

THE 2011 WINTER WARMER

It was an unseasonably bright sun that warmed our backs at this years WWW. Veterans of this event had grown used to negotiating freezing conditions and treacherous ice patches on the way round. Kevin Doe still has the scars from when he famously fell 3 times a couple of years ago (on the same hip! Mind you at his age he probably did need a new one!)

I turned up with Jonny, my daughter Alice's boyfriend. Giacomo was to have been with us, but he had solemnly told me a few days before that he didn't like cycling any more. It was all I could do to stop a spontaneous posse forming at the club run following that announcement, intent on paying a visit to my place to "convince him" of the error of his ways. The good news is that since then he has decided to put his PS3 up for sale on ebay, and committed to the Eastbourne trip - there's still hope!

This year's entrants congregated at the excellent new village hall in Dial Post - lovely wooden floors and fixtures, and great kitchen where Don was serving coffee and dispensing good advice to all. Jonny and I were vigilant at the start this year to ensure no repeat of last year when we let the main group set off with a 30 second lead which we never managed to close!

The WECC team were at the head of the peloton, controlling matters and keeping our leader John Baldwin safe. John was voted leader on the basis of having the cleanest bike (again) the smartest wheels, and the fanciest new gadget - his splendid Garmin. It's a machine of modern wonder - fully multi-functional, mapping, pacing and all that stuff. Equipped to satisfy a modern man's every need!

Our control only lasted 20 minutes when Robert Downham punctured. Ironic as Robert had firmly said at the start that we wouldn't wait for those who punctured - unless it was him! He is our Chairman, so we waited. Three of the crew were like caged tigers during all this, and once we restarted they upped the pace. Yes, led by hardman Paul Outhwaite the 3 rebels pushed on at a blistering pace - Ken Newton and Phil Walker hung on for dear life! Richard Klose considered giving chase, but his new beard created too much drag.

It was around this time, with spirits dipping a bit, that Kevin told us why Peter Logan had failed to make the start. Apparently poor Peter had done his back lifting a piano. There was probably more laughter than there should have been. Images of the PG tips advert from the 70s formed in our minds. The chimp removal team heaving a piano - you hum it, we'll sing it Peter!

Blackdown Hill loomed closer. By this stage Chris Putnam and Ben Barden had caught us. They had sportingly given us a head start by going to Ashington for the start, and then on to Steyning, before finally realising they should have been at Dial Post! Uber - competitive Chris set the pace up Blackdown. Jonny manfully gave chase. His 23 year old legs were spinning impressively, and the two of them left the rest for dead, as they lived out their very own version of Contador v Schleck. With no contaminated beef to help him, Jonny had to concede to Chris who was determined to be first to dive into the wondrous spread laid on by Dave Hudson at the top of the climb. 'El Supremo' was at his very best with a fantastic

Pantry' in Ditchling, the fruit scones served up quickly acquired 'legend' status with their size and quality! I'll not name and shame the non-finishers!

We were slightly delayed on our departure from Dolly's Pantry by Kev's back wheel and a broken spoke. It's interesting to see how we all react differently to these problems and the wobbly wheel soon became the focus of our attention, culminating in a detour to In Gear Cycles, Uckfield. The mechanic was not available so our Chairman set up workshop on the pavement, removed the offending broken spoke and set truing the wheel. The outcome was quite commendable and the peloton was once more able to chatter freely about topics other than Kev's wheel, phew! Luckily, John prevented boredom from setting in with regular updates of information from his Garmin bike computer.

Next up was Heathfield and lunch, though several were still full up from Dolly's Pantry and opted for just a cuppa. From there it was the home run via Battle, on a map this is not the obvious route, have a look! After all of the earlier scenery the flat run in home was a bit featureless in terms of scenery.

This latest detour meant a headwind finish and to make matters worse it finally started to rain. The peloton split on this final run to Eastbourne, Keith wisely donned his cycling cape and whilst this guaranteed he'd be kept dry it did mean the main bunch headed off down the road leaving Clive, Keith and me behind.

Clive, Keith and I set about catching the bunch and as the wind strengthened I began to wonder if Keith would call out 'Gybe-Ho' at the road junctions instead of indicating with the customary hand signals. It did look as if he had a sail up and with the wind increasing, perhaps he could have done with putting a couple of reefs in?

I was in my element, a repeat of last years run in to Salisbury, bad weather and headwind gave me some focus as we rode a pace line to our destination. Some more interesting route selections meant the bunch reformed only a mile from our destination at a roundabout, quite bizarre.

The Langham Hotel proved to be very good value, £37.50 for dinner, bed and breakfast! A Masonic Dinner in the main restaurant meant we were segregated to the basement at dinner time, this turned out to be a blessing in disguise with the highlight being a dining room to ourselves and one large table for us all to sit round and some healthy dinner time banter along with some great food.

None of our rooms had sea views, well it was a cheap package. John Baldwin, my room mate noted that the windows in our room would not open. This minor detail soon became a major issue as we started to dry out! The scent of sweaty cycling kit is not good and with kit drying next to the heater the smell reminded me of school changing rooms after a wet PE lesson. Thankfully, the hotel management responded quickly to our request for help. Perhaps it was the thought of trying to make the room habitable the following day, after two smelly cyclists had stunk the place out?

With the window open, a decent meal, a couple of pints and a bottle of wine shared it was all going far too well! There had to be a catch somewhere, for some it was the noise from the disco downstairs, for John and I in room 222 it was the herd of migrating wildebeest that stopped in the room above us for a couple of

hours late that evening, fortunately even migrating wildebeest need rest and about 1.00 am they settled down for the night.

Sunday morning was bright and sunny, a little chilly and freshening north-westerly wind. Breakfast at 8.00 am and the conversation was all about the route back. I do remember agreeing to head out along the seafront and then to Birling Gap, up on the top of the headland we continued on the main road and missed out on the diversion we had planned to Birling Gap where our back up car was waiting. As a consequence Maureen and Don spent the morning playing 'hunt the peloton'. We tested their good humour and patience several times on the ride back.

It would be easy to forget the ride back in the light of Keith's later mishap, the ride back was fun from West Dean we rode up through the scenic Cuckmere Valley to Wilmington, out to Laughton and then on to Lewes via Ringmer. On the ride to Ringmer, I got a bit too keen with my pace on the front, it must have been the memories of warming up before the Lewes Wanderers Grand Prix des Gents with Mel on my wheel last autumn. As a result, I dropped the Chairman! However, having had this brought to my attention, I did ride back to get him, pace him back to the peloton and our lunch stop in Lewes. This was Maureen and Don's first rendezvous with us since Eastbourne. We did make sure this time we told them the actual route home!

From Lewes, we headed out past Plumpton College and Pyecombe (where it started to rain), retracing our route out back through Poynings, Fulking, Edburton, Bramber and The Botolphs to the junction with the A27 by Lancing College where we bumped into JP Saville who had been out 'photographing the Downslink' ?

At this stage it was raining quite hard and getting colder, the peloton set off and I sat chatting with JP for a couple of minutes. My recent episode of anaphylaxis has interrupted my early season training and as a result I have extended the base conditioning riding period and stayed away from the threshold training. Knowing the rest of the peloton was a few minutes down the road I set off in pursuit having said goodbye to JP. The A27 with a headwind, rain and road spray is not pleasant and this gave me the extra encouragement to get home quickly. Having spent the best part of February training at less than 80% of maximum heart rate, it was good to have a thrash home and get my heart rate up to race pace.

After a hard chase I spotted a small fragment of the peloton (Robert our Chairman) heading south from Broadwater Green. Ignoring Rob, I finally caught the remains of the peloton (Nicole, Clive and Phil) just after the Thomas A' Becket heading west. A quick chat, a few 'thank you's' and we finally split up to head home in our separate directions at Titnore Lane roundabout.

A great weekends riding, the trip out was 4 hours 30 moving time for 133 km and 965 metres climbed.

The trip back a bit shorter and slower at 94.25 km with a moving time of 3 hours 50 minutes and a total of 775 metres climbed.

If I have one gripe about the weekend, it's about our group riding skills, in particular the occasional lapse of attention. This is a general comment and not

There are three B.A.R. competitions available:

The Short Distance requires you to complete 3 x 10m and 3 x 25m.

The Middle Distance requires 2 x 10m, 2 x 25m, and 1 x 50m.

The Long Distance requires 1 x 25m, 1 x 50m, and 1 x 100m.

These are for senior men and for veterans on standard.

There are trophies for winners and medals for placings as well as a trophy and medals for the winning team. You ride as many of the qualifying events as you like and at the season's end submit your best performances. It is calculated on average speed and in the case of the 'veterans on standard' competition, an aggregation of the time by which you beat your age standard at each of the required distances.

Qualifying events are: promotions by the SCA, by the East Sussex C.A, the Southern Counties Cycling Union, or of any club affiliated to the SCA, or any event that takes place wholly or partly in Sussex. That is limited to events published in the Cycling Time Trials handbook, but for 2011 you have around fifty events to choose from.

It's a good idea to sit down early on, with the handbook and work out what you are going to do. Plan ahead get a schedule of the season. If you want help our Ed. would be pleased to assist.

Ladies and juniors too are all catered for within these competitions so don't feel left out.

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## ANNUAL GENERAL MEETING

The third Tuesday in February seems to come round at an ever increasing speed and Ed. is well aware of the reason. He accepts that it must have been a year since the 2010 edition, just that it feels more like six months. Anyway, there was a good attendance with nearly forty present. Maybe they remembered how the last one was conducted in an efficient manner and record time. Well, there was no record this time, but Adrian Palmer standing in for Robert Downham as Chairman still guided us through the agenda with such calm authority that the tea and cakes following 'any other business' were reached within the hour.

The minutes of the previous meeting were read and as few can recall what was said last time were duly approved. John Mansell with an interest in interest asked whether we had considered moving our pennies around the Building Societies various accounts and Treasurer Alan Langham assured him that the matter had been discussed, but the General Committee had decided against locking funds into term accounts, in view of future plans which might require easy access. John was satisfied having kept the Club's officers on their toes once again.

Secretary's and Treasurer's reports were passed without questions but as it was Karl Roberton's final report on standing down from the office after several years the Chairman proposed a vote of thanks which received a warm show of appreciation.



extra power! Seemed to be going O.K. though. The last of our riders was Stuart and we knew he'd done a lot of miles. He was steady rather than fast but the climb did not appear to bothering him unduly.

Wouter Sybrandy, a pro rider with Sigma Sport-Specialized put everything into perspective when he powered up the climb in the big ring! Conditions were potentially dangerous on the descent especially through Houghton village with speeds in excess of 80kmh being recorded. A number of riders admitted to freewheeling and braking with caution. Sybrandy was home in 24mins.31secs. Mark 30.51, Mel 32.27, Stuart 33.38 and Joan in 39.40. Sybrandy actually lopped a couple of seconds off his own course record!

At least being dry the Sunday event was less dangerous although the wind was still strong and gusty. We saw our riders on Houghton both on the ascent and the descent and the comments for Saturday remain appropriate except that Mark was seen to swerve erratically towards the edge of the road. We thought momentarily that he had punctured and was stopping, (more on that later) but he continued and they all finished.

At the H.Q. Mr.S, the Pro, had wiped the board of the mere mortals and had again lowered his own course record. 47minutes 16 seconds seemed quite amazing to most of us. Mark was shown to be the fastest of our riders with 56.48, Mel was on 1.0.05, Stuart 1.6.28 and Joan home in 1.17.10.

In the team event over the two days the three Worthing guys were awarded second team place and received some free tee-shirts and boxes of energy bars.

There now follows the second part of this story. Mark has trained hard over the winter with plenty of miles, time on the turbo when he couldn't get out, and working hard with weights to improve core strength. We applaud such efforts but one weight reduction effort was clearly over the top. Just a few days before the season starts he takes a Stanley knife to his legs. Stupid boy! So some time had to be spent in casualty that could have been more usefully employed. Stitches – part one!

Then there's the episode of his bottle cage which was apparently incorrectly fixed to his bike for the Saturday race. This was noted and corrected – he says – on the Saturday evening. So why then does his bottle fall out on the Sunday? According to Mark because the cage is not long enough or to put it another way the bottle was too long. Whatever, in the 34km race on hitting a pothole he lost his bottle, physically, not mentally; had to dismount and go back for it. He thought it best not to mention this while in conversation with his mates at the H.Q.! He had after all already admitted to having crashed at Whiteways losing somewhere between 30seconds and a minute. Adding insult to injury is not Mark's way

Mark had had to get his wife Diana down to the Hospital's Casualty department on the Sunday morning for she had damaged her shoulder. Later in the afternoon he was down there again using up the rest of his NHS vouchers to have four more stitches, this time in his arm as a result of the crash. We understand that the Bernhardt's now have personal parking arrangements at the Hospital! There was some concern that he may have been slightly concussed as a result of the fall and that may explain the somewhat erratic swerve on the Houghton descent.



If you have not been able yet to visit the Manchester Velodrome you really should try as soon as you can. It is a super sports arena and with good quality international racing an evening of high excitement is guaranteed. We were situated at the top of the banking as riders entered the final straight to the finish and boy what a banking that is. It is estimated that if you try and ride slower than 13mph you will almost certainly fall off, only the centrifugal force of higher speeds keeps riders glued to the boards.

This final World Cup meeting of the 2010/11 season was run over three days and our session saw some fantastic racing with many World and Olympic champions from across the globe being present. There was a particularly strong showing from the Aussies with Anna Meares proving too good for Vickie P on this occasion. Sir Chris though was magnificent in the Keirin and fortunately avoided the spectacular crash that occurred behind him.

Much talk, of course, centres on the upcoming Olympics in London next year and everyone is trying to outtalk the others in how we “are on course” and “aiming to peak at the right time”. Time will tell who gets it right.

Possibly the highlight of the whole meeting was on the Sunday and we had to manage with a television viewing for the team pursuit. Almost a world record, almost catching the other finalists and this when you consider that two of the team Bradley Wiggins and Geraint Thomas had only just returned home from road events, or as Wiggins put it, “the day job” and had managed only a couple of rehearsal rides with the other two.

With the new Olympic velodrome up and running perhaps we will not have quite so far to travel in the future but this trip was well worth the effort.



### CENTRAL SUSSEX C.C. 17½ m TIME TRIAL

A wet morning gave way to a reasonable afternoon, just a bit damp on the road and a bit breezy. For an event in mid-February (19<sup>th</sup>) nothing that could be complained about. Mel Roberton, one of our four riders even thought the air was good and he’s a bit of a connoisseur in such things. He found the conditions generally suited him and was quite pleased with his performance.

The promoting club had received a rather poor entry and had telephoned around trying to chase up additional riders. Mel along with Stuart Jago were down to ride but Mel roped in two more with Kevin Doe and Chris Twine. It was to prove worthwhile for Mel won 1<sup>st</sup> prize in the veteran’s category while Stuart was fourth and Kevin fifth also in the over 40’s. Chris led them all home with a strong ride and ensured more prize money with second team.

Conall Yates of the In Gear Quickvit Racing Team won the event with a very rapid 37mins 02 secs. Our riders recorded: Chris 41.33, Mel 42.00, Stuart 44.24 and Kevin 44.48.

It is understood that Kevin Doe now has a time trial specific machine and the information has been passed to those responsible for future handicapping. Added to this is the aerodynamic racing helmet. We are going to have difficulty

recognising our Kev in the season ahead, just remains for him to purchase a club skin suit and there will be no stopping him!

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### NATIONAL 100 MILE CHAMPIONSHIP

This is to be held in the afternoon of Saturday 19<sup>th</sup> July in Yorkshire and we have two committed entries in Stuart Jago and Mark Bernhardt. If we have two we must try and persuade a third rider. It would be great to have a team and while no plans are yet formalised we have no doubt that Stuart and Mark would welcome a third rider and be pleased to include him in their arrangements.

We have no course details at present but there are any number of good fast courses in Yorkshire. But in any event the whole atmosphere of a National Championship with the quality of the field which is assured will be worth minutes.

It does not apparently clash with any of the local Sussex events which our Best All Rounder contenders will have in their plans. Think about it.....contact Stuart he will be pleased to hear from you.

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### MAJORCAN STATISTICS

7 – 15 March 2011

Riders: Mel Roberton, Don Lock and John Mansell. John is almost a native spending several months each year on the Island with his wife Sonia. He probably knows the roads of the Island better than the Islanders themselves. Don has been over about seven times but it is the third consecutive three-up with Mel included.

Accommodation: John has these two flats in s'Arenal about 15km from Palma, he and Sonia use the small one on the 9<sup>th</sup> floor and Don and Mel have the larger one on floor 7. Excellent so long as the lifts are working. This time there was only one and it didn't sound too healthy!

Sustenance: This is something about which Don has a healthy interest, for Mel though it is an enthusiasm of the true gourmet. Apart from pushing the trolley in the supermarket and doing a bit of washing and wiping in the kitchen area Don found it best to stand well clear. Every meal a feast presented with style. All that Mel admits to is that he likes his food and that is abundantly clear. How though does he stay so slim? Starting while Don was still snoring a full English kick started the day. Midday while out on the bikes it was usually a drink and a baguette, supplemented by the drink bottles and energy bars normally carried. Don, as usual was taken to task for not drinking enough and severely reprimanded on one occasion for not carrying any food. John came to the rescue with an Alpen bar to save the day but then that's what mates are for isn't it.

Distances: These vary depending whether you calculate in old money or new. Strictly, as they were in Spanish territory they totalled 686km but Don was down somewhat on that only clocking 425 miles. Shortest day was 83km/52m and the longest, 110km/68m. Mel who records time in the saddle rather than distance spent 30hours and 31mins doing just that. One day they climbed 1033m.

The combined output of the Robertson and Mansell Garmin's also provided volumes of other information and gave Don a headache.

Scenery: On the four days when John was out, the pace was slightly more moderate but not necessarily easier. For with John as guide they ventured into the lanes and up into the mountains. The scenery though was great and you see more of it when not concentrating on the back wheel of the guy in front (said Don). On the other days Mel and Don tended to stick to the main roads although they still got lost in Montuiri. Yes, they knew where they were, but could not find their way out. Nearest big town is Algaida only 7km away but not a signpost to be seen. The duo did invent a navigation method which served them well. If they had had the wind behind them on the way out then the way home must be into the wind and vice versa. Yes, we wondered what would happen if the wind changed! Mel was clearly taking the opportunity of getting Don into some kind of shape for a forthcoming two-up and used these rides to get in a spot of 20mph stuff.

Weather : Overcast but with some sun on three days and pleasantly warm. Three other days were almost wall to wall sunshine and they were very nearly into shorts! There was one half day when it rained enough for a week and it provided the ideal opportunity for a puncture! Three soggy cyclists to wring out that day!

Transport: Gatwick to Palma with Easy Jet, no problems and only slight delays. You have to pay separately for the bikes though £17.50 per bike each way. Prices vary by the day but you will often find that it is cheaper to come home on a Tuesday having gone out on the Monday. There's an excellent service from Palma Airport all geared up to take you and your bikes to your accommodation but they need to be booked in advance, on-line is easiest.

Majorca? Well these guys recommend it!

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CLUB 10 Mile
6th March 2011

Well, I have to admit to being happy to be on the start line this morning! It was similar to last year, dry, maybe a bit warmer, perhaps this year the wind a little fresher, but the same direction as last time, the North-East.

Five weeks ago on Sunday the 30th January I was lying on the kitchen floor, receiving treatment from the Critical Response Paramedic for anaphylaxis and later that day lying in hospital, pumped full of drugs, cycle racing was the last thing I was worrying about. I cancelled my entry for the Southdowns Bikes weekend (formerly GS Stella), had about a week off and then eased back into cycling gently.

Last weekends jaunt to Eastbourne and back was great in terms of reassurance, earlier in the week I had been chatting to the cycling coach about this weekends race and the lack of high intensity workouts in this years training so far with everything at 80% of maximum heart rate or lower. The coach seemed a lot more confident than me when we discussed possible outcomes and goals for the event. In terms of strategy, it's hard to have one for a 10TT, 'start flat out and finish with nothing left in the tank' is the norm. The faster you go, the sooner you

finish and it's all over is a positive thought to hold. A good warm up on the rollers was the main focus of the race strategy, the idea being to be able to start hard, but not too hard so you're cooked by Findon roundabout and struggle back up past Windlesham. The downhill and downwind start is a big temptation, however, in those early three or four minutes it's easy to go too hard especially up past the Firestation to the roundabout. You really need to be able to keep a bit in reserve for the section from Findon up to the Washington Bostal which is the slowest part of the course, seconds lost here are hard to regain.

Well, it worked! There were a couple of traffic moments, passing a car on the outside at Findon roundabout and a surprised look from the occupants of a car at Washington roundabout, it seems most motorists expect bikes to never go above 10 mph. It was hard going North which meant coming South and finishing was a bit quicker than normal. I did get everything out the tank for the last few hundred yards from Washington roundabout to the finish, it was a big final effort but not enough to duck below 23 minutes.

As ever, it does come as a shock racing for the first time of the season or perhaps it's more a case of how you feel after you cross the line that is really unpleasant? Still the time of 23.05 was an objective met in terms of a 'success goal' that had been set, as was keeping the average watts for the race over 300 at 306 watts.

I was two seconds quicker than last year, but this time I missed out on the handicap award racing off scratch. Unlike some of the other competitors who had already raced this season, with no racing and my recent trip to A & E, I was hoping someone else would be off scratch, I guess it must have been something I said to upset the handicapper who kindly accompanied us the previous weekend to Eastbourne and back?

Jeremy Wootton

FULL RESULT

<u>Pos</u>	<u>Name</u>	<u>Act Time</u>	<u>H'cap</u>	<u>H'cap Time</u>
1.	Jeremy Wootton	23.05	Scr	23.05
2.	Mel Roberton	23.38	1.15	22.23
3.	Kevin Doe	25.18	3.30	21.48
4.	Nathan Gale	26.26	2.20	24.06
5.	Chris Putnam	26.29	3.20	23.09
6.	Phil Walker	27.00	3.50	23.10
7.	Kevin Wilson	27.07	5.25	21.42
8.	Robert Downham	27.27	3.45	23.42
9.	Phil Freat	27.31	5.35	21.56
10.	John Baldwin	27.55	4.55	23.00
11.	James Nelson	28.42	4.40	24.02
12.	Lee Barber	28.55	5.10	23.45
13.	Guy Musgrove	30.41	5.00	25.41
14.	Colin Miller	30.52	7.15	23.37
15.	Graeme Gill	34.28	6.35	27.53
16.	Peter Rowe	45.08	9.30	35.38*

*Inc. 16m late start

Awards: 1st Jeremy Wootton. 2nd Mel Roberton
Handicap: 1st Kevin Wilson. 2nd Kevin Doe 3rd. Phil Frea

There were 6 private entries and these included 3 Worthing riders. A shame they did not enter. Chris Twine recorded 23.29 which would have given him 2nd place. Mark Bernhardt clocked 24.32 and would have finished 4th. Other rider was Ben Barden with a time of 26.49.



A PERSONAL VIEW

My nose was pressed hard down towards the whirring disk, my eyes were glued to the bright rear light and my legs were turning faster than they had done for some years.....and this was just the warm up!

The Sussex Cyclists' Association 28mile team time trial on 27th March had arrived. This was it, all the apprehension that had been building over the past couple of months was now dropping from head to abdomen and legs and neither felt at all comfortable.

When Mel Roberton first suggested that I should ride with him I thought he was joking and dismissed the matter without further thought. He then raised the subject again and threw in the "tempter" of "I'll ride at the front". I should not have been but I was now interested, and unfortunately he knew it. Next he handed me a stamped addressed envelope to the organiser including his entry form and cheque. I began to feel under pressure!

A week of leisurely cycling in Majorca had already been planned. It was now to include some of Mel's fine tuning. Unfortunately the blade he was trying to work on had been rusty for far too long. On the return a full course rehearsal ride was fixed and we were to do this in something under 1 hour 30 minutes as preparation for a race result time under 1 hour 20 minutes! He had recorded that in 2010 the veteran's award was won with a plus of some 13 minutes. His calculations indicated that our average age would give us a standard of 1.33.00 and he was only 2 seconds out.

We did the rehearsal and we managed around 1.22.00. It wasn't easy but I hung on. Mel went for a training ride straight afterwards. I went home to lay down!

So, back to the warm up: About 10 miles in about 28 minutes. I thought I was going for a personal best!

"Don't go off too fast" I said and I would have repeated it if I'd had any breath when I caught him after a lung bursting effort over the first half mile. We now settled down but we were in different fitness zones. He was relaxed, breathing easily, and, for all I know enjoying the scenery. I meanwhile was on the limit, on the rivet, choose what expression you like, you know what I mean. This was not going to see me through the next 27 miles.

We had agreed that it was no good coming apart and that before "the string broke" I would call out "easy". A somewhat inappropriate call when it felt anything but, however it began to escape my lips at ever more frequent intervals .I had to tame the beast somehow.

I don't like the Ashurst Circuit at the best of times and have always found the section north from Steyning both lumpy and rough. As we passed through the start point just up from the Steyning Road I managed to snatch a look at the watch and noted that we were 3 minutes up on the rehearsal. I then looked up and found Mel was 50 yards up the road! The presence of other club riders waiting at this point to start their rides did not escape me but I could do nothing to disguise the obvious.....it was agony.

The end did come but I can't say it was painless. About 25 yards adrift with Mel freewheeling. I fell off on the grass and sat in a bed of stinging nettles. Perhaps it would have been better if I'd done that at the start!

Our time? Oh yes! 1.18.35 and a plus of 14.23. No we didn't win the veteran's, a team from the Bec C.C. (youngsters of 49/51) who recorded a ridiculous time of 1.5.57, beat us by 38 seconds. So, sorry Mel it's only second best I'm afraid.

He then asked if I was going to enter the Club Ashurst Circuit event on the following Sunday, said I would know the course. No I think I'll do what all our track stars are doing just regard it as another step for 2012, maybe someone else will invite me next year.

Don.

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## NEW MEMBERS

Welcome (1) Nolan Heather who hails from the country outpost of Billingshurst. A police sergeant. Always nice to have the law on our side. He was previously with the Southdown Bikes squad but after having a few private time trials in our evening tens last season, he thought we seemed a decent bunch and has joined us. We trust you will enjoy your membership. We are mostly quite a decent lot.

Welcome (2) Mike O'Gorman also previously with Southdown Bikes and with experience of a club in Bradford (north of Watford). He's tested out our Club runs, fancies a go at Sportives and Audax events and may even have a go at the evening tens. Mike comes from the Cootham area of Pulborough which is nice and handy for the visits to the RSPB centre! He's a strange fellow in some ways. He bought four items of club clothing and tried them and fourteen others on to ensure correct fit. His purchases were: one medium, two large, and one extra large! Bet Marks and Spencers couldn't have handled that.

Pleased to have you both onboard. Try and involve yourselves in the club's activities as much as you can.

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SUSSEX C.A. 23MILES HARDRIDERS

27th February

This is a tough one, from Staplefield up to Handcross, a faster section down to Cowfold, something of a drag going east to Ansty and then a really tough finish up

through Balcombe and back to Handcross. On the day roadworks meant a course shortening by about a mile but that only cut out a flat section. Perhaps this is why we only had one entrant. Mel Roberton was chasing SPOCO points, and he could not have done better.

Given the incentive to head off none other than ex Tour de France professional Sean Yates who started just four minutes behind him, he produced a strong ride of 59minutes 27 seconds. Yates was home in a '56' so it was close. Mel was first in the veteran category.

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SUSSEX C.A.2 UP 28MILE TEAM TIME TRIAL
27TH MARCH

Editor's opinions now suppressed, this was a great event, well organised on behalf of the SCA by Dave Abbott. It always attracts entries from the local triathlon clubs and with a sprinkling of entries from farther afield there were a total of 47 teams of greatly varying abilities. Dave clearly has the ear of the weather gods too as this was a fine morning for end of March.

The course starts in the Partridge Green Road just up from Steyning and covers about 1½ laps to finish near Rock Cross Roads on the A24. It uses Washington's nicely refurbished Village Hall as the Headquarters. The 'B' road part is aptly classified taking into account some pretty rough surface but the two 'A' road sections are good.

We had four and a half teams entered, the half being Colin Miller who rode with triathlete friend Julie Gallagher of A2Tri. Stuart Jago and Mark Bernhardt were by far the fastest and a time of 1.10.49 was an excellent ride, especially with Stuart taking time out from his mile-eating efforts in preparation for the 24 hour in June. It gave them 15th spot, so top third of the field. Next best was Chris Putnam and Nathan Gale recording 1.17.11 and here we have Nathan whose been running miles preparing for upcoming marathons, but riding very little. They finished in 20th place. Mel Roberton pulled Our Ed. round in 1.18.35. They were 21st and collected second veteran's award. Robert Downham and Peter Logan also made top half with 22nd place and a time of 1.20.18. Colin and Julie collected an award in the mixed veteran's category with their time of 1.29.16 in 30th place.

Times varied from the ultra fast winners, Rob Pelham and Nick Dwyer of Lewes Wanderers 1.2.28 to a team of lady veterans who finished in 1.46.43 but it was only sport after all.

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PRESIDENT Tony Palmer reported to brother Adrian - - - - a text message; "I've been down the gym this afternoon. They've got a great new machine in. I did about half an hour on it but then felt a bit sick. Still it's very good, it does Kit Kats, Mars Bars, Bountys - - - - -"

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BIKE-RIDERS 'AIDS'

How many of you remember the booklet come catalogue published every year in the 1950's and '60's by the Holdsworth Co.? Suppliers of Holdsworth, Claud Butler, F.H.Grubb, and Maclean frames and all the goodies that a bike rider of the time could possibly need. Not restricted to home manufactured equipment they claimed to regularly visit the continent including the important Milan and Paris Cycle Shows and imported from famous names like Campagnolo, Regina, Fiamme, D'Alessandro, Kowalit, Clement, Cinelli, Lyotard, and Crodoni. Some of these names remain prominent today but others are distant memories.

We have had the loan of the 1967/8 edition from John Lucas who rather sadly has been trying still to order from it! Sorry John, the only thing that hasn't changed is to be found on the last page, where they always included a gear table, and even here it only remains accurate if you are using 27inch wheels. The smallest cog catered for is a '12', don't think you could get an '11' in those days. Interesting to note here what were obviously John's favoured ratios, all clearly underlined. With a 51 tooth chainwheel, a notch down on the usually preferred 52, he rode a 6 block of 13, 14, 15, 16, 17 and 19, and you have to remember that a 6 cog block was maximum in those days.

A nostalgic browse through the pages gets this ancient scribe recalling the 'pressures' (tyres) which were ridden until you were rich enough to afford 'sprints' and then invested in the faster 'tubs' (tubular tyres). Michelin '25's were very popular but for some extra pennies (the old kind) you could get Dunlop Ultralites which were excellent. Tubs came from Italy and Germany with names like D'Alessandro and Kowalit and Dunlop's range was numbered from '1' onwards with the very light silk track version at number '1' and the heavier road and cyclo cross tyres following.

The Campagnolo pages are mouth watering too, a double chain set for £15.15.00. (£15.75) or the Nuovo Record gear described as "The lightest in the world" for £10.15.00 (£10.75). Although, we must remember that these figures would have probably equated to a couple of weeks wages.

On the other hand there are pages of cycling clothing which make you cringe. Take the long 'stockings' for example usually of a dreadful diamond pattern, that we used to love. There were those awful wool racing shorts that became diabolically uncomfortable when it rained and threatened to sag to your knees if you dare raise backside from saddle.

Those were the days! Must stop all this reminiscing though, have to mend some punctured inner tubes and need to go to the Cycle shop for a new tube of glue, got a 'Fiver' with us, should be enough!

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REINTARNATION : Our humorous dictionary described this as : "Coming back to life as a Hillbilly" . . . . . or how about :

LYMPH : means "To walk with a lisp" . . . .sorry we'll see if we can do better next issue.

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ASHURST CIRCUIT 3rd April
A Report from the saddle

Nice reasonable start time of 9.00 am. Usual Spring event problem, just how much do you wear? In previous years I'd wrap up and ride out to the start at Washington, using the ride as part of my warm up. My current training/race regime has made the warm up a bit more specific and it's now a non-eco friendly drive out with a set of rollers in the car for a warm up at the event HQ.

South of the Downs we reckon on getting the best of the Sussex sunshine, an early morning dog walk in a chilly 5 c made me start to wonder about the event conditions. Driving out along Long Furlong the temperature gauge on the car dropped rapidly due to the thick mist/fog, I knew I had enough layers in the car, would I need them all? For once the North side of the Downs was enjoying the best of the Mother's Day weather, going over the Washington Bostal the mist cleared to reveal a warmish Spring morning with a light rising south westerly breeze.

The Ashurst course, although sheltered with hedgerow for the first two legs of it's triangular route can often benefit from a south westerly direction wind. It looked like it was going to be one of those mornings with a hard leg back down the A24 to the finish.

My usual whinge at being off scratch to the handicapper was ignored with his usual dismissive response.

And so the race itself, the first leg to the Ashurst turn was quick, like the rest of the course it is rolling and if you can carry any downhill speed onto the next section of the route, it helps enormously. Although the shortest of the three legs on the route's triangular course, it was a fast run out to the first turn, no doubt benefiting from the south-westerly air flow. I often find the north bound leg the hardest, the rolling profile makes it hard to get on top of a gear and maintain momentum which is key. Today it was different and like the previous leg, I kept the gears rolling, only occasionally getting out the saddle to keep it moving over the top of some of the drags.

Unbeknown to me at the time, when I reached the A24, my spare tub and mini pump abandoned ship, Chris Putnam spotted them in the gutter and passed on the news to me at the finish. A later return to the junction in the car failed to find the missing items, oh well. It's a shame I didn't notice the weight loss to the bike!

Regardless of the event, this south bound section of the A24 has to be ridden hard and on the rivet. Although it looks like you lose more height than you gain on this last leg of the triangle, it's the other way around. The light south-westerly was also starting to make itself felt in the face.

Still it's the same for everyone and I was delighted to dip under 40 minutes and take 1 minute and 13 seconds off last years time (it was cold last year). Average power output was where I aimed it to be, though average heart rate was 4 or 5 beats down on my target.

As always thanks to all those who make these events happen, Mel, Don and Mick along with all the others on the day contribute to another successful

Richard Klose
Ken Newton

29 points
27 ...

Matt Bushby

15 points

A new name hits the front with Phil Freaan pulling ahead of the early pacemaker Mike Irons. With Mike's time keeping duties he may have to concede further placings. If Phil gets involved with too much time trialling, if Rocco is away on his Sportives and Robert gets into the racing season it would leave the way open for last year's champion Tony Knott to move ahead.

Tony Palmer advises that the attendance numbers are well up on last season.

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### MORE NEW MEMBERS

Our membership Secretary will be requiring a commission soon. He keeps reporting details of new applications and very welcome you all are. TIM HOLMES has moved to Worthing from the Brighton area and thought that Worthing Excelsior would be more appropriate than Brighton Mitre. We are sure that you will find us not only more appropriate but also we're very much better... of course! Tim has done time trialling and hopes to continue with us and also to get out on the Club runs as often as he can.

The next applicant had to be considered very carefully. Well firstly it appeared that he was a friend of Clive Lett causing immediate consternation, then, yes you've guessed it he's also a policeman! We think we are nearly full of our quota of the boys in blue. No, don't worry PHILLIP PALMER you are indeed welcome and you will soon learn that this Magazine can usually find something rude to say about everybody given time! Just a thought though, you're not related to our President Tony or our Secretary Adrian are you? ..... Ah! Good that's something. Phillip resides in Hurstpierpoint. He's been on some club runs and he likes Sportives.

Hope you will enjoy our company, some members are quite decent .....really!

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CLUB ANNUAL DINNER PARTY AND PRIZE PRESENTATION

A bit early to start talking about this when the season has only just got under way but it's never too early to put the date in your diary. Do it now and if your wife or partner has a separate diary put it in that as well. FRIDAY 18TH NOVEMBER FRIDAY 18TH NOVEMBER, sorry but that's so that you can put one date in each diary! Those of you who have been before will know that we have a really good informal evening and a good three course meal. The club trophies are presented and we round off the evening, after our usual record breaking raffle, with a disco.

For about six years we have held the ticket price at £20 per head and have subsidised this to an ever increasing amount (nearly £3 per head last year). The Club will still continue with a subsidy of this nature but with increases in menu prices and VAT we shall for 2011 be asking £22. Still excellent value. Our Ed runs

the show but don't let that put you off. His wife keeps things under control .He will be pleased to take bookings at any time.

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SKITTLES AT THE SPUR

And here's another social event not to be missed. We regularly have a skittles evening at this pub at Slindon and enjoy the separate skittle alley and a very good value buffet. Experience of skittles is not necessary, indeed it's probably a disadvantage, so you can tell we don't take things too seriously. The next one is booked for Friday 28th October -7.30 for 8.00. Numbers do, unfortunately have to be limited to 30 so get your names to Our Ed. as soon as you like. Wives and partners also very welcome. The cost is £13.per head.

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KETTLES DONATION

Our President Tony Palmer had become somewhat concerned at the state of the Club's kettles. The racing guys would drink anything from anything – no offence Mel – but Tony had more thoughts for hygiene and 'elf and safety'. He didn't like what he saw and felt that it was high time the 1950's equipment was updated. He raised the matter at the Committee meeting, and while most seemed to be of the "a good frying pan is never washed only wiped" brigade they allowed him to investigate further. Just because the subs are going up there's no need to spend it all at once kind of reluctance. So he persevered and eventually tracked down some splendid stainless steel examples. He failed in efforts to get the price reduced for a bulk order of two and purchased them anyway. Duly tried and tested at the Ashurst Circuit event he reported back to the Committee. You could tell that some were aghast at this double buy, was it authorised? We are pleased to report that the murmurings were hushed when Tony advised that he was donating them to the Club. What a fine fella you are Sir. We are much obliged.

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THE LONDON VELODROME

The 6000 seat velodrome for next year's Olympics has been officially opened. Ahead of schedule and within budget...Wow!

The venue for indoor cycle racing and BMX is the first to be completed at the Olympic Park. Sir Chris Hoy has had a small say in the design and says "The new velodrome is going to be the best in the world. I can't wait until I can compete on it." The organisers are also billing it as the world's fastest cycling track, thanks to a range of tailored features including the track geometry plus the temperature and environmental conditions. It took a team of 26 carpenters eight weeks to install the Siberian pine track and more than 350,000 nails were used on its 56km of timber surface.

“It will be nice when we turn up on race day for the first day of competition at the Olympics” added four time Olympic Champion Hoy. “All of the Union Jacks will be out and, hopefully, the noise and the atmosphere will give us an advantage, maybe put the fear of death into the other countries too.”

Hoy has ridden on the finished track along with fellow Beijing winners Victoria Pendleton and Jason Kenny. Several of the up and coming young stars of the G.B. team were also give the opportunity to have a ride on it. “Having been involved in a very small way in the design process in the early stages, it’s amazing to see the velodrome finally completed,” said Hoy. “To be able to have ridden on it gives me a feel for what it’s going to be like. I can’t wait.”

Having seating wrapped all the way round the track should help to create a crowd atmosphere during events, according to Hoy. “No matter where you are in the stadium, you can see the full track”. said the 34 year old Scot. “Instead of having noise in the back straight and in the home straight as you go around, you get this wall of noise the whole way. It creates this gladiatorial arena.”

After the Games, the velodrome will be used by elite athletes and the local community. It will include a café, bike hire and cycle workshop facilities. Hopefully with ticket prices coming down after the games to something similar to Manchester we shall be able to organise a Club trip to a good international meeting. No overnight stop required will make it more affordable as well.



AN ENGAGING COUPLE



Nicole Patterson and Clive Lett are getting married. The day has not been announced yet because, after the new bikes, they now want to buy furniture! Still the priority was right.

Congratulations and all good wishes from Ed and ‘staff’.



LONG FURLONG CIRCUIT - 10TH April

What another lovely day for a bike ride, can't think why we ever used to hold this event in February! Clear skies, light north-easterly, fantastic. Hot topic of conversation at the start was whether or not to wear a base layer under the skin suit!

Two laps of the Long Furlong Circuit, all quite straight forward really, left at the roundabout X 3 and repeat. I think everyone agrees the revised start/finish position is an improvement if only because on the last lap the finish comes sooner on the drag up to the Cricket Club.

Personally I felt under a lot of pressure, last week’s ride on the Ashurst Circuit along with the Worthing Herald’s headline and with a lot of banter from colleagues about my previous week’s ‘Club course record’. Visits to both of Worthing’s cycle shops on Saturday added to the hype! I think I have to comment that there are a lot of cyclists who have completed the Ashurst Circuit quicker than

me, it's just that they have done so on different variations of the loop and they are not members of WECC.

Anyway, I was determined not to repeat last weeks catastrophe and had securely fixed my spare tub and pump to the saddle. Off number 10 and again on scratch. In terms of tactics Roger Smith's comments at the finish summed it up 'ride the first lap hard, then ride the second harder', all sounds easy.

With the revised start I think we now get a good run at the short climb up past Findon Cricket Club, fresh legs meant the speedy run down Long Furlong was soon underway, I hit a maximum speed of just under 44 mph on lap one, wearing a wicking base layer does not provide much extra crash protection to a skin suit. It pays to concentrate on holding an aero position and looking out for potholes etc at that speed. Crashing is a rarity and we all ride bikes because we enjoy the thrill of going fast. However, it wasn't long before my pre - race resolution was broken and for the second week running I lost my tub and pump, this time I heard it go and I felt confident it would still be in the gutter for me to collect after the race.

The A27 section from Patching to Offington features several drags, this morning the light northeasterly was a feature on this section helping to knock back speed and make it harder. Strangely the wind didn't seem to be present on the drag up though Findon Valley. From Offington roundabout up to the top of the climb by the cricket club the road climbs 85 metres, not a lot, but it's all uphill. Previous editions of this event have experienced a headwind on this section of the A24, today the wind didn't seem to feature and for once I enjoyed this section of the course. The pleasure is short lived and Findon roundabout signals the start of what I regard as the hardest part of the course.

A quick glimpse of the watch as I passed the start/finish showed my time dipping just under 20 minutes for the first lap, over half a minute up on last years effort, fantastic. I soon found that I was paying for a hard start and struggled up the climb second time past the cricket club, I was 37 seconds slower on the second lap and I think most of it was lost on this section. Long Furlong passed at a blur of speed, my tub and pump were still in the gutter and looking good! I think I was one of several riders who experienced a bit of abuse from a passenger in a van, why some people feel it necessary is beyond me. Anyway the second lap felt harder than the first on the A27 section and as I approached the finish I knew I had gone slower second time around.

40.25 and an average of 25.4 mph is a good ride, the conditions were good, riding two laps of a circuit means that regardless of the wind etc there are no gifts out there, the course has to be ridden and with the start/finish at the same point it's not like the Washington 10 course where the route loses height. Overall most riders were up on their previous times, speeds are going up and competition is getting harder. Only a couple of riders rode the second lap faster than the first, this has to be my challenge for next year.

It's a break from club events until the end of May, phew, the pressures off for a while Oh, and finally the tub and pump, well by the time I got there what was left of the pump was in the opposite gutter and the tub no where to be seen!

Jeremy Wootton

FULL RESULT

<u>Pos</u>	<u>Rider</u>	<u>Act Time</u>	<u>1st Circ</u>	<u>H'cap</u>	<u>H'cap Time</u>
1.	Jeremy Wootton	40.25	19.53	Scratch	40.25
2.	Mel Roberton	41.02	20.24	1.00	40.02
3.	Mark Bernhardt	42.13	21.04	1.50	40.23
4.	Kevin Doe	45.00	22.17	3.10	41.50
5.	Mark Newnham	45.35	22.30	3.50	41.45
6.	Chris Putnam	45.36	22.41	6.00	39.36
7.	Kevin Wilson	45.43	22.36	6.20	39.23
8.	Neale Maloney	46.12	22.59	5.00	41.12
9.	Phil Freaan	46.44	23.09	5.40	41.04
10.	Phil Walker	48.18	23.57	6.30	41.48
11.	Robert Downham	50.12	24.43	6.30	43.42
12.	James Nelson	52.05	25.55	9.20	42.45
13.	Peter Rowe	52.19	26.08	12.20	39.59

Note: There were 5 private entries, the fastest being Roger Smith of Southdown Bikes, who just beat Jeremy's time recording 40.23.

Three Worthing riders also rode at the end of the field and not in the event proper. It was a pity that they had not entered. Chris Twine would have been in 3rd place with a time of 41.46, Simon Letts 46.45 and Ben Barden 48.31 were the other two. It's not too difficult to enter properly so come on, get yourselves organized in future.



THE WORTHING 125

With a maximum of 300 riders, is this the biggest event that the Club has sponsored? Yes, it probably is, but ask yourself, how often does the Club - any club - get a chance to celebrate 125 years? Only once - so let's make the most of it. To celebrate this momentous occasion, the Club will be promoting a Sportive in 2012 of distances of 125 miles and 125 km. But this is more than just a celebration for the Club. It's also a celebration of cycling and Sussex so, to make sure we get it right, we will be having a trial run on 4th September, 2011.

The route will go from the Downs to the Coast and onward into the Sussex Weald. Past Medieval castles, stately homes, Roman palaces, and even a thatched well in the middle of the road! Along fast, level stretches, up steep hills and down rapid descents. Along leafy, winding country lanes. Beside English vineyards, millstreams and rivers. Past thatched cottages and quiet country pubs. Both routes pass along similar roads so the real choice is whether riders want the longer, more challenging ride - the Gran Fondo, or the shorter classic - the Medio Fondo. The choice is there. The challenge is there.

The start is at Steyning with a ride to the top of the South Downs at Steyning Bostal then sweeping down to the Coast before heading inland to the highest point in Sussex. The highs and lows in one ride.

On the way the route passes through the historic town of Arundel with its magnificent castle with nearly 1000 years of history, the oldest part being constructed in 1068! Riders will then head inland into the Sussex Weald before heading up Blackdown Hill, at 280 metres is the highest point of the ride. En route, those opting for the shorter route will enjoy sweeping through Petworth with its 17th century National Trust House and Garden with spectacular views over the deer park. From Blackdown Hill, the route heads southwards. Those on the Gran Fondo will head off toward Midhurst but take the back route through to South Harting and past another National Trust property at Uppark House. From here the route winds along fast country lanes passing the thatched well at East Marden before heading off to West Dean and 'Glorious' Goodwood.

The two routes re-join at Bignor with its Roman palace and vineyards. From here riders will, once again, face the challenge of the South Downs by climbing Bury Hill. After sweeping through Amberley past its castle and Museum and Heritage Centre the route once again divides. The shorter route travels on through Storrington and, finally, to the finish at Steyning. The Gran Fondo will take riders past the RSPB Reserve at Wigginholt Common then through the back roads of West Chiltington and Ashington before they can climb the South Downs once again and make their way into the suburbs of Worthing before attacking the southern side of Steyning Bostal and on to the finish at The Steyning Centre.

Without doubt both are challenging and rewarding rides.

What do the riders get for their entry fee? Well, actually, they get quite a lot. Everyone will have electronic timing so we won't be using hand held stop watches that day. All riders will be able to enter on line. There will be either two or three refreshment stops along the way, depending on which route the riders take. There will be refreshments at both the start and finish. There will be mechanical assistance and a broom wagon for those in need. We'll even have photographers to record the event. For those finishing there will be a certificate to commemorate their efforts and will be rewarded with a nice 'goodie' bag.

What could be better than that? Sounds like a great day out.

This is your chance to make a mark on the Club's history. Lots of volunteers will be needed so, if you think that you can help the event and help the Club, don't hesitate. Just get in touch with Rocco Sepe, Clive Lett, Paul Outhwaite or me Adrian Palmer. Just a few moments of your time will benefit the Club.

Adrian Palmer



SOUTHERN COUNTIES C.U.25

A perfect morning with hardly a breath of wind, and warm. We had just two riders in Mel Robertson and Kevin Doe so all the others who could have entered missed out. The course was altered because of road works out towards Crawley and the early part of the course from Kingsfold was lumpy. It did not stop speedy Steve Dennis of East Grinstead recording 51.51 and both our riders had successful outings. Mel picked up first spot in the veteran's category with his 59.09 and Kevin slotted into second place in the handicap section with a 2½

minute improvement. He reckoned he lost about 30 seconds at a roundabout but he should be very pleased with a P.B. of 1.3.14.

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MARATHON MADNESS

We will have a full report in our next issue but for now we just offer our hearty congratulations to Nathan Gale. In the space of eight days he completed both the Brighton and London Marathons. The Brighton course was covered in 3 hours 26 minutes 57 seconds and he was home in 422nd place. The route through the Capital took a bit longer at 3.50.00. Not surprisingly he said his legs were aching a bit! After a rest he looks forward to a pair of wheels and a saddle and maybe sort out a few distance events.

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MARK'S RIDE FOR PUDSEY

Have you seen the In-house magazine for Glaxo Smith-Kline? No; well it is of fairly limited distribution, but the front cover of the Spring edition had a super action photo of our Mr. Bernhardt, resplendent in Worthing Excelsior colours. He had taken part in a charity roller event for Children in Need and came out top with 11 kilometres in his 30 minute stint. It is rumoured that our Ed's daughter also a GSK employee, asked for his autograph for her Dad who was a great fan. She wanted it signed "With love to Don" He refused. Ah well!

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THIS FAST IN APRIL !

Too late for a full report but we can squeeze in 55 minutes 53 seconds. That was Jeremy Wootton's time in the Farnborough and Camberley 25 on Saturday 16th April. Must be on for some more PB's if he's starting this fast!

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BRITISH CYCLING MEMBERS

The following have taken membership of British Cycling. This may be for insurance or it may be because you intend riding Road or Track events. Whatever, we firstly though it would be a good idea if you all knew of each other so you can get together for events. Secondly, we don't have much road or track racing and if you have a go please let us know how you get on. Alan Scarratt, Vern McClelland, Ellis Bacon, Chris Putnam, Phil Walker, Chris Merrifield-Day, Chris Twine, Kevin Wilson and Mark Newnham

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