

FOUNDED 1887

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# THE JOURNAL OF



# THE WORTHING WHEEL



CLUB CHAMPIONSHIP 25 – 26<sup>th</sup> April  
Ashington Course

A bit disappointing with a number of our top riders absent from the entry and, on the day, some DNS and Nathan Gale DNF with a puncture, leaving something of a less than 'Championship' look about the result.

Let us first though congratulate Mel Robertson on his excellent ride recording 1.00.38 a Club record for this 'sporting' course. When we used it for the championship in 2007 he came out on top with 1.01.02 so no signs of slowing up despite 2 more years on his calendar. Last year we used the better and faster Ashurst circuit course with the leg down to Shoreham and he again topped the result with 1.00.13. The '25' trophy then stays firmly anchored to Mel's mantelpiece.

His win was more comfortable than last year when he scraped home only 1 second ahead of Adrian Rodgers, now the gap has opened nearly 2 minutes. Adrian, we believe, is aiming to spread his efforts over the season and at this time is not riding at maximum. We shall look for better rides later in the Summer.

Paul Outhwaite stepped up to take third with a strong ride of 1.3.51.

Juniors Ed Klose and Sam Maloney knocked back several senior riders to continue their fine progress, finishing 5<sup>th</sup> and 7<sup>th</sup> respectively with times of 1.6.34 and 1.8.08.

The Handicap should always go to the big improver and it was Neale Maloney who knocked 3 minutes off his previous best to finish in 1.12.48 and a net of 55.48. The Clapshaw Trophy is yours Neale at the next Annual Dinner and Prize Presentation (13<sup>th</sup> Nov).

While there was no great rush of fast times this was an excellent morning's cycling with over 30 club members present at the finish as the competitors were joined by the club run and other supporters. While it had been distinctly fresh for the riders it was now warming up, the sun was lovely, the wind was light and - - - according to Keith Dodman and John Baldwin a nightingale sang in the trees above. Nearly everyone was in club colours and a group of 14 moved off to continue their way to the elevenses venue at Stopham Bridge. Now that's what a cycling club is all about.

FULL RESULT

<u>Pos</u>	<u>Rider</u>	<u>Act Time</u>	<u>H'Cap</u>	<u>H'Cap Time</u>
1.	Mel Robertson	1.00.38	SC	1.00.38
2.	Adrian Rodgers	1.02.27	0.45	1.01.42
3.	Paul Outhwaite	1.03.51	3.00	1.00.51
4.	Simon Letts	1.05.58	4.00	1.01.58
5.	Ed Klose	1.06.34	7.30	59.04
6.	Stuart Jago	1.06.53	9.30	57.23
7.	Sam Maloney	1.08.08	7.30	1.00.38
8.	Robert Downham	1.11.28	11.00	1.00.28

9.	Kevin Doe	1.11.40	10.00	1.01.40
10.	Phil Walker	1.12.38	14.00	58.38
11.	Neale Maloney	1.12.48	17.00	55.48
12.	Pete Logan	1.12.50	14.30	58.20
13.	Diana Trafford	1.22.47	20.00	1.02.47
14.	Peter Weston	1.27.33	22.00	1.05.33

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SUNDAY CLUB RUN 26<sup>th</sup> April  
Washington – Stopham Bridge

A nice leisurely pace started to Ashington to collect other riders who rode the Club 25 Championship, which made a nice group, some feeling tired, not mentioning any names, "Kevin Doe"!

After dragging Mike Irons away from Jean's tea and cake, we all set off towards Storrington on the B2133, those hills felt great for those fresh legs, but some moaning was going on behind, and without our Martin on board!

The trip took us through Thakeham to Storrington then on the B2139 towards Amberley, but going north through Rackham, Greatham, Coldwaltham and Pulborough to our tea break. Here we meet our Martin Wood, boasting that he had just done Bury Hill - - - albeit going down!

After tea a nice leisurely ride back, via Storrington and over a golf course! With most going back to Worthing, but Don (our Ed), Kevin, Pete Logan and me turned off towards Ashington through Rock Road, then just one more hill (Warminghurst) for those tired legs of Kevin and Pete! "Don always has the last laugh" - - - Mike Irons had a slow puncture on the A24, but was graced that Martin and Tony Knott waited - - - what gentlemen!

*John Baldwin*

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EVENING 10 – No 2 - 30<sup>th</sup> April

A lovely evening, and if the few spots of rain in the preceding couple of hours put people off they made a mistake. It was fast. Of the 24 club and private time trials 15 were inside 24 minutes. 9 were inside 23 minutes and 6 were inside 22 minutes.

A dead heat in the club event between Jeremy Wootton and Adrian Rodgers with a personal best for Adrian of 21.42 was terrific but three of the private riders were faster.

FULL RESULT

=1.	Jeremy Wootton	21.42
=1.	Adrian Rodgers	21.42
3.	Paul Outhwaite	23.22
4.	Ed Klose	23.28



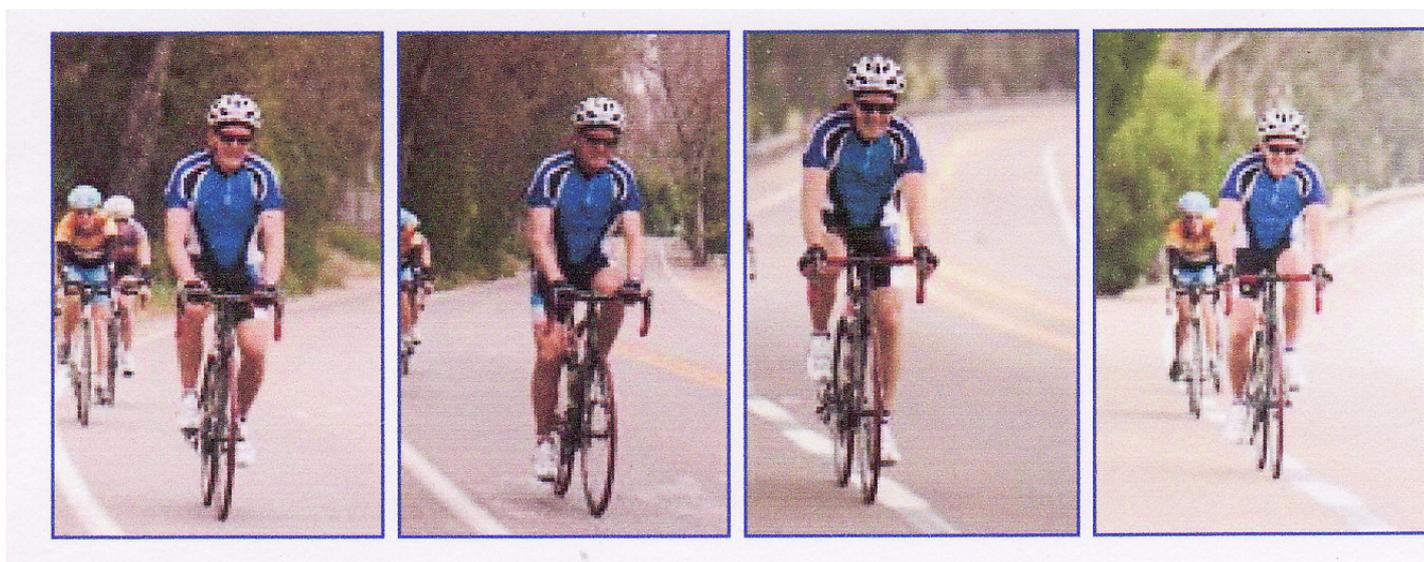


our water bottles froze – they looked at me in horror – they ride out in full winter gear if it drops below 50 degrees Fahrenheit!

I have joined the San Diego Bike Club and am going out with them soon – they have seven groups riding out on club runs each Sunday morning at 8.30a.m ranging from an A & B group riding at over 20mph and 5 development groups.

Hope you are all well – give my regards to the rest of the club members. I will be out here for about 18 months and returning to the UK probably in September 2010. I may come back for a couple of weeks in the autumn – if I do then I will try and fit in a club run on a Sunday morning.

Cheers  
Mark



Mark's photos could not be re-produced any better than this as they had copyright slogans over them on the photographer's site. (Ed)

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### CLOTHING

We have a good stock of clothing and hopefully can meet most requirements, although with different items and sizes, short sleeves, long sleeves, short zips, long zips etc there are so many combination possibilities., that sometimes it means a new order. Anyway contact Don Lock, he usually has a stock in the clubroom on Tuesday evenings.

|                                                                                          |            |
|------------------------------------------------------------------------------------------|------------|
| <u>Road Jerseys</u> (Usual version is short sleeve and short zip)<br>three rear pockets. | £38        |
| <u>Training Tops</u> (Long sleeve, full zip, three rear pockets)                         | £42        |
| <u>Bib Shorts</u>                                                                        | £44        |
| <u>Thermal Bib Longs</u>                                                                 | £43        |
| <u>Gilets</u>                                                                            | £35        |
| <u>Skinsuits</u> (No pockets) short sleeve or long sleeve                                | £53 or £55 |



The weather, I remember, was good, sunny, bit breezy and reasonably warm. I also recall the stop for refreshments at Freshwater Lifeboat Station. "How much is that?" said Peter, pointing at the Victoria sponge. "50p a piece" replied the young assistant. "No, no, the whole thing, give us the cake, a knife and 8 plates" For £3 it was Peter at his bargaining best.

We seemed to miss the controls this year and I had lost the check card anyway, so we didn't bother with the final check-in. I think we should have done, for off the back now with Richard and Peter for company we seemed to go into Ryde, and to do that you go down a jolly great hill and, that's right, to get out there's an equally steep one. At last we reached the Fishbourne Ferry and I couldn't help an inward smirk, we were there first.

More refreshments on the ferry and a good trip home. Thanks to Rocco (car) and Ben (van) for the conveyances. Oh yes, and thanks Richard for the jar of honey, assisted my recovery enormously. Did you know he produces it himself? – well his bees do – Sussex honey from Washington, it's so good Rocco had 10 jars!!

*Don*

*(See a group photo on the back cover of this Mag)*

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## RAY DOUGLASS MEMORIAL 25

17<sup>th</sup> May

Ray would have been proud, as usual, of his Excelsior and another good promotion on our behalf by Mel Robertson. Sometimes riders forget, or are unaware of what goes on behind the scenes, and just how much work is involved in putting on an event of this nature.

On 17<sup>th</sup> May nearly 30 officials and helpers were required to ensure that riders were started, timed, directed, fed, watered and then received their results and awards. From the planning to presentation of engraved trophies takes 12 months.

While we had lots of helpers, we also had a good entry and some good rides. The morning started calmly but a stiff breeze rose up about half an hour after No 1 had started. The last few riders were subjected to some heavy showers, which fortunately saved their worst until most were safely back in the HQ. Mike Irons, our finish timekeeper, looked more like a deep sea fisherman on his return to the hall as he tried desperately to sort sodden time sheets – and that's not all he called them!

John Baldwin probably had the best and certainly the driest job handling our new computer technology and projecting ever changing and updated results up on the wall. You have to do what you can to help all these old veterans who just will not retire – we are now considering large print, Braille and dialogue amplification!

The veterans reigned supreme though this morning taking the first 7 places all inside 58 minutes. The winner was Laurence Harding of Shorter Rochford R.T in 53.55.

Our best three were Adrian Rodgers 1.00.20, Jeremy Wootton 1.00.48 and Nigel Reynolds (London division of WECC) 1.01.12. For a while we thought they might have won the team award, but Crawley Wheelers getting three just inside the hour pushed us back to second.

Our other times were: Mark Bernhardt 1.01.25, Ross Theobald (friend of Nigel's and also our London division) 1.03.26, not bad for a first time trial, Mark Newnham 1.04.29, Ed Klose a personal best in 1.05.26, Stuart Jago 1.05.33, Phil Walker 1.12.41, Colin Miller 1.14.16 and Joan Lennon 1.18.04. Ed making his now regular habit of picking up the Junior Award.

We thank Quest Adventure (John Saville), County Insurance Brokers (Paul Toppin) Colin Miller and Thomas Eggar Solicitors (Jeremy Wootton) for their generous support.

Well done Mel, only sorry you had that scare when cones appeared on the Horsham by-pass on Friday. Fortunately they were pulled back for the weekend, but to arrange an alternative on a nearby course at that late stage would have been something of a panic.

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### EVENING 10 – No 5 - 21<sup>st</sup> May

The series seems to be developing into a two horse (excuse the term fellas) race. Adrian Rodgers just getting home ahead of Jeremy Wootton with a number of others jostling for the minor placings. Only 11 from the club this time was not so good, and while private riders might assist finances we don't put these events on for that purpose.

Juniors Sam Maloney and Ed Klose rode a 2-up to see what they could do together. Good effort.

#### FULL RESULT

|     |                    |       |
|-----|--------------------|-------|
| 1.  | Adrian Rodgers     | 22.03 |
| 2.  | Jeremy Wootton     | 22.10 |
| 3.  | Mark Bernhardt     | 22.52 |
| 4.  | Karl Robertson     | 23.21 |
| 5.  | Tom Coulson        | 24.06 |
| 6.  | Kevin Doe          | 24.54 |
| 7.  | Jon Rodgers        | 25.20 |
| 8.  | Robert Downham     | 25.35 |
| 9.  | Phil Walker        | 26.46 |
| 10. | Chris Day          | 26.48 |
| 11. | Tony Knott         | 28.12 |
|     | Ed Klose )         |       |
|     | Sam Maloney) 2 –Up | 23.36 |

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## PULBOROUGH CIRCUIT 24<sup>th</sup> May

“A nice scenic 16 miles with just a few ups and downs”. That’s how the course designer described it. The rider’s view varied as did their comments, but as this is a family magazine let’s just say they didn’t agree and their views were more dramatically expressed!

The guy who thought up this little circuit, Pulborough, Billingshurst bypass, Wisborough Green, Fittleworth, Pulborough is unmoved though, and rests his case on the result, 16 miles inside 40 minutes by a 61 year old. An average of 24 mph, ‘a piece of cake!’

It was a nice morning, bit fresh for a 7.30 start with just a slight northerly drift.

The winner (see clue above) was Mel Robertson who, with a modest ‘yes pleased with that’ had left the opposition trailing. His time 39.27 was too good for scratchman Adrian Rodgers back in second place on 40.18. Jeremy Wootton claimed third but it was tight. Jeremy 42.11, Karl Robertson 42.12 and Mark Bernhardt 42.15. Ed Klose ( he pinched his Dad’s Colnago for the occasion) was next on 43.03. We told him to clean it before he gave it back. Other times were : Nathan Gale 44.42 (still suffering post natal - - - ?) Kevin Doe 46.09, Peter Logan 49.05, Phil Walker 49.07, Chris Day 50.18 and Diana Trafford 56.02.

Peter won another handicap and the handicapper is now very cross indeed. He’s threatened Peter with the scratch mark for the rest of the season.

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## EVENING 10 – No 6 - 28<sup>th</sup> May

A small turnout from the club but 15 private time trials. Another dead heat to make the overall points count just that little bit more difficult.

### FULL RESULT

|     |                |       |
|-----|----------------|-------|
| 1.  | Jeremy Wootton | 21.45 |
| =2. | Mark Bernhardt | 22.19 |
| =2. | Adrian Rodgers | 22.19 |
| 4.  | Karl Robertson | 22.48 |
| 5.  | Mark Newnham   | 23.01 |
| 6.  | Ed Klose       | 23.17 |
| 7.  | Nathan Gale    | 23.50 |
| 8.  | Stuart Jago    | 24.04 |
| 9.  | Gavin Baylis   | 24.27 |
| 10. | Jon Rodgers    | 24.42 |
| 11. | Kevin Doe      | 24.50 |
| 12. | Phil Walker    | 26.05 |
| 13. | Tony Knott     | 27.40 |

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optimum score of 6. Adrian Rodgers has 3 so far so could equal Jeremy if he can win 3 more. Good to see Ed Klose pushing up into 3<sup>rd</sup> place and to see his times improving a '22' can't be far away now.

## FULL RESULTS

### 11<sup>th</sup> June

1.	Jeremy Wootton	22.16
2.	Adrian Rodgers	22.44
3.	Mark Bernhardt	22.49
4.	Karl Roberton	23.10
5.	Paul Outhwaite	23.32
6.	Mark Newnham	24.06
7.	Nathan Gale	24.36
8.	Stuart Jago	25.02
9.	Jon Rodgers	25.08
10.	Kevin Doe	25.14
11.	Robert Downham	25.21
12.	Pete Logan	25.22
13.	Tom Coulson	25.34
14.	Phil Walker	26.44
15.	Lewis Norris	26.51
16.	Chris Day	27.12
17.	John Baldwin	27.16
18.	Tony Knott	28.04

### 18<sup>th</sup> June

1.	Jeremy Wootton	22.28
2.	Mark Bernhardt	22.46
3.	Ed Klose	23.04
4.	Paul Outhwaite	23.23
5.	Karl Roberton	23.42
6.	Stuart Jago	24.23
7.	Nathan Gale	24.50
8.	Robert Downham	24.57
9.	Pete Logan	24.59
10.	Jon Rodgers	25.10
11.	Phil Walker	26.06
12.	Chris Day	26.37
13.	John Baldwin	26.39
14.	Ian Cushway	27.58
15.	Tony Knott	28.24
16.	Joan Lennon	28.54

*Interest in the Results is apparent from the photograph on the back page.*





**SUSSEX CYCLISTS' ASSOCIATION  
CYCLING JUMBLE SALE  
SATURDAY 22<sup>nd</sup> AUGUST 2009  
(a week before the Bank Holiday weekend)  
at  
THE STEYNING CENTRE  
STEYNING  
0900 – 1300  
Tables @ £7 set up from 0700**

**Bookings to : Robin Johnson (Brighton Mitre CC)  
01403 783368**

**All profits to the Sussex Cyclists' Association**



**It's rumoured that Ron Bardouveau has booked a table. we think he might be planning to sell all his bikes.**



**GROW YOUR OWN CYCLE FRAME!  
(Manufacturing a lightweight bamboo racing frame)**

Craig Calfee has been producing bamboo frames for racing bikes, tandems and mountain bikes in his factory in California since 2005, and top rate ones at that, indeed he used to build carbon fibre frames for Greg Lemond until he looked into the possibilities of bamboo ones in 1996.

Whether he was on the road to Damascus or not, I don't know? but at this very crucial time, I am sure he is on to a good thing. He is now in Africa, teaching the natives to construct strong, robust bamboo bikes to transport heavy loads fair distances, and that's the most efficient way of working – and travelling, as we measure work in foot pounds per hour – or if you prefer, kilowatt hours?

I obtained my frame – made to measure from Craig through a friend and fellow environmentalist Nicola Giuggioli, the enterprising owner of the Eco Age store in Chiswick. It is the lightest and best frame/bike I have ever ridden. Of course, the latest advances in technology adds to that super smooth ride, and I have ridden on quite a few varieties, on all roads and tracks approaching half a million miles.

A rather special frame of fine craftsmanship cries out for the latest groupset, light wheels and tyres to compliment it, and the famous crafted Brooks Swallow saddle and bar tape sets it off, harmonizing the ancient and the modern.

Bamboos are ancient, long lived members of the grass family Gramineae (immortalised by Albrecht Durer in his 1503 study 'The Monumental Turf') flowering up to 150 year intervals, and growing on all continents. There are about 1.000 species divided into 90 genera that reach heights of 130 feet in the tropics. The range is extraordinary, varying in thickness from one millimetre in diameter to 12 inches, and the outer fibres are immensely strong, withstanding up to 40KN/CM<sup>2</sup> - outperforming equivalent steel's 37KN/CM<sup>2</sup> tensile strength!

The first bamboos were introduced to the British Isles in 1823 for uses widespread and many. In the East and tropics they have been using bamboo for hundreds of years for buildings, bridges, fences, furniture, pipes, baskets, musical instruments, pens, paper etc and more essentially, the young shoots for food.

Perhaps it is fitting that the very first bamboo bikes were produced in 1894, in England – the very first industrial nation on this planet, patented (no 8274) and shown at the London Stanley Show on 26<sup>th</sup> April that year. An experimental model weighing 22 lbs (forks and all) was tested over 1000 miles around that time. The state of the roads no doubt providing some formidable challenges?

My Calfee frame (Veloloco) was made in 2008 from a species of bamboo from Vietnam, heat treated and smoked to prevent cracking, internally treated with a non-toxic preservative, cut and filed just as steel tubing, set on a jig, and bound at the joints with a tough hemp fibre in epoxy resin, covering the titanium drop outs, steel head and seat tubes, and the bottom bracket shell also. The hemp is ground, sanded and polished, and the bamboo culms given a polyurethane coating.

Hemp the wonder crop, provides us with food, fibre, fuel and building materials. It matures in 100 days, and is stronger, finer and longer lasting than wood based paper, needs less water, no herbicides or insecticides, and produces 4 times as much raw fibre than any tree plantation.

The fibres used on my machine were exactly the same as the ones used for the printing of the first Bible or the US Declaration of Independence, for example.

As the use of carbon fibre and UFP's (Ultra Fine Particles) increases – and it is in many sectors of industry, from pharmaceuticals to computers, chemicals to agriculture, and transport to sports equipment, there seems to be very little regulation with regards to our health and safety, or the future well being of Gaia . . . . . ?

The exotic, ever lighter, sculpted carbon bikes have become playthings for the rich – even status symbols for the celebs:- Fashion statements in gaudy lycra! Well at least Sir Alan Sugar has lost a few pounds and inches from his waistline on his £7,000 Pinarello in the Essex lanes.

As the spectre of austerity looms over us, now is the time to limit your carbon 'tyreprint' still further. A tiny pathway in a complex web, a small gesture







of the web one night revealed the Grand Trophee series in France. An annual series of sportives based all over France . . . one round, La Ventoux, based at Beaumes de Venise looked ideal, taking place at the end of May 2009 and only 40 euros to enter (a bargain considering the £120 cost of an entry only to the Etape!). We registered on line and began training.

Scroll forward 8 months and I found myself at Phil's house late one evening taking the seats out of his people carrier and loading up the bikes. An hour later we were at Ian's house reloading the car! We struggled for a while to fit Ian's kit and bike in along with a massive tent (trying to keep costs down!). Eventually we left and sped towards Folkestone and the Channel Tunnel, we arrived at midnight to find the place populated by very noisy Dutch school kids (I must be getting old!). We stopped at the police check point where we got some funny looks (I think it was the shaved legs!) the approach changed when we explained to the officer what we all did! On to the train and a pain free crossing arriving at 2am.

It was agreed that we would share the driving hour and hour about.....that way we all got 2 hours sleep at a time and with a 600 mile plus drive we would need it! Speeding through France in the early hours all seemed well with the world apart from the dodgy tunes Phil had downloaded onto his I phone! After 250 miles we took a coffee break. Walking into the motorway services was traumatic, a lorry driver with a dodgy mullet and the shortest shorts you have ever seen was propping up the coffee bar.....they don't make them like that in the UK! Coffee consumed and in receipt of counselling after the "shorts incident" we pressed on.....Phil and I get grumpy without coffees but Ian kept passing great looking cafes.....apparently we are on a diet!! Eventually we get Ian to stop at a place called The Beef Gardener and consume a large continental breakfast.

150 miles to go it's toll time £55!!!!.....but no queues or road works....guess you get what you pay for! A couple of hours later we arrived at Beaumes de Venise and found our campsite...weather amazing 30 degrees and great views of Mt Ventoux....shorts on and into town. We found a bike shop as Phil-Last minute-Palmer had an obscure washer missing from one of his gear shifters.....after much pointing and drawing of diagrams the owner disappeared to the back of the shop and produced said part!!!! Amazing and no charge....if only Phil's luck would last.....We made our way to a bar (we were on holiday after all!) 2 small beers (honest) later I was drunk and weaving along the high street living up to the stereotype of Brit abroad - though I put it down to the travelling and lack of sleep! We did the shopping and spent a small fortune in the local store then it was back to camp for a picnic tea. It's Official! Ian is the world champion farter! Apparently it's all down to a high fibre diet.

Friday 29th May - up late after a good sleep despite Ian waking us all up in the night it wasn't the Mistral that was billowing the tent is all I will say.....

We had breakfast (more fibre) and rode the first col the Col de Grave at 472 metres. This despite Phil breaking his chain for the first time. In the village of

Suzette we met some guys from Crest CC who are apparently struggling for members at the moment. A friendly bunch we took turns to take group photos with Ventoux in the background....even from this far away it looked massive! We dropped down to Maculene and then on to Vaison la Romaine a town I stayed in last summer. We climbed up to the old town and stopped for lunch at a small café.....why are ALL French waitresses gorgeous?! I devoured a massive baguette but Phil was feeling ropey (apparently he has a delicate constitution!). After lunch we rode back through Gironde where the primary schools kids were having a cycling lesson in the playground! - we have much to learn in the UK I think. After showering we went into Beaume to register for the sportive. We had loads of fuss over obtaining a medical certificate from our GPs but when we came to register the organisers didn't even look at them! - however the goody bags were amazing a bottle of wine, transponder, race number, voucher for post race pasta party, pouch for energy bars, and gels, that's what I call a goody bag - UK organisers please take note, and all for 40 euros! Then to Carpentras for loo roll -Phil still not well!

Saturday 30 May - Race Day! - Up at 6.30 for a big breakfast, boy was it hot, we made our way to the start where it was 30 degrees at 8am. The field was massive with the highest number I saw 3168. It's great to people watch with the GSK boys handing round little white pills! and looking at some of the swanky bikes. I saw a Dulwich Paragon jersey but the Brits seemed thin on the ground. We eventually rolled out 15 minutes late and it went ballistic - more like a Surrey League road race all huffing and puffing to the bottom of the first climb. It ascends gradually at first but then goes to 20% near the top and some of the early boy racers were off and pushing their £5k bikes! We raced through Maculene and onto Ventoux for the 21km climb (gulp). At this point I should say that I was unaware that behind me Phil had broken his chain twice in the first 10k - he said it was the power he was putting out but I think it is more to do with poor maintenance (sorry mate!) On the climb the heat was stifling I set my own pace and did my best to stick with it. I climbed Ventoux from the Bedoin side last year and it is supposed to be tougher but I am not so sure. The climb ramps up every so often. I passed a French guy who said hello - he recognised the Worthing jersey! He used to windsurf at Goring whilst working for a bank in London.....small world!!! By the 15km mark the climb levels off near a café...it was tempting to stop but I pushed on only to be overtaken by a guy riding up whilst talking on his mobile (must train harder!) Near the top the road was wet....it's melting snow and now a lot cooler! At the summit I rode over the timing mat to record my climb time and made my way over to the water station....it's a ruck!....just as I was sharpening my elbows a French rider turned with a full bottle and filled my bidon! It was getting cold as the wind at the top can be very strong and I descended quickly via Chalet Reynard. Its here that the course splits into the medium and full course....the signs and marshalling at this point were rubbish and Ian was to get caught out by this later. On the descent I got into a group of about 10 with a British guy, John Masters who I rode with in the Redhill CC a few years ago. Most of the group refused to work and I got fed up and left them to it at the next climb. The smell of lavender was amazing. I pushed on as hard as I could over the last

climbs at the back of Maculene, I don't think I drank enough and really started to struggle. Back through Maculene and the climb back to Suzette, thank god for that water stop at the top. I took a whole litre bottle poured half over my head and necked the rest, over the climb then big ring all the way to the finish. I crossed the line in 5hrs 53 mins for a gold medal! I was well chuffed until I looked at the results later and the guy who won did it in just over 4 hours for the 90 miles and nearly 4000 metres of climbing! At the finish Phil found me and related his hard luck story and a short time later Ian appeared. He was directed down the wrong route at Chalet Reynard and so completed the medium course - but this was after 3! punctures on the climb, having run out of tubes and walking the last 2km. We returned to hand in transponders and get our certificates. As for the pasta party, it was a bit lacking in atmosphere though the food was good. Phil's appetite returned and he decided he would climb Ventoux the following day on Ian's bike! When we got back to camp we discovered that an 18 year old Dutch guy on the site did the climb in 1 hour 9mins...why do I bother!! The record for the pros is 57 minutes!

All in all a brilliant trip, the event was really tough and if you are contemplating it make sure you eat and drink plenty and dress for all weathers as it changes very quickly high up. We kept costs down by booking early, camping and taking our own transport but it was worth sacrificing a few luxuries to conquer the Giant of Provence.

*Clive Lett*

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### EVENING 10 – No 12 – 9<sup>th</sup> July

Everyone must be on holiday, for after big entries suddenly there's only 8 plus 9 privates. Still it gave Mark Bernhardt his first win which he's been pressing for all season, and on the way he did have to hold off a resurgent Karl Robertson who burst into form the previous week.

To qualify, six rides are needed and the lowest aggregate of six best placings decided. At this stage Jeremy Wootton has an unbeatable score of 'six' and only Adrian Rodgers, who would need to win the last three, can equal that. Adrian's best aggregate right now is 'ten'. Mark Bernhardt looks certain of 3<sup>rd</sup> spot, he's currently on 'twelve'.

### FULL RESULT

|    |                |       |
|----|----------------|-------|
| 1. | Mark Bernhardt | 22.23 |
| 2. | Karl Robertson | 22.30 |
| 3. | Nathan Gale    | 24.14 |
| 4. | Pete Logan     | 25.32 |
| 5. | Robert Downham | 25.46 |
| 6. | Phil Walker    | 26.04 |









