much to dispel the hibernating habitude of club lads of the past.

Using adequate, and sensible, clothing, equipment and "iron" one can obtain much and varied pleasure from being a wheel in the season of cold weather, short days and dark evenings. Naturally ones activities are curbed somewhat; mile-eating becomes well-nigh impossible.

Nevertheless there is a certain satisfaction to be gained from a run over the hills of say "Standing Stones" in the watery sunlight and look behind at the smoke pall that is Manchester. Or the mad feeling of delight at riding along a country lane in thick black smog, not knowing which side of the road you are on, and ending up in anywhere but where you desired. And the howls of laughter at the sight of the other person's face, covered in black droplets of water, lined with rivulets, trickling down the cheeks.

Ignoring the sub-zero temperatures, last winter was a cyclists paradise. The Wayside Cafe at Whaley Bridge was a welcome every week during January, when we couldn't get any further. The track alongside Fernilee Reservoir was 18 inches deep in snow and took an hour to traverse one mile. During one of the numerous falls I broke my thermos.

The A.6 up Long Hill was only 10 ft. wide, and then the track down into the Goyt Valley was "out of this world" - frozen 15 ft. snow drifts admirable for skiing with the bike - ice skating on the pond, and a snowball-rolling contest - walking across the reservoir and climbing the gigantic slabs of ice - riding in shirt sleeves in wintry sunshine.

Then tea-time, and a change of socks; sometimes one's jeans also; then a wipe down with a towel, don an extra sweater and the ride home, to the strains of Green Grow the Rushes etc.,

We found that bob-hats and especially anoraks with hoods were a boon, although it is better to have a zip fastener right down the front of the anorak. For the hands try one or more pairs of good strong large gloves, or perhaps one-finger mittens.

For club cyclists correct, continuously-maintained lightweight equipment is necessary. Too often have tempers become frayed, through have to wait for someone to fix his lights, a faulty switch or a dud battery. "I only bought it new at Easter!" or "It should light, I put it in the oven last night!" These are useless attitudes and have caused lads in our club to be left behind on two occasions.

For the same reason, the riding of "hack-irons" is decidedly "out," especially with worn-out, slack chains and bald tyres. For the tyres a good solid tread is needed; and a tin of oil for the chain is a handy item to combat icing-up of the transmission.

On the subject of machines it has become common for everyone to change over to a fixed-wheel for the season. This is because a rider can retain a greater degree of control when riding over ice or snow covered roads, not to mention the quicker reaction of braking.

We start our Sunday runs later, meeting at 10.0 a.m. instead of 9.0 a.m. We did try to abandon the idea of the "elevenses" stop, last January, but soon found that the break was necessary. Our younger members, who have only joined us this summer, will have to quickly learn that the 10 minutes lunch and 10 minutes tea-time will have to become the normal hour again.

One last point, the feet are the most vulnerable to cold of all the human appendages. Therefore, wear warm woollen socks of dark colour (they don't show the dirt) and strong, stout loosely fitting shoes (but not slack) and at pre-determined hills get off and walk; the only successful method of warming the feet.....

Happy Winter Cycling.

GIVING UP RACING

BY: UNKNOWN AUTHOR.

So this was it. Jim felt very nostalgic as he tied the number to his back. The last race of his career. Well he wouldn't see thirty again, every dog has its day and he had had his. Sizes was the best he could muster for a ten and, now thinking about it he was looking forward to retiring. No more aching lungs and throbbing heart, the joy of coming in the first five (Jim had never won a race), all that was to be put behind him. Laughingly he thought that today he wouldn't mind coming in the first twenty. Oh! he would still do a little touring and there was always a place for him on the committee, his place. As chairman he would never lose touch with the club, the boys or racing. He even enjoyed the lazy, relaxed way that he could overtake cyclists by a soft touch on the accelerator of his car. All for the best he thought. He was fifteenth off seven minutes after the first man.

The seven minutes soon passed and as Jim pulled his gloves around his fingers for the last time he felt a queer feeling in the back of his throat. Funny he didn't often feel like that, silly old devil, he mused.

Away he went down the hill, the aid pulling at his vest, whistling passed his ears and through his hair. The grass was clean and a weak sun shone as it does in late September. Three minutes later he had overtaken two men. Proudly Jim shot on striving to catch his next man. It can't be sympathy he thought, they don't know about my quitting the game. Over the railway bridge Jim caught sight of twelve and eleven fighting to leave each other. Here goes Jim shouted aloud, I'll catch

them by surprise and went away up the steep Winders Hill. He passed number five who had got tyre trouble. That's him finished for to-day reasoned Jim, eight men to go.

He would have been satisfied to keep that position but he wanted to do well as it was his last race. He was looking round to see if he was being tailed when out of the corner of his eye he thought he saw something moving. Yes! he was sure of it, a bird or a rabbit. Whatever it was it was in trouble. Jim had always loved animals and could never see one in pain without trying to help it. Now here he was pulling at his brakes, throwing away a race. Why, because he THOUGHT he had seen - well what?

Nevertheless he walked back, numbers eleven and twelve flying passed him as he did and peered over the hedge into the field. Yes it was a rabbit and in a gin trap at that. It looked even more frightened as Jim clambered through the hedge. It's ears were back and it's eyes looked very big to Jim. Grabbing a stout piece of wood he threw the claws of the trap back and picked up the little fellow. He had a nasty gash on his hind leg but he could heal it and would live many more days. He wasn't too sure of his steps as he ran away over the field. He had gone about fifty yards when he turned round, stood on his hind legs and looked at Jim for about ten seconds.

Jim felt very good, he had lost a race, but he had saved a life. As he rode slowly back to the finish he thought to himself just one more season after all, that race has still to be won.

"NON-RACING" SECTION NOTES - BY: A.J. THORLEY

Rules of conduct have been given to each member so that everyone will know what is expected of him.

The first run was a weekend to Barley Y.H. Now all Sunday runs will start at 10.0 a.m. during the winter. We will usually try to arrange a stop for "elevenses" but it is wise to carry a flask of coffee as the weather gets colder. Dinner and tea stops will last an hour each, not the ten minute breaks of last summer.

Naturally, with a later start and bad weather, we cannot travel a long way, but now is the time to enjoy the places near at hand. If everyone will act as a Group, then an enjoyable ride can be had by all.

THE BEST CLUBMAN COMPETITION started last week. If you are interested in winning the cup, then start attending the official club runs (the same applies to the racing-section!) Friday meetings and Road Safety Classes etc. Rivalry and opposition will be keener this year.

THE TOURIST TROPHY shield is awarded to the section member with the highest aggregate number of points in all the various competitions throughout the year.

We are arranging an EASTER TOUR (March 26th to 30th) next year, to the Yorkshire coast and back. Cost approximately £4. Brian Gibson wants your booking fees by the end of November please!

Anyone else interested in POTTERING around the Rheinland (Germany) for two weeks next July, with Brian Gibson, Pete Gay and myself.

Membership of the Group numbers 13 and still rising.

FOOTBALL BUSTER 1963/64 - BY: JOHN FIRTH

RESULTS OF FIRST CYCLE (18th OCTOBER)

Total Money Collected £4. 2. 6.

FIRST PRIZE (12/3d. each) (Tony Hewitt
(John Gothard
(Humph Martin
(Arthur Thorlby

BOOBY PRIZE (8/6d. each) J.K.Pardoe.

Amount to Club Funds £1. 5. 0.

The cost is 6d. per week per share and all members can hold more than one share.

SEASON'S END - BY: SIR J.L.

It is always a good feeling after you have ridden your last serious of the year, and all look forward to the "SOCH!" However, the feet will soon start to twitch and the racing addict starts to think

This is the time of "weighing up!" What have we achieved and what should we aim for. In terms of pure fact the season provided eight open wins, fourteen placings, three team wins and three handicap awards for the club. Keith Stacey in taking the Junior Championships and B.A.R., with a new record speed in both (25 m.p.h. plus) broke the "10" and "25" mile records, which are now 22.44 and 56.48 respectively, also taking the club Championships at these distances. Jim Boydell took the "50" and Hill Climb awards, Bob Davies the "100" and club B.A.R., Mal Judge becomes "club Champion" whilst Mike Newhall is the new half day champion and Syd McMullen is the "allday king" The club team record for "25" miles is now down to 2.56.38 when we had three club lads "inside" on the same night for the first time in the clubs history. That same night also saw a new club trike "25" record from Johnny Pardoe who turned in 1.5.19. Johnny finished second in the National Trike B.A.R. this season, (maintaining the clubs good record in this competition). In October as many people know Johnny attacked the Edinburgh - York trike record and although dogged by bad luck chipped 1 min. 46 seconds off the old record. Unfortunately only two weeks later this was beaten by the former record holder who with a good tail wind and warm conditions knocked a further fifteen minutes off. Johnny still thinks the record is within his capabilities though and is thinking ahead of next year.

The Road Race Championship this year had no fewer than seven people taking part in road races and Johnny Coles emerging as the winner.

On the promoting side, all our events went smoothly and efficiently, and we are extending our calendar this year to add a "cycle-cross" in December and an open "25" in September 1964. The "50" is on the same weekend as last year and the road race early in April, but here we are thinking of a new course around the Altrincham area.

CYCLO-CROSS

There is speculation as to when this winter time branch of our sport began. Some would say in the thirties. But the start can be traced even further, to when the Army formed cycling platoons to enable soldiers to get about quietly and quickly. They cycled not only on roads but across country. This naturally led to competition in this field; or cyclo-cross, at a time when the Army frowned of sporting activities for soldiers.

Some clubs held "Rough Stuff Time Trials," although Seamon's have always kept "time" out of their events. A few events are still run today under R.T.T.C. rules, and lead to differences between the R.T.T.C. and B.C.A., as to when a Time Trial becomes a Cyclo-cross race. "Rough Stuff" events were mainly in the south, whilst in the north it was "Cyclists versus Harriers!" Seamon's always rode against Sale Harriers until two years ago, winning most years!

But just prior to the Second World War was held the first World Cyclo-cross Championship, although there's no record of a British team competing. In Canada, too, events were held, during the sweltering summer! Preferable to the 20° below of winter!

Today Cyclo-cross racing is highly organised - and specialised. Riders use machines and the latest equipment produced for them by the manufacturers. No heavy rims and tyres for them. Other racing cyclists are having a go now, as it keeps them fit through the winter.

The sport enters its tenth year this season under the auspices of the British Cyclo-Cross Association and last season saw a good performance from the British entry at Calais in the World Championships.

Coming down to club level, Seamon's Cyclo-cross event is on Sunday, 22nd December.

Meet the Newcomers (No.2.)

Harry Dutton. 13 $\frac{3}{4}$ yrs, small in height but heavily built, has dark hair. A pupil at Altrincham Grammar school, he rides a light blue Fiorelli and lives behind Grove Lane (Hale) He is the son of former tandem cyclists and a Pyramid CC member. Interested in swimming with the "Centre" - plays football for the school - keen member of the local scouts - passed Road Safety test at 10 yrs. He is a keen and valuable club member (now joined).

Ian Bevis. 14 years, a pupil at Lymm Grammar school he lives at Agden Brow, is heavily built, tall with fair but long hair - he pushes a Raleigh Blue Streak and is quite a keen member (potential)

John Young. 20 years - rides a green Viking - former member of Royal Oak C.C. also former County Express photographer but now a free-lance. Quiet mannered, he has helped us with publicity a lot in the past year, and we are glad he has now joined us.

Maurice Webb. 15 years, also a pupil at Lymm Grammar school. He is tall wears glasses and is very quiet mannered - rides a too small lime green Falcon, and lives near Lymm - a good potential member.

Philip Johnson. 14 $\frac{1}{2}$ years Altrincham Grammar pupil - has long fair hair and rides a white Reg Harris - lives on Grange Estate and is son of a former Warrington R.C. member - first came with us in the summer then became mixed up with the trouble-makers - could become now a useful addition to our membership.

Charles Turner. 13 $\frac{1}{2}$ Altrincham Grammar pupil - very, very quiet, has much bushy blond hair - lives in Timperley (next to Pete Gay) rides a scratched white Viking - only mildly interested in Seamons as yet - but is in same "gang" as Harry Dutton (mentioned above) could also become a useful member.

