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CHRISTMAS 2016

THE JOURNAL OF



THE WORTHING WHEEL



Martin, Nicole & Mike at the SCCU Awards Lunch



WORTHING EXCELSIOR CYCLING CLUB

Clubroom: Parish Rooms, Broadwater Green, Worthing
Meeting every Tuesday 7.30 – 10.00 p.m.



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A TRIBUTE

This is a special one-off edition of the Worthing Wheel; it being almost two years since the last issue. It is to commemorate the season just gone and, more importantly, is a loving tribute to a true legend of the club Don Lock.

The club magazine "Worthing Wheel" was produced over many years by Don right up until early 2015. Members will recall him wandering around before club runs and club time trials handing out copies of the eagerly awaited latest issue. In early 2015 he decided to take a well-earned retirement from production of the magazine and no-one was able to step into his shoes. Also, by that stage the immediacy of publication on the web site together with social media meant that members were being kept up to date in other ways so January 2015 was the final publication.

Much of the material within this issue has already been previously published on our web site but I hope that you will enjoy the presentation in the old style and that it will reawaken memories.



A BRIEF REVIEW OF 2016

This has been an excellent year for the club as it has gone from strength to strength, and we look forward with great anticipation to 2017

Membership continues to increase which is most encouraging.

Sunday club rides continue to be extremely popular and remain the bedrock of the club. This time there were 1146 rides involving 10 different riders. With more people becoming able to lead rides it has been possible to set up multiple groups which allows us to cater for different strengths/ambitions. With steely determination Robert Downham just pipped Graeme Gill at the head of the table to win the attendance trophy.

A full and greatly successful Evening 10 series (now known as the Don Lock Memorial Series) was undertaken and attracts riders from many other clubs. None of this would have been possible without the huge collaborative effort of so many helpers taking on the immense task. It is a credit to the club that so many members join in so willingly and 'go the extra mile'. For the third year in a row there was a new champion so well done to John McGrath for a fine debut season.

The wide-ranging social programme was well supported and our thanks go to all those of you who put the time and effort into making it all happen.

The kit provided by the new supplier Champion Systems has been enthusiastically received as is evident by the wide array of items now on display on club rides. The

major innovation, at the behest of many members, was the introduction of ladies kit and this too has been a big plus point. In fact it is a welcome reflection of the increasing number of female riders within the club.

Time trialling experienced a boom with a significant increase in participation, particularly so in Open events. As a consequence we gained a raft of honours at club and individual level in both the Sussex CA and Southern Counties CU competitions. Quite a few members tried their hand at national events too.

But it wasn't all just about time trialling as we also had a mini-resurgence in road racing. Dom Maxwell succeeded in attaining his category 2 licence for next season. Schaeff Potter secured category 3 status, with Aaron Hartley coming agonisingly close but just missing the promotion this time around. We know that Aaron has plans to fix that and we wish him well.

The enthusiasm, participation and successes of the juniors, both in road racing and in time trialling, gave particular pleasure.

Lastly, it's hard to believe that it's only been around for less than a year but March saw the launch of our revamped web-site. This has become the place to go to find out what's happened and what's going to happen within the club. You can order club kit and even do your membership renewals here. Many thanks are due to those members who took the time to write about their experiences so that we could share their insights.



LONDON 100 – Report by Robert Downham

We had applied for 5 teams through the Club Challenge this year, but only got one team allocation, so the team was made up of Pete Logan, John Baldwin, Kevin Doe and Robert Downham. Due to issues with Kevin's back he deferred to next year. 3 other club members had also got individual places, these being Rocco Sepe, Mike Sturt and Ken Newton, Ken did not ride due to an earlier accident.

So to the weekend of the 30th/31st July itself, for Pete, John and Robert this started with a morning trip up to the ExCel Centre in London, leaving Worthing at 7:30 to complete registration and collect our numbers followed by a look



around some on the stalls. Then back to Worthing by 1:00 to then get bike and kit ready for Sunday. Rocco and Mike went up in the afternoon as they were staying up in London overnight.

On Sunday morning Robert picked up Pete at 2:30 and then John at 2:45 for the drive up to Surrey Quays shopping centre where we had book the car into the car park for the day. We arrived at around 4:30, we then had our breakfast consisting of porridge and got ready for the ride to the Olympic park for the start, arriving there just before 5:30. Our start time was 6:28. Rocco and Mike at a start time of 6:00.

So at the start you are put into you start waves (groups of about 500), then at 6:28 we were off, out onto the closed roads of London and Surrey. The route through London took us past Canary Wharf, Tower of London, Trafalgar Square and along Pall Mall towards Richmond Park. From there it was on to Kingston Upon Thames, Walton-on-Thames, Weybridge, Byfleet, Ripley, West Horsley, Newlands Corner, Forest Green, up Leith Hill, Dorking, up Box Hill, Leatherhead, Oxshott, Esher, back into Kingston upon Thames, Wimbledon Village, Putney to the finish on the Mall to the applause of the cheering crowd.

It does seem strange riding through the middle of London without any traffic being around, we covered the first 21 miles to Richmond Park in an hour.

Our first stop was at Newlands Corner, 47 miles, where we filled up our bottles and took on board some food, plenty there to help yourself to. We were then met at Dorking, 65 miles, by Barbara (John's wife) who had made use some Cheese Roll and Ham Rolls (nice to have savoury food after all the sweet stuff) and Ken, we then continued to the finish.

So what were the times in the end, Pete, John and Robert completed in 6:06:13 (this did include an hour's worth of stops), Mike in 5:02:32 and Rocco in 4:24:51

Overall a great weekend, a well organised event, good weather and plenty of cheering crowds all around the route.



ANNUAL GENERAL MEETING

The AGM for 2017 is on Tuesday 21st February in the Clubroom and starts at 8 p.m. sharp. Formal notice will be sent to all members and you are kindly asked to make every effort to attend.



SCHAEFF POTTER SECURES HIS 3rd CATEGORY STATUS FOR 2017

On Sunday 11th September in VC Venta's Crits at the Winchester Park and Ride Schaeff finally got the necessary points. The event was 35 minutes plus 3 laps. And in Schaeff's very own words.....

Aaron and I raced here for the second time this season. I went into the race needing to place 8th to get my 3rd category license and Aaron wanted to do better than last time and hopefully pick up some points.

The race was faster than the last one with many people trying to create a breakaway. We both followed many attacks and I managed to get in a 5 man break that eventually lapped the field. The rest of the bunch fell apart and Aaron was working hard in a group of 4.

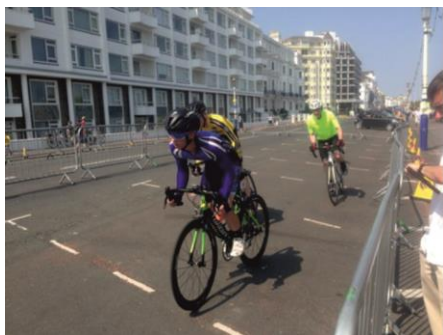
In the last two laps the 5 man break became 3. We stayed together until the last lap when a rider put in an attack which I couldn't follow. I managed to finish second and get my 3rd cat!

Aaron won the sprint from his group to claim 8th and he now needs just 4 more points to get his 3rd cat. Aaron had pushed himself so hard during the race that he had an asthma attack just after he had finished!! All in all a good race for us both.



FOURTH PLACE FOR AARON HARTLEY

In the June Eastbourne festival our two juniors took part in the 42 lap mens' road race. In what was only his second ever road race Aaron Hartley produced a superb ride to finish in 4th place. Given the inexperience of some of the riders Schaeff Potter was more wary and enjoyed his ride, eventually finishing in 12th place having worked with a rider from Eastbourne Rovers CC. This was great experience for them both and a super way to kick start the season.



FASTEST 10 TIMES OF THE YEAR

John McGrath	Don Lock Memorial Evening 10	G10/98	20:46	PB
John McGrath	Don Lock Memorial Evening 10	G10/98	21:04	
John McGrath	Don Lock Memorial Evening 10	G10/98	21:06	
Dom Maxwell	Don Lock Memorial Evening 10	G10/98	21:12	
John McGrath	Don Lock Memorial Evening 10	G10/98	21:12	
Dom Maxwell	Don Lock Memorial Evening 10	G10/98	21:13	
Dom Maxwell	Don Lock Memorial Evening 10	G10/98	21:19	
Mike O'Gorman	Utag	P881r/10	21:21	PB
John McGrath	Don Lock Memorial Evening 10	G10/98	21:23	
Mike O'Gorman	Team Axiom	P881/10	21:26	
John McGrath	Don Lock Memorial Evening 10	G10/98	21:26	
Dom Maxwell	Don Lock Memorial Evening 10	G10/98	21:31	
Dom Maxwell	Don Lock Memorial Evening 10	G10/98	21:35	
Trevor Leeding	Don Lock Memorial Evening 10	G10/98	21:37	
Mike O'Gorman	...a3crg	P883/10	21:37	
Mike O'Gorman	Bognor Regis CC	P901/10	21:38	
Trevor Leeding	Don Lock Memorial Evening 10	G10/98	21:39	
Trevor Leeding	Don Lock Memorial Evening 10	G10/98	21:42	
Trevor Leeding	Don Lock Memorial Evening 10	G10/98	21:42	
Mike O'Gorman	...a3crg	P881/10	21:43	
Ian Cheesman	Don Lock Memorial Evening 10	G10/98	21:51	
Trevor Leeding	Don Lock Memorial Evening 10	G10/98	21:53	
Mike O'Gorman	Don Lock Memorial Evening 10	G10/98	21:56	
Mike O'Gorman	Don Lock Memorial Evening 10	G10/98	21:58	
Mike O'Gorman	Don Lock Memorial Evening 10	G10/98	21:59	

The 22 minute mark was beaten 25 times this season, with the winner of the Evening 10 Series, John McGrath, being the only rider to go beyond and to record a time in the 20s. This was just 12 seconds short of the record established by Guy Smith just a year ago. Despite, or perhaps because of, the traffic issues G10/98 remains a quick course with most riders getting their fastest times there. Having said that there was a surprising dearth of PBs in the quicker range and this shows just how hard it is to improve beyond a certain point.



CLUB RUNS ATTENDANCE 2015/6

This is the final placings table for the past year up to the end of September.

1	Robert Downham	81	20	Ken Wheeler	40
2	Graeme Gill	80	22	Clive Patterson-Lett	39
3	Mark Roberts	76	23	Simon Atkinson	38
3	Nicky Carsons	76	23	Neil Rabone	38
5	Peter Rowe	72	25	Claire Booker	35
6	Phil Freaan	67	25	Ken Gormanly	35
7	Mick Irons	64	27	Chris Putnam	34
8	Nik Allen	55	27	Andrew Jarman	34
9	Bernie Skinner	53	27	Rob Green	34
10	Martin Booker	52	30	Guy Smith	33
10	Eric Baker	52	30	John Baldwin	33
12	Pete Logan	49	32	Spencer Kemp	32
13	Spencer Kirkham	48	32	Leigh Provost	32
14	Phil Young	47	32	Conrad Cornelius	32
15	Nicole Patterson-Lett	46	32	Adrian Palmer	32
15	Rick Hughes	46	36	Tom Jarman	31
17	Chris Rudd	45	37	Schaeff Potter	28
18	Paul Townsley	44	38	Ken Newton	27
19	Trevor Leeding	42	39	Rocco Sepe	26
20	Chris White	40	39	David Funnell	26

Club runs were well attended during the period 1st October 2015 to 31st September 2016. 101 different members took part in the rides either in a group or riding individually to the eleven venues. There were a total of 1146 attendees on the club rides to the eleven venues during the competition period. 3 juniors and 11 ladies took part on our rides during this period.

In addition to those gaining points in the competition we also had 19 guest riders join us on the rides, 6 of who subsequently became full members of the Club. We were also pleased to have Sue Clark from New Zealand enjoying rides through the Sussex countryside with us on two weekends before returning home.

Many of the eleven venues have been used by the Worthing Excelsior for many years and we always welcome the possibility of new premises opening up who welcome cyclists. As the number of riders on our runs have increased over the years we can no longer use the smaller premises that were popular, we now have to use larger venues that can accommodate 20-30 riders at one time. Now we mainly use garden centres and themed farms to provide mid-morning refreshment.

The Cafes we have used most have been:-

4 visits:

Whispers, Billingshurst.

3 visits:

Southwater Country Park, Look and Sea at Littlehampton, Aldingbourne Country Centre, Horsham Park, Amberly Tearooms, Washbrook Farm, RSPB Wiggonholt, Fishers Farm, Stopham Bridge Garden Centre.

2 visits:

Newbridge Garden Centre, Sumner Ponds, Hilliers Garden Centre, Manor Nurseries, Camillia Botnar Garden Centre, Nocutts Garden Centre

1 visit:

Rushfields at Poynings, Jack Dunckleys at Henfield, Stans Bike Shack at Partridge Green, South Downs Garden Centre, Honeypt Café at Dial Post, The Milk Churn at Rudgwick, Brighton Excelsior 'pop-up' café.

The Milk Churn was a new addition to the Club's list of elevenes venues and proved most favourable.

During the year the Club was invited to have an elevenes venue at member Ken Newton's home in Wiston. This was an excellent morning which enabled 26 members to enjoy Ken's hospitality in his home and garden.

Other events which have been included in the season long Club Runs Points Competition are, the ESCA Annual Reliability Trial (12 Riders), the Club Reliability Trial (18 Riders), Winter Warmer Audax (25 Riders), Isle of Wight ride (14 Riders), London 100 (5 Riders) Eastbourne Weekend (14 Riders) Tourist Trial (9 Riders)

The greatest number of riders who attended the elevenes venue was on April 3rd at the Washbrook Farm at Hurstpierpoint was 35.

There have been 30 weekends when the elevenes venue has had to cater for more than 20 club members. Average attendance on Club weekend rides has been 19.75 riders.



FASTEST 25 TIMES OF THE YEAR

Mike O'Gorman	Lea Valley CC	E2/25	55:34	PB
Mike O'Gorman	Team Axiom	P885/25	56:02	
Dom Maxwell	Inter-Club	P901/25	56:03	
John McGrath	Inter-Club	P901/25	56:08	PB
Dom Maxwell	Norwood Paragon CC	G25/54	56:11	
Mike O'Gorman	...a3crg	P884b/25	56:12	
Mike O'Gorman	High Wycombe CC	H25/2	56:23	
Ian Cheesman	Team Axiom	P885/25	56:26	PB
Dom Maxwell	Worthing Excelsior CC	G25/54	56:34	
Trevor Leeding	Farnham Road Club	H25/8	56:40	
Trevor Leeding	Hounslow & District CC	H25/8	57:12	
Dom Maxwell	SCCU	G25/54	57:13	
Dom Maxwell	Addiscombe CC	G25/54	57:13	
Trevor Leeding	Worthing Excelsior CC	G25/54	57:42	
Mike O'Gorman	Hounslow & District Wheelers	H25/8	57:44	
Trevor Leeding	Inter-Club	P901/25	57:45	
Mike O'Gorman	Worthing Excelsior CC	G25/54	57:48	
Mike O'Gorman	Farnborough & Camberley CC	H25/8	58:19	
Trevor Leeding	Eastbourne Rovers CC	G25/89	58:37	
Trevor Leeding	SCCU	G25/54	58:49	
Colin Barton	Norwood Paragon CC	G25/54	59:08	PB
Rick Hughes	Inter-Club	P901/25	59:08	
Dom Maxwell	Club 25 Championship	G25/95	59:11	
Martin Booker	Farnham Road Club	H25/8	59:12	PB
Colin Barton	Inter-Club	P901/25	59:30	
Martin Booker	Norwood Paragon CC	G25/54	59:33	
Neil Crowther	Inter-Club	P901/25	59:34	PB
Mike O'Gorman	SCCU	G25/54	59:35	
Trevor Leeding	SCA	G25/93	59:38	
Rick Hughes	Hounslow & District Wheelers	H25/8	59:39	
Colin Barton	Worthing Excelsior CC	G25/54	59:45	
Martin Booker	Worthing Excelsior CC	G25/54	59:51	
Simon Atkinson	Inter-Club	P901/25	59:54	
Trevor Leeding	Club 25 Championship	G25/95	59:54	

Thirty-four rides inside the hour this season reflects the increasing strength in depth, and these have been achieved across a wide range of different courses. Six riders improved their PB, as did another seven riders who are still seeking the 'magic mark'. Next year we expect to see even more quality rides not just from those above and those in the wings, but also the new influx of riders such as Nik Allen and Ian Newbold.



MEMORIAL SCULPTURE

As many of you will be aware, following the sad circumstances of Don Lock's demise his family launched a campaign to provide a memorial sculpture. It is pleasing to be able to report that the funding is now in place and that permission has been granted for its siting. This is due in no small measure to the tireless efforts of his family in fund raising and involved such initiatives as a charity auction. Worthing Excelsior CC also made a contribution.

Details of the proposed development are described here by the suppliers:

The sculpture is to be erected on Broadwater Green in the summer of 2017 which we believe will be a positive enhancement to Broadwater Green for many years to come and that will hopefully endorse Worthing as a town that encourages the active lifestyle associated with cycling.

Attached is a sketch drawing of the sculpture we are hoping to secure and the following is a description of the sculpture from the stonemason we are working with:-



The sculpture would be produced in Caithness flagstone, which will have a natural riven finish. The stone is dark in colour with a flat but dimpled surface and, when cut with a chisel, develops a contrast between the lighter cut surface and the background. Caithness flagstone is extremely hardwearing and is available in pieces large enough to produce the whole sculpture from one stone.

The carving of the cyclist and bike would be rendered in single incised lines, and unpainted; the same method would be used for the lettering.

The text would need to be agreed but attached shows what we are thinking of. The back of the stone could, perhaps, say something about Dad. His dates, his achievements as a cyclist, and perhaps something more personal, though, as a piece of public art, you may have restrictions to personalising it too much.

The Caithness slab would be fitted into a stainless steel clamp, which would be pinned into a concrete foundation, and the base, which would be in a paler limestone, possibly Portland or one of the Purbeck stones, would be fitted around the slab once that is secured in place

The slab would measure approximately 2m from top of the base to the highest point; the length would be approximately 3m, and the thickness between 100–150 mm. The base would be 300mm high and 450mm wide depending on the thickness of the slab.



SKITTLES EVENING

After a gap of a couple of years this event was re-introduced to the social calendar, albeit with a change of venue. This time it was held at the Black Horse at Findon.

As in previous occasions it proved to be a most enjoyable evening. With drinks and a buffet to help the skittles along everyone had a great time. Two teams were formed from the participants and the resultant light hearted banter kept things lively.



Thanks are due to Ian Cheesman for his efforts in putting this one together. It was very much appreciated.



WECC CLUB CHAMPIONSHIPS - 2016

15 Mile	Pos	Rider	Time	Vet +/-	Vet Pos on Std
	1	Dominic Maxwell	34:58	+4:35	3
	2	John McGrath	35:28	+5:07	2
	3	Mike O'Gorman	36:10	+6:15	1
	4	Ian Cheesman	36:20	+3:41	5
	5	Martin Booker	36:38	+3:23	6
	6	Neil Crowther	36:49	+2:44	7
	7	Nik Allen	36:58	+2:42	9
	8	Rick Hughes	37:00	+3:43	4
	9	Karen McGrath	41:23	+2:44	7
		Schaeff Potter	DNS		

25 Mile	Pos	Rider	Time	Vet +/-	Vet Pos on Std
	1	Dominic Maxwell	0:59:11	+7:28	3
	2	Trevor Leeding	0:59:54	+8:08	2
	3	Ian Cheesman	1:00:46	+6:40	4
	4	Mike O'Gorman	1:01:15	+10:21	1
	5	Martin Booker	1:02:25	+5:01	8
	6	Rick Hughes	1:03:03	+5:36	6
	7	Colin Barton	1:03:42	+5:23	7
	8	Chris Putnam	1:03:58	+4:16	9
	9	Paul Townsley	1:06:16	+6:28	5
	10	Andrew Lock	1:07:50	+0:00	11
	11	Clive Patterson-Lett	1:08:24	-0:22	12
	12	Phil Frean	1:08:28	+2:10	10
	13	Rome Bhamra	1:09:53	-2:03	14
	14	Nicole Patterson-Lett	1:12:35	-0:25	13
		Philip Young	DNF		

30 Mile	Pos	Rider	Time	Vet +/-	Vet Pos on Std
	1	John McGrath	1:10:35	+12:01	2
	2	Trevor Leeding	1:12:22	+9:44	3
	3	Mike O'Gorman	1:12:40	+13:48	1
	4	Simon Atkinson	1:13:48	+6:21	7
	5	Dan Cobby	1:13:49		
	6	Ian Cheesman	1:14:21	+7:02	6
	7	Martin Booker	1:14:30	+7:07	4
	8	Neil Crowther	1:15:23	+5:02	9
	9	Rick Hughes	1:15:44	+7:07	4
	10	Christopher Putnam	1:18:32	+3:49	10
	11	Karen McGrath	1:23:34	+6:13	8

50 Mile	Pos	Rider	Time	Vet +/-	Vet Pos on Std
	1	Mike O'Gorman	2:03:35	+24:16	1
	2	Trevor Leeding	2:03:49	+16:11	2
	3	Ian Cheesman	2:04:32	+14:11	3
	4	Simon Atkinson	2:07:01	+9:31	6
	5	Martin Booker	2:09:12	+9:31	5
	6	Rick Hughes	2:09:23	+11:58	4
	7	Rome Bhamra	2:22:15	-2:41	8
	8	Philip Frean	2:25:08	+0:35	7
		Dan Cobby	DNS(A)		

100 Mile	Pos	Rider	Time	Vet +/-	Vet Pos on Std
	1	Mike O'Gorman	4:23:03	+52:30	1
	2	Martin Booker	4:32:40	+21:53	2
	3	Nicole Patterson-Lett	5:19:49	-6:12	3
		Simon Atkinson	DNF		

Hill Climb	Pos	Rider	Time	Vet +/-	Vet Pos on Std
	1	Chris Putnam	5:17.1	+0:01.9	2
	2	John McGrath	5:17.7	+0:03.3	1
	3	Mike O'Gorman	6:18.7	-0:44.7	3
	4	Aaron Hartley	11:42.9		
		Rick Hughes	DNS		



ALPS / MONT VENTOUX EPIC TRIP - SIMON ATKINSON

June 2016



Richard Millen (Bognor Regis CC) and I recently spent two weeks working our way down the French Alps climbing Cols as we went, 16 climbs in 15 days as it turns out and the jewel in the crown of this trip was to end up at the foot of Mont Ventoux to attempt the triple.

To join this exclusive club of idiots with nothing better to do with their holidays all you have to do is climb the Giant of Provence three times in one day. There are other options, if you're REALLY bored you can do the three ascents plus an off road ascent (Galerians) or you can opt to climb the mountain

three times in one day twice (Bicingles). Richard and I had decided JUST to do the three ascents (Cingles).

As I said we had been working our way down the French Alps for two weeks climbing Cols as we went so we had some good miles and metres in our legs by the time we got down to Bedoin but only had one day for the attempt before having to start back home again. This isn't an ideal approach as the mountain doesn't care for your plans and the weather is notoriously unpredictable (see this year's TDF stage!) We got lucky and when we woke up at 6 a.m the sun was already up, there was little breeze and it wasn't too warm, perfect!

Coffee and breakfast was dealt with while we filled our pockets with snacks and gels and filled our bottles. I decided on two 500ml bottles working on the premise that even at a steady pace I could still drink a bottle an hour and not run out between refills (and I didn't want to carry any unnecessary weight on the bike, it's all in the mind I know!). At 7 a.m we rolled down the hill out of the campsite and into a Tabac to get our Brevet card stamped to say we had at least started our attempt.

It was pleasantly cool as we set off and I'm wearing my jersey, arm warmers, gilet and casquette under my helmet. It's a lovely steady start and you can warm up on the lower slopes as the percentage varies from 2-5%, this doesn't last anywhere near long enough however and about 6k in your suddenly climbing properly through the forest. It's cool and beautifully quiet early in the morning but the constant 9% average for the next 6k will warm you up even climbing at a very steady pace which we were. The road surface is good and the corners are cambered favourably for descending, with the barriers on the bends it kind of looks like a race track and reminiscent of the Nurburgring, the descent however was a long way off yet. Things do ease off (a little) as you approach Chalet Reynard and this is where Richard and I parted company for the day as he wanted a pee and a snack and I wanted to do my ascents uninterrupted if possible. You can notch it up a couple of gears for a few k's now (if you want!) and after the recent grinding I was enjoying being able to spin a gear and unload my legs a bit. The last couple of K's are tough though and it ramps up to a 12% average at the end which is just what you want at the end of any climb as you can imagine. I've made it though, it's a great feeling and I remind myself that even a single ascent is no small feat. The shop and restaurant are closed at this time of day so I'll have to get my card stamped later on.

The sun is out now but it's not warm up here so It's jacket on and time to leg it off the mountain and down towards Maulacene. After a few metres of chilly mist I break the through into the sun and I can look out off the mountain to the clouds below me. Now as much as I seem to like climbing (I keep doing it so I guess I must) I prefer descending and the thought of 21K descent fills me with joy. As I'm descending it

occurs to me (completely unfoundedly) that I already have this challenge wrapped up, I don't know why as I'm only one just one third in! The descent to Maulacene is great fun, there are wide sweeping bends and hairpins and I've only really got to be careful of small damp patches under the trees. I spin my legs to work out the lactic acid from the first climb and I kick out of the hairpins to keep my legs working and have some fun. The descent was over too soon but it still takes a while to lose 1515 meters of altitude. Eventually I roll into town, find a cafe and order myself a grande cafe au lait. I get my bottles refilled, my card stamped and peel off my layers ready for round two.

It's warming up some and the sun is really starting to do its work as I start my ascent, I'm not far up when I pass Richard coming off the mountain, I yell an instruction about the cafe location as he passes me and carry on. This climb is much busier and I'm passing cyclists and people on bikes regularly. I'm not pushing on as I'm aware of the scale of the challenge that still lies ahead but there are a lot of tourists trying their hand at the mountain, some on mountain bikes, some on hired road bikes, some on electric bikes and the most hardcore was a guy on Mountain bike towing his kid in a trailer, I can't even begin to tell you how little that appeals?

You don't get the gentle start on this side like you do out of Bedoin but the gradient is a bit more steady, however there are some steep ramps that really start to bite into the legs when you already got one ascent in your legs. If I had to do it again I'd probably do this ascent first as there is less shade than the Bedoin side when it warms up. So basically I'm sweating like (insert analogy here, mine is too rude to print!) and I notice that I'm starting to feel hungry. I've had a good breakfast, a couple of Pain au Raisins, a gel towards the top of the the first ascent and sugar in my coffee but I'm still burning through calories at a great rate. I suck back a couple of gels to keep me going as I head towards the top of the mountain, I wait for a hairpin both times as the gradient eases and I can take a breath but even so trying to eat while breathing through your ears is still a bit of a feat!

I feel like I'm on a bit of a mission now and I don't hang around at the top any longer than I have to. It's card stamp and jacket on time before starting the descent to Sault. I'm no less hungry and my bottles are pretty much empty but I figure I can fix that in the town at the bottom. I didn't count on two things however. The first is the length and gradient of the descent into Sault, it's a shallow descent with an average of only 4.5% and its longer with an extra 5K, combined it might make for a pretty nice ascent but I was pretty much pedalling the whole way down and it felt like an eternity with my stomach rumbling and my energy levels continuing to ebb away. The second thing was the nasty little ramp up to Sault. It's not particularly long or steep but after two ascents of the mountain it was about the last thing I wanted to see, scratch that it is exactly the last thing!

I roll up to the first cafe I come across, dump the bike outside and get a baguette and a drink. I slurp the Coke down and inhale my cheese baguette. The closest thing I can compare my eating to at that point is when the Cookie Monster gets his reward, Nom Nom Nom and gone! The bar staff kindly stamp my card and refill my bottles so I set off for the last ascent of the day.

I pass Richard on the lower slopes again, warn him of the impending ramp, wish him luck and we part ways again. It is a much nicer ascent and I slowly (very slowly!) reel in another cyclist and say hello, he's from Belgium and luckily as my French/Flemish/German is a little rusty his English is good and we end up riding together all the way back up to Chalet Reynard. Turns out he lives in the same village as Tom Boonen and as a native he avoids riding the cobbles (especially during winter unlike the Ghenters!). We chat about this and that and set ourselves a steady but solid pace. We pass people fairly regularly and most are sensible enough to let us go, however eventually we pass two that decide to jump onto our wheels and sit there, how rude! Clearly I'm not alone in this feeling and we seem to subliminally message each other and turn up the pace a little, and then a little more until BOOM and they've gone! Childish I know but satisfying in so far that I've got enough left in the tank after this much riding to be able to do it at all.

We part company as he turns to head down back to Bedoin and I'm feeling surprisingly good as I head for the last 6k. Having done this part this morning I know what's to come and suck back a gel on the easier gradient as I know it's going to be tricky to do that in the last couple K as it ramps up to punish the weary.

I'm still steadily passing cyclists and very happy with my newly fitted compact crank set which combined with my dinner plate esque 32 tooth cassette means I can spin a little gear while others seem to be grinding a huge gear in relative terms. Now I won't lie to you but with about 3k to go my head decides that it's done for the day, clocks off and takes my legs with it! The road is suddenly bloody steep and I'm very tired! I hold onto the wheel in front of me as best I can, I had caught up to this rider but either he's decided to push on for the last bit or I'm struggling, a little gap opens up, then it widens some more and then SNAP the elastic breaks. I know we're not racing but I'm still cursing my treacherous body through gasps of air! I'd say before you know it I'm at the top but it feels like an eternity to be honest. Still I make the summit, tired but incredibly happy. It's a shame that it's now grey and chilly with a bit of breeze blowing up. I mooch around the tat shop while drinking yet another full fat Coke (which I don't usually drink but I need the sugar today) layer up with everything I have and get someone to take a final photo of me next to the sign. I still need a stamp from the restaurant so I decide to take the opportunity to get a coffee before my last descent. Slightly warmed I set off and pass Richard yet again, he's only got about 4k to go so I shout some encouragement and set off in earnest to enjoy my

last descent of the trip. I pass a car and then a camper van and close up on another two cars, I'm about to try passing them but I can feel a local in a white van right up my chuff, discretion being the better part of valour I pull over and let him pass as I don't want him sat on my rear wheel for the next 14k. I then proceed to sit on HIS bumper for the entire descent instead as he can't get past the cars in front and angrily tailgates them all the way off the mountain (better them than me!). It's certainly not my fastest descent but it is great fun chasing the cars never the less.

As I roll into Bedoin I'm sad that I've done my last descent but chuffed to have achieved so much and especially happy to have finished my trip off with a triple ascent of Mont Ventoux and 4400 metres of climbing in one day.

Cols climbed during the holiday:

<i>Ballon D'Alsace (Vosges mountains) 1170 metres</i>	<i>Col de Joux Plane 1691 metres</i>
<i>Col de la Colombiere 1613 metres</i>	<i>Col du Mollard 1320 metres</i>
<i>Col de la Madeliene 2000 metres</i>	<i>Col de Croix de Fer 2067 m</i>
<i>Col du Telegraphe 1566 metres</i>	<i>Col du Galibier 2642 metres</i>
<i>Alpe D'Huez 1803 metres</i>	<i>Col d'Agnel 2744</i>
<i>Col D'Izoard 2360 metres</i>	<i>Col de Vars 2108 metres</i>
<i>Mont Ventoux 1912 metres (not technically a Col)</i>	
<i>Lacettes Montvernier (not a Col but a nice climb anyway)</i>	



ROAD RACING

Road racing has enjoyed rather a resurgence this season with six riders taking part. The main participation came from Dom Maxwell, Aaron Hartley and Schaeff Potter but it was good to see occasional appearances from Ed Klose, Neil Crowther and Darron Muggeridge.

Dom's points haul was 42 so he beat the target of 40 and attained Category 2 status for 2017. Schaeff managed 18 points which was well in excess of the 12 points needed for Category 3 status. Aaron made a good start but his final haul of 8 points meant that he remains as a 4th Category rider.

There was participation across a wide range of events such as the Eastbourne Festival, Goodwood Series, Surrey League, Winchester Crits, Portsmouth Mountbatten Track and the National Masters. There are some great action shots from many of these events up on our web-site, including a spectacular spill for Schaeff at Goodwood so go and [check them out](#).



2017 RACE PROGRAMME (Weekend events)

08:00	Sun 12 March	GS/982	Ashurst Circuit
08:00	Sun 19 March	G10/98	10 Mile Handicap
08:00	Sun 26 March	GS/983	Long Furlong (2 Laps) 17.1 miles
06:30	Sun 14 May	G25/54	Open 25 (Ray Douglass Memorial)
07:30	Sun 21 May	G25/95	Club 25 Mile Championships
07:30	Sat 10 June	G15/93	Club 15 Mile Championships (in SCA)
06:00	Sun 2 July	G50/10	Club 50 Mile Championships (in SCA)
06:00	Sun 23 July	G100/61	Club 100 Mile Championships (in SCCU)
06:00	Sun 30 July	G30/91	Club 30 Mile Championships (in SCA)
08:00	Sun 6 August	GS/993	Pulborough Circuit 15.64 miles
08:00	Sun 20 August	GS/992	Hard Riders 21.93 miles
	(tbc)	P901/25	Clonmore Inter-Club
10:00	Sat 30 Sept	GH/92	Club Hill Climb Championships (in SCA)

POINTS CHAMPIONSHIP – FINAL POSITIONS

Pos	Name	Rides	Points	25 Mile	15 Mile	50 Mile	100 Mile	30 Mile	Hill Climb
1	Mike O'Gorman	6	111	17	18	20	20	18	18
2	Martin Booker	5	81	16	16	16	19	14	
3	Ian Cheesman	4	68	18	17	18		15	
4	John McGrath	3	58		19			20	19
5	Trevor Leeding	3	57	19		19		19	
6	Rick Hughes	4	55	15	13	15		12	
7	Chris Putnam	3	44	13				11	20
8	Dom Maxwell	2	40	20	20				
9	Simon Atkinson	2	34			17		17	
10	Neil Crowther	2	28		15			13	
11	Nicole Patterson-Lett	2	25	7			18		
12	Phil Frean	2	22	9		13			
12	Rome Bhamra	2	22	8		14			
12	Karen McGrath	2	22		12			10	
15	Aaron Hartley	1	17						17
16	Dan Cobby	1	16					16	
17	Colin Barton	1	14	14					
17	Nik Allen	1	14		14				
19	Paul Townsley	1	12	12					
20	Andrew Lock	1	11	11					
21	Clive Patterson-Lett	1	10	10					

The basis for the points competition changed this season so that it is now based on scratch performances within the club championship events as opposed to handicap positions throughout the season.



VETERANS POINTS CHAMPIONSHIP – FINAL POSITIONS

Pos	Name	Rides	Points	25 Mile	15 Mile	50 Mile	100 Mile	30 Mile	Hill Climb
1	Mike O'Gorman	6	118	20	20	20	20	20	18
2	Martin Booker	5	78	13	14	15	19	17	
3	Rick Hughes	4	66	15	17	17		17	
3	Ian Cheesman	4	66	17	16	18		15	
5	John McGrath	3	58		19			19	20
6	Trevor Leeding	3	56	19		19		18	
7	Chris Putnam	3	42	12				11	19
8	Dom Maxwell	2	36	18	18				
9	Simon Atkinson	2	28			14		14	
10	Nicole Patterson-Lett	2	26	8			18		
10	Karen McGrath	2	26		13			13	
12	Neil Crowther	2	25		13			12	
13	Phil Frean	2	24	11		13			
14	Rome Bhamra	2	19	7		12			
15	Paul Townsley	1	16	16					
16	Colin Barton	1	14	14					
17	Nik Allen	1	12		12				
18	Andrew Lock	1	10	10					
19	Clive Patterson-Lett	1	9	9					

A Veterans version of the revamped Championship Points competition was introduced for this season.



EXCELSIOR AND TECHNOLOGY

March saw the launch of a new web-site for the club. For some time it had been recognised that there were limitations in the previous version and that updates were proving to be problematic.

Having already developed a web-site for the Sussex CA Mike O'Gorman decided to build a completely new site for Excelsior. He was keen to ensure that it had a different look and feel to the SCA site and that it was fully supportive of access by all platforms such as mobile phones. The positive responses, at launch and since, provide endorsement that these objectives were achieved.

The site is now the central repository for all information about the club, both current and historical. Mike ensures that it is kept up to date with all club activity and this is then supported by promotion of the material on the various Facebook cycling groups

The functionality has been enhanced so that members can order club kit and even pay their annual membership fees online.

Facebook is popular with many members and is widely used by members to communicate about all manner of topics. We have a Facebook Page for general information and a Facebook Group which is used by members to share current issues. Many of our members have become members of other cycling related Facebook Groups such as the SCA, ESCA, UK Time Trialling, Surrey Cycle Racing League. The Time Trialling Forum is another useful place for picking up tips and information

Very much the new kid on the block; take-up of the mobile phone based app WhatsApp has really taken off as another communication vehicle for members. Essentially providing free texts across closed groups of members this is a very fast way of getting messages to a wide audience. Dom Maxwell manages one group on our behalf and Trevor Leeding manages another.

Strava (a GPS based cycling tracking app) is also used widely with members loading the data from their rides into the system. There is a Worthing Excelsior CC Group established on Strava. It is often surprising just who is checking out one's recent rides, and there is a jocular belief that "If it's not on Strava then it didn't happen".

The past year or so there has seen virtually all CTT Open time trials switch to on-line entry. This makes it easier for all concerned (no letters being lost in the post) and the enhanced rider information within the revamped CTT system is most impressive.

So we have moved from a position where information was hard to find to one where it is available at the click of a mouse or even one's mobile phone. How times change.



DOM MAXWELL SECURES HIS 2nd CATEGORY STATUS FOR 2017

On Sunday 11th September in VC Meudon's 7 lap / 50 mile road race at Milland Hill Dom finally got the necessary points. And in Dom's very own words.....

So I still needed 2 points for my cat 2 licence, and following my all-inclusive holiday I had a few kilos extra baggage to carry round.

I was going to use the Surrey League Milland Hill course to get some race miles in with Portsmouth pencilled in the following week to try and get those points.

Milland Hill is one of the toughest parcours on the calendar. The hill itself is 25% and being larger framed I have to be very careful to manage it, make sure I start close to the front and not to overcook at the start.

We had to do the hill 7 times and they all hurt. The weather was a bit chilly but soon warmed up. On around the 3rd lap 3 got away. I was not interested in any breakaways as I would always be dropped on the hill so I just kept my nose out of the wind and worked on my positioning.

Soon after the break away a young lad from East Grinstead lost control after hitting a pot hole and crashed at around 30 mph. He took up a lot of the road but luckily everyone else avoided him and when I saw him after he only had cuts and bruises which was much better than I would of suspected after seeing him go down.



I managed to keep up with the peloton on each accent of the hill until the bell lap. The 3 were still away and I knew I had no chance on a bunch sprint up a 25% incline so I had to go early

I tried to get away on a bit of dual carriageway after the hill but was chased down, so I had 2 minutes breather and then went again on the 2nd smaller hill on the course. The elastic was broken and a strong

lad came with me.

We 2up time trialled to the bottom of the hill and I told him to go on as I was cooked and not the fastest up the hill. I didn't look back to see where the peloton was just focused on not cramping and giving it everything I had up the gradient. I got to the top on 5th place and a young Oli Fenton from South Downs Bikes sprinted past me as he led out the bunch sprint. I had to give it one last effort and followed him over the line for a provisional 6th.

Very pleased with the race strategy as I have let points slip away twice before on this very difficult course and it's always really satisfying when a bit of bravery pays off.

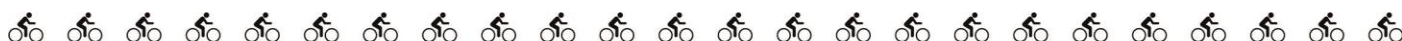
This gives me my cat 2 licence which was my goal for the season. So I am extremely happy!



SPOCO COMPETITION – FINAL POSITIONS

Pos	Name	Rides	Points	Ashurst	Club 25	Pulborough	Hard Riders	Hill Climb	Long Furlong
1	Rick Hughes	6	97	17	15	17	17	14	17
2	Mike O'Gorman	5	87	20	17		19	15	16
3	Nik Allen	4	74			20	18	17	19
4	Ian Cheesman	4	71	16	18	19			18
5	John McGrath	4	67	14			20	13	20
6	Martin Booker	4	65	19	16	16			14
7	Chris Putnam	4	60	13	13			19	15
8	Trevor Leeding	2	37	18	19				
9	Nicky Carsons	3	35	11		10	14		
9	Schaeff Potter	2	35	15				20	
11	Andrew Lock	3	32	9	11	12			
12	Joan Lennon	3	31			8	12	11	
13	Karen McGrath	3	31	10				9	12
14	Simon Atkinson	2	31			18			13
15	Connor Leeding	2	30			14	16		
16	Colin Barton	2	29		14	15			
17	Aaron Hartley	2	28	12				16	
18	Paul Townsley	2	25		12	13			
19	David Funnell	2	22			9	13		
20	Dom Maxwell	1	20		20				
21	Phil Frean	2	20		9	11			
22	Tom Jarman	1	18					18	
23	Simon Toppin	1	15				15		
24	Andy Jarman	1	12					12	
25	Clive Patterson-Lett	1	10		10				
26	Graeme Gill	1	10					10	
27	Rome Bhamra	1	8		8				
28	Nicole Patterson-Lett	1	7		7				

Rick Hughes wins his first WECC trophy as he secures the Sporting Courses Competition. The Ashurst Circuit was added to the list of qualifying events for the first time this season.



TOURIST TRIAL

This is an annual Sunday morning fun ride that is somewhat like a cross between a treasure hunt, orienteering and a bike ride. An Ordnance Survey Map is definitely a very good idea! At the start the organiser will give you a set of instructions and you will need to consider these carefully for a while (using your O.S. map as a reference) before determining your plan. The organiser will make sure that you know where you are going before you set off. He will check the route that you plan and may well deduct points for errors. You will have to answer questions en route about the countryside, cycling, the environment and the highway code. You may need to spot requested information - like, for example, the name of a vicar or the licensee of a pub. You may have been given photographs at the start and will need to give a map reference stating exactly where they were taken.

Andrew Lock kindly put together this year's edition. It was a huge shame that the torrential rain during the early part of the morning deterred many. Those who braved those early conditions thoroughly enjoyed themselves. And Mick Irons ended up winning the club's largest trophy.



DETAILS OF THE COMPETITION

Can be found on our club website at

http://www.worthingexcelsior.co.uk/uploads/4/4/6/3/44636025/tourist_trial_2016.pdf



EVENING HILL CLIMB SERIES

Well done to Schaeff Potter as he records another success in what has been an excellent year.

With the series champion for the past three seasons, Mark Newham, not competing it was expected that hill climb specialist Chris Putnam would take the honours in this series. It just didn't work out like that though. With Schaeff winning the first event (in Chris' absence) and Chris clearly winning the second then it was all set for a final showdown.

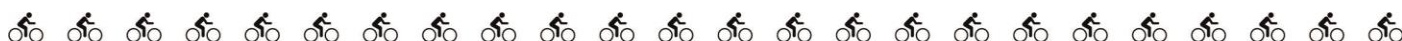
And so it proved to be. Schaeff improved his time, thus taking the win on the night and the overall series. In fact Chris was pushed back into third place by 16 year old Tom Jarman and only held onto series runner up spot from Tom by virtue of aggregate time.

The placing of two juniors in the top three places is a most encouraging sign and we look forward to seeing Tom follow in the footsteps of Aaron and Schaeff in 2017 by competing in other disciplines and developing his skills and abilities.

As a side note: John McGrath was unfortunate in that despite storming up the hill on the final night the timekeeper missed him. He was given a notional last place in order to at least give him some WECC SPOCO points but his overall eighth place clearly misrepresents his capabilities.

Pos	Rider	Score	Aggregate Time	Event 1		Event 2		Event 3	
				Pos	Time	Pos	Time	Pos	Time
1	Schaeff Potter	2	3:27.54	1	1:44.00	5	1:47.30	1	1:43.54
2	Chris Putnam	4	3:29.02			1	1:42.70	3	1:46.32
3	Tom Jarman	4	3:30.47			2	1:45.86	2	1:44.61
4	Nik Allen	5	3:31.01	1	1:44.00	4	1:47.01	5	1:48.07
5	Aaron Hartley	7	3:32.92	3	1:46.00	8	1:55.16	4	1:46.92
6	Mike O'Gorman	11	3:44.61	5	1:51.00	7	1:55.09	6	1:53.61
7	Rick Hughes	11	3:44.83	5	1:51.00	6	1:53.83	7	1:58.13
8	John McGrath	15				3	1:46.54	12	no time
9	Andy Jarman	17	4:14.49			9	2:06.48	8	2:08.01
10	Joan Lennon	18	5:10.54	7	2:33.00	11	2:37.54		
11	Graeme Gill	19	5:27.32	8	2:39.00			11	2:48.32
12	Karen McGrath	20	4:47.93			10	2:25.54	10	2:22.39

Jamie Newton	3	1:46.00		9	2:18.73
Nicky Carsons					



ISLE OF WIGHT ANNUAL RIDE

This long-established event involves a single day trip (on a Sunday) to the Isle of Wight for a social ride of around 65 miles and to enjoy the stunning scenery.

The itinerary is as follows:

- Leave Worthing in a number of cars, with bike at 6:30
- Drive to Portsmouth where we park in the Cascades car park (cost about £12.50 per car)
- Ride along to Portsmouth Harbour at catch the 8:15 catamaran to Ryde pier (about £18.00)
- Ride round island following the cycle route (blue bike on white background or white bike on blue background), stopping for lunch in Niton or Freshwater
- Return to Ryde to catch catamaran back on the 2:45 crossing
- Back to Worthing around 4:30

Nicky Carsons has kindly provided a report from this year's event:

As I hadn't been on my bike for a month and suffering from jet-lag having flown in from Canada less than 48hrs earlier, I knew the IOW annual ride was going to be tough. I had planned to join the group riding half the island as I felt the distance and speed of the other group would be beyond me feeling the way that I did.

It was an early start to the day with some of us meeting up at the Thomas A Becket at 6.15am to put our bikes in Peter Logan's van. With a quick drive to Portsmouth we met up with other riders at the park and ride car park in Portsmouth. We rode to the Catamaran terminal for a smooth crossing to Ryde to meet up with Clive and Nicole. They had arrived earlier that morning to pop into Nicole's parents to take the opportunity to say Happy Fathers' Day to her dad.



Once we had all gathered for the first of many photos and jokes, many about Jon Roper and Simon Steels proudly modelling our pink kit (I can't call it lady's kit now) it was decided that everyone would ride the whole island in two groups in a clockwise direction.....yes big discussions about which was the better way to go round. Robert

D led one group and Clive PL the other. The best direction is still up for debate, please join in!!

After rain all day Saturday the weather was more settled when we set off, with the sun threatening to make an appearance.

The only plan we had was to meet at the Dandelion cafe at Freshwater. Considering we went via 2 different routes and with numerous hills to climb, too many to count, we all arrived at the cafe at the same time. Robert was even able to take mug shots as evidence. I have already seen a headline on the IOW news..... 'Wanted 2 men cycling in the pink'

After a chilly lunch outside (I wasn't used to the English weather) and a range of sandwiches ordered from prawn, bacon, and egg and apple and cherry crumble with lashings of 'custard' we set off for the 'easier' second half of the ride....well that was what they told me! By now my legs were telling me to stop but we had a boat to catch. And as it was Fathers' day we had to press on to get the dads home.

After a second short break in Gurnard for refreshment and stretching, no not of leg muscles but from laughing at Ken Gormanly's dreadful jokes we set off for the final short ride and hop across the river on the chain ferry to Ryde.

After saying cheerio to the 'Patterson-Lett's', who I suspect were off for a big roast dinner and glass of wine or two we met up with Robert's group to find out about the bike issues that Peter had suffered. As I'm not technical at all, all I can tell you is that his bike broke in a very expensive way. So after Peter thumbed a lift from the west side of island and catching the park and ride bus in Portsmouth, we all arrived back to our cars in one group and in one piece, apart from Peter's bike which arrived back in several.

With a total of 62.4miles (pier to pier) and 3,903ft elevation and cramp setting in I was grateful to be chauffeured back home by Chris.

We arrived back safely in Worthing at about 5.45pm chuffed at having all shared a great day messing about on bikes.

A big thank you to Robert for organising the day and to my group for getting me round. The cakes are on me Tuesday night.....if I recover enough to make them



FASTEST 50 TIMES OF THE YEAR

Trevor Leeding	Southdown Velo	P901/50	1:55:28	
Mike O'Gorman	National VTTA	H50/8	1:57:29	
Trevor Leeding	National VTTA	H50/8	1:57:45	
Trevor Leeding	Charlottesville CC	H50/8	1:58:57	
Ian Cheesman	Southdown Velo	P901/50	2:01:24	PB
Mike O'Gorman	ESCA	G50/90	2:01:31	
Rick Hughes	Southdown Velo	P901/50	2:02:25	PB
Mike O'Gorman	SCA	G50/10	2:03:35	
Trevor Leeding	SCA	G50/10	2:03:49	
Mike O'Gorman	Charlottesville CC	H50/8	2:04:25	
Ian Cheesman	SCA	G50/10	2:04:32	
Ian Cheesman	SCCU	G50/10	2:06:04	
Mike O'Gorman	SCCU	G50/10	2:06:52	
Simon Atkinson	SCA	G50/10	2:07:01	
Martin Booker	SCA	G50/10	2:09:12	
Rick Hughes	SCA	G50/10	2:09:23	
Andy Haste	Southdown Velo	P901/50	2:11:46	PB
Andy Haste	SCCU	G50/10	2:14:53	
Rome Bhamra	SCA	G50/10	2:22:15	PB
Phil Freat	SCA	G50/10	2:25:08	
Nicole Patterson-Lett	SCCU	G50/10	2:29:34	PB

Trevor Leeding was clearly the man for the 50s this season as he recorded three of the four quickest rides this year, all inside the two hour mark. In doing so he deservedly captured the Richard Shipton Cup for the club's fastest 50 of the season. It was good to see so many prepared to tackle the longer distance and very well done to Nicole.



FASTEST (IN FACT THE ONLY) 100 TIMES OF THE YEAR

Mike O'Gorman	Hounslow & District Wheelers	H100/88	4:10:56	PB
Mike O'Gorman	ESCA	G100/861	4:21:52	
Mike O'Gorman	SCCU	G100/61	4:23:03	
Martin Booker	SCCU	G100/61	4:32:40	
Nicole Patterson-Lett	SCCU	G100/61	5:19:49	PB

Not for the faint-hearted this event as can be seen by the paucity of attempts. As well as the obvious preparation and determination, because of the duration it requires a good helping of luck with regard to conditions and mechanicals. For some reason the weather seems to be particularly perverse for the 100s. Last year's SCCU event was in a biblical monsoon, whilst this year's ESCA was wet and

slippery with major traffic jams on the course. Mike did look to improve his early season PB by travelling to the Midlands in September for the BDCA 100 but it was rained off in atrocious conditions. Here's hoping for better next season.

Nicole's was the stand-out performance as, combined with her efforts in the 50, this helped Excelsior to team honours in the SCA 100, SCCU 100 and SCCU BAR. Chapeau!



CLUB RECORDS – AGAIN!!

For the second season running standard distance club records have been broken.

After Guy Smith's magnificent efforts in 2015 it's was the women's turn to star this year. In her very first season of time trialling Karen McGrath set about dismantling some very long-standing benchmarks.

In the Don Lock Memorial Series on 9th June her time of 24:30 beat the old record (24:43) set by Jan Scotchford back in 1992. A 24:39 and a 24:45 in the next two events showed consistent form.

Just two days after the 10 Karen added the 15 record as well in the SCA/WECC Championship. Her 41:23 was over a minute quicker than Christine Barnett's 42:41 from 1987. The record for the 30 was the next to go, also in the SCA/WECC Championship, on 31st July. Her time of 1:23:34 smashed Jan Scotchford's 1992 effort of 1:28:05.

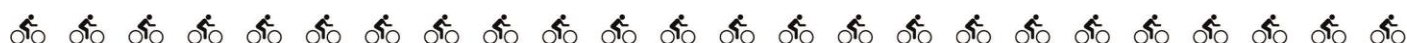
Her one effort at a 25 in the Inter-Club on 18 August (1:06:52) did not threaten Jan Scotchford's 1:08:47 (also in 1992) on the day but it seems more than likely that another record could be set next season.

Bravo!



B.A.R COMPETITION – FINAL POSITIONS

Pos	Name	3 Event Speed	Best 25 Time	Best 50 Time	Best 100 Time
1	Mike O'Gorman	25.480	0:55:34	1:57:29	4:10:56
2	Martin Booker	23.521	0:59:12	2:09:12	4:32:40
3	Nicole Patterson-Lett	19.871	1:12:08	2:29:34	5:19:49



VETERANS' B.A.R. COMPETITION – FINAL POSITIONS

Pos	Name	3 Event Plus	Best 10 Plus	Best 25 Plus	Best 50 Plus
1	Mike O'Gorman	+6.013	+6.751	+6.045	+5.245
2	Trevor Leeding	+4.767	+5.326	+4.423	+4.553
3	Ian Cheesman	+4.089	+4.847	+4.336	+3.085
4	Rick Hughes	+3.796	+4.590	+3.516	+3.283
5	Martin Booker	+2.867	+3.914	+3.094	+1.593
6	Simon Atkinson	+2.287	+2.751	+2.463	+1.646
7	Andy Haste	+1.969	+3.536	+1.363	+1.007
8	Phil Frean	+1.900	+3.771	+1.846	+0.083
9	Rome Bhamra	+1.056	+2.531	+1.041	-0.405
10	Nicole Patterson-Lett	+0.812	+2.589	+0.010	-0.162



LADIES' B.A.R. COMPETITION – FINAL POSITIONS

Pos	Name	4 Event Speed	Best 10 Time	2nd 10 Time	Best 25 Time	2nd 25 Time
1	Nicole Patterson-Lett	22.016	25:18	26:13	1:12:08	1:12:35
2	Joan Lennon	20.451	27:52	28:10	1:15:27	1:18:34

NB There were no qualifiers this season for the Junior B.A.R.



NATIONAL MASTERS

A special event and a big step up in class when Dom Maxwell competed in the National Masters 75 mile road race at the end of May

The status of the event was reflected in the management of it. As the organisers pointed out: All races will be run to the same standards of safety and organisation appropriate to a National Championship including Accredited Marshals (next best thing to closed roads), NEG, Neutral Service and 2x2 Mobile First Aid crews and professional Traffic Management at one critical roundabout.

In Dom's own words:

A 4am start was required to get to Milton Keynes to the National Masters 75 mile road race at 8.20 am.

The weather was pretty benign and race was fast, over 26 mph. The course was rolling but no dramatic hills.

There seemed to be attempts at breaks trying to get away all the time. I just sat in and followed the wheels as it's a long way and knew I would be pretty tired at the end so I wanted to conserve as much energy as possible.



Even sat in it was tough racing and on the last lap I fell asleep a bit and found myself at the back with a big group up the road. Collectively we managed to get back on but found myself mid pack on the 2 mile finishing straight which was stretched across the road and I could not get anywhere near the front for the sprint. I was lucky to stay upright when the chap next to me had 4 spokes taken out by a stray rear mech. The sprint was dicey to say the least.

I managed 24th which I will take for my first national event. I'm still 4 kilos over weight and that makes a difference when it's rolling. There's plenty to aim for next year.



SUSSEX CA COMPETITIONS

Excelsior enjoyed great success this season in the various SCA competitions, both at team and individual level.

The team wins were:

15 Mile Championships	Dom Maxwell, John McGrath, Mike O'Gorman
30 Mile Championships	John McGrath, Trevor Leeding, Mike O'Gorman
100 Mile Championships	Mike O'Gorman, Martin Booker, Nicole Patterson-Lett
Hill Climb Championships	Chris Putnam, John McGrath, Mike O'Gorman
SPOCO Competition	Mike O'Gorman, Martin Booker, Ian Cheesman
Vets Middle Distance BAR	Mike O'Gorman, Rick Hughes, Ian Cheesman
Short Distance BAR	Mike O'Gorman, Martin Booker, Rick Hughes
Vets Short Distance BAR	Mike O'Gorman, Rick Hughes, Martin Booker

John McGrath secured his first individual SCA title by winning the Vets Hill Climb Championship. This may well be the first of many. Mike O'Gorman retained his titles for the 10, 25, 30, 50 and 100 distances, missing out this time on the 15 but setting

new SCA records at 50 and 100. He also retained the Vets Short Distance BAR, Medium Distance BAR and Long Distance BAR

Excelsior individual performances in the Sussex Points Competition were:

Pos	Name	HR	10	25	15	50	100	30	S10	S25	HC	TOTAL
3	Mike O'Gorman	16	12	7	22	25	25	24		21	16	168
6	Rick Hughes	14	8	9	15	14		14		18		92
8	Martin Booker		4	11	20	15	24	16				90
9	Ian Cheesman	17	2	4	21	22		17				83
12	Trevor Leeding			13		23		25				61
29	Dom Maxwell		17		25							42
33	Chris Putnam		0					13			26	39
34	Simon Atkinson					17		20				37
41	Neil Crowther				18			15				33
69	Nicole P-Lett						22					22
76	Dan Cobby							19				19
84	Nik Allen				16							16
91	Aaron Hartley										12	12
98	Joan Lennon									10		10
106	Rome Bhamra					6						6
107	Phil Frean			0		5						5
109	Schaeff Potter		3									3
112	Colin Barton		1	0								1

Excelsior individual performances in the Sussex Points Women's Competition were:

Pos	Name	HR	10	25	15	50	100	30	S10	S25	HC	TOTAL
5	Karen McGrath				7			9				16
6	Nicole P-Lett						10					10
12	Joan Lennon									8		8

Excelsior team performances in the Sussex Points Competition were:

Pos	Team		
2	Mike O'Gorman (168)	Rick Hughes (92)	Martin Booker (90)
4	Ian Cheesman (83)	John McGrath (76)	Trevor Leeding (61)
11	Dom Maxwell (42)	Chris Putnam (39)	Simon Atkinson (37)
21	Neil Crowther (33)	Nicole P-Lett (22)	Dan Cobby (19)
27	Nik Allen (16)	Karen McGrath (15)	Aaron Hartley (12)
31	Joan Lennon (10)	Rome Bhamra (6)	Phil Frean (5)

Only three of our riders completed the qualifying rides for the SPOCO Competition and they were tightly grouped. Mike O’Gorman was 13th (332 pts), Martin Booker was 14th (316 pts) and Ian Cheesman was 15th (315 pts). Their aggregate total was sufficient to secure the Team title for the second year running.



WINTER WARMER

Every February Mick Irons runs this 100K (approximately) event on behalf of the club. It is an official Audax event. This is timed but is not competitive. And it’s very popular with club members.

DISTANCE	107K
DATE	Saturday 11th February 2017
HQ	HQ Dial Post Village Hall Old Worthing Road, Dial Post RH13 8NS
ENTRY FEE	£5.00 (Plus £2.00 insurance if not Audax or CTC member)

Your entry fee entitles you to:
Tea/coffee and biscuits - available at start from 08.15
Food and drink provided en route
Hot soup and roll at finish

ROUTE OUTLINE	Adversane, Alfold, Cranleigh, Winterfold Common, Ewhurst, Oakwoodhill, Rusper, Faygate, Newstead Ghyll, Warninglid, Wineham, Partridge Green, Ashurst, Dial Post.
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Contact Mick Irons for details. mickirons@btinternet.com



RTTC NATIONAL CLOSED CIRCUIT CHAMPIONSHIPS

This was an 11.5 mile National event at Thruxton in late October. With almost 300 riders and with electronic timing this was anticipated to be a fun end to the season. Unfortunately the weather had other ideas.

As reported by Martin:

The weather was doing exactly as forecast, heavy rain and wind, and the roads were flooded on the drive up to Thruxton Motor circuit with Simon and our Supporter Claire.



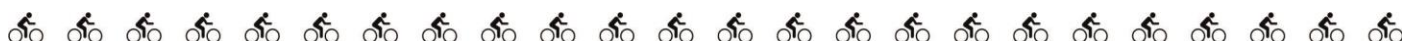
Signing on, getting our numbers and timing chip was the first unusually tricky task, as the queue was out of the door back into the rain. It seemed they hadn't catered for about 300 riders... A quick recce around the paddock, pit lane and a look at the last chicane and we were already soaking wet, during which a large field of juniors were setting off, the youngest being 7 years old!

I was off at 10:30:30 (30 sec intervals) at number 61, Simon about 20

minutes later. Just as i was contemplating a wet warm up on the turbo the rain started to stop and sun and blue sky appeared.

The start was at the pit lane exit and straight away I was into a nice slight downhill stretch with the wind behind me, heading into the complex of 3 corners which I had to be cautious on the first time out with such a wet surface. It was then a fast section before Village corner where the wind then started turning against us and tried to take the front wheel away. It was then a headwind and surprisingly steep hill up to the final chicane, which then led on to the start finish straight. The race was 5 laps and 11.5 miles.

Although very hard work and unrelenting, this race was great fun and a good experience. It was a National and part of a series, so the standard of riding was very high. I finished with a 29:50 (23rd in age group, and 179th overall), Simon a 29:26 min (25th in age group, and 170th overall).



DON LOCK MEMORIAL – EVENING 10 SERIES

This has been a very successful season and the club has received very positive feedback from riders of other clubs. The events are viewed as very well run and are a pleasure to compete in. This has been made possible because of the tremendous support and involvement of so very many members. It requires a collaborative effort to undertake the huge range of tasks required throughout the season. A big thank you goes to all those of you who joined in and made it a real club.

We have tried extremely hard this season to promote the course regulations. It is a requirement of the formal risk assessment for the course so we ask that you make sure that you understand them fully before racing. If viewing online then they are [here](#).

SCRATCH

Pos	Rider	Pts		Pos	Rider	Pts
1	John McGrath	8		14	Aaron Hartley	76
2*	Dominic Maxwell	8		15	Clive Patterson-Lett	77
3	Trevor Leeding	14		16	Phil Freaan	79
4	Mike O'Gorman	16		17	Rome Bhamra	92
5	Rick Hughes	24		18	Andrew Lock	93
6	Ian Cheesman	29		19	Simon Toppin	94
7	Colin Barton	33		20	Allan Orman	97
8	Neil Crowther	37		21	Karen McGrath	103
9	Chris Putnam	38		22	Pete Rowe	109
10	Martin Booker	42		23	Chris Bramley	115
10	Schaeff Potter	42		24	John Lucas	118
12	Andy Haste	62		25	Joan Lennon	135
13	Paul Townsley	69				

It's another year, another debut tester and another champion. The pattern of the series was uncannily like 2015. Then it was Simon Atkinson who made the early running and seemed to have it secured, having won the first five events, only for Guy Smith to utterly blitz the field by winning all of his eight races after then with club records along the way.

This year at the end of week 12 and after a two week weather/traffic interruption to the programme Dom Maxwell had five wins from his five rides whilst John had dropped six points from his five rides – so seemingly in the bag?. From that point on three wins for John and one for Dom brought it to a thrilling climax on the final event.

John McGrath needed to beat Dom Maxwell on the night to win the title. If he did then he would draw level on points but would win on aggregate times for the best 7 rides. Dom gave it absolutely everything in a determined effort to defend his lead in

the table. His time of 21:12 was his fastest time of the season and was just four seconds short of his PB set last year. This was almost good enough, but not quite. John was a mere eight seconds quicker with 21:08.

John's aggregate was 2:29:15 (average 21:19), and Dom's was 2:32:34 (average 21:48). Huge congratulations are due to both riders for their efforts and also for providing such entertainment in a fitting finale to the season.

It turned out to be very much a family affair as John's wife Karen, also in her debut season, won the Ladies Series. Schaeff Potter retained his junior title having won it in 2014 and 2015.

VETERANS (on VTTA Standard)

Pos	Rider	Pts		Pos	Rider	Pts
1	Mike O'Gorman	+06:01		12	Martin Booker	+03:46
2	John McGrath	+05:35		13	Neil Crowther	+03:05
3	Trevor Leeding	+04:54		14	Phil Freaan	+02:59
4	Colin Barton	+04:46		15	Andy Haste	+02:56
5	Dominic Maxwell	+04:45		16	Pete Rowe	+02:49
6	Paul Townsley	+04:41		17	John Lucas	+02:24
7	Rick Hughes	+04:27		18	Clive Patterson-Lett	+02:16
8	Chris Putnam	+04:20		19	Rome Bhamra	+01:39
9	Ian Cheesman	+03:56		20	Andrew Lock	+01:25
10	Allan Orman	+03:55		21	Joan Lennon	+00:27
11	Karen McGrath	+03:52		22	Chris Bramley	-00:39

Mike O'Gorman took the Vets title for the fourth season in a row but his plus of +6:01 was down on last year's 6:14 by quite a bit. John McGrath has all the look of someone who will turn the screw there in 2017 as their scores were very similar in the back half of this season once John was flying.



VTTA – NATIONAL 50

There were good performances by our riders in the National Vets 50 held on H50/8 at Bentley.

Having finished sixth last year Mike finished in seventh place overall this time around (being a VTTA event it is based on plus against standard) and was well pleased with his ride. Mike's time was 1:57:29 for a +30:22.

Trevor definitely improved on his ride of last year (he was unfortunate to puncture when on a great ride in 2015). Trevor's time was a 1:57:45 for a +22:15. This placed him twenty-second place.

The organisation was disappointing to say the least - particularly for a national event. There were start sheet errors and poor distribution of the material in advance. However the much bigger problem was that the opening of the race HQ and availability of race numbers on the day was far too late, being only 50 minutes before the first rider was due off (two miles away). This meant that a proper warm-up was impossible. Unfortunately Trevor was the very first rider off and suffered the most. Then when he returned his time was wrong; then they omitted it from the race results board and we had to remind them; and finally when his correct time was shown on the results board then his plus on standard had been incorrectly calculated.

Is this a VTTA problem? Mike experienced very similar issues with the VTTA London & Home Counties 10 in Tring earlier in the year. The results distribution was poor too. They were late and had to be chased down both last year and this, and in fact last year's results were never entered into the CTT system.



LADIES KIT

Following a number of requests this year saw the introduction of ladies kit. Choosing colours and design for club kit is always a contentious issue (for all clubs) with lots of conflicting opinions.

Our aim was to choose a range of kit that would appeal to those who wished to avoid "mens blue" whilst at the same time retaining the look and feel of our current kit so that a rider is clearly identifiable as being from Excelsior. The reaction to the eventual range tells us, to our immense relief, that this was achieved.

Like all of our club kit it can be ordered through the club's web-site.



Early adopters Nicole and Karen.



SCCU PRESENTATION LUNCH

On Sunday 6th November Excelsior were well represented at the SCCU annual lunch held at the London Gatwick Copthorne Hotel. SCCU generously invite trophy winners to attend without personal cost, thus proving that there is such a thing as a free lunch after all. Mike, Martin and Nicole attended in that capacity and both Clive and Claire came along to support. As always it was pleasant occasion. The awards were:

100 Mile Champions	Mike O'Gorman / Martin Booker / Nicole Patterson-Lett
B.A.R. Champions	Mike O'Gorman / Martin Booker / Nicole Patterson-Lett
Vets B.A.R. Champion	Mike O'Gorman

The 100 mile trophy is a remarkable edifice being a shield mounted in a wooden tray about the size of a small door. Martin opted to take that home much to the relief of his companions.



GHENT

This excursion was established in 2014 by members who were keen to have a social trip, do some riding and also to see the Ghent 6 Day Race. It has quickly become an established and keenly anticipated event in our calendar. The organisation is handled quite excellently by Dom Maxwell.

Every year, the very best track racing cyclists compete for the victory in the legendary 'Kuipke' cycling stadium. Since starting in 1922, the Ghent 6 day cycling event sees cyclists racing around the clock for six days and 6 nights!

Twenty two members signed up for this year's trip (Fri 18th to Mon 21st November) and we have a fine report from Andy Haste:

For 2016 the Best Western Chamade Hotel was once again booked for accommodation in Ghent. This is located a short distance walk to the Kuipke Stadium, restaurants and bars with easy access to cycle routes heading out of Ghent onto the canals and beyond.

Sometime after the 2016 trip was booked it was announced that Sir Bradley Wiggins and Mark Cavendish would be competing together in the 2016 Ghent Six Day in what was expected to be Bradley Wiggins retirement year and possibly one of his last competitive rides.

The confirmation of Cav and Wiggo riding added extra special excitement and anticipation and Captain Leeding set to work designing and ordering some special tour t-shirts for us all to wear.

There was also much pre-trip discussion about the horrible weather that had been experienced on previous trips and what gloves people would be taking in 2016.

Day 1 (Friday)

The group set off travelling by car via the Eurotunnel during the early hours of Friday 18 November 2016 arriving in Ghent by lunchtime to heavy rain and fridge-like air temperature with a couple of hours to spare before the hotel rooms were due to be ready.

The combination of heavy rain, cold, lunchtime hunger pangs and a hotel check in wait soon had the group agreeing to meet up in a cafe named The Rambler, a very short walk down the road from the hotel to mull over options for the rest of the day whilst enjoying some waffles, coffee and for some a first beer.

It did take some time for the whole group to arrive at the Rambler Cafe. Navigating around Ghent certainly caused some amusement from the off and continued throughout the weekend.

Finding the way from the hotel to a nearby underground car park to drop off the cars and then back to The Rambler Cafe left several of the group enjoying an extended tour of the city by both car and foot before arriving safe but wet at The Rambler Cafe with bitterly cold hands.

Whilst in the Cafe the weather seemed to ease and the general consensus was for the whole group to set off together from the hotel on a ride heading south to Oudenaarde along a canal path with a view to completing the planned Day 1 route that had been carefully prepared by Dom and downloaded with some difficulty onto Garmins by some prior to travelling out to Ghent.

The hotel did an excellent job getting the rooms ready and we were able to check in, change and depart on the Day 1 ride in what was at that time reasonably okay weather given the time of year.

Some more navigation fun was enjoyed as the group immediately chose to ditch the map trails flickering on and off on the Garmin computers and instead followed the confident shout of the one who was later to lead a Day 2 Group ride to Bruges.

As a chorus of beeps was heard and there was rejoice at being back on course the group headed off down the canal path to Oudenaarde. This is when the Ghent newbies were treated to some of Belgium's finest hail, wind and rain and those that

had been to Ghent before where reminded of the joys riding in Belgium in November has to offer.

It was cold and wet and daylight time was tight for those wishing to attempt to complete the planned Day 1 route.

Some enjoyed a coffee and snack at Brasserie De Flandrien in Oudenaarde www.crvv.be before heading back to Ghent whilst another group set out to complete the 47 mile Day 1 loop including the Koopenburg and Einburg cobble climbs.

Cold, wet, windy and numb best describes the Day 1 ride.

But the riding was memorable nevertheless, especially for those riding the Belgium cobbles for the first time and for those that couldn't remember ever feeling such cold and discomfort.

The wide canal path from Ghent to Oudenaarde offers mile after mile of relatively straight traffic free riding and was like nothing I've experienced in the UK. Experiencing the cobbles, climbs and narrow roads flowing through small villages and open fields with drainage ditches either side with cross winds was exhilarating.

Once all back to the hotel, defrosted, changed regrouped and ready to eat the group made their way via the hotel bar by foot to the nearby Fewa Nepali Restaurant where Dom had pre-booked a table and food. The restaurant proudly boasted 'quality without compromise' on their menu and we looked forward to an enjoyable meal. Some time passed in that restaurant chatting and waiting for our food. Waiting, waiting, waiting but we were eventually fed (just in time). We settled the bill and made our way up to the Kuipe Velodrome now all dressed in Ghent 2016 matching T-shirts coloured Belgium blue with a red yellow and black colour team Wiggins style target on the front.

Fun was had at the Velodrome on the Friday night soaking up the atmosphere, shouting encouragement to Cav and Wiggo and cashing in drink tokens.

Day 2 (Saturday)

Day 2 saw three ride groups head out after breakfast and some stayed to explore Ghent and relax.

The first ride group set out to attempt a 79 mile route including the Wolvenberg, Molenburg, Berendries and Valkenberg.

A second group set out to do the same but at a lesser pace and a third group confidently set out to Bruges looking forward to a relaxing Town square cafe stop.

The Day 2 riding was to be eventful with a couple of challengers for the club 2016 Christopher Columbus Award for navigation errors.

The first group had to stop after one of the group forgot they where in Belgium and navigated a bend on the left hand side of the road and met a Jeep coming the opposite way. Miraculously there was only minor damage to the car and bike and the Christopher Columbus Award challenger managed to pick himself up out of the hedge with only minor injuries and was able to complete some paperwork before riding back accompanied to the hotel whilst the first group continued on to complete the 79 mile route back to Ghent.

The third group I believe set off aboard the Santa Maria planning to head west along a canal in search of Bruges under the confident navigation of another Christopher Columbus 2016 Award challenger.

However, instead of finding a way to Bruges the group ended up discovering by surprise that they ended up in a place named Ooigem some distance southwest of Ghent.

Finding themselves no closer to Bruges than when they set off, the group enjoyed a cafe stop in Ooigem before returning to the hotel with an enjoyable although surprising day had.

When looking at a map the places of Ghent, Bruges and Ooigem seem to form what may now be named the 'Irons Triangle'.

The second group decided early on to reconsider their plans and took a cafe stop in Oudenaarde having picked up a local club rider named Bart (Bert) along the canal path from Ghent. Over coffee and toasted sandwich Bert kindly offered a local guided ride to suit what time/energy was available. What followed was a most enjoyable combination of some local sections of track not straying too far from Oudenaarde or the pre-prepared Garmin trail before exchanging contact details with Bert and heading off back to the hotel up the canal path via a pub stop soaking up some brief sunshine.

Drinking started early for some on day 2 as people started to arrive back in Ghent.

Once all ride groups had returned and changed back at the hotel we all met up once again, this time at The Rambler for dinner before heading up to the Velodrome to watch day 5 of the racing.

The Saturday night racing was again exciting as we continued to bellow out support and encouragement. "Hollywood", "in your face", Ghent 6 – That's Entertainment.

We all made our way safely back to the Hotel that night at various times in time for breakfast although I'm sure some further challengers for the Columbus Award may have gone overlooked.

Day 3 (Sunday)

Hats off to those that chose to ride on Sunday enjoying a ride to Oudenaarde and back via a cafe stop tackling 50mph wind gust conditions.

The morning and early afternoon was passed in various ways and the group all gathered at the Kuipke during the early afternoon for the final day of the Ghent 6.

The final day racing was broadcast live on the EuroSport 2 channel and we were informed that we featured in the crowd shots shown on TV all proudly wearing our Ghent 2016 tour T-shirts.

Trevor Leeding was becoming increasingly more convinced Wiggo and Cav had acknowledged us as the race tension and love increased. The atmosphere in the stadium as the final Madison race neared its conclusion exploded as Cav and Wiggo took a lap with not enough time left for others to respond and then Wiggo set off again to open up another gap before the end.

Events that followed, well you had to have been there. For all of us though, lifetime memories.

Day 4 (Monday)

Monday's breakfast was jubilant and emotional especially for those that ended up spending some quality time chatting close up with Sir Bradley Wiggins over a beer the previous night.

We had all witnessed a truly remarkable sporting achievement and it was still sinking in over breakfast mixed up with a feeling of fatigue, happy memories and an appreciation of a very well organised fun filled weekend trip away in good company that was coming to a close.

The morning saw us retrieving cars from the car park, packing up and checking out of the hotel after breakfast.

For me there was one final navigation test to complete and that was finding my way back to the hotel from the underground car park which I completed in true Ghent 2016 style.

Hopefully both Columbus challengers noted key clues along the road back from Ghent towards France as traffic flowed on the right and numerous sign posts to Bruges passed by.

Thank you Dom for organizing the trip and to Trevor for the t-shirts. Happy days.

The Motley Crew

The 2016 Worthing Excelsior Cycle Club trip to Ghent was attended by Dominic Maxwell, Paul Townsley, Chris Rudd, Mick Irons, Schaeff Potter, Trevor and Ian Leeding, Andrew Haste, Darron Muggeridge, Joan Lennon, Amy Pemberton-Hill, Nicky Carsons, Ken Gormanly, Chris Putnam, Rick Hughes, Ian Cheesman, Peter Logan, Gail Hadlow, Rome Bharna, Jeremy Wotton and Simon Atkinson.

Photographs from the event are on the [club web site](#).



RIDERS TO WATCH FOR IN 2017

- | | |
|----------------------|---|
| Ian Newbold | Although a new member he will be familiar to many, having raced in nine of our evening 10s last season (under Eastbourne Rovers colours) and improved his times by about a minute. |
| Tom Jarman | After a great performance in the evening hill climb series we are expecting Tom to flourish as he moves into time trialling. |
| Andrew Lock | Significant improvements in both 10 and 25 times this season coincided with the acquisition of a first ever time trial bike and the dedication of more time to training. Definitely on an upward curve. |
| Nik Allen | Just a few events into his time trialling career but already showing huge promise. His evening 10 series times tumbled in short order and Nik also put in a series of impressive performances in the SPOCO events |
| Karen McGrath | She broke the ladies records at 10, 15 and 30 miles in her debut season. Just the one attempt at 25 so far which was just two minutes short of Jan Scotchford's record. Will we see the record being broken in 2017? |
| Colin Barton | A real enthusiast who rides in a wide range of Open events. 2016 and gained PBs at both 10 and 25 distances. Just needs to lose the 'daft' ones such as : brake rubbing; misunderstood where the start was; distracted by flapping race number and took wrong exit at roundabout. |
| John Lucas | Seemingly enjoying a resurgence in enthusiasm this evergreen and immensely popular rider returned this season and improved his 10 time considerably being more than a couple of minutes quicker at the end of the series. |

- Neil Crowther** Will be looking to build on an excellent first season in which his best 10 was 22:01 and his best 25 was 59:35. Certainly has the determination to do so.
- John McGrath** What can one say? He's only going to get quicker isn't he?
- Dan Cobby** Just a single time trial to his name. But a good performance in the club/SCA 30 suggests that there would be more to come.
- Rome Bhamra** Rome made a great start to the season, taking 90 seconds off his best 10 and over 7 minutes off his best 25. Then his time trials dried up as he went off to test himself on the cols of Europe. Should be even stronger this time around.



2016 TROPHY WINNERS

Mens B.A.R Cup	Mens B.A.R	Mike O'Gorman	25.48 mph
John Antram Trophy	Veterans B.A.R	Mike O'Gorman	+6.01 mph
BS Weir & TA Lednor	Ladies B.A.R	Nicole Patterson-Lett	22.01 mph
F. Collins Cup	Junior B.A.R	n/a	
T.A. Durant Cup	Championship Points Cup	Mike O'Gorman	111 pts
Vets Points Cup	Veterans Championship Points Cup	Mike O'Gorman	118 pts
J.A. Mason Cup	100 miles Champion	Mike O'Gorman	4:23:03
B. Welch Cup	50 miles Champion	Mike O'Gorman	2:03:35
Pressley Cup	30 miles Champion	John McGrath	1:10:35
Bennett Cup	25 miles Champion	Dom Maxwell	59:11
15 Mile Cup	15 miles Champion	Dom Maxwell	34:58
15 Mile Shield	15 miles Junior Champion	n/a	
A.J. Barrett Cup	Hill Climb Champion	Chris Putnam	5:17.1
Hill Cup	Hill Cup 10m Series	John McGrath	
Vets 10 Mile Cup	10m Series (Fastest Veteran on Std)	Mike O'Gorman	+6.01 mph
Ladies 10 Mile Cup	10m Series (Lady)	Karen McGrath	
Junior 10 Mile Cup	10m Series (Junior)	Schaeff Potter	
	Evening Hill Climb Series	Schaeff Potter	
Alan Matthews Trophy	SPOCO Competition	Rick Hughes	97 pts
Richard Shipton Cup	Shipton Cup Fastest 50m	Trevor Leeding	1:55:28
John Clapshaw Cup	25 miles Handicap	Chris Putnam	
Young Cup	Hardriders	John McGrath	58:27
Vic Cowan Trophy	Most Improved Rider	Chris Putnam	+2.98 mph
	Club Runs Attendance	Robert Downham	81 pts
Tourist Trophy	Tourist Trophy	Mike Irons	
Audax Trophy	Audax Trophy	Neil Crowther	539 miles
	Senior Road Race Trophy	Dom Maxwell	
	Junior Road Race Trophy	Schaeff Potter	
E. Meredith Tankard	Club Person of the Year	TBA	

ESCA RELIABILITY TRIAL

In 2016 it was Excelsior's turn to take the presidency of ESCA for the year and Robert Downham was the 'willing volunteer'. One of his first obligations was to be the first rider away in the March ESCA Hard Riders event. Despite a strong northerly wind and an air temperature of just 5 degrees he put on a fine display to finish with a time of 48:24.

The year concluded with having to host the ESCA Reliability Trail and he was supported by a strong team of helpers for this. A 49 mile route was devised, starting at Hassocks and passing through Ditchling, Cooksbridge, Newick, Fletchling, Nutley, Wych Cross, West Hoathley, Ardingly, Balcombe, Staplefield, Slaughham, Warninglid, Wineham, Albourne, Hurstpierpoint.

As a club we last won the first six of these events, the last one being in 1991. We show no signs of adding to that tally any time soon though. Given the efforts put in by our club in organising the event it was disappointing that we managed only 8 entrants as opposed to Eastbourne Rovers 47 and Lewes Wanderers 32. Even Sussex Nomads managed one more than us.

As it turned out only seven of our riders started and just two managed to meet the qualifying time. These were Ken Gormanly and Phil Frean (with a 4 hour target). All of the more ambitious 3.5 hour entrants missed their declared target time: Rick Hughes, Rocco Sepe and Steve Feest by 2 minutes, Pete Logan by 7 minutes, and Rome Bhamra by 35 minutes.

Pos	Club	Entries	DNS	DNQ	SCORE
1	Eastbourne Rovers CC	47	7	1	39
2	Lewes Wanderers CC	32	7	10	15
3	Sussex Nomads CC	9	0	1	8
4	Hastings & St Leonards CC	8	1	0	7
5	Brighton Phoenix Tri Club	3	0	0	3
5	East Grinstead CC	3	0	0	3
5	In-Gear Quickvit TS RT	4	1	0	3
8	Brighton Mitre CC	3	1	0	2
8	Worthing Excelsior CC	8	1	5	2
10	Southborough & Dist Wh	1	0	0	1
	GS Stella	2	2		





Ken Newton & Joan Lennon - Helping at the ESCA Reliability Trial
What wonderful smiles



Tony Palmer & Mick Irons - Helping at the ESCA Reliability Trial
Looking happy in their work



By kind permission of Mike Anton

Andrew Lock getting to grips with his first ever time trial bike
At the Utag 10 on P881r/10 on 8 September