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# THE WHEELER

## Autumn 2015







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Please send all articles (typed or hand written) and pictures for *The Wheeler* to one of the above contacts. Items will be returned promptly after copying if requested.

**Front cover photo:** Katie Price on the Club 30 TT

**Photographer:** Maurice Tudor

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## PRESIDENT'S INTRODUCTION

### Welcome to all cyclists

The Club membership now stands at 218 members

The Club Committee meet on the first Wednesday of each month and discuss forthcoming events i.e. Club BBQ, Come and Try It, Time trials, Open 25, any issues that arise and keep a check on finances. As well as the committee the club has volunteers that are interested in cycling and support us to run our events calendar. If you are interested in contributing in any way to the running of The Hereford Wheelers Cycling Club please do not hesitate to contact any member of the committee – myself, Chris Hughes, my wife Sue, Bill Berry, Chairman, Katie Price, Secretary, Racing Secretary Alex Haines, Jon Tetley, Valerie Hurrell, Jim Dicken etc.

Hope you all enjoyed the 2015 TT race season which drew to a close with the Hill Climb at Pencombe. Having so many class riders participate from the varied clubs now in the County saw several course records go but these do not affect the Wheeler Club member records. The Club Dinner, being organised by Valerie Hurrell, will be an opportunity for members to congratulate winners and if you are not a winner, a chance to catch up with club members. See separate notification by Valerie. Genuine thanks are extended to all the Officials and Helpers at each of the evening races without whom we couldn't have run such a successful season.

With winter approaching there are lots of options for club members to get fit during the darker months:

- Sunday Training Rides (0915hrs) with Chris Hughes will start at the end of October, and will follow the same format as previous years. These Long steady distance routes start with around 30-40-mile social rides in October, finishing with more intense 60-70 miles in March. Coffee stops before Xmas. These rides are initially steady around 15-17mph in October but as your fitness builds and coffee stops cease the group average speed will increase. Full details are on the Wheelers Website – **[www.herefordwheelers.com](http://www.herefordwheelers.com)**
- Sunday Brisk Club Run (0930hrs) with Andy Hurrell on Sundays – list of coffee stops on website and further details on Facebook each week.
- Turbo Training at Sutton St. Nicholas School will start on Thursday evening 24<sup>th</sup> September at 6.45pm. These are organised by Stu McFarlane and Bill Berry. Bring your bike and your turbo, tea, coffee and biscuits are free. The cost per session is still £2 and we are hoping there will be the usual visits from the massage students from the college. See you there!
- 

If the thought of all that training makes you hungry come along to the Quiz and Chips night at the Rowing Club on October 21<sup>st</sup>.

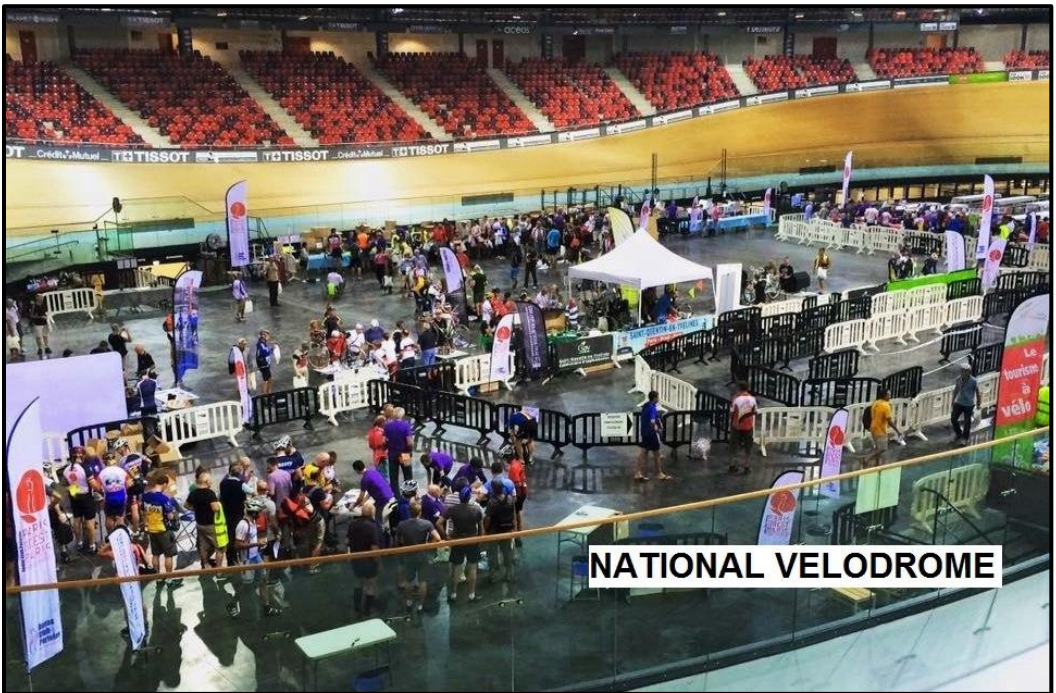
Happy cycling – and have you got your lights ready for the shorter winter days?



### PBP – Towards the Ocean

Paris-Brest-Paris is the most famous long distance randonnee and has an illustrious history. The first edition dates back to 1891 when a Parisian newspaper promoted a 1,200km race from Paris to Brest and back to demonstrate the practicality of the bicycle. 100 riders finished and the event was deemed such a success it was decided to hold it every 10 years. This race for professionals and amateurs continued until 1956 when enthusiasm waned and it evolved into a Randonneur Audax event then held every 4 years since. The simple premise to ride 1,200km in a time limit of 90hrs has proved a huge attraction and numbers continue to grow with >5,000 starters now commonplace. August 2015 saw the holding of the 18<sup>th</sup> Paris Brest Paris Randonneur, and my first attempt! (ref; A Short History of PBP, 1999, Bill Bryant)

To enter PBP, Audax Club Parisien stipulate riders must have completed a Super Randonneur series of 200/300/400/600 BRM Audax rides in the current season. Not a bad idea, as this also forms the basis for your training rides and is a valuable opportunity to test out equipment, eating schedules and sleeping patterns on such long brevets. As such my spring audaxes this year became qualifying rides for PBP. Successful completion of the Cambrian 200, Elennyd 300, Brevet Cymru 400 and Bryan Chapman Memorial 600km events meant I could enter when registration opened.



There are three categories of riders on PBP, all with different time limits. The 'Vedettes' are the semi-pro and faster riders, set a limit of 80hrs they go off first. These riders often

have a support vehicle follow them around the controls for F1 style pit stops! The 'Touristes' form the bulk of the field with a 90hr limit and is marketed as best for first timers and set off in the evening. Then the 'Randonneurs' have a limit of 84hrs for experienced distance riders and start early Monday morning. Early on I'd made the choice to start in the first group of the 90hr group, in the hope of joining some faster pelotons to lessen my efforts for the first few stages. Having ridden Mille Cymru last year I was able to pre-register early to select an optimal start group.

After a summer full of riding I reached the start line with strong but well rested legs having achieved all my early season targets. Most importantly I had maximised sleep on the week before the start and key parts of the bike had been serviced. Registration was on Saturday the 15th of August, so I jumped onto the ferry over to France and headed to Paris. The HQ for the duration of the event was the National Velodrome in St Quentin-en-Yvelines near Versailles, which really added to the sense of grandeur around this



ride. Some 5,000 riders and their supporters were milling around chatting and meeting old friends. One of the best things about these international events is the diversity of riders and machines on show. Steel, Titanium, Carbon framed solos, tandems, velomobiles, triplets and recumbents were all spotted! My own steed is now well honed for long distance Brevets, a Ti frame for comfort and with a nod to durability throughout. A very well dialled position is the key to comfort, particularly at contact points. Collection of my brevet card and bike check done, I headed to a b & b some 30km from the start. This proved perfect as I had a good meal and plenty of rest on the day leading up to the start. It also gave great opportunity for final bike fettling and frame badge fitment.

One of the unusual things about PBP compared with other >1,000km brevets I've ridden was the evening start time, meaning a requirement to ride straight through the first night. As a new experience this provided the only apprehension going to the start pen at 5.15pm on Sunday afternoon. I'd been pre-warned that the first 20km of PBP are



a bit crazy. But in truth it wasn't too bad and the moto-outriders marshalled the hundred riders in my 'G' group strictly. Some riders lost luggage on the road furniture in the first 10km, but thankfully I only saw one crash. I'd managed to find a fellow AUK acquaintance in my start group so we spent the early miles catching up and staying out of trouble! It was quite magical cycling through crowds of supporters who were lining the route at this point.

On the first small hill it quickly became apparent that I was at the quick end of this group, so along with a Texan rider on a fixed gear bike we went off the front and rode well together till the first control point at 140km. It was a relief to finally get into the ride and the perfect conditions led to a strong start, getting to Mortagne ahead of my ride schedule. The hills of the Perche providing enough gradients to stretch the legs!

After a quick baguette and coke, I headed out into the night for an 80km stretch to Villaines, into a slight headwind. I spent this stage alongside the many 'specials' that'd started just before my group. Wow velomobiles can go fast downhill! I reached the



220km control in the early hours and after a bowl (I'm not kidding!) of coffee and few croissants pushed on to Fougères. This stage was gently undulating, with long but low graded climbs typical of northern France. Bizarrely I found myself completely alone on these roads for an hour or so! Frustratingly I had gone off faster than the Touristes but hadn't managed to bridge to any usable groups of Vedettes. Although the entire route is well signed, I actually turned on my garmin track just to check I hadn't gone off route! The last few kilometres into Fougères I got the first pangs of sleepiness, so I took some time at this control (too long in hindsight!) for a bigger feed and a refresh! Lasagne for breakfast was delightful!! A lot of people talk about the congestion and queues at the controls which can take up all your time, but in my experience starting early and riding faster than average put me well ahead of the bulge of the field.

The dawn of the first morning revitalised the legs and mind and I made good time across the rolling roads of rural Normandy through the Tinteniac stop and onto Loudeac. It was starting to warm up now and I made a classic error of overheating, which necessitated a roadside stop at one of the many village stands serving free crepes! The French really love their cycling and the roadside support is palpable throughout, many village squares have PBP parties, even in the remote hamlets people young and old were sitting outside

their houses, playing cards or eating lunch to cheer riders through. It was good fun 'checking' (*translation; Hi-Five*) the kids by the roadside! Loudeac was the 450km mark and whilst the legs were feeling great, unfortunately I suffered with some gastro trouble. This meant a quick dash to a pharmacy for some Imodium! A couple of hours later (see the dip on the position graph) when things were a bit more settled, I set off for the lumpy bit of the route towards the ocean.

A lot of randonneurs find riding hills difficult, but I'm the converse. These roads felt like being back in Wales or Devon and as such riding them hard I find more rewarding. This was also the most dramatic scenery on the route, with pretty villages, endless forests and great vistas. The field was really quite strung out by now so it was solo riding all the way. Through the secret control stop at St Nicholas and then onto Carhaix. Leaving here at 18:30 with 100km to Brest and the turnaround at halfway point meant I might just get to see the iconic suspension bridge in daylight! Shortly after I encountered the sobering sight of the lead peloton of riders heading back the other way, some 200km in front. These riders would go on to achieve a finish time of ~43 hours! A long slog of a climb up through dense forests to the Roc'h Trevezel at 400m was the high point of the entire ride and from there a fast 40km gradual descent to Brest ensued catching the bridge at sunset.



For safety reasons I had planned to sleep in Brest, but arrived ahead of my schedule. So took the opportunity to have a long hot shower and then 3 hours of uninterrupted sleep in the control which was a school dormitory. Again being ahead of the main field meant no long queues thankfully. At 3am I was politely woken and set off for the journey back, always a good psychological barrier to break through on a super brevet. As this is virtually an out-back route the roads and climbs were all familiar, though the drag back up the Roc'h was in thick damp fog so somewhat spoiled the view. What was most remarkable now was the endless stream of riders heading the other way, I guess 4,000



riders were still heading outbound. I'd never realised how blinding modern LED bike lights really are. Off the top of the Roc'h visibility was down to 10 metres or less so it was a fairly sedate descent with safety in mind. At the next control just before sunrise it was pure carnage, with outbound riders still streaming in and meeting the returning riders head on. There were long queues for food here, but in need of caffeine I stuck it out and maybe cost me an hour of time. As it turned out there was a second secret control 20km further on which would've avoided the delay.

The next stage was Audax riding at its most glorious, early morning fog lifted slowly to reveal the steep valleys and hills. I find that riding these events puts you in unfamiliar places at unusual times of the day and gives a very unique perspective on the landscapes. A lot of Asian riders really struggled with the temperatures on this morning and abandoned, but for a Brit it was virtually perfect. In fact I was still seeing outbound riders all the way back to Loudeac, some 300km behind. The next few stages presented the first real opportunity to work in the famous PBP pelotons as riders of similar speeds came together on the roads, these were mostly well-slept Vedettes working to a time limit of 80hours. On the way to Tinteniach I joined a group of 10 riders with different nationalities, including Swedish, American, Spanish, French, German, and Italian. All with a common goal, the bunch riding was good fun and well structured. This really reflected in the riding speed for this stage. For the following stage I teamed up with two Greek riders who spoke no English, but it was easy enough to get some through and off going with sign language! Fougères is quite a big town and arriving in rush hour put us in sudden direct conflict with heavy traffic, really the first occasion on the ride and which took extra concentration with 900km in the legs and head! At most junctions on PBP drivers would routinely stop, get out and clap you through with shouts of encouragement, how novel! Riding efficiently during the day had meant I could now get through the long and lumpy next stage before nightfall, when speeds naturally drop.

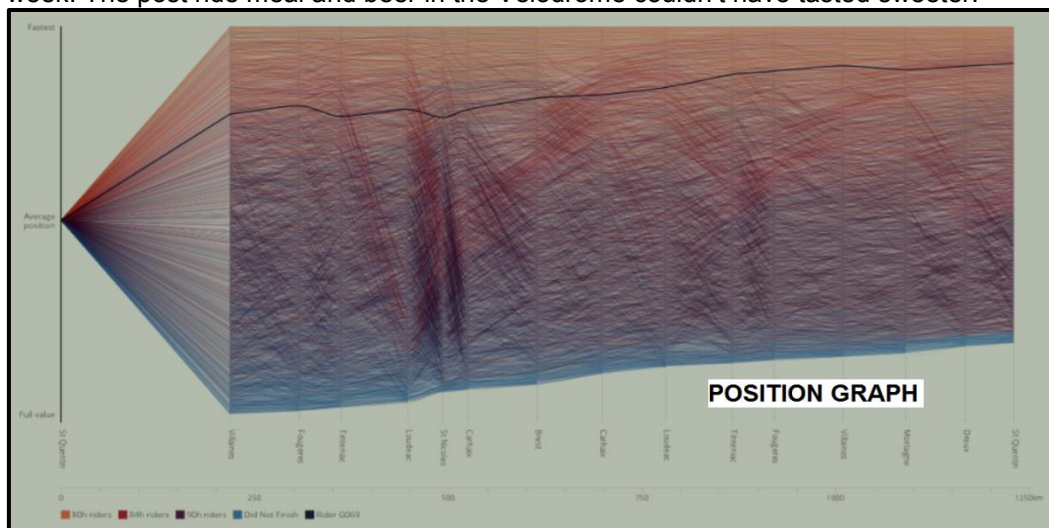


A very wise  
Seattle  
Randonneur  
once told me  
on these  
events to  
sleep early,  
as this helps  
to avoid bed  
queues and  
avoids the  
potential  
catastrophic  
eventuality of  
falling asleep

on the bike or by the roadside (I was starting to see riders flaked out on the verges by now!). As such approaching the next control at the 1,000km mark I faced a decision. It was only 10pm, but trying to push on to the next control would put me on the road for another 3 hours. So I decided to get another 3 hours sleep before finishing the ride the next morning. I must've looked horrendous as a 7-year-old volunteer French lad even

helped to carry my tray of food to the restaurant for me and then found me a bed whilst I was eating!

I was courteously awoken at 1am and set off for the final 200km to the finish. The next three hours of the night was the only time I felt my mind (and sanity!) start to wander. I had to utilise all the tricks (chewing gum, Pro-Plus, music, singing!) I've learned to keep awake and focused! The hills of the Perche were starting to really bite tired legs now. It was still dark when I made it to Mortagne at 1,090km, aiming for a quick turnaround, but I made the fatal mistake of putting my head on the table only to wake up a long hour later. The final 100km on these rides seem to give me finish line fever and reveals hidden depths of leg strength. So the next few hours went quickly riding solo across the flat plains in a cold but cloudless sunrise and morning. There were now lots of casualties of the morning temperatures with riders either asleep by the roadside or wrapped in emergency blankets being tended to by marshals. But once through the last control at Dreux and fortified with croissants the last stage back to the velodrome was a virtual procession, for a finish time of **65hrs 50mins**, bang on my predicted schedule time. A very satisfactory performance and a fair reflection of what my legs were capable of that week. The post ride meal and beer in the Velodrome couldn't have tasted sweeter!



The provisional results showed I came home 534/6,000 overall and 28/458 of AUKs, with 47hrs riding and 18 hours off the bike. The attached graph (ref, (c) Jo Wood, 2015, giCentre, City University London) show how my overall position changed over the course of the ride. As the gradient of the position line is positive it shows how I continued to gain places all the way to the finish. The only dip was the stomach trouble which forced a couple of hours of the bike. Weather conditions were ideal with no rain, temperate days and a consistent northerly breeze which neither helped nor hindered. Mechanically the bike and kit stood up well, with only two punctures to report and no serious mechanicals. There are a few things I would do differently next time, having the conviction in my capability to ride with the 80hr Vedettes would easily bring a faster time and is certainly tempting! I would also travel lighter, as there was ample mechanical assistance and spares at each control if required.



Overall though and much more important than the performance elements and time focus, PBP is a truly marvelous experience for cyclists and supporters. Whether a 90hr touring effort taking in all the stalls and sites, or a fast blast out and back, it's a superb showcase for distance cycling and the French people themselves. The course is undulating throughout and shows off the features of northern France splendidly. I reserve a special mention though for the thousands of volunteers who give so much time and effort to host the event, it wouldn't be possible without them. Would I ride it again, absolutely! The only shame is that I'll have to wait four years!

## *Daryl Stickings*

PS; If this has raised your interest in distance riding and Audax, we will be running the Cambrian Audaxes again in spring 2016, weather and cake guaranteed. With a provisional date of Saturday 2<sup>nd</sup> April, it'd be great to have more Wheelers along. Details at <https://sites.google.com/site/thecambrianaudax/home>  
Photos reference: Ivo Miesen

PPS; As the 2015 Audax season has just finished (Oct 2014 – Sept 2015), our readership might like to know where Hereford Wheelers came in the overall Club Points table? 17<sup>th</sup>/304 <http://www.aukweb.net/results/archive/2015/clubs/> . Strong seasons from Merv, Jon and Ian really bumped us up!

## **A Few Words of Warning**

Hopefully these following words will increase the awareness of the dangers contained in the story I have to recount.

On the 31<sup>st</sup> March 2015 I had what I call 'a funny turn' resulting in the inability to speak. This occurred suddenly and without warning and although I knew what I wanted to say I could not make the words come out. All I could do was laugh, which may not be the most appropriate response. However, in about 15 minutes everything was back to what I call 'normal' with no side effects whatsoever. From this I decided that it was just a 'medical blip' and of no importance.

In fact, it was a Transient Ischemic Attack (TIA) or a Mini Stroke which sounds rather more serious.

On the 8<sup>th</sup> April I had a pre-arranged doctor's appointment for a totally unrelated matter. Nearing the end of the appointment my wife mentioned about my 'funny turn'. This really set the ball rolling and the Doctor put me on two Aspirins a day.

Before we left the surgery I had an appointment at the hospital for the 13<sup>th</sup> April to see a doctor from Birmingham who had a clinic on that day. He prescribed Statins and required me to have a CT scan on my neck which took place on 20<sup>th</sup> April and showed some build-up of plaque in my Carotid artery in my neck, reducing the blood flow to the brain. On the 27<sup>th</sup> I met the Vascular Surgeon and he outlined the risks involved in the operation, with a risk of a stroke during the operation, and the risk if I did not have the operation. He said the risk from having the operation would reduce the risk of a Stroke

from 40% to 2-3%. This did not seem bad odds to me so I gave the go ahead.

On the 30<sup>th</sup> April I was admitted to Royal Worcester Hospital and had a head scan (confirmed there was a brain in there); operated on the 1<sup>st</sup> May and discharged on 2<sup>nd</sup> of May. During the op I was aware of what was happening as it was a Local Anaesthetic as I had to be conscious throughout the one and a half hour operation. It was a ladies job to keep me talking to me during this time. The reason for this was that if I showed symptoms of a stroke occurring then appropriate action could be taken.

Everything passed off okay and I was amazed how little pain was involved in the operation itself and the recovery. I took only the two Paracetamol tablets given me by a nurse and two more self administered at home.

My reason for giving this quite detailed account was to highlight the speed of which the NHS responded to what could have been a very far reaching future stroke had action not been taken, and to alert anyone experiencing something similar to mine. I may be of advancing years but apparently strokes can occur at any age including in children, as recent press reports have highlighted. Some people however, do have more severe warnings in the form of terrific headaches and other symptoms.

All the best to everyone and keep those pedals turning!

*Eddie Luxton*

### **Real Do-It-Yourself Biking**

Over the past 2 years I have, somewhat surprisingly, met 3 different people who have made their own bikes – one an unusual bike, one a quirky bike and a traditional steel frame bike.

The first was a rather strange encounter, which I reported in the 2014 Autumn edition of The Wheeler, when I met a Canadian cycle tourist, called Josh Armstrong, riding his Bamboo framed bike .He had designed and built the bike and was in the middle of a round-the-world tour. The bike is made with Bamboo tubes and resin lugs with inset metal fork ends at the rear and a carbon front fork.

Then, earlier this year, I was in Coombs Cycles talking to Phil Wright when he showed me the bike that he had recently built. Again it was built of steel but of a rather unconventional design. When I asked Phil about it this is what he said:

'I started construction of it in August 2012 and it has been the sort of job that I've been doing in fits and starts, when time and inclination allow. The frame is a mixture of Columbus Thron and Dedacciai tubing. The lugs are Long Shen and the rear dropouts are sliding, to allow me to tension the chain for the Rohloff 14 speed hub. The rear seat stays bolt to the dropouts, which means I can split the rear end and use it for belt drive should I wish to do so. The curved seat stay bridge is made from recycled Raleigh Chopper. The forks are Reynolds 531 blades with a Pacenti Biplane crown and Llewellyn dropouts.





JOSH ARMSTRONG

As stated, there is a Rohloff 14 speed hub at the back, which I am using with Cinq5 paddle shifters instead of the standard Rohloff twist shift. There is also a Shimano dynamo hub at the front. I have also brazed a brass tube inside the right hand fork leg which the dynamo wire runs through. The cranks are Charge Rotisserie which were chosen for their retro styling and the brakes are Tektro CR520 wide cantilevers.

Another feature I consider to be interesting is the seat post which was adapted by me. I knew I was going to require a shim inside the seat tube for the seat post so I decided to make something pretty as well as functional.'



PHIL WRIGHT



ANDY SPARKS

Shortly after this I was talking with fellow Wheeler Andy Sparks and he told me about his traditional steel framed bike that he had recently built and which he has raced in club races. This is what Andy told me:

'The bike is made of Columbus Thron tubing with cast lugs. Mark at Coombes lent me a

jig and it took a few hours to braze up and then months to file off the excess braze around the lugs. The forks are carbon Cannondale ones and it is a fixed wheel with Miche hubs and Mavic Open Sport rims. I am currently having it professionally painted by Mercian cycles.'

Above are pictures of the builders and their bikes.

*Bill Berry*

## NOTICES

### Turbo Session Refreshments

Please is anyone willing to come along on a Thursday evening from 24th September until the Spring from approximately 20:00 - 21:00 hours to serve up the teas, coffees and biscuits at the Club Turbo sessions? Does any participant have a non-cycling family member who would be willing to accompany them and give an hour or so to help the Club and get involved in Club life? If so I would be very pleased to hear from them. Even an offer of occasional help would be greatly appreciated. The refreshments will be provided.

Please contact Valerie Hurrell, Social Secretary (and would-be turbo rider!) 07599314155 - [evahurrell@aol.com](mailto:evahurrell@aol.com)

### Hereford Wheelers Quiz & Chips Evening

#### Wednesday 21st October 7.30pm at Hereford Rowing Club

All welcome; bring own cutlery & condiments. Use of Rowing Club bar.  
Meal choices & payment (cheques payable to HW) to Valerie Hurrell, [evahurrell@aol.com](mailto:evahurrell@aol.com) - 07599314155 by 15th October please.  
Teams of 6; make up your own team or join a team on the night.

Item	Cost
Fish & Chips	£4.85
Chicken & Chips	£4.20
Sausage & Chips	£2.90
Just Chips	£1.60
Just Fish	£3.25
Chicken Chow Mein	£4.60
Vegetable Chow Mein (veggie)	£4.55
Special Fried Rice	£5.00
Mushroom Fried Rice (Veggie)	£4.55
Special Curry + Rice (boiled or fried)	£6.50

**Hereford Wheelers CC Annual Dinner & Prize Presentation 2015**  
**Hedley Lodge, Hereford – Friday 27<sup>th</sup> November 7 for 7.30pm**

Tickets will be available from Bill Berry, Wendy Howells, Andy Hurrell & the organiser; Valerie Hurrell, from 1<sup>st</sup> October, price £20.00 for 3 courses, including free “lucky ticket” raffle. We are pleased to welcome Kathryn King; Hereford-based professional Triathlete, who is sponsored by NFTO, to present the awards & field a Q & A session. Kathryn has achieved high placings in her age group at international Ironman events.

**Starters**

Homemade soup of the day with crusty roll  
Chicken pate with salad garnish & bread & butter  
Garlic mushrooms in cream sauce

**Main Course Carvery**  
**or**

Vegetable nut roast served in a spicy tomato sauce  
Homemade vegetable lasagne with chips & salad  
**\*Vegetarian & special diets need to be pre-ordered**

**Desserts**

Homemade fruit crumble  
Chocolate profiteroles with chocolate sauce  
Lemon cheesecake

**Coffee**

**Deadline for tickets – Thursday 12<sup>th</sup> November**

\*Special diets can be catered for; please contact the organiser [evahurrell@aol.com](mailto:evahurrell@aol.com)  
01432 277821 / 07599314155

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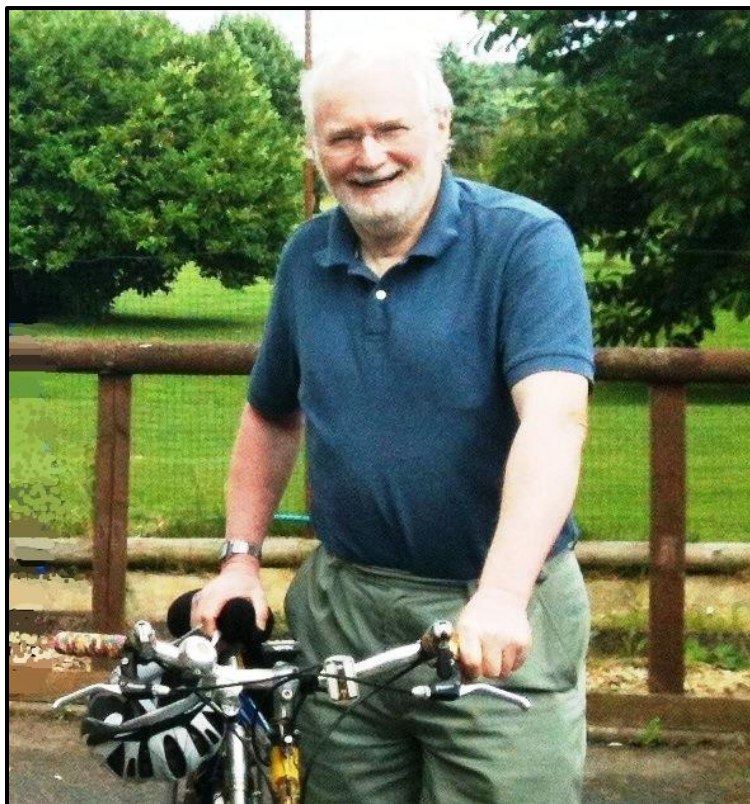
**CLIVE WATKINS**

Clive was born on 3rd May 1944 to Cecil and Ina, who farmed at Bridge Court Kingstone, and had one elder sister Carol. His early years were dogged by eczema which kept him away from school until the age of 6 and which precluded him from playing most sports. However this did not stop him from becoming a keen cyclist and while at Hereford Cathedral School, where he gained his O and A levels, he joined the Hereford Wheelers in 1961.

After leaving school he joined F H Sunderland as an articled pupil, where despite working long hours as well as studying hard to qualify as a Chartered Surveyor, he still found enough time for cycling. He rapidly became a very fit rider, particularly up hills and he enjoyed club time-trial racing, becoming the club's Junior Best All-Rounder twice. He



also loved to explore the countryside as a touring cyclist, mostly on day rides but also going off on the occasional Youth Hostelling tour and he was always an entertaining riding companion.



He joined Sidney Phillips in 1968 where he worked for 45 years, earning huge respect both for his professional expertise and his diligence, often working long hours and week-ends. He was popular with colleagues and competitors alike with his ready smile, constant good humour and immediate willingness to be the first to lend a helping hand to friends and colleagues whenever necessary.

Clive married Amada in 1973 and, as a great family man, was immensely proud of his two sons Andrew and

Mark. As well as being dedicated to his family he had a range of other interests outside cycling, including his boat which he sailed regularly from his holiday cottage in Pembrokeshire. He also loved gadgets and tinkering with them, and would probably have made a good engineer.

He was a loyal supporter of the Hereford Wheelers throughout his life and every year, for the last 20 years or more, he gave up his Easter holiday to assist with the timekeeping of the Hereford Wheelers Easter Monday Open '25', when his accuracy and utter reliability were invaluable. But as well as helping as an official, for the whole of his life Clive was one of those wise and happy people who also always enjoyed the simple pleasure of just being out in the countryside and riding a bicycle.

When, several years ago, he was initially diagnosed with cancer, he had every hope and expectation of overcoming it and he continued to ride as often as he was able despite undergoing some quite arduous treatment. Even when it was eventually diagnosed as terminal, after just a single day spent walking around his home muttering 'Bugger, bugger, bugger!' he clearly decided that it was not going to stop him doing, for as long as possible, all the things he enjoyed. And these included socializing, playing with gadgets

and supervising the design and reconstruction of a new home as well as cycling.

Right up to a few months ago he continued to enjoy riding out to meet groups of other cyclists at their informal mid-week gatherings, particularly at Ewyas Harold, even when he had to use his car for part of the journey or, eventually, an electric cycle.

Even at the end of his life Clive was still the kind, happy and courteous friend we all knew. Although almost too weak to open his eyes or to speak, he recognized his visitors and greeted them with a big, happy grin. Probably the only thing which would have brought an even greater grin to his face would have been to see the parade of Hereford Wheelers members in club kit lined up at his funeral to pay their final respects to a thoroughly decent chap, a gentleman and a great club-mate.

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### **Where was I on my bike ride?**

Can anyone supply the 6 figure map reference for the location of this picture?.  
No prize but the winner will be announced in the next edition.







**Sportive**

**HEREFORD FESTIVAL OF SPORT**

**Hitter Road Race**

