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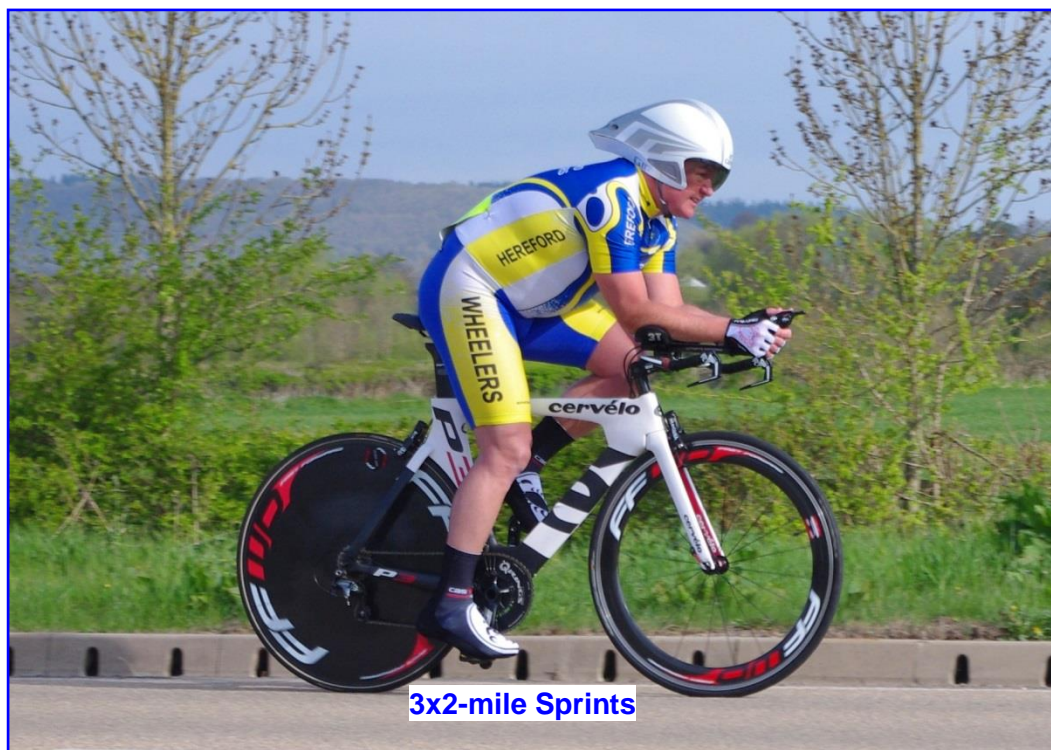


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Please send all articles (typed or hand written) and pictures for *The Wheeler* to one of the above contacts. Items will be returned promptly after copying if requested.

Front cover photo: Simon Geary & Mike Parry (No3) during the 2x3-mile Sprints

Rear cover photo: Kitchen at the Cambrian Audax

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PRESIDENT'S INTRODUCTION

Welcome Club Members and all cyclists

As we move into the month of May the early season Club Time Trials have all rushed by and have all been well supported. This includes the Club Audax which had its best turnout in its history so far.

The first 4 Club '10's have had large numbers competing with Leominster being the most popular with 70 riders. Luckily for us the weather has been very good during this April and the earlier 6.15pm start has enabled the Club to accommodate the high numbers of riders wishing to compete.

We deeply regret the cancellation of the Open 25 on the Weobley course and sincerely hope the event will run next year. Apologies to those who entered and wanted to ride. The Club will work on strategies to improve numbers for this event in future.

Forthcoming coming events include:

the 2 up 10 mile on the Allensmore course on 30th May which is also the club BBQ – we are currently looking for volunteers to cook on the BBQ otherwise we will all go hungry after the event, so come on members whose up for it? Please let any committee member know if you can manage this.

Inter Clubs 2 up 10 mile TT on Tuesday 2nd [Ludlow] and Thursday 4th June [Leominster]

The Come and Try It – Thursday 18th June – Allensmore – please support this by volunteering to help or by bringing along family and friends to have a go.

For your info the RTTC National Championship 100 mile TT is on the Raglan R100/8a course. The National Championship only comes to this neck of the woods infrequently so this is an opportunity not to be missed! Great for those of you who are fast enough to enter, or to pop and watch to support those who a brave enough to give it a try. If you are interested the closing date for entries is 9th June.

Very many thanks once again to all our members, officials and committee and especially to Alex Haines who has had a very busy time recently with the new addition to his family. The keen interest in cycling has had an impact on the time it takes to produce the results in particular, and although we are delighted with the uptake in attendance in races it does mean a bit more effort in organisation is necessary.

Have a great season. Keep cycling ...

Chris Hughes
President

2015 Weobley 25

Unfortunately I had to cancel this year's Open Weobley 25 and replace it with a Club 25 due to a very low entry. On the day the entries closed I had received 18 entries via the CTT online entry system and 9 by direct entry form. I subsequently received emails and telephone calls to say 3 more were in the post – making a total of 30. Based on last year's figures we needed at least 60 entries to break-even but I decided that if we had somewhere around 45 I would run it at a loss. However with only 30 entries the club would have been facing a substantial loss on the event as the net entry fees, after CTT levy, only just covered the prize money and with only 30 entries we had nearly the same number of helpers!

So we went ahead and ran a Club 25 which on the day had 33 entered riders and we were blessed with excellent weather. Several of the non-local original entries rode the event and all enjoyed it. Fortunately the race entry fees covered the cost of the hall, refreshments and the CTT race levy.

The race itself was won by Steve King of NFTO in 1hr 52sec, 2nd was Dan Cutting of Climb on Bikes in 1:02:05 with James Richards of Hereford Tri Club 3rd in 1:03:05.

The first Wheeler was Jon Tetley in 1:04:47 and Wheeler Katie Price was the only woman competitor and she finished in 1:11:38.

My thanks go to all those who provided help and assistance: Huw Powell, Glenda and Eddie Luxton, Dave Unsworth, Percy Hughes, Bob Trussler, Roger Morris, Dave Cross, Angharad Welson, Stuart Edinborough and Maurice Tudor for the photographs.

We will try again next year to run an Open event but if the entries are again low we will have to review the situation.

Bill Berry

Event Secretary .

The Cambrian

The Cambrian Classic Audax has an illustrious and longstanding history having begun life as a CTC summer ride from Leominster in the 1980s. There have been many organisers of this ride over the years including Audax legends Pam Pilbeam, Sheila Simpson and current LEL Organiser Dan Webb amongst others. But the classic 200km route from Leominster to Machynlleth and back has never changed. Organising responsibility now resides with Hereford District Wheelers and March 2015 saw it relaunched with a new HQ at Leominster's Bridge Street Sports centre. It was hoped that the better facilities and infrastructure would attract both local riders and randonneurs from further afield. We kept the two classic routes over the Cambrians to Llanidloes and Machynlleth respectively, and added a third 84km ride aimed at local riders to experience some new terrain and fantastic cafes!



Organising this event in March certainly makes the rides more audacious, with high potential for adverse weather. Indeed, Luke and I had performed the route-check only a week earlier in sub-zero temperatures and some roads were still recovering from the previous day's snow! But on 21st March to great relief we had a favourable forecast of dry but cool conditions. A well-constructed website (<https://sites.google.com/site/thecambrianaudax/home>) and social media marketing meant that by the day of the ride we had over 150 entries across the three distances of 210km, 148km and 84km. A great turn out, with riders from as far away as Cumbria and Suffolk. Choice of steed was varied, with tandems, Moultons, and a generous helping of disc-brake equipped carbon, titanium and classic steel frames on display!

The Cambrian 210km riders were released at 7am on a breakfast of coffee and croissants, for a day raid into mid-Wales, Machynlleth and back. Apparently the weather was superb (see photos) and got better the further west they rode. Overall we had 50 finishers and our first finisher completed the course in 8hrs 50, with a staggering amount of stopped time of 13mins total. Our *lanterne rouge* got back to the *Arrivee* with 1min to spare at 8:29pm, not bad for a 76-year-old! The welsh mountain roads are in fantastic condition compared with our local ones and that makes the near 4,000m of climbing and descending all the more enjoyable. A 30km gradual descent at the end helped with the weary legs. Results are at <http://www.aukweb.net/results/detail/this/listevent/?Ride=15-260> At time of writing I am waiting for Audax Club Parisien to return the validated brevets to me.

The Cambrian – Minor (148km) riders went off at 8am and with superb spring conditions, everyone reported a grand day out on their route to Llanidloes and back. At

148km with 2,100m of climbing, the first finisher had a remarkable ride at time of 4hrs 35. This was despite Powys council deciding to locate a very smelly rubbish tip on the top of one of the mountains. Humans, I despair! We validated 26 riders on this event, <http://www.aukweb.net/results/detail/this/listevent/?Ride=15-449> despite a few navigational errors that led several riders to add 20miles on!!



The Cambrian – Welsh Marches riders set out at 9am into glorious sunshine for a local tour of North Herefordshire and South Shropshire Marches. The route headed straight onto the climb of the Goggin to wake the legs up and then gently undulated to the first café control at Little Brampton, where Annie at Old wheelwrights provided her usual excellent homemade cakes! The route then headed south to take in a few more short climbs on route to Shobdon Airfield for more refreshment. None other than our very own Dave Unsworth performed controller duties here, good to see him recovering well from his recent leg fracture. We had 39 finishers on this ride, but strangely it had the highest DNF rate with mechanical issues and navigational errors the main culprit. We had a great turnout of Wheelers/Hereford Tri club riders for this one, thanks all! Results are at <http://www.aukweb.net/results/detail/this/listevent/?Ride=15-154>

Overall we validated 115 rides, which is fantastic for an event so early in the year, we were chuffed to facilitate it for you! Special thanks to Bridge Street Sports Centre who were fantastic hosts, with all the excellent facilities we'd hoped for. A big thank you to Alex Haines and his staff for arranging! The spread of homemade soup and cakes at the finish was enjoyed by all, no one went home hungry!

We also ran a donation pot at Bridge St with all contributions going to Steven Abraham's astonishing One Year Time Trial (<http://oneyeartimetrial.org.uk/>), we collected £25 on the day which we the organisers topped up to £50 from event surplus. Unfortunately not long after this Steve fractured his ankle in a RTC with a moped, unbelievably he is back

riding a trike with one leg. Go Steve!

The Cambrian Audax will run again next spring with the same format. In the meantime if you fancy another go, or to step up a distance the rides are available as Permanent Audax at <http://www.aukweb.net/perms/detail/DS01/> and <http://www.aukweb.net/perms/detail/DS02/>

May the road rise with you.

Daryl Stickings

ARTICLES

The Arch to Arc

‘The Road to Paris’. The Arc to Arch is one of those races or adventures that few people have heard of or ever thought to enter. It involves all three disciplines of a

triathlon, but at the most extreme end of the scale. Many people have taken on the challenge but only 13 had got past all the gruelling legs prior to my attempt in August 2014.



The Arch to Arc starts at Marble Arch in London where you begin the 87-mile run to Dover. There's a short break whilst you wait for the weather and tides to sync then you start the 22 mile swim to the coast of France. Once the swim has been completed, the cycle kit goes on and you begin the 194-mile bike ride to Paris eventually finishing at the Arc du Triomphe. As I looked at where everyone that had attempted the Arch to Arc in the past had failed, it was obvious to me that the race was all about the swim.

The swim. The swim training started two years before I was scheduled to begin the race when I went to a

cross channel swim training camp. Jules Hardman had found a swimming camp run by Nick Adams who had swam the English Channel 10 times and once there and back at the age of 17.

I was truly humbled by the swimmers on the camp, all training to swim that year. A few were taking on the challenge of there and back. More than 80 percent of the swimmers had already completed one crossing. The two things I took from the camp were how poor my technique was and how difficult it was to fuel whilst swimming. Both would need sorting over the next two years.

Two years later and the swim was about to begin. The run started on the hottest day of the year and could best be described as emotional, I completed the 87 miles in just over 26 hours. My legs could hardly move and my feet resembled footballs. The only good news was I didn't need them for the swim.

The word came after a three-day wait in Dover for the weather to settle that I would swim in the morning. The team had to be at the boat for 04.30 to start the swim at 05.30. The good news was that the stormy weather was forecast to ease off giving us an 18-hour window to finish the swim. If I didn't make it then the challenge would be over, as we'd run out of time within the race rules.

Edgar, the race director, wanted to give us the safety and swim briefing the night before to ensure that we were fully prepared before the swim started. It all seemed a bit negative: if you touch the boat or hold on to the boat you get disqualified, if I feel you aren't going to make it I'll pull you out, do you want to continue to Paris if you don't complete the swim? It felt a bit negative to me, but Edgar had to go through the rules, as the rules are the rules. We all made light of it; Jon said he wouldn't let me get back on the boat unless I had almost drowned, even then he'd think twice, Jules said she'll get a big stick to hit me with just in case I got too close to the boat. With the humour re-established amongst the team and smiles all around, the final banana count continued.

Kit packed and banana count completed the team were in bed early in preparation for a long day ahead.

The previous night's storm had blown through to leave a lumpy sea but I had been promised by Mike the boat skipper that it would ease off. The swim preparation had gone well; the schedule that Jules had set 2 years earlier had allowed me to build the technique, muscle memory and endurance stamina that should make swimming the English Channel possible. The real test of that plan was about to take place.

When we arrived at the pontoon, not many words were spoken. I was in my own world of mental preparation and still hobbling from the run. Jon and Jules were busy getting to know the skipper and crew and deciding how they would settle into the day and night routine of feeding and supporting me. Edgar set about making everyone feel comfortable and briefed them on the channel rules and how to interact with the crew.

The sun had finally come up to reveal blue skies and a choppy sea. My wet suit was now on and loads of Vaseline was smeared under my arms, on my chest and neck and

between the legs. My favourite swim hat was on, my goggles were ready and I took my last carb drink before the start. The skipper gave the word that we would be casting off in 10 minutes.

I ignored all the movements of the crew casting off and Marty and Nick the drivers scooting off to try and meet me on the beach. I was in my own space, just thinking about how I was going to keep going for the next 14 hours or so that it would take to swim to France. The boat exited Dover harbour and made its way round to Shakespeare beach where the official swim would start. As we got close to the beach I could feel the boat rolling in the swell. Then Edgar gave me the word to get into the water and swim the 100m to the beach. The water was surprisingly warm, nearly 20 degrees and some 4 degrees warmer than usual for that time of year.

I got to the beach and climbed out of the water to look back at the boat. I was expecting Nick and Marty to be there to bid farewell, but they weren't there, it was just me and my thoughts. I could hear Edgar shout GO, followed by Jules and Jon, I just looked at them and thought 'I'd best get on with it then.'

I started my stopwatch and dived in, the swim had begun. Straight away I could feel the chop in the water movement. It was difficult to get into a rhythm as the waves rolled me about. I drew level with the boat that would set the course for the swim, all I had to do was keep the boat to my left and follow it. Mike would set the course and speed depending on how fast I swam compared to the tide movements. I told Edgar and Mike that I thought it would take me 14 hours to swim the English Channel. I had discussed it



with Jules before and we had agreed given how the qualifying swims had gone that I could make it in 14 hours. The initial course was set; somewhere in the distance was France separated by a lot of water.

I had mentally set the first 4 hours as a settling in period with fuelling on the hour. All I had to do was swim. My only reference to time was Jon and Jules prepping to come along the side of the boat with my fuelling bottle. The first feed seemed to come round quickly. It was our first test of the feeding strategy in anger and the pole arrangement that I had devised was immediately ditched for a beaker and cup on a string. It seemed to work. I got fuelled, the team didn't fall in and it was all done in less than a minute.

I was swimming again in a rolling sea, my technique was holding up with a stroke rate of around 50 strokes per minute. After my second feed the jellyfish seem to be everywhere. Edgar had warned me about the stings that would feel like being whipped with stinging nettles. He was right; I was constantly being stung on the hands, face and feet, not too painful just a little annoying and constant. I counted at least 18 different types and colour of jellyfish.

The first marker was passed after around 4 hours as I entered the southwest shipping lane. Mentally that felt good. I had been swimming for 4 hours, the sea had settled down as promised and I mentally moved into the technique phase. To keep my mind occupied I had decided that for the next 5 hours I would concentrate on technique. Between feeds I would change my focus, for example; the next 45 minutes would be the catch phase, and so on.

I looked up to see if I could see France only for my view to be blocked by a mountain of a cargo container ship. We were crossing the busiest shipping lanes in the world. Whilst the container ship was probably travelling at 25 knots, I was holding my steady 1.6 knots towards France.

The tide was steady on the English side of the channel but, like a river racing around a bend, the tides were going to be a lot stronger on the French side. Mike had set our start time to get me on the French side at slack water when the tides are at their weakest point, therefore giving me the best chance to get inshore without being washed back into the channel.

The mind wonders in all different places when you're swimming, trying to keep the level of concentration needed to maintain the pace and technique was proving difficult. I would look at the support boat to see Jon and Jules relaxing in the sun, both were going a slight shade of pink. When I got the nod to come alongside for fuelling there was no conversation. Jon would hand me my bottle, a cup with banana and a ride shot would be lowered by Jules and then she just asked what I wanted next. Once I had swum over 8 hours I asked for warm sweet tea to wash the carb drink down and settle the stomach. My request for bananas never changed. I know I may have been a bit grumpy at times.

After 10 hours of constant swimming Jon informed me that we were in French inshore waters. I mentally ticked that one off, but there was at least another 4 to 5 hours swimming to go. Still in my own world of technique I would occasionally look up to see Cap Gris-Nez, the nearest landmass to England and my aiming marker.

Then the word came, I would have to up the tempo and speed up otherwise I was in

danger of being pushed back out into the English Channel. I had been told this might happen. I said a few happy words to Jon and Jules then got on with it. The fuelling had gone well and I still had plenty of energy. I had a little bit of pain in my right shoulder, but I felt I was in a good place to push hard. I upped the tempo to over 70 strokes per minute breathing every 2 strokes. I could hear myself grunting in the water as I exhaled hard and really concentrated on making every stroke count as I forced the water behind me. After an hour at this tempo Jon and Jules said I still needed to push hard for least another 30 minutes to break through the racing current running around Cap Gris-Nez.

Then the sea became calm. I had broken out of the racing current around the Cap and into the Wissant bay. It was now dark, something that was new to all the team. There seemed to be something very calming about swimming at night. There were no lights on the shore to guide me, just the lights of the boat and the darkness of the water. Jules reminded me to turn my lights on so the crew wouldn't lose me in the darkness. My beacon was a blue stick light pinned to my back.



In the calmness of the bay I noticed Mike lower the small tender from the back of the pilot boat. Then the boat stopped and dropped anchor, Edgar just shouted to me to keep swimming as the tender came to my left to guide me to the beach. Wissant is a very long stretch of sandy beach backed by tall sand dunes; there is no ambient light to give the beach any reference in the darkness. Without any warning and in total darkness a wave washed me up on the beach. I tried to stand up, but I couldn't, my body just didn't seem to want to change to a vertical position. I just lay there for a moment with small

waves pushing against me. I felt totally exhausted and elated at the same time. I thought some channel swimmers just get back in and swim the return leg. That was not for me this time though as I had a date with the Arc du Triomphe. Marty finally found me in the dark rolling around in the surf trying to stand up. He picked me up and fed me a Mars bar before throwing me back in as I had to swim back to the support boat.

The cycle. Within the next 24 hours we were all standing looking at the Arc du Triomphe. The 194-mile bike leg had gone well over a surprisingly hilly road to Paris. We all looked at each other a bit lost for words. Jon pulled out a bottle of Champagne to celebrate with whilst Edgar was keen to take the usual Arch to Arc finishers picture.

We wondered what to do next so we just got into the battle bus and headed home. We were all too tired to make the most of a Friday night in Paris! As we drove to Calais, all totally exhausted, my thoughts were how long the road to Paris had been. If it hadn't been for the dedicated support of Jon and Jules, the backbone of my support team, I wouldn't have even got to Dover. Thank you.

Ian Rivers

Cycling in Lanzarote.

Early this year, in search of some sunshine, my wife decided on a walking holiday in Lanzarote. Noting that Dani King had recently been there for a training camp in her efforts to regain fitness after the horrific crash she had last year, I thought I would pack up my bike and join Coleene. The hotel, Sands Beach, located in the resort of Costa Teguisa and organised by HF Travel, turned out to be six groups of individual apartments of bedroom, kitchen and patio around six pools, one being a 25-metre lane pool for serious swim training. On enquiring where I should park my bike I was told in my room of course. I was soon to discover that this resort similar to others around the island catered for the demands of cyclists and triathletes.

Most of the walking group were retired (old) but most of the other guests we shared the large dining hall with were young, fit people (mostly German), which was a nice change to other holiday experiences. The food was self-service with plenty of choice and healthy options.

Eager to get going in this inspiring atmosphere I unpacked my bike rather hurriedly and almost came unstuck. My bike box is a tight fit and I had to take off the rear derailleur to pack the bike. In screwing it back on I cross-threaded the hanger and couldn't sort it out with the tools I had. Luckily the resort also had a bike shop which did fix it but pointed out that this had happened a few times and they couldn't keep in stock all the different hangers if I had needed a replacement. Coincidentally I had only a few weeks earlier received a newsletter from a cycling tour company which had also highlighted the problem they had had with broken hangers and was recommending cyclists carry a spare hanger as they were unlikely to have every model available.

The island (about 60km north to south and 25km wide – one 1:50,000 map covers it) is the most westerly of the Canary Islands which were formed by volcanic eruptions on the

Atlantic Canary hotspot similar to the formation of Hawaii in the Pacific. As Lanzarote is covered in ancient calderas there are a lot of ascents and descents, although most of climbs have a steady gradient and are not long – the longest being up to the Mirador del Rio which is about 11km. There is one long road to the north tip of the island, flat for 30km, that appeared to be used a lot for time-trial training.

Costa Teguisa is about a third of way along the length of the southern coast, la Santa a similar distance on the north coast, and ideally located for cycling the island. Bases such as Playa Blanca down in the southern end obviously mean longer rides to reach the north.



Surprisingly there is also a lot of vegetation among the old magma and the flowers were the best spring show an old mate of mine had seen since arriving there 5 years ago. They also grow vegetables in volcanic ash which is surprising considering they are supposed to have little ground water and lower annual precipitation than the Sahara. I saw lots of vineyards which produce a very drinkable local wine. On the cons side for cyclists is the wind, constantly blowing from the north east, but with temperatures in the low 20s Centigrade it certainly kept me cool enough. I had been told about the wind and advised to check the weather before departure but that's a tad difficult for most people when booking holidays.

7 days of cycling allowed me to cover most of the routes, within my range of approximately 80km per day, with just one day out and back along the flat route previously mentioned. There are also lots of touristy things to visit on route particularly if you are interested in volcanoes. Lanzarote has the largest underwater lava tube in the world. I'm told the walkers had plenty of hills to tramp that were well off the beaten track, although they did have transport to and from the walk every day but one.

Getting to and from a holiday is always a bind but we flew out of Birmingham which was a little more convenient than, say, Heathrow. The only drama was coming from the airport when a wheel came off my bike box. Sod getting a spare hanger; I'll buy a bigger bike box.

Maurice Tudor

MEMBERS' QUESTIONNAIRE

This edition's Members Questionnaire is completed by regular TT racer Debbie Clark

WHERE WERE YOU BORN? Poole, Dorset

WHEN DID YOU START CYCLING AND WHY? I learnt as a child but only started cycling again as an adult at university. I only rode a mountain bike for several years.



WHAT WAS YOUR FIRST BIKE? First proper bike was a Specialised Rockhopper circa 1992 – 21 gears, rigid frame, great fun!

WHEN DID YOU JOIN THE WHEELERS? 2007 (I think)

WHAT IS YOUR BEST CYCLING MEMORY? Managing to cycle back up Sa Calobra in Majorca – it was such a long way down I wasn't sure I would be able to get back up!

WHAT WAS YOUR BEST CYCLING PERFORMANCE/RIDE? Finishing the Abergavenny 50 mile time trial in just under two and a half hours – I didn't think I had it in me.

WHY DO YOU ENJOY CYCLING? It justifies eating lots of cake! Also I like being able to travel a long way in quite a short time compared to walking so I can

enjoy the wonderful Herefordshire countryside.

HOW OFTEN DO YOU RIDE? Does turbo training count? No, I thought not! 2-3 times a week in the summer, less in the winter.

WHAT BIKE(S) DO YOU CURRENTLY OWN? Planet X TT bike, Viner carbon road bike, Cannondale winter training bike, Mercian touring bike, Giant mountain bike

WHICH IS YOUR FAVOURITE BIKE AND WHY? Whichever one I am riding at the time – I use them all!

WHAT IS YOUR FAVOURITE RIDE? The climb up from Selva in Majorca – it has fantastic switchbacks with just the right gradient to keep up a steady rhythm.

WHAT IS YOUR FAVOURITE POST RIDE MEAL? Cake followed by more cake

WHAT DO YOU CONSIDER TO BE THE BEST CYCLING INNOVATION IN THE LAST 30 YEARS? STI levers – I have only used downtube shifters once and hated them!

WHO IS YOUR CYCLING HERO? Eileen Sheridan – she looked so tiny but was hard as nails! Her end to end time has only recently been bettered, doubtless with a much lighter and better fitting bike. She was incredible.

WHAT KIND OF BOOKS DO YOU READ? Novels and cycling books – autobiographies, books about touring etc.

WHAT KIND OF MUSIC DO YOU LIKE? Soulful music – recent purchases include Sam Smith, Paloma Faith, Dusty Springfield (OK, a bit behind the times there!)

DO YOU HAVE ANY HOBBIES? What other hobbies are there?

HOW WOULD YOU IMPROVE HEREFORD WHEELERS AS A CLUB? Hard to think of much – it is such a friendly, inclusive club. I have always been one of the slowest at the time trials, but this has never mattered as everyone applauds personal achievement. This has given me the confidence to have a go at open events (where I am usually 3rd last!) without worrying about how good I am compared to everyone else. Perhaps a few more prizes for women and juniors might help encourage some of the newer and less confident cyclists.

NOTICES

New Life Member

At the club committee meeting held on 4 February 2015 the committee unanimously agreed to grant Dave Unsworth Honorary Life Membership of the Wheelers in recognition of his many years' service to the club both as a competitor and official.

Dave has been involved with the club since the early 1980's and in that time has held various positions such as Race Secretary and Timekeeper .He has also been a regular competitor for the club and in 2008 won the National Over 70 24 hour title.

Many current members know Dave as a regular timekeeper at our racing events.

2015 Racing Programme

Hereford And District Wheelers Cycling Club Racing Programme for 2015 ("under CTT rules")

All Thursday evening time trials start at 6.30pm (unless specified). Sunday morning time trials start at 9.30am

All riders are required to sign on at least ten minutes before start. Late entries at the discretion of the timekeepers.

All riders are entirely responsible for their own safety at all times.

Time Trial Sec. Alex Haines 07866 252949

Web site www.herefordwheelers.co.uk

	Date	Trophy	Event	Course
Thurs	07 May		5th '10'	Allensmore
Sun	10 May	12,17	2nd '25' (1st Handicap)	Leominster
Thurs	14 May		6th '10'	Allensmore
Sun	17 May		Club 35 TT	Allensmore
Thurs	21 May		7th '10'	Leominster
Thurs	28 May		3rd '25'	Stretton Sugwas
Sat	30 May		2 up TTT + Veteran Bikes '10' and Club BBQ	Allensmore
Tues	02 June		Inter-Club 2-up '10'	Brimfield
Thurs	04 June		Inter-Club 2-up '10'	Leominster
Thurs	11 June		8th '10'	Yazor
Sun	14 June		West Wales 100 R100/1	R100/1
Wed	17 June		9th '10'	Leominster
Thurs	18 June		Come and Try It '10'	Allensmore
Sun	21 June	4	WCA 12hr	R12/95
Thurs	25 June		10th '10'	Allensmore
Thurs	02 July		11th '10'	Lugg Bridge
Sun	05 July		RTTC Nation Championships	R100/8A
Thurs	09 July	17	4th '25' (2nd Handicap)	Stretton Sugwas
Thurs	16 July		12th '10'	Leominster
Thurs	23 July		13th '10'	Yazor
Sun	26 July	7,9,16	Club '50' Championship	Stretton Sugwas
Thurs	30 July	13,14	5th '25'	Leominster
Thurs	06 Aug		14th '10'	Lugg Bridge

Sun	09 Aug	5	Welsh CA '100' Championship	R100/8
Thurs	13 Aug		3-2-1 3up Competition	Leominster
Sun	16 Aug		Welsh CA '10' (Welsh Champs)	R10/17
Thurs	20 Aug		15th '10'	Allensmore
Thurs	27 Aug	15	Haugh Wood Hill Climb	Haugh Wood
Thurs	03 Sept		Caplar Hill Climb - Ned Potter	
Sun	06 Sept	10	Club '30' Championship	Leominster
Thurs	10 Sept		Pencombe Hill Climb	Pencombe
Sun	13 Sept		Welsh CA 'Hill Climb' (Welsh Champs)	RH/14
Sun	27 Sept		Welsh CA '50' (Welsh Champs)	R50/1b

Course Key:-

C10/16 - Allensmore (C). C10/17 Lugg Bridge. Yazor 10 – Yazor. Leom 10 (Arrow) – Leominster.

R25/8C – Weobley. CS/11 - Golden Valley (C). Leom 25 – Leominster. Hill Climb - Haugh Wood

Officials:-

S.E. - Stuart Edinborough. D.U. - Dave Unsworth. W.H. - Wendy Howells. M.T. - Maurice Tudor. Pusher-Off - Percy Hughes

Club event entry fees:-

£3.00 Hereford Wheeler club members. £4.00 Members of other CTT Affiliated clubs (incs. £2 CTT Levy per race)

£5.00 All others (including 'One day Membership' - Membership form must be filled in and signed for each race)

JOIN THE CLUB ! ----- Membership only £10.00 a year

Whealers Kit

In an attempt to encourage more members to wear club kit the Committee have decided to offer a 20% discount on the prices shown on the website for the period April to September 2015.

So get your orders in to Chris Walden to take advantage of this offer. Full details of available kit is on the website under KIT.

Also it has been suggested that on the first Sunday of every month as many members as possible should be encouraged to wear their club kit so that 'we can advertise our presence'

The Wheeler

Readers will have been aware that this edition is very late. This is due to lack of copy to make an earlier viable edition. Would members please consider contributing articles, and/or photographs, on any cycling activity they have been involved in, or witnessed – indeed anything you believe may be of interest to our readers – in order to keep our magazine alive.