



# BOTTOM GEAR

The OFFICIAL Voice of the SWRC

March 1999  
Editor  
SWRC sponsors

Issue 14  
Tony Sayers  
Evans Cycles/Tippetts Honda Ltd

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### ANNUAL DINNER & TROPHY PRESENTATION

The best President Cycling never had!!

Those of us lucky enough to attend this year's club dinner at the Surrey Hills Hotel were treated to a 'Tour de Force' speech by double world champion Tony Doyle MBE. Speaking for 20 minutes without notes, Tony displayed an intimate knowledge of the SWRC mentioning both the Squirrel and Parkinson families (Phil Parkinson used to race against Tony at Herne Hill). He also mentioned numerous races where Gary Smith was 'there at the start!!' and quipped that he'd just dined with two SWRC members who still actually worked for a living - I can't think why we have got a reputation for doing otherwise ??

Tony's enthusiasm for, and sincere desire to contribute to British Cycling

was very evident. He is incredibly bright, has a rapid wit and Cycling is much the poorer for not having him as President of the BCF.

Tony is now director of the Leisure Pursuits Group and IMG. He rides for 2 hours, four times a week, which partly explains why we cannot hang on to his wheel in a randonnee!!!

I congratulate all of the prize winners and especially the well deserved Bugden family who left with a veritable truck load of trophies.

Next year will see the SWRC celebrate its 70th Birthday - Quite an achievement, especially as links still exist with the Quemby's and other founder members. **This calls for a very special club dinner and celebration.** Your committee have various proposals on the agenda, but we need a little extra sponsorship from members with reasonable incomes - **so how about it?** Sponsors names will be printed on a special 70th Birthday menu and any cash not needed will be refunded in proportion to donation. The accounts will, of course, be available to the membership. Four members have been canvassed so far and all were willing to help, so please let me know if you would like to become a sponsor. The donation will not be required until January 2000, so all we need now is a 'promise of one'.

Geoff Redhead

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## Editorial

Another season about to start and the enthusiasm both at the club room on a Tuesday night and out on the regular clubruns is infectious. The Tuesday Turbo evenings have accredited between 8 to 10 regulars and today's (Saturday 13 February) clubrun accounted for 19 men not accompanying their partners on shopping expeditions. Many of our members have signed up to take part in the Kingston Wheelers' 14 Time trial next Sunday and I am informed that they now have a full field of 70 or so riders, including Sean Yates. Various members of the committee are busy organising Training Weekends, MTB Rides, Randonnees, Time Trials, Slide Shows, Road Racing events at Hillingdon and on the Ellen's Green circuit. Others are promoting Surrey League and LVRC events. If you come down to the club room on a Tuesday, you will not be able to avoid signing up for something, even if it is only a bit of marshalling or time keeping - and that is the way it should be. The more you put into a club, the more you will get out of it (and, more to the point, the more you will enjoy it).

Another good reason for coming to the club room is to take advantage of all of the new kit available for purchase. Apart from a plentiful supply of new tops, Paul Foster can also deck you out in SWRC cycling mits, some sexy blue shorts and SWRC caps; all at exclusive prices.

Most of the notices in Bottom Gear give a name and telephone number to contact for further details or application forms etc., but please feel free to contact the appropriate committee member or your General Secretary, Ray regarding any queries you may have or, indeed, any information you wish to share. A full list of committee members is given in your new hand book, hopefully included with this mag.

As you may already know, I have taken on the role of Press Secretary, and so any articles or results of any events you

### TRACK RACING

Why not have a go, no gears and no brakes to worry about, just ride round (call me a chicken if you must, but I would have thought that 'no brakes' was something very much to 'worry about' - Ed). There is no traffic, no potholes, only friendly bikies like you (ok, so I'm almost convinced - Ed). Improve your bike handling, speed up your sprint and get your legs spinning.

Training sessions are on at Herne Hill most Saturdays 9am until 1pm. Bikes are available from the track and, like the session, are reasonably priced (SWRC also has a track bike available). The groups are fun and friendly and the coaching excellent.


**FORTHCOMING EVENTS:-**

Herne Hill, Monday and Wednesday competitions ... details will be posted on the Club room notice board as they become available.

National Open track Championships Fri 23 - Sat 31 July 1999\*  
 Masters World Track Championships Tue 21 - Sun 26 Sept 1999\*  
 World Open Track Championships 2000\*  
\*all at Manchester

Anyone interested in or wanting more info regarding Track racing, please contact me and I will try to help out.

John Haschka - SWRC Track Secretary  
 0181-644-5151 (Home)  
 0973-311396 (Mobile)  
 01932-228811 (Work)  
 John@haschka.freereserve.co.uk (e.mail)



have entered would be much appreciated. Any articles I can get in the press will get us better known as a club, but I do need the basic information from you. It also goes without saying that I am always grateful for articles for this, **YOUR** magazine. Closing date for the next edition is 12th May 1999.

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### SWRC Randonnee - Update

Arrangements for the Randonnee are proceeding well. The first point to note is that the date has been changed to Sunday, 9 May 1999, due to a clash with the PruTour 'Red Ride'. The British Legion have agreed to provide Teas and Cakes for purchase in their hall adjacent the Start/Finish Point in Cobham public car park. There will be a choice of two routes, the longer of which (83miles) will turn at Amberley

and rejoin the shorter (51 mile) route at Loxwood. Riders will be required to elect for either the long or short route before they set off as detailed route sheets are being prepared separately to avoid any confusion. There will be 4 check points on the shorter 'Cyclotouristes' route (including the start and finish) and an extra one at Amberley for the 'Cyclosporatives'. Riders will be required to book in AND OUT at Amberley to enable, those who wish, to take a lunch stop. All check points will be marshalled by SWRC members. The entry fee will be in the order of £5 (to be confirmed) to cover administration/advertising expenses etc and insurance.

I hope that, if you are not one of the helpers for the day, that you will take the opportunity to take part in the event and act as unofficial SWRC ambassadors to other entrants. It would be nice to think that the event will be a success and that a repeat performance



will be demanded for next year.

Finally, I have been informed that entry forms and full details will be available from 1 April 1999 - please keep an eye out on the club room notice board and contact either Bob Maylin, David Wright or myself before 23 March if you will be able to put up a poster for the event in your local cycle shop or somewhere equally suitable.

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### Nobbie Fry

It was with much regret that the committee learned of the death of Nobbie Fry, one of our longest standing members, in January. Our sympathies go out to his wife and family.

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### Training Weekend 20<sup>th</sup>/21<sup>st</sup> March

In his spare time (?), Geoff Redhead has organised a *Training Weekend* to Eastbourne. Nineteen of the club run regulars will be joining Geoff on 20th March for a Saturday ride (starting at Cobham car park at the normal time of 9.30am) for a, hopefully warm, ride to Eastbourne. At Eastbourne, Geoff has booked 10 twin bedded rooms for the night and an evening meal at the Mansion House Hotel. I dare say that a certain amount of wine or other liquid refreshment will also be sampled. One of the participants partners has kindly offered to transport our small overnight bags, of toothbrushes, some casual clothes to wear for the evening meal (a bit more civilised than dining in lycra) and a spare jersey & shorts etc.

Once we can get the last of the bed weary participants from their rooms on Sunday morning, we will cycle the return journey to Cobham and home with the obligatory stops for 'Elevenses' and/or lunch as appropriate.

Although the official closing date for booking and passing your deposit cheque of £20 to Geoff has most likely

passed by the time you read this article, it may still be worth enquiring with Geoff to see if he has had any last minute cancellations or for the phone number of the hotel to see if they still have any rooms available. The cost will be £35 for bed, breakfast and the evening meal (excl. drinks) plus a contribution to the accompanying car drivers costs.

### L'Etape-du-Tour 197km - 12<sup>th</sup> July 1999

Why not join the SWRC Team for L' Etape-du-Tour? We will be leaving on Saturday 10th July and returning on Tuesday 13th July.

This year's Etape is LESS demanding than the '98 edition with one climb (Col de le Croix) of 14.5 km and five climbs of between 4 and 8km.

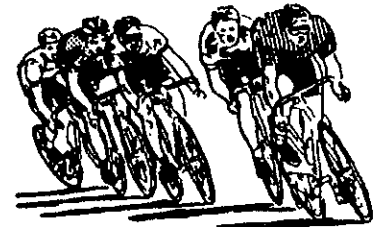
The costs? - Fly/Eurostar.... £399 or, Drive yourself.... £199.

Further details are available from Geoff Redhead.

And, if you don't fancy, or can't afford the real thing.....

### Pru Tour - Red Ride 16th May

It is encouraging to see that Prudential are running the Pru Tour again, which this year includes the added bonus of a "L'Etape du Tour" they have called 'The Red Ride'. Discussing this in the club room and on recent club runs, it would appear that several of us would like to take part, but how to get to the start at Rochester Castle, Medway and home from the finish at Portsmouth has still to be resolved. How practical would it be by train?, has anyone got access to a removal van with driver?, are there enough interested to warrant the hire of a coach? The answer may come from Graham Baxter Sporting Tours, who are offering transport to the sign on point on the Saturday, a Pasta Party, hotel accommodation for Saturday night, hotel accommodation in



Portsmouth after the ride on Sunday night and transport back home on Monday. Further details have been requested and these will be posted on the club room notice board as soon as we receive them. Would those interested in doing the ride, whether or not they intend to travel with our group, please make it known at the club room.

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### CYCLING IN THE '30s (By F.R. (Yorky) Thompson) Offered for publication by kind permission of the author

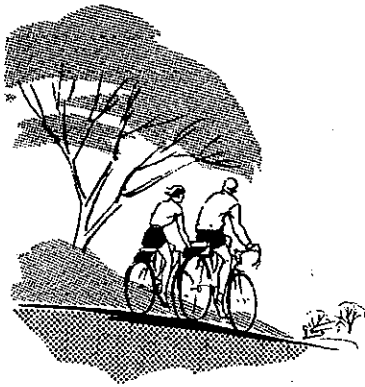
You will remember from our last edition, Yorky buying his Raleigh Tourist at £5/19/6, plus 5/- extra for chrome handlebars and the unwritten rule that the CTC Social Section runs had to do more than 80 miles; when nearly everyone rode fixed gear, except one or two on single-gear freewheels or even on 3-speed Sturmey Archers and when you never saw a girl riding solo. Most bicycles were black and were F.H.Grubb, F.W. Evans (that's another Fiver you owe me Gary - Ed), Selbach, Stenton Glinder, Granby or Claud Butler.

### We continue Yorkie's story:-

Most riders took sandwiches for both lunch and tea, as it was only the rich members who bought their tea which cost 1/- to 1/3d. The meal places were mainly in public-houses; we also had a few cafes and farm-houses. The pubs always opened early at tea-time for cyclists, and we always had to leave before the official open time, which I think was about 7.30 pm. Most of the pubs had a special room for us cyclists. Tea was generally brewed in a big teapot and you usually got two cups



each, sometimes three. Sometimes you got your tea in a pint pot! The normal price was 4d, a few at 3d, and one or two at 6d. If we got charged 6d and there was a place charging only 4d in the same village, we never went there again!



After meal times there was no hurry to leave, and after tea-time it could be going up to 7 pm before we left. For dinner we generally arrived between 12 and 12.30, and for tea about 5 pm, except in December and January when it was earlier. This was for the benefit of the riders with acetylene lamps so that they need not light up before tea-time.

Everyone had either gas or oil lamps: you could buy a cheap oil lamp for 1/6d, but pay up to 16/6d for a Lucas Silver King. We used to buy Lucas Oil as it was supposed to burn white and brighter than ordinary paraffin. The gas lamps used carbide which was bought in tins. In spring and autumn we had to light up on the way home and this meant stopping for a while, for although the oil didn't take too long, the gas lamps took much longer as you had to turn on the water and then wait for the gas to be made. And then before you got home, the water had to be turned off, as the gas continued after the water had stopped. You dare not take the lamp into the house until the gas had been used up because of the smell! Later on the carbide container had to be unscrewed and the old carbide thrown away to be replaced with new. In winter the water container was not filled until after tea so that it didn't freeze up.

As to the bikes, 26 x 1 1/4 was the standard rim size, and they were all steel. I never saw any alloy rims, in fact all the metal parts were steel. If you had your wheels built up you had a great choice of hubs - Cater Lea, Bayliss Wiley, Blumfield, British Hub, B.S.A., Brampton, etc., but only with steel rims, supplied, I think, by Dunlop. '531' tubing had not yet been made. The racing man had sprint rims made out of maple wood; I don't know for sure but I think Constrictor made the tubulars. Our tyres were made by Palmer, Moseley or Dunlop. The cheapest Dunlop cost 3/3d and the dearest 12/6d. Most clubmen fitted Dunlop Road Racing at 7/6d. A pair of ordinary pedals cost about 2/11d and you could get Brampton solid centre ones for 6/6d. A Coventry chain cost 2/9d, whilst a Reynolds Elite cost 3/3d. The saddle was nearly always a Brooks B17 Champion.

Some riders, who rode fixed, didn't have a rear brake, only a front one. If you wanted a cheaper bike, there was a good choice: Hercules was the cheapest at £3/19/6d with Raleigh at a pound more. There were Triumph, Rudge Whitworth, Coventry Eagle, Royal Enfield, B.S.A. and James, but I can't remember the prices of any of these. There were no imported cycles - everything was British.

Most cyclists wore shorts with knee-length stockings in the summer, and in winter a few wore plus-twos or plus-fours. A cloth jacket was worn, for there were no anoraks, wind-cheaters or parkas. In wet weather it was a cape made of cotton covered with a water-

## LVRC - Region 9 Events

As previously reported, there are far fewer events on our 'home' circuits at Loxwood, Goodwood and Ellens' Green, but if you are prepared to travel a little further afield, or would like to give the Hillingdon circuit a try there are still enough events to keep you Vets out of mischief. I have listed below the Region 9 events up to the end of June and a full list with further information is posted on the club room notice board. You will see that the event on Bank Holiday Monday, 31st May is a SWRC organised event as is a further event on Saturday 17th July 1999. Please give these events your full support.

Sun 7/3/99	Saffron Walden	9.00am
Sat 13/3/99	Hillingdon	1.00pm
Sun 18/4/99	Goodwood	9.00am
Wed 21/4/99	Hillingdon	6.45pm
Wed 5/5/99	Hillingdon	7.00pm
Sun 9/5/99	Eastway Circuit	9.30am
Wed 19/5/99	Hillingdon	7.00pm
Sun 23/5/99	Horsmonden	10.00am
Mon 31/5/99	Hillingdon*	12.30am
Wed 2/6/99	Hillingdon	7.00pm
Sun 6/6/99	Blackmore	9.00am
Sat 12/6/99	Hillingdon	1.00pm
Wed 16/6/99	Hillingdon	7.00pm
Sat 19/6/99	Eastway	9.30am
Wed 30/6/99	Hillingdon	7.00pm

proofing substance; a good cape was a Pages's which cost 15/6d, an expensive item when a skilled engineer's wage was about £3 a week. You had to be careful with it; not to take it off immediately it stopped raining but to let it dry out first. If it was rolled up wet and left for a time, the water-proofing stuck and peeled off when the cape was unrolled.

Handlebars were usually covered with black celluloid; brakes, generally side pull, although one or two people had Resilion Cantilevers on their bikes. With these, the rims had to be perfectly true as cantilevers would not follow an untrue wheel. As mentioned above, nearly everyone rode a fixed gear; rear hubs were double-sided so that with 16 or 18 tooth cogs and a 44 tooth chain ring, which most riders used, gave 72" or 63" gear. This meant that when you came to a hill, and there are still plenty



of them left in Yorkshire, everyone got off and walked as there were no derailleur gears then! Later the derailleur came on the market, mainly Cyclo made in Brum. This was a three-speed, the low cog being part of the freewheel allowing a choice of cogs for the other two gears to be screwed on. The gear changer was fitted on to the top tube and operated a double wire in a casing with no return spring as today. These wires were always breaking. Later came the Simplex with only one wire and a return spring; still only three-speed and with a 1/8" chain. With the advent of the derailleur, we got a lot more tandems out; everyone had a hub brake, back and front. B.S.A. tandems were very popular, costing 16 guineas (£16/16/0). When finally, in the thirties, '531' tubing came out, I saved up and purchased a '531' frame, expecting to do wonders on it; I couldn't tell any difference from my old frame, and then I realised (what still applies today) it isn't the bike, it's what sits on it! Every summer the local DA organised Standard Rides: 100 in 8, 130 in 12, 140 in 12 and 200 in 24, all on the same day, so it took four years to have a go at the lot! My first ride was in 1932, at 130 in 12 - plus 5 miles (cycling) to the start and 15 miles back from the finish. Last year I rode in the Vets 100 in 12, chauffer-driven to the meet and back! I still wonder which was the easier ride. Once a year, in summer, we had a ride starting at midnight on Saturday, arriving home about 9 pm on Sunday. This was usually to the east coast, Whitby being a favourite destination, about 180 miles.



We had a runs book, but I can't remember paying any SF. We always had a captain, and woe betide anyone who passed him and rode in front, as is often seen today. He always had someone riding alongside. However, his captaincy finished at tea-time and then any two could ride in front on the way home. We always stopped at Skipton to use the toilets and to have about 15 minutes chat with other clubs. Then it was a ten-mile ride to Keighley, this stretch always being packed with cyclists returning home to Bradford and so on. If another club passed yours, well, you tried to drop them and 'all hell' was let loose! Luckily there were very few cars about in those days. Sometimes I got dropped, but many a time it was the other way about! In Keighley we had to walk over a footbridge over the railway, thus avoiding the main part of the town. From then on it was a truce!

Cycling was then very popular; Nearly all young men cycled as it was the only way of getting about. As the thirties went on, we started getting girls coming out on their own. When I joined the CTC in October 1930, the subscription was 6/- with a 6d charge for joining, but you got 15 months membership. As a senior member in 1936 I paid 10/-, and in 1944 I paid 4 guineas for life membership.

Later in the 30s the Youth Hostel opened up, before then if you went on tour you either camped or went B & B. I remember my first tour alone in Wales, I paid 2/6d at the Black Lion at Hampton Loade for the first night, with 6d for supper and 3d for 1/2 pint of cider, total 3/3d. If you went on a club tour, it was the accepted thing to sleep two in a bed, sometimes three. At Easter and Whitsun we always went to the Lake District, it being only 66 miles to Windermere. As we worked till 12 on the Saturday, it was a 2 pm start and we made the Lakes that night. Sunday and Monday we toured the district, coming home on the Tuesday. The working class in those days did not get paid for holidays; usually there were two days at Christmas, 2 at Easter and 2 at Whitsun, and the summer holiday



## SLIDE SHOW 16th MARCH

### 1998 Tour de France + Classics

Accredited photographer, Paul Carpenter has kindly agreed to give us a slide show on the 1998 Tour and the Classics (the classics being the Tour of Flanders, Liege Bastion Liege and the Paris Roubaix). This will be held in the club room on 16th March. Admission is £3 per person, which includes club night subs, and is open to members and non-members alike. The doors will be open at 8.00pm and the show will start at 8.30pm sharp. If you did not attend the show Paul put on for us last year, you can take it from me that you won't be disappointed. Further information is available from Paul on 0181 893 1714.

was one week. As money was scarce, nobody ever carried a spare inner tube, if you had a puncture you mended it at the side of the road.

The I started on the most popular pastime in the world - courting. I purchased a Granby tandem, second-hand of course. It was on 3rd September 1939 when we were out for the day on the tandem, that we called at a pub for lunch and heard that war had been declared. And so it was, no more cycling for a few years.

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## New Year, New Sponsor

A word or two about our new sponsor Tippetts of Tolworth. They have been in Tolworth for 80 years and for the last 40 have been a main Honda dealer. Tippetts are a motorcycle and garden machinery agent who also sponsor riders in both road racing and motocross. Sponsoring a local cycling club is a new venture for the business but it is planned to be a long term one. It is hoped that the membership will support them and they, in return, will be offered a discount on all items purchased. As many of you will already know, I am a director at Tippetts and have worked for the company for 30 years, so there is a permanent link for the club which I hope we can build on for the future.

Ray Watson



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## TOP TIPS - VOL 3

Due to a lack of submissions, this may be the last edition of "Top Tips".

Ed Brown writes, "Around 100 years ago when I used to commute to work and had a chain which frequently came off, I used to carry an old washing up glove so that I could keep my hand clean while getting it back on (the chain that is not the glove - Ed). If you turn the glove partly inside out once you have used it, the grease doesn't even come in contact with your pocket or bag. You achieve much the same thing by helping yourself to some of the disposable plastic gloves provided free at petrol stations. These are thinner and can be thrown away after use." "Do I follow my own advice? I must admit, that now, I usually end up wiping my hand on a tissue or even a patch of grass, but then my chain is better behaved than it used to be!"

- Ed (or do I mean Ed?)

Along the same lines as the above suggestion, I was riding home from a Saturday club run the other week with Ray Watson when his chain came off (Yes, it happens to the best of us). Like I have often done, Ray looked around for a convenient small stick. As usual there's never one around when you need one. However, what Ray did find was a child's discarded drinking straw which he proceeded to fold in half and slip it around the chain just behind the bottom of the crank. It was then a simple matter to pull the straw forward guiding the chain back onto the crank teeth as he went. Hey Presto, one chain re-engaged and no dirty fingers. As I can guarantee that no one will follow advice to carry a drinking straw with you, all you have to do is just look around for a drinking straw at the side of the road instead of a stick (there's bound to be one lying just where you need it - I don't think).

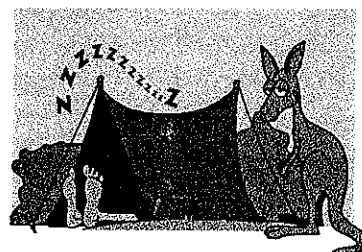
Quick release levers make suitable emergency tyre levers if you've inadvertently left the pucker ones at home.

Used your last tube and don't carry patches? Tie a knot in your tube to isolated the punctured area from the rest. It doesn't look very professional, it certainly gives you a bumpy ride, but it might just get you home.

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## CAMPING IT UP

A South Western Road Club member and his dewy eyed girlfriend went on a cycle camping tour of the Lake District.



They both awoke on the second night and the SWRC member said "Look up at the sky and tell me what you see."

His girlfriend thought this rather romantic and replied "I see thousands of beautiful stars." The man said, "and what do they tell you?"

The girl said, "They tell me that the universe is vast and we are insignificant, that the world is full of mysteries we do not understand. What do they tell you?"

The man said, "Someone has stolen our tent."

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## Running In - Please Pass

After having trouble on the railway last year (see 'Cycling Shorts' in Bottom Gear, Winter '98), this year Ian Kamikaze Maylin has been having trouble with the post.



The post in question being a bollard at the end of a footpath/cycle track crossing the Hogs Mill stream in Tolworth. Although, for almost 4 years now, Ian has been riding past this bollard on his daily ride home from work, on the evening in question in January, Ian rode straight into the bollard for no apparent reason. Needless to say, the bollard came off best with Ian sustaining the usual bumps, bruises and grazes. The bike? - that was a 'write-off', ending up somewhat shorter than it had previously been.

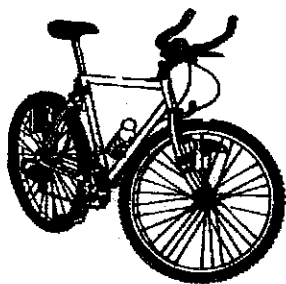
How does any other member stand a chance of winning "Crash of the Year" award with competition like Ian around, who manages to get in such an early first class entry? - **Only time will tell!**



## Mountain Biking

Although also a keen road man, our new Mountain Bike Secretary is often to be seen heading off into the undergrowth on one of those bikes with lumpy tyres. Although more dates and details of other events will be posted on the Club Room notice board throughout the year, Ken has asked me to draw your attention to the MTB events listed below:-

<u>Date</u>	<u>Meet</u>	<u>Destination/Event</u>
Sun 7 March	Cobham car park 9.30 for 9.45	Boxhill / Ranmore
Sat 27 March	Albury Cricket Club 10.00 for 10.30	Evans / Chris Horrod ride
Sun 11 April	Cotswolds	Hell of The North
Sat / Sun 26/27 June	<i>Ask for details</i>	Red Bull 24 Hour Mayhem Team Race
Sat / Sun 3/4 July	<i>Ask for details</i>	South Downs Way



Further details of these and other MTB events are always available from Ken Dolman, MTB Secretary - 0181 398 2354.



Well down on the course record, but with conditions such as they were, it is not surprising.

Ashamed spectator, Tony Sayers

\* \* \* \* \*

## Surrey Cycle Racing League Membership 1999

Although many of the 'regulars' have already joined the Surrey League for the forthcoming season, it is not too late for any newcomers or those not so quick off the mark. As per last year, you will also need to join the BCF to take part in Surrey League events. Your Road Race Secretary, Ian Maylin can give you all the forms and advice you need (a passport size photograph is required). If you would like to take part, or would just like a bit more information before making up your mind, please see Ian at the clubroom or contact him on 0181 255 6371 (H) or 0171 976 0257 (W) or [ian.maylin@virgin.net](mailto:ian.maylin@virgin.net).

## Summer Bikes Get an Airing

South Western Road Club entered a team of eight riders (part of a total field of over 70) for the Kingston Wheelers 14 mile time trial on Sunday. This is traditionally one of the earliest Open time trials in the area which is always well supported and gave our riders a chance to bring their best bikes out of winter moth balls. The size of the field was possibly swelled by many wishing to be able to say that they had ridden against past Tour de France rider, Sean Yates.

Joking a few days before the event, that "I bet Sean Yates is quaking in his boots knowing that I am off just 2 minutes behind him", Ian Maylin had nothing to be worried about - Sean Yates was one of the few to withdraw

before the event. It was possibly a wonder that more did not do the same because, unlike the sunny Saturday the day before, the weather was awful. The course was wet after some early morning rain (two riders came off in the wet including our club run mate, Twickenham CC's Pete {Top Gun} Wright) and the wind was strong enough to make racing on the flat seem like an uphill drag. Still, the South Western entrants, most of whom were Veterans, accredited themselves well over the two laps of the Hungry Hill course - Paul Foster 37m47s, Jack Haswell 38:00, Ian Maylin 38:43, David Wright 39:25, Ken Dolman 39:34, Bill McCombe 40:38, Bob Maylin 43.25 and Dave Pinder 44.10. The fastest overall rider was J.Henderson of Terry Wright Cycles with an astounding time of 33m11s.

## STOP PRESS

Due to a faux Pas when completing his entry form for the Kingston Wheelers event (see opposite), Ken Dolman managed to come in as 'Top Novice' and gets himself a mention in Cycling Weekly. In his defence, an embarrassed Ken hastens to point out that "I did own up and did not take the prize money".



## DIARY OF EVENTS

From 1st March to 30th June 1999

DATE	DAY	TIME	EVENT
05.03.99	Fri	t.b.c.	Chain Gang Curry Night
07.03.99	Sun	09.30	MTB Ride
14.03.99	Sun	09.00	14 mile 2-UP Round 1
16.03.99	Tue	20.00	Slide Show-Club Rm.
20.03.99}	Sat	09.30	{Training Weekend to
21.03.99}	Sun		{Eastbourne
27.03.99	Sat	10.00	C. Horrod MTB ride
28.03.99	Sun	08.30	14 mile 2-UP Round 2
10-17.04.99	One Week		Majorca Training Week
11.04.99	Sun	t.b.c.	Hell of the North
14.04.99	Wed	19.00	10 mile TT- G10/42
28.04.99	Wed	19.00	22 km TT-GS/292
02.05.99	Sun	06.00	25 mile TT-G25/18
09.05.99	Sun	t.b.c.	SWRC Randonnee
15.05.99	Sat	07.00	10 mile TT-G10/56
16.05.99	Sun	t.b.c.	PruTour 'Red Ride'
26.05.99	Wed	19.30	22 km TT-GS/292
02.06.99	Wed	19.30	22 km TT-GS/292
09.06.99	Wed	19.30	10 mile TT-G10/56
19.06.99	Sat	07.15	10 mile TT-G10/54
23.06.99	Wed	19.30	22 km TT-GS/292
26.06.99}	Sat/Sun		{Red Bull 24hr.
27.06.99}			{MTB Team Race
30.06.99	Wed	19.30	10 mile TT-G10/54

From 1st July 1999 - Please see next edition of Bottom Gear

**Notes:-**

More details of many of the above events (and other events later in the year) are given elsewhere in this edition of Bottom Gear.

A full Time Trial listing for the year is included in the 1999 SWRC Handbook.

More details about these and other events may always be obtained from the appropriate committee member or from the club room notice board.

### Cycling Shorts

- ◆ It's him again (Ian Maylin). Three days after getting his rebuilt bike (with new frame) back on the road, someone opened a car door in front of him and, you guessed it, another write-off.
- ◆ Sabin gets a donkey and a mention in the press. In recognition of his achievement of 14,156 (yes, that's fourteen thousand, one hundred and fifty six) miles during 1998, Sabin Gaztelua was presented with a replica 'Spanish' donkey at the annual dinner/trophy presentation in January. How's he doing so far this year? You don't want to know, believe me.
- ◆ **Top Novice Loses His Seat** - Ken (I didn't take the prize money) Dolman suffered a broken seat post bolt on Saturday's club run (27/2/99). The rest of the group immediately organised a whip round and left Ken, in the middle of nowhere, the wrong side of Cranleigh, with hopefully enough money to get a new bolt (once he could find a cycle shop) or alternatively, probably not quite enough money for a train ride home. We hope he made it one way or the other?