

**WORTHING EXCELSIOR CYCLING CLUB**

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# **WORTHING WINTER WARMER**

100K BP

SATURDAY 13<sup>th</sup> FEBRUARY 2010

START 09.00

HQ ASHINGTON COMMUNITY CENTRE

ENTRY FEE £5.00

(Plus £2.00 insurance if not Audax, CTC, or gold/silver BC member)

Tea/coffee and biscuits available from 08.15

Food and drink provided en route

Hot soup and roll at finish

Route outline: Ashington, Warminghurst, West Chiltington,  
Adversane, Wisborough Green, Kirdford, Plaistow,  
Shillinglee, Blackdown, Lickfold, Lodsworth,  
Selham, Burton, Sutton, West Burton, Coldwaltham,  
Greatham, Thakeham, Warminghurst, Ashington.

**Entry forms available from the organiser**

**Mick Irons**

**36 Phrosso Road, Worthing, BN11 5SL**

**(01903 240280)**

**Completed entry forms to him by**

**Saturday 31<sup>st</sup> January 2010**

## CLUB/S.C.A AND S.C.C.U.100 MILE

26<sup>th</sup> JULY

It was always going to be difficult to improve upon the Club's performances of 2008. We did not have Mark Newnham, Karl Robertson or Adrian Rodgers. The course had been changed and the latter stages were definitely harder, and, on the day, the weather was not so kind. Our entry was down from 11 to 10 but still, more than could be mustered by any other club in the area. New faces at the distance were Clive Lett and Paul Outhwaite, both with considerable sportive and audax experience, Peter Logan stepping into the unknown and Nigel Reynolds. Nigel representing our 'London branch' had been urged to ride after his excellent debut in the S.C.A/Club 50. 'You must ride to complete the club B.A.R' he was told. With Joan Lennon and Tom Coulson entered our ten was completed by Stuart Jago, Nathan Gale, Mark Bernhardt and Mel Robertson.

The first half was OK, comprised mainly of the '50' course, it offered good roads and calm conditions. All WECC riders seemed to be going well. It was between 55/65 miles that the rot began to set in. They had those miles in their legs and their heads kept reminding them of the distance that remained. They had perhaps already fixed in their minds that the last 40 or so were going to be hard, and that doesn't help. The wind now blew up fresh to strong from the south – not helpful if you still have to ride Buck Barn to Washington on the exposed A24 no less than 3 times. Their schedules which were probably too much based upon last year's rides, were slipping away. Big gears were stuck in too long and each mile grew longer. All were finding it hard but, exceptionally Nigel Reynolds, who incidentally, wasn't aware at the start that the course had changed and perhaps had less of a worry about the latter miles on the Ashurst circuit, was clearly maintaining good form. Another was Stuart Jago, his schedule was still being trimmed and a personal best remained on the cards.

Mark Bernhardt was the grimmest of spectacles over the last miles, of courage and tenacity he had plenty, of speed and cadence he had none. It takes grit to cover 20 miles after its all gone, when the legs no longer belong. Mel Robertson remained focussed to the end but over 10 minutes was to be lost over the second half and last year's time was quickly a fading dream. Tom Coulson, may not admit it, but he was probably the lucky one. With insurmountable mechanical problems in the early miles he was forced to abandon before it even got hard. Peter Logan was to find 65 miles on his tri-bars too low for his back and in considerable distress retired at this point. Joan Lennon was spotted around the 80 mile mark, she looked comfortable, and conversationally remarked that 'the wind is quite strong'!! She was nevertheless riding up to her schedule.

All were undoubtedly glad to reach the finish in the Wiston road by Buncton Church.

The Club Result:-

		<u>Act Time</u>	<u>H'cap</u>	<u>H'cap Time</u>
1.	Nigel Reynolds	4.21.22	7.00	4.14.22
2.	Mel Robertson	4.30.28	Scr	4.30.28
3.	Mark Bernhardt	4.37.06	6.00	4.31.06

4.	Stuart Jago	4.46.58	28.00	4.18.58
5.	Nathan Gale	4.48.12	20.00	4.28.12
6.	Clive Lett	4.55.00	14.00	4.41.00
7.	Paul Outhwaite	4.58.09	18.00	4.40.09
8.	Joan Lennon	5.57.08	1.20.00	4.37.08

As far as the S.C.C.U overall event goes from 95 entries they finished: Nigel a superb debut 10<sup>th</sup>, Mel 22<sup>nd</sup>, Mark 32<sup>nd</sup>, Stuart 37<sup>th</sup> – incidentally he picked up a nice £40 for second handicap, Nathan 41<sup>st</sup>, Clive 46<sup>th</sup>, Paul 50<sup>th</sup> and Joan 73<sup>rd</sup>.

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### MISCELLANEOUS RESULTS

We are sure there have been others. Do please email or tele our Ed on the day. Results can then get into the Worthing Herald as well as the Worthing Wheel.

11<sup>th</sup> July South Eastern Road Club 10 on the Rusper/Crawley course. Mel Robertson 22.13 and third place on veteran standard. Jeremy Wootton 23.21, Ed Klose 23.40 and fastest Junior, Neale Maloney 26.54, Sam Maloney 27.21.

19<sup>th</sup> July Bec CC 25 on Broadbridge Heath based course. Mel Robertson 58.44, 2<sup>nd</sup> on standard but 1<sup>st</sup> Surrey/Sussex Veteran's Time Trial Association rider, so £30 and a trophy. Ed Klose 1.2.41 for a personal best. Nathan Gale 1.4.30, Peter Logan 1.8.17 and Robert Downham 1.9.21.

2<sup>nd</sup> August Mel was in action again, this time riding the Anerley BC 50 mile event on the Broadbridge Heath course. Another excellent ride of 1.57.45 saw him finish 11<sup>th</sup> overall in a 90 strong entry. He was again placed second in the veterans which was worth £20 but he also won the Aldershot Cup and a Veteran's Time Trial Association medal as winner of the Surrey/Sussex Group V.T.T.A Championship. More silverware for the trophy room.

9<sup>th</sup> August Bognor CC 'Club' event. Two WECC riders gave the Fontwell based course a try and came away liking it. Simon Letts recorded 1.00.39, his best for 16 years and Nathan Gale finished with a personal best of 1.2.17.

30<sup>th</sup> August The V.T.T.A open 25 on the Bognor course attracted Simon Letts and Jeremy Wootton. Simon just back from a holiday recorded 1.3.13 but JW really flying hit 56.34 for 5<sup>th</sup> place overall and was only 13 seconds away from a PB.

30<sup>th</sup> August Stuart Jago travelled to the A31 for a ride in the Alton 25. It was worth the petrol for he produced a PB of 1.3.43 knocking 1.28 from his previous record.

6<sup>th</sup> September Our junior squad were out in strength in the Southern Counties 25 at Broadbridge Heath. Their fortunes varied considerably: Sam Maloney troubled with a painful knee was not able to finish his ride despite catching his minute man within the first 7 miles. Ed Klose was however hell bent on a personal best, and he achieved it, even giving a 58 minute man a fright by overtaking him in the last couple of miles. His new P.B 1.1.33 gives him a more

'senior' look as he moves into that category next season. His ride won him a newly presented S.C.C.U trophy, the Robin Marsh Cup for fastest junior plus a very useful pair of Continental tyres.

Not to be outdone Lewis Norris was riding his debut 25 and was clearly taking it seriously. We understand he had been fine tuning his speed by putting in some training sessions with Mark Bernhardt, and before the event he was seen warming up on a turbo, very professional like. He soon hit his pace and maintained it brilliantly over the whole course to finish with a superb opener of 1.5.14, good enough for 2<sup>nd</sup> spot in the junior category and a £10 prize. With Sam and Lewis juniors for another two seasons, we now urgently need more in this age group to back them up.

Sam's Dad Neale rode this one as well and although nearly caught by the flying Lewis still managed a PB of 1.10.08.

6<sup>th</sup> September Four entered the Bognor 25 on the Fontwell course, thought perhaps to be slightly faster than Broadbridge Heath. Mel Robertson clocked 57.39 only half a minute down on his PB. Clive Lett, first 25 for years, made it in 1.5.15 although initially posted as a '55.15'!! At which he smiled, knowingly. Stuart Jago somehow managed a 40 second late start penalty putting him on a 1.5.46 and Robert Downham clocked 1.8.00



## CLUB RUNS

Too fast or too slow? That is the question. The answer of course is going to depend on your fitness and cycling ability, plus what do you expect from a 'club run'? Traditionally it is accepted that it is not a 'training run' which is something you do with an agreed group or on your own. A training run will not be stopping for tea and cakes will it? The Club run is a more sociable ride, even if it is no longer possible to be always be riding in pairs, it should be possible to talk to each other without gasping for breath. So what is an ideal speed? We think an average of 15mph but up to a max of 19/20 when the wind is behind and we're not climbing!

There's this guy who seems to be the delegated leader who knows the way, but you can go past him and give him a break especially into the head wind, but note what speed you inject. The Andy Schlecks of this world who whip past and then in about 100 yards sit up, only serve to totally upset the pace and rhythm of the ride.

So you know that there are more than just our Ed who express these thoughts, two others have commented, indeed one no longer joins us. Perhaps we should have two groups, a fast and a slow but numbers would not really justify that and it is divisive, we don't want to be labelled in that way. What would we have next – promotion and relegation! Having regard to the make up of the group is very important as well. Have a thought for new members who may lack fitness, experience or both. Take into account youth and have 'Concern for the Aged'

A suggestion was made that all should settle for a steady pace ride to the elevenses venue, but that on the way home, when you no longer need a guide, OK if you want stir it up, but for goodness sake everyone, you don't have to follow.



There was an array of VIP riders on the day too – Chris Boardman (Olympic gold medallist and world hour cycling record holder) got round in 8hrs 45mins, Alain Prost in 6hrs 15mins and James Cracknell in 8hrs 15mins.

A big thank you to all who sponsored me. We will have raised a tidy sum by the time I've collected all the pledges. For those who haven't quite had time to sponsor me yet, you can still do so via [www.justgiving.com/roccosepe/](http://www.justgiving.com/roccosepe/)

Best Wishes

Rocco Sepe

Note Rocco is raising funds for the Anaphylaxis Campaign. Thousands of people in the UK have life threatening allergic reactions to nuts and many other foods. The condition is known as Anaphylaxis

Paul Outhwaite and Nigel Reynolds were two other WECC mountain goats successfully completing the Etape du Tour challenge 2009.

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### HANDICAP POINTS COMPETITION

Calculated on handicap placings in the club events, other than hill climbs and evening tens.

If a rider does not ride an event then he is given two points more than the number who finished.

If a rider starts but does not finish then he is given one point more than the number who finished.

First 20 places only shown:-

1.	Mel Robertson	54
2.	Stuart Jago	65
3.	Mark Bernhardt	70
4.	Peter Logan	72
5.	Robert Downham	78
6.	Nathan Gale	79
7.	Kevin Doe	81
8.	Edward Klose	82
9.	Simon Letts	88
10.	Karl Robertson	89
11.	Phil Walker	91
12.	Colin Miller	92
13.	Diana Trafford	95
14.	Neale Maloney	100
15.	Sam Maloney	103
16.	Adrian Rodgers	106
16.	Paul Outhwaite	106
18.	Tom Coulson	111
18.	John Baldwin	111
20.	Peter Weston	116

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club-mates. I had also planned to attempt the Sussex 12 hour County Road Record the next week-end and a week later ride a 24 hour event. One rider was Bill Rogers who had a cycle shop in Boundary Road, Hove at that time and parked his van in a yard behind the shop.

We had planned a 2.00am start and Bill and I had loaded our racing bikes into the van the previous evening to save time – this necessitating the removal of front wheels. I arrived at the allotted time to find the bikes missing and Bill discussing the problem with a policeman. In fitting the front wheel to my cycle the thief had knocked out the brake blocks and later that morning the bikes were recovered near the foot of a hill in Hangleton in a pool of blood. My front wheel was snapped in two places and it was evident that the metal of the brake had locked it and sent the thief over the handlebars to be hit again by the second thief who crashed into him. (something confirmed by a witness according to the local newspaper report – cutting supplied by Reg . Ed)

Bill Rogers supplied me with a new front wheel and the next week-end I started my 12 hour record attempt, but I only got as far as Crossbush (near Arundel) when a chicken flew into my front wheel and was killed. Needless to say, my front wheel snapped and I hit the road hard – that was the end of that ride and the 24 hour event.

Regards  
*Reg*

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### WHAT'S THIS?

Patent white leather all glossy and clean.  
They're fancy and dandy, well really, I mean.  
They're showy and sexy with an Italian look.  
You can see for yourself at the end of this book.  
(Ownership claimed by Rocco Sepe)

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### JOAN'S CYCLING PAST (and present with WECC)

Cycling has never been my strong point in terms of speed, but I have done it for almost as long as I can remember. I was a late starter as a child, and was the laughing stock of my neighbourhood in Dublin when (as a 10 year old) I pushed my big sister's bicycle around while my friends all rode. (I had only recently graduated from an old large tricycle which had solid rubber tyres). I finally did manage to master the machine, and proceeded to cycle to hockey practice as a teenager, into school, into University in Dublin, away for illicit weekends in Wicklow, a couple of cycling holidays around Ireland, and all round Minneapolis when I lived there in the late 70's. I never had a good bicycle but survived on old Raleigh bikes with a single gear or Sturmey Archer gears – hand me downs from my elder sisters, and of course my American classic bike which cost me \$20 in a garage sale. I LOVED IT, as it was bright red, had back-pedal brakes, a comfy

saddle and lovely curved upright handlebars. It was known as Red Rider and served me well for the two years I was there. Sadly I had to leave it behind with a friend when I came home.

Back in the British Isles in the early 1980's I finally splashed out and bought a brand new bicycle, which I can still be seen on as I cycle to work near Steyning. It was a Claude Butler Majestic with an amazing 10 gears, in colour ice-blue and became my best friend. I lived in Northern Ireland for a number of years and used this bike to get everywhere. My father was scandalised that I had bought a man's bike and couldn't see why I didn't want a nice shopping bike like he had bought my Mum (it sat under a blanket in their conservatory for years). I even attempted the Maracycle in 1983, a sponsored long distance ride from Belfast to Dublin and back again over two days (103 miles each way). I made it as far as Dublin and got half way back before one knee locked up and I had to finish it in the back of a van, bitterly disappointed.

While in Northern Ireland I took part in my first triathlon in 1984 which involved a 6 mile run, a 1 mile pool swim and a 13 mile cycle. I used my lovely Claude Butler bike and felt very professional (pity about the performance though!) I guess it was then that the seeds were sown for my current obsession with triathlon, but at the time I had no idea what it might lead to. I enjoyed the event so much that I did it again the following year. However, life moved on and I left Northern Ireland and spent a year in York while my husband and I decided what to do with our lives. I joined the CTC and every Wednesday went out cycling with the York Over 60's CTC group. They welcomed me even though I was half their age and took me on many a long bike ride through the Yorkshire Wolds and Dales and Moors. They were an amazing bunch with every medical complaint under the sun, but once on their bikes they were incredible. It was my first introduction to the kinds of cafes which cyclists know about and no one else seems to have found – great cheap filling lunches, beans on toast for a pittance, huge mugs of tea or coffee and big slices of home-made cake. I was truly hooked, and I equipped my Claude Butler with panniers and a bar bag, learnt how to do basic maintenance and was ready to conquer the world.

Then I had children which put paid to my cycling ambitions a little. We moved to live in Sussex and my Claude Butler sprouted a child seat on the back of the bike. As the kids grew we discovered the joys of a 'trailer bike' (before they became popular) and so we managed to take both kids out cycling – one on the trailer bike and one stuffed into the child seat on my bike. This progressed to having the younger child on the trailer bike and the older one on her first road bike but, given the busyness of Sussex roads, we didn't venture too far afield with them. I continued to use my bike for recreation, commuting to local jobs, but cycling was increasingly sidelined as life with children took over. I continued running (my first love in sport) and kept fit but really didn't use my bike anywhere as much as I used to.

In about 1998 Steyning got a swimming pool!! It was something we had been hoping for for years and finally it happened.

At the time I was an active member of Steyning Athletic Club. One of our Club members was so enthused by the prospect of a pool in Steyning that he

persuaded the Club to book pool time with a view to training members to swim well enough so we could start to compete in triathlons. Well, this was all the incentive we needed and a hardy group of about 15 of us signed up for swim coaching. Within a year we were being persuaded to enter small local triathlon or multisport events and the bug started to bite. At the time I was working in Lewes and took the opportunity to hone my cycling skills by cycling to work occasionally. Usually I ended up taking the bike on the train back to Shoreham on the way home, 21 mile each way proving too much for me.

By 2002 I had been persuaded to enter my first Olympic distance triathlon, at Bournemouth in June. This was a qualifying race for the World Age Group Triathlon Championships and was quite a different event from the low key triathlons I did in the 1980's. People took these things SERIOUSLY, and I had to learn a whole load of new skills. I also decided that it was time to invest in a new steed so bought a compact frame Giant OCR with the aim of improving my current very pedestrian times. Much to my amazement I qualified for the Worlds for the first time and this bike has now travelled the world as my triathlon companion; Cancun, Mexico in 2002, Queenstown, New Zealand in 2003, Madeira in 2004, Belgium in 2005, San Francisco in 2006, Lausanne, Switzerland on 2005 and 2006, Autun, France in 2006, Hamburg in 2007 and Vancouver in 2008. I still didn't shine in the overall results as my bike times were always mediocre compared to my run and swim splits but I was beginning to enjoy the challenge of racing.

Normally when I join a group on a training ride, I struggle to keep up with the rest of the cyclists. No matter how much effort I put in, I am always slower than everyone else. This has been a source of intense frustration, especially when I ride with 'new' cyclists who have barely ever been out on a bike and I find that I cannot keep up. Consequently for years I felt inadequate, slow, unhappy when riding in a group, and felt as if I was inconveniencing everyone else. I have no idea why I find cycling so hard, but *c'est la vie*. I have accepted it and don't expect to overtake anyone when I race. But to compensate, I have stamina and, rather like a Duracell battery, I can keep going when others have fallen by the wayside.

I started doing time trials in 2005 and quickly realised that a time trial was a much more satisfying way for me to improve my cycling and to get some quality training in rather than going out for a Club ride. Time trialling is different and has given me a whole new reason to get out on my bike. I don't hold anyone up by being the slowest person in the field (except perhaps the timekeeper if I have a late start). It is purely me against the clock, and week by week each year I try to improve my times over 10 miles, or 25 miles, 50 or even 100. Ten mile time trials are short and sharp and the effort I put in is intense compared to the input during the bike stage in a triathlon. Time trialling has eventually helped me to IMPROVE my bike splits in a triathlon, despite my apparent genetic cycling deficiencies.

Having been persuaded to join Worthing Excelsior in 2008 (thanks to Jon and Adrian Rodgers and Diana Trafford), I have continued to push myself to greater things on my bike. Late last year I took the plunge (after a few years of persuasion from friends who mocked my Giant) and invested in a NEW bike ( a carbon Storck which I love). I have resisted doing this before as I felt it was more



important to 'keep the show on the road' He sold tables at £7 a time and made £279. Think someone owes him £1 ! Entry at £1 brought in £139,. Catering profit was £112 and sale of donated goods £142. After hire of the hall and advertising, a super cheque to the Association Treasurer of £505.

Incidentally you should try to get along next year, there were a lot of vintage items and plenty of bargains.

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## 24 HOUR 2011 EAST SUSSEX C.A

We know you are all anxious to hear the most recent news of this forthcoming promotion. It is definitely happening, the dates are 25/26 June 2011 (midday to midday usually). The Headquarters is Berwick Village Hall in East Sussex. For Worthing riders you'll probably be pleased to know that it will not now go into Kent but it will be coming over into West Sussex, with Ashurst Village Hall booked for the night.

Promoter Mike Hayler has also received confirmation that the event will include the National Championship and the Veteran's National Championship. Mike has received £750 from organisations and individuals towards the event. He's been in touch with Ian Wilkinson (302 miles in a 12) and Ian thinks the course should be capable of easy extension to 540 miles! Only 22½ mph!! So this has been arranged.

Other developments are that ESCA are trying to put their 100 back to August and Kent CA are moving their 12 hour to September to spread the long distance options over the season.

More news when we get it.

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## EVENING TEN SERIES Events Nos 13 and 14 16/23 July

The 2009 series was brought to a close by Jeremy Wootton winning both the last two in convincing style. His 21.31 on 16<sup>th</sup> July was a P.B by 2 seconds, his previous having been in 1998. The new Wootton bike is clearly a winner. The overall series winner is a very clear J.W

Adrian Rodgers has slotted into second spot but does not seem able to close the gap. It was obviously a good night on the 16<sup>th</sup> despite the thunder and lightning which hit us as the last riders were finishing. Great rides by juniors with Ed Klose on 23.02 and Sam Maloney right behind with 23.10. With Lewis Norris posting a 25.35 it was good to applaud three P.B's.

### Final Results – No 13

|    |                |       |
|----|----------------|-------|
| 1. | Jeremy Wootton | 21.31 |
| 2. | Adrian Rodgers | 22.44 |
| 3. | Ed Klose       | 23.02 |



gave slalom performances on the A22's roundabouts. Both lost a veneer of thigh. They wondered if they might be awarded extra points because they remounted and finished - - - apparently not – or for not yelling blue murder when first aid in the form of iodine was applied - - - again apparently not. The 'Doe' rules are tough it seems!

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### MARATONA dles DOLOMITES 2009

7 climbs, 3000 metres of climbing. All this over a whopping 106km. We had the biggest age range we think as Don Lock was 73 and I am 15 so there's a gap of 58 years!

The day before the big race, we all went into the town of Corvara to sign on and get all our freebies which consisted of a jersey, some snacks and some handy foot crème. We then went into the main town where the start line was and where there was a type of festival going on. As we had entered the race through 'Cycling Weekly', we met up with the organiser who gave us some T-shirts so we could have our picture taken and hopefully feature in the magazine!

The night before the big race, we cooked up a pile of risotto to fuel us for the next day. Then, for dessert, my Dad kindly offered us all an egg or two as he had bought a dozen anticipating that people would like to fill up on protein.

On the day, we got up at about 4am to have our muesli based breakfast and let it digest fully before we started riding. We had the privilege of a police escort to the start – Clive Lett saw us safely into our start pens before setting off in a blistering pace finishing the long route 138k in 7 hours, very fast! As we waited we saw the television helicopters circling around getting ready for the race to start. There were people of all shapes and sizes at the start and a big range of bikes. There were even some mountain bikers getting ready to start.

We went up the first climb (the Campolongo) the day before the event which helped us to get the feel of what was to come. We also went down it which was very exciting for me as I had never gone down such a long, winding hill.

The Falzarego climb was the longest on the medium route which Dad and I did. It was 11km long and in places, it was painfully steep. I set a monstrous pace, and some had to stop about halfway up. This was the 6<sup>th</sup> of the 7 climbs so everyone's legs were feeling like jelly at this point.

At the top of the Sella, the kind waitresses came out and offered us some small pieces of salami so we felt obliged to take a few handfuls for our nice sweaty pockets.

At the end of the race, we were handed either 10 euros or a cool Maratona cap, which I took gladly. There was an ice hockey rink at the finish which they transformed expertly into a huge food centre with lots of grills cooking steaks and sausages. There were also many big saucepans filled with pasta for people to load up on carbs.

We had talked about attempting the mythical Passo Stelvio the following day but in fact, we could hardly climb the stairs to the apartment!







didn't take credit cards as Per agreed to settle up next time he passed. I think Alpine guides are like lawyers, you just can't get away with not paying, someone will track you down.

Anyway 84.5km on the G.P.S speedo back down into Briançon, a drive back to the lodge, a shower and into the car about 4.30pm for a drive home and back to walk the three spaniels at 8.30am next morning and take my wife a cup of tea in bed.

(Does anyone else have extreme training schedules to tell us about – Ed)

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## SUSSEX CYCLISTS' ASSOCIATION "SPOCO"

'SPOCO', it stands for 'sporting courses' and was designed to encourage competition away from the dual carriageway dragstrips. Each season a selection of local events at 'short' medium' and 'long' distance and a hilly are made 'qualification' events for the SPOCO that year. You have to ride some in each category and you get points, 120 for 1<sup>st</sup> and reducing by 1 for each lower placing.

Worthing Excelsior did well last year with Mel Robertson winning the veteran's section and with Nathan Gale and Mark Bernhardt collected a team award. Well, in 2009 it looks just as good. On 16<sup>th</sup> August in the senior competition Mel was 7<sup>th</sup> with 653 points, Nathan 9<sup>th</sup> with 581 and Mark 13<sup>th</sup> on 528 but with another qualifying ride to come, which we understand he has planned. Eastbourne have a 'two qualified' total of 1366, and their third man is only on 336. Our 'two man' total is only 1234 but Mark has already scored 528 so we should be able to put our nose in front.

Mel is ahead in the veteran's table on 717 against Steve Dennis, East Grinstead and Geoff Smith, Sussex Nomads both on 713 but we are confident he can pull out some more with the Surrey/Sussex Vets 25 over in East Sussex.

In the vets team we need more from Mark and from Stuart Jago, but again the principal competition comes from the East bourne club.

We'll keep you posted.

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## 25 YEARS AGO

Roger Smallman was Club Treasurer.

Mileages for 1983 were recorded by Keith Dodman way out ahead on 12,100. Our Ed knocked up 9,050 and his son Andrew got third with 7,250. Ten riders topped 5,000.

At the AGM Secretary John Mansell reported a membership of 149, so plenty of work still if Mike Irons is to catch up.

Andrew (then reported as 'Andy'), which of course, he can be, was voted 'Worthing's Junior Sportsperson of the Year' Wow!!

John Mansell and Don Lock completed one of the longest ever two-ups,

riding from Lands End to John O’Groats. The 886 miles took 6 days 2 hours 20 minutes and they were supported throughout by Dave Hudson who was cutting his teeth for a future career as ‘El Supremo’ and Audax caterer extraordinary. Sponsorship raised nearly £2000 for St Barnabas Hospice.

We held a ‘medium gear’ ten. Fixed wheel, no gears and a maximum of ‘72’, usually achieved with a 48 chain ring and an 18 tooth sprocket. Twelve rode and it was won by Andrew Lock in 27.03.

Glen Longland, then of Antelope Racing Team and holder of the National 12 hour record with 287 miles was the guest of honour at our annual dinner.

Talking of 12 hours, we had four finish the Sussex CA event : 6<sup>th</sup> Don Lock 227, Roy Holden 220, Keith Laker 196, Reg Searle 176.

We had a film show in the Club room “Stars & The Water Carriers’ and ‘The Impossible Hour’.

Roy Holden 21.676 mph beat Don Lock 21.673mph for the Club’s Best All Rounder Championship. That’s when it was a real man’s event over 50, 100m and a 12 hour!



### THE AGGREGATION of MINUTE ADVANTAGES.

The above, or something like it, originated from the British Cycling set up before the last Olympics, either Dave Brailsford or Chris Boardman, but it is so simple and so effective.

If doing something will or even ‘may’ improve your performance, no matter how infinitely small that improvement may be it is a ‘must be done’ item.

Suppose it is something which falls under the ‘may’ rather than the ‘will’ improve heading, it is still psychologically an advantage because you know you have done it. In the words of Mark Cavendish “You’ve dotted the ‘I’ and crossed the ‘T’.”

What in practice does all this add up to? Well a million minute details would fill a Mag and bore you to tears. You have to look and think and if your mind says ‘it may help’ then you do it.

Should I, for example, clean my shoes? Yes, get every bit of dirt out of the cleats, adjust them, tighten them, check them for position and clean and polish the shoes. Take inspiration from looking good, do the Velcro straps lay tight against the shoe? If there’s an inch flapping in the wind, cut it off, even if you are wearing racing overshoes.

I wouldn’t be seen dead riding in black socks, but if you feel they are good because Lance wears them OK, but – are they clean are they snug to the ankle, not stretched and baggy.

I’ve done quite a bit of pushing off and that gives you a close up of man, clothing and bike, and it’s not all nice : dirty bikes, scruffy handlebar tapes, straps flapping under saddles, clothing blowing in the wind, the whole appearance scruffy. If you look good, you feel good and while you will not suddenly be a Bradley Wiggins you’ll go better. It’s as certain as forcing a smile when you’re not very happy; it helps.



