

TEAMS ↓	ROUNDS →	1	2	5	3	4		18s
OUTCASTS	8	³ 11	¹⁷ 28	⁸ 36	^{J 9=18} 54			6
GREEDY BIRDS	9	⁷ 16	¹⁷ 33	⁷ 40	^{J 8=16} 56			5
TOUR DE FARCE	9	^{J 8=16} 25	²⁰ 45	¹⁰ 55	⁹ 64			2
BROOM WAGON	^{J 10} 20	⁸ 28	¹⁹ 47	¹⁰ 57	⁹ 66			1
OFF THE BACK	5	⁵ 10	¹⁷ 27	⁸ 35	^{J 8=16} 51			8
BLOWIN'S	10	^{J 4=8} 18	¹⁸ 36	⁸ 44	⁸ 52			7
I SHOULD HAVE BROUGHT MY HEARING AID	9	⁶ 15	¹⁹ 34	⁸ 42	^{J 9=18} 60			4
CROFTERS	7	^{J 5=10} 17	¹⁶ 33	⁵ 38	¹⁰ 48			9
OVER THE HILL	9	⁷ 16	¹⁷ 33	¹⁰ 43	^{J 10=20} 63			3

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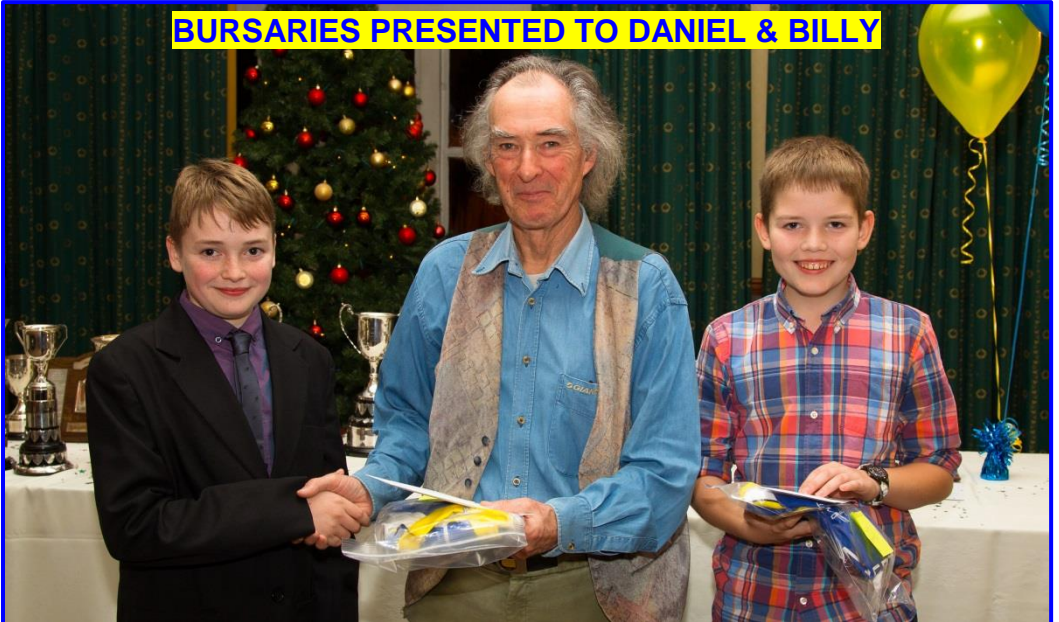


THE WHEELER

Winter 2016



ADAM MORGAN WINNER OF THE TURBO 10



BURSARIES PRESENTED TO DANIEL & BILLY



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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: Paul Jones and guest speaker Mike Burrows

Photographer: George Burgess

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PRESIDENT'S INTRODUCTION

Hello Cyclists

New season, so time to **renew your membership** – again this year the annual fee is fixed at £10 or £5 over 65 and Juniors for January to December 2017. Please can you organise a direct debit if possible through Bill Berry. This is the easiest option for the club; otherwise please ensure you give your subscription to Bill by the end of January. Don't forget that by joining the club you are then insured third party for riding with The Hereford Wheelers. Our insurance is through Cycling UK, previously called the CTC.

When filling in your membership form please consider the section that asks for your chosen 1st claim or 2nd claim status. If you do race then your chosen Club is the one that you support by wearing their club colours. When racing at a Time Trial organised by the Hereford Wheelers Cycling Club we ask that you wear/promote your chosen club or wear neutral or plain coloured kit. As in most sports there are unwritten rules/laws that one is expected to follow be it for safety, visual or traditional reasons. Consider if you were a Manchester United player you would not be thought very highly of if you wore a Chelsea shirt. This Club has been in existence since 1928 and the present committee members are the caretakers that continue to uphold the traditions that the Racing Trophies have meant to the long list of previous winners would expect of us. I thank you for your cooperation on this subject and as I am also Race Secretary I will be confirming your Club status so that if you have chosen to race for the Hereford Wheelers club you will be able to challenge yourself and fellow riders to win one of the 30 races organised this coming 2017 season by the Hereford Wheelers committee.

The club AGM was held at Hereford Rowing Club where the new committee was voted in for this current year. If you wish to be a member of this group please let me know. Throughout the year sub-committees are formed and additional members are co-opted on for their informed knowledge/additional guidance to that particular subject. New ideas are always welcome to keep the club moving forward.

Activities this winter have included the Turbo training sessions at Sutton St Nicholas School Hall where members have enjoyed training as a group but in the warm. At the recent Christmas 10 mile Turbo Time Trial new member Adam Morgan took 1st position honours in an actual time of 16.09 mins – Well done Adam. These Turbo sessions are organised by Stuart McFarlane and will continue through January, February and March – *please come and join in!* I understand the sports massage group will be attending on a regular basis so get your muscles pummelled after a great workout.

It has also been good to see so many groups out cycling: choose the speed or the length of the ride you prefer and join in one of the Sunday groups from Steels Westgate. The Race Committee met recently and the 2017 Race Programme will now be found on the Wheelers website so keep that winter training going ready for the start of the season in March.

The Club has purchased more Wheelers Club kit, please check the stock on the website and if you require any please contact Valerie.

All the latest information is on the club website www.herefordwheelers.com or on the Club's Facebook page – Hereford Wheelers Cycling Club.

Enjoy your cycling... and stay safe!

Chris Hughes,

President

REPORTS

Quiz & Chips 2016

Fifty-one members, guests and friends of Hereford Wheelers took part in the Quiz & Chips held at the Rowing Club on 16th November; a record attendance this year, exceeding the number attending the annual Dinner and Prize Presentation. The winning team, 'Broom Wagon', consisting of Chris and Sue Hughes, the Montez family and Will Steel faced strong completion from previous winners 'Tour de Farce' (a team of teachers!). There were only two points separating the two teams. The round on the unusual subject of 'Infamous Assassins' proved challenging and caused some head-scratching in efforts to recall names and dates.

The hot food was provided by Mr Wong at the Mermaid, from the Oval on Belmont Road, was delivered promptly. Everyone got what they had ordered. Larger sausages to be requested for 2017, but otherwise I believe the food to have been satisfactory.

As organisers, Andy and I would like to thank everyone who took part and helped to make the event a success. Thanks also to the Rowing Club for accommodating us and helping with the room layout.

Valerie Hurrell



Hereford Wheelers 2016 Dinner and Awards Presentation

On Friday 25th November Hereford Wheelers held their annual awards dinner at Hedley Lodge attended by 48 members and friends. Disappointingly numbers were down on last year but a festive atmosphere was enjoyed by cup winners and their supporters. If you weren't there you missed a fantastic social evening.

The guest speaker was the renowned bicycle designer Mike Burrows. After a most enjoyable meal Mike took part in a fascinating question and answer section, giving his personal views on many aspects of his own designs and in cycling in general. During his career he had worked with some of the most important engineers, designers and cyclists (such as Team Sky and Chris Boardman) in the sport. Currently he is aiming to beat the world record on a bike, hoping for something well in excess of 80mph – without drafting. Following this he presented the club's annual cycling awards starting with a one-off award of two cycling bursaries to the club's promising junior riders Daniel North and Billy Thomas. These awards were as a result of a legacy received from a late member, Clive Watkins, who joined the Wheelers as a Junior in 1963. Later he was available to sign copies of two books he has written on bicycle design.

As ever the event was excellently organised by Wheelers Social Secretary, Valerie Hurrell, and at the end of the evening the Club President presented her with a bouquet of flowers in appreciation.

HEREFORD AND DISTRICT WHEELERS CYCLING CLUB CUP WINNERS 2016

No	Trophies	Winner	Time/Speed/ Points
	Club Evening 10 Points Best 10 events Senior First	Paul Jones	959
	Second	Dean Prosser	917
	Third	Bryn North	901
	Club Evening 10 Points Best 10 events Lady First	Sarah Jones	819
21	Club Run Attendance Trophy Senior	Dave Unsworth	
22	Lady	Valerie Hurrell	
23	Junior	Robert Wright	
25	Keith Hayward Trophy (Club Person of the Year)	Andy Hurrell	
11	Start of Season 25 Scratch Cup (Club Event)	Mark Collyer	1.06.53
15	Hill Climb Championship Trophy	Logan Mort	5.49
14	Middlemarkers 25 Cup	Sarah Jones	1.06.43

18	Phil Jones Memorial Trophy (fastest Junior Club 10)	Daniel North	35.36
5	100 mile Scratch Trophy	Guy Evans	4.46.52
4	12 hour Trophy	David Steel	185.734miles
20	Womens BAR	Katie Price	24.03 mph
19	Tony White Memorial 10 Trophy (fastest Club 10)	Paul Jones	22.49
12	April 25 Cup	Paul Jones	1.03.19
13	End of Season 25 Cup	Paul Jones	1.01.16
17	Handicap 25 Cup	Dean Prosser	48.35(15.42) 59.47(4.17)
10	30 mile Trophy	Dean Prosser	1.14.26
9	Alf Evans Middlemarkers 50	Dean Prosser	2.10.49
7	Arthur Steel 50 Cup	Dean Prosser	2.10.49
3	Veteran BAR Trophy	Dean Prosser	.+4.07



Award winners – L to R

Back: Mark Montez, Bryn North, Paul Jones , Dean Prosser, Sarah Jones, Guy Evans
Front: Andy Hurrell, Valerie Hurrell, Daniel North, Billy Thomas, Dave Unsworth

Bill Berry

HEREFORD & DISTRICT WHEELERS CYCLING CLUB AGM HELD ON WEDNESDAY 4 JANUARY 2017

Present: C.Hughes President, S.Edinburgh Vice President, B.Berry Chairman, plus M.Cumbes, D.Delaney, D.Unsworth, W.Griffiths, A.Hurrell, J.Dicken, C.Walker, J.Tetley, V.Hurrell, R.Morris, E.Hurrell, J.Bilbao, C.Holt, J.Chaney, S.Hughes, D.Cross, S.Howells, M.Tudor, M.Montez, and J.Montez.

The Chairman welcomed everyone, thanked them for attending and reminded members that 2017 subscriptions were due by 31 January 2017.

Apologies were received from: K.Price, I.Rivers, R.Shallcross and S.McFarlane.

The minutes of last year's AGM were accepted as a correct record. Proposed by M.Montez and seconded by J.Chaney.

There were no matters arising from last year's minutes.

In the absence of K.Price the Chairman read her report: Another successful year for the club with the membership reaching 220. During the last 12 months the club had organised several well supported events including 'The Cambrian' audax, and 'Come & Try It as well as the usual programme of club time trials. The winter turbo sessions continue to be popular and are well attended. On the social side we have had good turnouts for the club 'Hog Roast' and social rides, a 'Quiz and Chips' evening and our 'Annual Awards' dinner. I would like to thank all event organisers, officials, helpers and members for their help in making it a successful year. The Chairman offered his thanks to Katie, who was stepping down from her position as Secretary.

The meeting accepted the report Proposed by V.Hurrell and Seconded by C.Walden

The Treasurer presented the audited accounts which showed a profit for the year of £2,133.24. There were no questions and the meeting accepted the accounts Proposed by D.Delaney and Seconded by J.Chaney.

All the current position holders had agreed to stand except Secretary Katie Price and Clive Walker had agreed to be nominated. The meeting accepted the following nominations Proposed by D.Unsworth and Seconded by D.Cross

President and Racing Secretary: C.Hughes

Vice Presidents: V.Hadley, B.Nicholas and S.Edinburgh

Chairman: B.Berry

Secretary: C.Walker

Treasurer: B.Berry

Committee Members: J.Dicken, J.Tetley, M.Tudor, R.Morris, V.Hurrell, S.Hughes and C.Holt (WebMaster)

Also proposed **Auditor:** J.P.Davies, **Cycling UK Representative:** S.Edinburgh and

Welfare Officer: S.Alderton Proposed by M.Montez and Seconded by D.Cross

As there were no items submitted for discussion the meeting close at 7.45pm

The Adventures of Ellis (Part 1)

Every few years I get the urge to ride a bike to raise money for a worthwhile cause. I have tried to suppress this urge of course, with counselling, hypnotism, patches etc., all to no avail. This year, having learned from a friend with MS that there had been very encouraging developments in stem cell research and that incubators, essential for such research, cost £5,000, I decided to ride from London to Olympia to raise £5,000 for the MS Society.

That was all very straightforward; until I had the bright idea to do the ride on a 64-year-old bicycle I had when I was a teenager, and which had resurfaced as a rusting old hulk in a leaking greenhouse. Despite rebuilding this bike from scratch using untested vintage equipment, and that the riding position was significantly different from my usual bike(s), I still failed to anticipate the discomforts that were to follow, not least to my right arm, which had sustained broken bones on 6 separate occasions, and was now reinforced with titanium.

On previous trips I had averaged 180 miles per day, but this time my schedule for the 1,250 mile trip was only 100 miles per day, departing from Marble Arch at 4pm on 9 June (our wedding anniversary!), aiming for the overnight Ferry from Ancona in Italy to Patras in Greece on Tuesday 21 June, in order to arrive at Olympia on 22 June, a total of 12 days riding. Two weeks to go however, I tore my calf in a half marathon, then a few days later, twisted my back and spent the next 5 days leaning on furniture for support as I moved around the house. On the morning of 9 June though, I did manage to get out of bed almost unaided, and even made it to the bathroom before it was too late!

The main news is that we raised a staggering £10.3k, every penny of which has gone to the MS Society, because my ride was totally self-funded and unsupported. To summarise, we covered the 1,250 miles in 10 days, of which at least a full day was lost with mechanical problems, and only the first day and the last day were dry. 'We' refers to myself and 'Ellis', he being the 64 year old Ellis Briggs I had when I was a teenager.

The route was London to Paris (195 miles) on day 1, then overnight stops at Auxerre and Chalons sur Saone, to reach the Rhône-Alpès area around Bourg-en-Bresse in the late afternoon of day 4. That evening, in solid torrential rain in the middle of nowhere, a bright red neon light proclaiming that it was open cheerily flashed above the portals of the only hotel I had seen for the previous 2 hours. Spirits lifted, I danced on the pedals up the steep driveway, oblivious to the wasted energy. The scrawled notice taped to the

inside of the glass pronounced 'Ouvert Mardi – Dimanche' (open Tuesday to Sunday). This was Monday. After sobbing on the doorstep for a while, I crawled off into the night having long since reached my terminal state of saturation, and headed for what I hoped would be the sanctuary of an open wash house I had used on previous rides, in the middle of a village called Les Hopitiaux, a further misty hour up the gorge.



The wash house was still there. Relief. A roof, two walls and a stony floor was all I needed. I unrolled my half-length wafer thin 'Therm-A-Rest' air bed (the one which resembles a slice of spam only not quite so comfortable), and my ultra-light sleeping bag which is very good for keeping mosquitoes off, but not a lot else. Donning every vestige of dry(ish) clothing I could find, I slid into my damp sleeping bag and managed to stay 'warm' for the next 7 hours. I woke every hour as the rubble floor

The familiar wash house in Les Hopitiaux

penetrated my consciousness and had to change position, but I stayed horizontal, even for toilet breaks, until 7am, when the sound of heavy drumming on the roof and occasional gusts of 'refreshing' rain blowing on my face started my day.

Half an hour later, damp bedding stowed, Ellis and I were again rolling in the general direction of Greece, albeit with the alacrity of a young iceberg and the enthusiasm of a turkey on Christmas Eve. However, once fortified by a Lumumba (hot chocolate laced very generously with Cognac), and an extra-large helping of Tarte aux Pommes (as only the French can make apple pie), I approached the Col du Chat with a degree of alcohol fuelled confidence which far exceeded my physical ability.

The mile-long tunnel which by-passed the Col itself was prohibited for cyclists, but the alternative was a 4 mile muscle searing climb into the clouds followed by a 4 mile freezing cold and treacherous descent on roads awash with mud and gravel, with only

60 year old brakes to save me from disaster. The risk of using the tunnel was being stranded by a puncture half way, or being apprehended by the gendarmerie. The tunnel beckoned, so with 5 flashing rear lights and 3 flashing front lights, I was about to launch myself headlong into the tunnel when a police car emerged. Life is indeed all about *Thai Ming*.

I nonchalantly became engrossed in the map which I had hurriedly snatched from my pocket, and waited until they had passed. They rounded the corner and, when after exactly 2 minutes they did not re-appear, I was off! At over 20mph, in less than 3 minutes I was through, accompanied by a few blaring car horns, deafening in the confines of a tunnel, but heart beating like a scared rabbit, I had saved myself at least an hour, not to mention the risk of a painful, bloody, show-stopping, skin-stripping, bone-crunching mishap on the tricky descent. The rest of that day went fairly smoothly, apart from accidentally ending up on the Autoroute for a couple of miles as I approached Albertville, and by late afternoon the rain had eased and the sun shone intermittently.

The 20 mile bicycle route from Albertville to Moutiers is convoluted and not well signed, so I occasionally had to ask directions, and was reminded that the French have an expression which I am sure you will have heard if you have ever asked for directions in France – '*Toute à Droite*'. Now, like me, even though the literal translation is to keep turning right, you may mistakenly think it means straight ahead. However, it clearly does not mean straight ahead because on at least 90% of the occasions when you ask for directions in France, the response will be '*Toute à Droit*', which is a statistical impossibility. Moutiers marked the halfway point between London and Olympia, so being more than a day ahead of my schedule despite the inclement weather, several rear wheel punctures, and the nagging 'toothache' in my titanium wrist, I was feeling quite pleased with myself.

The next leg was the 40 mile climb up the 2,188 metre Col de Petit St Bernard into Italy tomorrow, after which, according to my good friend Paul who had obviously somehow managed to locate the Alps on his bright green and blue Fisher-Price Globe, '*It is downhill all the way after that David*'. What could possibly go wrong now I thought to myself, as I mentally brought forward my target for reaching the ferry at Ancona from Tuesday 21st to Monday 20th June.

Day 6 did not go well. It rained, of course, and I had 4 more punctures. The good news was that the sun finally made an appearance at Bourg-St-Maurice, and the heavy clouds on top of the mountains were gradually clearing. The last few hours ascending the Col were therefore very pleasant, enhanced by a particularly bracing Lumumba at La Rosière, and the company of a couple of French Biathlon skiers charging up the mountain on wheeled short skis at a pace I could only just about match.

By now it was COLD, but for the first time that day, I could see beyond my immediate surroundings, had a clear view of where I was heading, but it was almost 7pm by the time I crossed the border at the top, freezing cold with 2 metre snow banks at the side of the road and an icy, finger-numbing, brain-freezing wind warning me to keep moving – or else!



All that remains is a 40 mile 'hop' over the Alps into Italy

To avoid super-cooling on the descent, I stripped to the skin to remove every sweat soaked layer, before shivering my way into what little dry clothing I had left, including thin fleece gloves over which I wore plastic forecourt gloves to reduce the wind chill, and a folded rubble sack stuffed up my front for the same reason.

The 1,200 metre descent via La Thuille to Pre-St-Didier is only about 10 miles, but as most of this is lost in the first 5 miles down to La Thuille, the gradient and hairpins on the top half of this road can be quite challenging in either direction for a cyclist. On a 64 year old bike with brakes of a similar vintage, the descent was 'interesting'. Not only was I shaking uncontrollably with cold that Ellis was wobbling all over the road, but no matter how hard I gripped the brake levers, the stopping power was too weak to prevent me overshooting some of the tight hairpin bends.

Fortunately, I met no oncoming traffic. However, I did stop and walk downhill for a mile or so at one point to allow some feeling to return to my hands and feet. The lower I went, the less cold it became but by the time I reached Pre-St-Didier, more than six hours behind schedule, I decided to call it a day, even though I had only covered 55 miles. I took stock; I was still 100 miles ahead of my original schedule, the sun had finally started to shine, I was in Italy and I was more than halfway to Olympia, so surely at some point I would encounter warmer, drier weather. Another big bonus was that all my aches and pains seemed like they may be subsiding, and of course as Paul had said, *'It is all downhill from here'*

As Day 7 dawned, my expectations of Italian sunshine and warmth were dashed by the

now familiar lashing of rain on my bedroom window, the gloomy swirl of low cloud, and low single-digit temperatures. At breakfast I was unable to grip my knife hard enough to spread butter, no doubt the effect of descending an Alpine pass with 60 year old Mafac Racer brakes, powered by the silly little two-finger child's bike brake levers I had foolishly fitted as a last minute expedient, having been unable to source a pair of matching vintage levers in time.

After 10 minutes pedalling downhill into the icy headwind funnelling up the Aoste valley I cannot feel my fingers, 20 minutes, my toes, and more than a month later, my left big toe is still numb. Two hours later and half a mile lower in altitude, the feeling slowly starts to return to some of my extremities, the steady rain becomes intermittent, and as I near the town of Ivrea (Alt. 253 metres), 65 miles into my day. I even start to contemplate clawing back some of the mileage I lost yesterday, and sticking to my revised target for reaching Ancona on Monday 20 June.

So there we were, me and Ellis, now anticipating a successful puncture free day despite the wind and rain, when suddenly a spoke in the back wheel snaps, the wheel distorts, catches the gear mechanism and we skid to a grinding halt. I survey the damage. Several broken spokes so the wheel is now totally jammed, catching the frame and brakes on both sides, the axle is bent, the gear mechanism is twisted and enmeshed in the spokes and has also been ripped from the frame which is now also bent, and for good measure the chain has snapped.

Whilst contemplating my options, a disgustingly fit looking German guy glides up on a bike which clearly cost as much as the top of the range version of a family saloon. Being typically German, he politely and with evident sincerity offers his assistance in perfect English before noticing certain features of Ellis' make up. 'My goodness!' he said pointing at Ellis' front changer, 'I have seen equipment like that only in a museum!'

A brief call on his iPhone 12, and five minutes later his wife, driving a motor home the size of a small Baltic State, pulls up and out come several tool boxes containing every imaginable tool for repairing any bicycle, or at least any post 1980 bicycle that is. Having some experience of trips like this, I already have every tool I may possibly need with me, neatly stuffed into a small recycled plastic sandwich bag. When I say 'every tool', what I mean is every tool except for a Big Tool, which is too heavy to carry, but which unfortunately is exactly what I need for this situation.

It appears that Big Tools are not required for post 1980 bicycles, so Ellis and I were no further forward. Sebastian and his wife very kindly drop me a couple of miles down the road in the middle of Ivrea, which is totally shut, and it is now raining heavily again. I trudged at least another 2 miles half carrying and half wheeling Ellis, trying to find a bike shop, garage, tool shop, DIY shop, or any establishment which looked like it may

harbour a Big Tool, but clearly such emporia were actively and successfully avoiding me that day...**To be continued...**

David Steel

NOTICES

Junior Bursary

Last year the Wheelers received a legacy from the estate of a late member Clive Watkins and the club decided to match this amount and to award a Bursary to a Juvenile/Junior club member. Applications were invited and following the receipt of applications the committee decided to award 2 Bursaries to Daniel North and Billy Thomas – 2 promising TT racers.

Hopefully the grant of these Bursaries will help enhance and progress their cycling careers.

The Cambrian

The Cambrian Audax returns on Saturday 22nd April 2017. A classic and challenging road cycling event, starting from Herefordshire and heading west across the Cambrian Mountains then back. Stunning scenery, fantastic climbing and deserted Welsh roads await your cycling predilection.

Bridge Street Sports Centre in Leominster will be the HQ for three Audax rides of varying distances up to 210km

For more information and to enter please see

<https://sites.google.com/site/thecambrianaudax/>

