

FOUNDED 1887

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THE JOURNAL OF



THE WORTHING WHEEL

WORTHING EXCELSIOR CYCLING CLUB

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



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AUDAX or SPORTIVES

It's too late for me to start a career of riding Sportives but if it wasn't then I would have to choose them above Audax events.

Firstly with Audax you have to learn the language: the sign of the Dollar means "signposted" and SO means straight on not sod off. Then with the route details in front of you it is very difficult to plot the route on the map. All of this is, of course, before you start.

OK so now we are off and we have committed the first three instructions to memory. So we're out of the car park. Now we need to refer again to the instructions. Stop. It's raining. I haven't got one of those posh things on the bars and I've got to get the route sheet out of my back pocket. After I've done this three times it's wet, dirty and wrinkled – soon be unreadable. On top of this there's the need for a lot of us to change our glasses to read the instructions anyway, so more scrabbling around in back pockets and more delay.

All of this stopping and starting even on a good weather day breaks up the continuity of the ride. Much nicer with route instructions that can be planned on the map, and there's the removal of that nagging thought "am I still on course". Directions from signs or marshals enable you to keep riding which in my case considerably assists average m.p.h or km.p.h.

That's one thing where even Sportives frequently fail though, why is it kilometres, we don't have these things over here. All the signposts – you must have noticed – are in miles. Far better – not so many of them either.

Do you know that to complete the Worthing Excelsior's Winter Warmer it was necessary to read some 53 separate instructions, so in an event which was slightly more than the advertised 100km, in fact nearer 65 miles, it meant an instruction every 1.2 miles approx.

But as I said, too late for me to choose really, when I started we had something called 'Reliability Trials' a few still survive, like the East Sussex one each November, and generally, while they are definitely sporting they don't seem to make a point of finding every hill and sticking controls on mountain tops!

Still Sportives are the 'in thing', why even WECC is seriously considering celebrating our 125th year with one in 2012. Possibly 125 miles and the shorter challenge of 125 kilometres (78 miles). 2011 may well see the promotion of a rehearsal event. Watch this space.

Me though? I'll do the teas at the start.

Don

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## A.G.M 2010

Seems like they must be doing OK because at this year's meeting all the 2009 officers were re-elected and unopposed.

It was a fairly satisfactory meeting in that 32 members put in an appearance so that's about par with the General Election percentage, and a bit up on recent years.

The reports from Secretary Karl Roberton and Treasurer Alan Langham were approved and while it should have happened at the meeting, we can through this mag offer the Club's thanks and appreciation to these two who have continued in office throughout ill health. It ensured continuity, for Alan was always available at home and when Karl could not make committee meetings his place was ably filled by Adrian Palmer. Thank you Mr P.

To bring ourselves into line with the legal requirements we now have a 'Club Welfare Officer' with Clive Lett having the necessary qualifications. Clive just wants everyone to know, however, that for 'Welfare Officer' you do not read 'wet nurse' and the only benefits he dishes out are hard training runs at 20 + mph.

At these meetings the executive committee seek approval for the promotions in the next full year i.e 2011 in this case. It is the option to promote and not an instruction, but a new one appears, and that is a Sportive. A proposal from Messrs Tony and Adrian Palmer that we might consider such an event to celebrate our 125<sup>th</sup> year in 2012 has immediately received popular support. Discussions have considered a rehearsal type event in 2011 and so prepare us for a big one the year after. Distances of 125 km and 125 miles have been suggested. Anyway the club's executive now has the mandate to look into this and a sub-committee will be formed specifically for the purpose.

One item on the agenda did not unfortunately bear fruit. It is thought that the club's promoters and organisers should have a 'shadow'. What if they are taken ill just before a promotion? Chaos could ensue and the Club's reputation could suffer badly. We don't want you on the Committee but just to have a session with the promoter to find out what's involved, what's been done and what still needs to be done and how things work on the day. Take John Baldwin for example (no comments!) he's taken over from Mel as the promoter this year of the Open 25. OK so he's had help from Mel who has plenty of other jobs, so could you not volunteer to 'keep informed and stand ready'? It isn't just racing promotions either, there's the Winter Warmer and the Annual Dinner and Prize Presentation.

Don't be shy, offer to give a hand.

The meeting next discussed Junior membership, still very low, and an association with St Andrew's School and British Cycling's 'Go Ride' programme. Some tentative steps have been taken and will be pursued actively by the formation of another sub-committee. A meeting with B.C's local organiser has been held and a presentation at the school was planned with participation from Quest Adventure.

The club's principal officers are set out on page 1 but the following lists should also, we think, be published:-

Runs Committee: Tony Palmer, Robert Downham, Don Lock

Timekeepers: Robert Downham, Tony Palmer, Mike Irons, John Mansell, Alan Matthews, Don Lock, Vern McClelland, Brian Weir, Peter Logan.

Assistant Timekeepers: Alan Langham, Dave Funnell, Keith Dodman, Nathan Gale, Colin Miller, Peter Eldridge, Paul Toppin, Mike Stanbridge.

Handicappers: Colin Miller, Tony Palmer, Don Lock, Keith Dodman.

The meeting closed at 8.49pm, not quite a record but still brisk and efficient.



## THEY'VE STARTED RACING AGAIN

No sooner is Christmas over and this year I've just got the snow away from the door, and there's these strange fellows standing in lay-bys and intoning 5,4,3,2,1, Go! Not to mention the strange multicoloured cyclists in sexy – skin tight lycra, some even showing bare legs, brrrh! Riding up and down and looking like they've lost their way home from last night's fancy dress clubbing.

G.S Stella always start the trouble, in fact some of you thought G.S stood for 'Group Sportive', but you're wrong, it means 'Get Started'. Fancy putting on events before my Christmas decorations have come down! Mind you I think people are beginning to wisen up, they didn't get a very good entry this year.

An 18 km event on Saturday afternoon 6<sup>th</sup> February and a 34 km event the following morning with separate and overall prizes on offer. On Saturday you can struggle from Storrington to Whiteways and back with a real grovel up Houghton. On Sunday you can do the first bit again but carry on to the A27, cut through Long Furlong and back to Storrington that way.

Worthing Excelsior had five crazy guys and they did well enough to win second team overall and Mel started his annual veteran's collection with third in that category.

Full times were: Jeremy Wootton 30.02 and 58.25, total (1.28.27) (13<sup>th</sup>). Mel Roberton 30.59 and 1.00.41(1.31.40) (16<sup>th</sup>). Stuart Jago 31.38 and 1.01.15 (1.32.53) (17<sup>th</sup>). Nathan Gale 31.46 and 1.01.58 (1.33.44) (18<sup>th</sup>). Peter Weston 44.54 and 1.26.22 (2.11.16) (23<sup>rd</sup>).

It is understood that the weather Saturday was good but Sunday was xxxxx cold! Riders gave no mention of the scenery in their reports!

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EX – MEMBER IN HAITI

A good number of you will remember Peter Thorpe-Hincks from Steyning who was a member a few years back. Always an adventurous character, he was quickly offering his Fire Service abilities in the aftermath of the dreadful earthquake. He joined five other West Sussex fire fighters in a Technical Rescue Unit and flew out to the stricken country. News of their hard and distressing efforts did include the rescue of a number trapped in the ruined buildings.

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## TIME TRIAL MEETING

The pre-season get together had a positive and hopefully useful response with sixteen attending. A basic locally based programme was put together. In an effort to maximise team and Best All Rounder results several events have been noted for attention.

Including the plans of a number of others unable to attend, it looks as though we shall definitely have a full team entry in the Kent C.A 12 hour, in

September this year. There's even the possibility of one rider tackling the National Championship 12 hour in August.

At the present time at least 8 are planning to ride the 100 mile distance but, while some may be tempted to ride both the Southern Counties and the East Sussex promotions, several will be choosing between the two.

Those planning to limit their distances to 50 miles have marked a number and several will be targeting the SPOCO events for both the S.C.A and Club competitions.

At Junior level the counting events for the S.C.C.U B.A.R were underlined. Ed Klose now moved into the senior ranks will race up to 50m and junior Lewis Norris is also planning to tackle at least one '50'.

Intentions look good, let's hope for a really good season.

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CENTRAL SUSSEX 17½ MILE 20th February

A 2.0'clock start on Saturday afternoon attracted a team of three from WECC but with a family bereavement one was unable to start. The other two rode well and Stuart Jago, clocking 43.54 for this Ashurst Circuit event picked up third place in the veteran's section. Nathan Gale was home on 45.48. Could so easily have been a team win but that can't be helped.

Rather spoils things to say that the winner Peter Tadros of the 'In Gear' squad went round in 37.26, which if the battery in our calculator isn't on the blink is about 28mph!

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### CYCLING COINAGE FOR 2012

A fifty pence coin depicting a track cyclist is due out in September. The design competition attracted 3000 entries and was won by Theo Crutchley Mack a schoolboy and member of a cycling club in Halifax.

Has 'King' Hoy succeeded Her Majesty?

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PRESTON PARK TRACK

The track league at Preston Park starts on Wednesday 14th April and runs every Wednesday until 11th August. The events in April and August start at 18.45 and the May until July events start at 19.00.

The training sessions start on Friday 16th April and run until 13th August. The first hour is for novices starting at 18.00.

There is a dedicated website for the track:- www.scribble.co.uk which gives a lot of details.

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## YOUNG and OLD

While the Club strives to attract more young members – we are hoping to have a tie-up with a local school and involve ourselves in British Cycling's 'Go Ride' Scheme, it seems the other end of the life sphere is not being overlooked.

Did you know that a joint effort is being made by the Cyclist's Touring Club and Age Concern to get the aged on to two wheels. It's nothing to do with our Ed by the way, he just happened to see the poster in his local Post Office. The plan is to have groups in all areas but limit numbers to twelve and it seems that expert advice is going to be available.

We can imagine hands being thrown up in horror at the thought of Worthing's invalid carriage dreadnoughts out on the streets on low profile ex-works 'specialized' super charged velocipedes. If you've leapt for your life on the pavements or ridden off road to avoid an ancient driver in a 1930's Rover too big to be seen out of, you'll obviously be concerned. Let's hope they do have 'expert' advice.

Who knows it might produce some staggering plusses against the veteran's standards. What is it for a 95 year old over 100 miles!

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A MISSIVE FROM VICE-PRESIDENT JOHN GRANT

"Mud, Mud, Mud!"

Mention of punctures in the last "Wheel" reminded me of this aside by Dick Long ('Dick Turpin') in a July 1907 Worthing Gazette.

"After finishing some small tyre repair a day or two ago, I unthinkingly commenced to clean my bike. Yes, fancy cleaning it! The trusty steed trembled nervously at the unwonted experience. Then "Phew!" exclaimed the back tyre. It was too sudden a shock and the tyre has not been its old self since I removed that three months' accumulation of road material. In two days three patches have been put on, the valve twice re-seated, and an old patch re-fixed. The tyre leaks more rapidly now! I must put the mud back.

'Dick Turpin'

Thank you John. What a fantastic memory you have of 103 years ago

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## DUO NORMAND 2009

By Ed Klose, Sam and Neale Maloney

18<sup>th</sup> September we left Portsmouth for Cherbourg to compete in the Duo Normand two up time trial in Normandy. It takes place around this time every year. There are big crowds and it is open to riders of any level ranging from complete duffers to pro tour riders.

We arrived at our B & B on Friday evening, a large farm house on the outskirts of Marigny, a small village where the race starts and finishes. There were two other groups of people staying there, a Belgian couple who came to spectate and three members of Maldon CC and one of API racing team. Paul from Maldon had done many Duos and was a mine of information, which helped us and the car turn up at the right places for the event. We stayed in the B&B because there were six of us, but the locals will kindly accommodate you for free if you tick the appropriate box on the entry form.

On Saturday the course was marked out on the road so we were able to scout the 54 k route the day before the race. This is a must! It mad us aware of one or two tight bends on some of the downhills. The first half of the loop is very flat and almost downhill until you turn back down south and hit the climbs. It's easy to get carried away on the fast sections where you can sustain a high average speed.

In the afternoon we registered for the event and got Sam's name changed to Ed's on the car placard (Sam's knee trouble preventing him from riding, so Ed kindly came along as a substitute). We had to show doctor's letters of fitness to ride as this was a requirement for un-licensed riders. As they didn't provide pins for our numbers we then had the challenge of procuring these from one of the village's half dozen shops. Having no luck, Neale then realised that his pronunciation of "l'epangle" was a bit ropey and they probably thought he was after a rabbit, so no wonder. Resourcefully, we scrounged safety pins from the Rock Werchter-Chocolade Jaques CT van. After that we mooched around the village watching teams, people and lots of expensive bikes arrive.

Saturday evening was spent in the village hall where locals had laid on a great spread of food for all at a very reasonable 10 euros per head. Ed and Sam were pro spotting and candidly photographed Christoph Kern (Cofidis) stuffing his face at the next table.

On Sunday Mme Simone laid on a splendid petit-dejeuner with the smell of fresh baked croissants awaking us. As the first starters were off at 8 am we were thankful to be starting at 10.11 so we could do it justice.

After a warm up on the outskirts of Marigny, Ed and Neale posed nervously on the start ramp as the official photographers did their stuff. "Cinq, quatre, trois, deux, un" Ed was quick to accelerate off the ramp and dash up the 200m climb out of town, whilst Neale started steadily saving his energy. Ed's initial surge soon faded towards the top and Neale caught up (Ed –"actually I had to wait for Neale to re-group" ). Out of town our spirits were soon lifted as we sped past our minute men (they had stopped for a mechanical problem, but hey, it was still 1-0 on the football-ometer).

We made great speed down long gradual descents and flats, swapping every km. Ann and Sam in the support car behind were intrigued as Ed disappeared from view when in front whilst Neale tried to tuck in tightly behind "thinking small". The roads were mostly closed, and in great condition, so the best racing line could usually be taken without the worry of pot holes and we were soon passing our 2 minute men (football-o-meter : 2-0)

We passed through many villages and hamlets where quite a few locals were out spectating. The first climb was in a village but fortunately for Neale, there



weren't many locals watching him gasping after Ed who obviously wasn't aware of the climb. From here on the course undulated, Ed taking the climbs and Neale the descents, they passed more minute men 3-0, 4-0 but were eventually caught on a climb by Team Jop (we were their 6 minute men, 4 – 1), we were not too dispirited though as they looked like a pro outfit with some French geezer barking "encouragement" at them through a megaphone, thankfully our car didn't have one.

Neale suspecting the crew were getting complacent behind, threw his bottle into the road, but they were quick to react, collecting it and replacing it seconds later with a full one in a daring hand-over manoeuvre.

Entering Marigny uphill, Neale yelled for Ed to hold formation through town allowing him some dignity, and again climbing out of Marigny, Ed kindly slowed passing the B&B, fellow guest and landlady so that Neale could regain composure to look like he was enjoying it. We then looked smug as we passed more minute men out of town (5-1).

After 7km we U-turned and headed for the finish, climbing steadily, more minute men were passed taking us to a triumphant 6-1 on the football-ometer. The mile descent to the finish was at full throttle, Ed tucking in tight behind to take advantage of Neale's extra gravitational pull, we sped across the finish line in a very satisfying time of 1.28.53. We were no threat to Messrs Boardman and Voight's 1999 record of 1.04.47 but placed 36<sup>th</sup> out of 108 non-licenced teams. Obliging, the organisers reprinted our certificates to show Ed's name and our placing as first! Our category was actually won in 1.19.11. In the afternoon we watched from the roadside outside our B&B as the Maldon boys went past in Category 2 and later the elites were whizzing by at 40+ mph. The Russian pair of Trusov and Ovenchkin won the Elites in 1.06.14.

The whole event was well organised and a great experience which we highly recommend to anyone else interested. It would be great to have an Excelsior group there in September this year.

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SUSSEX C.A. HARDRIDERS 28th February

This is a tough 23 miles from Handcross. There's the hard first mile up from Staplefield then the fast section down to Cowfold. After this it gets progressively harder with a drag up to Ansty on the A272 and a fight north through Cuckfield to the Balcombe lumps which by now seem to be taking on more mountainous proportions. Back to Handcross and it can seem more like 32 than 23.

Nice weather helps; they didn't get it. The meteorological office decided heavy rain would prevail and it would be cold rain. As there had been an excess of this wet stuff over the preceding days the roads were in many places awash. Pot holes now hiding under innocuous looking puddles. All in all perfect for a time trial on the expensive carbon.

Thirty nine were down to ride but only 16 could see any point, with the rest staying in bed. Crazy fellows Nathan Gale recorded 1.4.04 finishing 11th and

Robert Downham 1.10.10 for 16th. As Nathan said “I think I could have gone faster but my aim was just to complete the course and get ‘SPOCO’ points”. It is here that where you finish counts rather more than your time and that’s a good high score. We think there should have been a ‘survival’ bonus as well though.

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### MEMORABILIA

John Lucas produced an old autograph album in the clubroom a week or so back. (Well, if you think he was a teenager, that must make it very old). Still it was interesting, no we couldn’t remember who Frankie Vaughan was! But we did remember Tommy Simpson. John rode the track regularly at Preston Park, Brighton and occasionally ventured into the more elite atmosphere at Herne Hill. It was on a Herne Hill programme that the great Tommy gave our John his ‘Best Wishes’. We thought it nice that the signature went right across heat three of the sprint event where ‘J.Lucas’ was listed as a competitor.

We asked John where he finished but he could not remember, dazed by the company we expect.

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THERE ARE PLANS AFOOT or should that be awheel

Your committee are always working on something. How about riding the indoor track at Calshot (Southampton)? Vern McClelland has booked the track for our exclusive use on Sunday June 20th from 2 – 5pm. Cost would depend on numbers but might work out at around £10 each, plus if you want to hire one of the bikes there, another £8/9. Transport would be worked out when the make up of the party is known. The Club has done this on a number of occasions over the years. The track is quite small with banking somewhat less than Manchester or other world class velodromes, but it still makes for exciting racing. If you think you might be interested contact Vern (tel no and email on page 1).

Moving on to October, the weekend of 9th/10th, is the proposed timing of the next ‘Club weekend’. After the success of the Salisbury trip (see report elsewhere) Clive Lett is thinking of Eastbourne as a destination. However, he may suggest two routes, one say 70 miles and another 45/50 for the Saturday and then similarly on the return a long or a shorter route. Again let Clive know if you want to be advised of developments on this one. Clive is on 07786 528363 or email clivelett@aol.com.

Still further ahead, but another trip to the Manchester Velodrome is being considered. Having been to and enjoyed the ‘Revolution’ meetings we now want to see a World Cup meeting which would have the greater attraction of riders from all over the World taking part. These are usually over 2 or 3 days and it is understood that the 2010/11 series ends with the last event in Manchester in February 2011. Further details will be obtained as soon as possible. For this contact our ‘Ed’ details page 1.

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## I HAD A THOUGHT

I had a thought when I was plodding (I don't do fast) around a 200k Audax in October 2008 in the pouring rain, and a gale. How hard was it to ride a 200k Audax each month for 12 consecutive months? I had been told that the hard part is riding through the winter starting at dawn and knowing that it possibly meant about three hours in the dark at the end of the ride. Simple, I thought, start an hour before dawn and see how far I could get before it became dark, and could I do a 200k ride by myself.

So I had a go the following month riding the Pulborough – Reading permanent. I made sure the weather was good. Starting at 6.15a.m (my normal start time) I managed to get past the last control with about 32k to go when it became dark. Audax had an award for those who do 200k rides for 12 consecutive months which I thought was called 'Right round the year' (RATTY).

Best laid plans of mice and men, I could not do an Audax in December for family reasons and the weather in January was either blowing a gale or thick fog. February came and I managed a solo Pulborough – Reading 200k again, starting and finishing in the dark. The same ride in March. The sun came up when I started, shone all day with not a cloud in the sky, and was setting when I finished. Did the same route again in April, it's getting warmer I thought so I decided to wear mitts, bad idea, as I had to thaw my hands on a cup of tea in Guildford.

In May I rode with Peter Weston the Hailsham – Liss permanent, starting and finishing in Steyning. First stop was Hailsham but knowing my bad navigation in Hailsham I was glad to find out that we only had to go to the garage by the Boship roundabout. We both had a good day, even stopping at Camelia Botnars' which happens to be on the route, for a mid day breakfast.

Another solo Pulborough – Reading ride in June, where I almost got run over by some 4 x 4's in a country lane.

July was the same Audax, but in reverse, with John Baldwin. It took a bit longer than normal because we kept stopping for a cup of tea. John (twitcher that he is) spotted a Red Kite flying over us. John could not understand every time we turned right or left I would look behind me and say 'This is the right road' until I told him that I knew what the junctions looked like the other way.

August and September saw me, again, do the Pulborough – Reading. In August I managed to get a 5 mile 'tow' from a milk float that travelled at 17mph into a head wind. In September it was a cloudy day with the promise of clear blue sky after midday. I saw blue sky approaching from the north west. Good, I thought, some sunshine which was predicted to last all afternoon. About ten miles further on the sunshine was in the south east and I was under a rain cloud. The cloud kept on rotating around me and I kept on being caught in the showers. Never did see the sunshine.

Eight done, four to go. October saw a change. I rode a calendar event, the WOW 200k starting in Hailsham. Glad Peter Weston was with me as I didn't know the road out of town. Along the sea front to Rottingdean, to Ditchling Beacon and back to Hailsham. Then it was out past Bodiam Castle to Tenterden and uphill to Yalding and back to Hailsham.

November saw Peter and I ride Pulborough – Reading. Starting and finishing in the dark. December we rode the Hailsham – Liss. Got my first puncture of the calendar year near Midhurst. It went well until we got to the bottom of Ditchling Beacon. Peter punctured and after changing inner tubes I punctured as well (my second of the day) not easy changing inner tubes in the dark.

I needed no motivation for January. Peter and I agreed to ride Hailsham – Liss because if anything went wrong (as if) we were not that far from home. With the promise of a nice sunny day, wind from the south west, we did not mind starting in the dark with the temperature just below freezing. I thought it would be alright because all the snow had melted in Worthing. Riding along Greenhurst Lane near West Chiltington (in the dark) we rode into the top branches of a fallen tree. In the light we could see the road by the polo fields near Midhurst was covered in ice. Going uphill on a country lane past Trotton we were chased by a dog (good training for improving your speed) and on reaching the top we found the roads were covered in snow. After a bitterly cold descent we arrived in Liss. Nice to ride uphill from Liss, mainly to get warm. No problems until after Wisborough Green where the road was flooded. A car driver waited for us to ride through the floods. On reaching Buck Barn we foolishly stopped for a McDonalds (first and last time). More flooding was encountered at Shermanbury where another car driver waited for us to ride through the water. No more problems, apart from getting colder, until we reached Barcombe Mills. Not having brought swimwear with us we turned around at the 3 foot deep floods, deciding to call it a day and returned to Steyning. The sun went down on the way back and the temperature plummeted. 177k ridden and it didn't count for anything. We are sure that if we had completed the ride we may well have been hypothermic.

Undeterred the following Saturday we tried again. It was a lot warmer, the temperature was above freezing, just. The fallen tree had gone, the same dog chased us, but no floods. Going eastward along the A272 towards Buck Barn I felt ill (it was not swine flu). Ate some food in Camelia Botnars' and then hung on to Peter's back wheel through Ditchling, Lewes (missing out Barcombe Mills) to Ringmer. I can't remember much about this part as all I looked at was Peter's back wheel. I thought I had better get in front so Peter could not 'drop' me. We plodded on and reached Hailsham at 4.03. It was dark by then. Having no option we had to ride back to Steyning but stopped in Lewes to get warm and have a cup of tea. It took about 3 hours to ride those 30 miles. I was glad Peter was there otherwise I may have 'packed'. No celebrations as I felt so ill and cold and just wanted to get home.

The award Audax give you is 'Randonneur Right Round the Year'. I believe I am the third person from the club to achieve this. Now to help Peter achieve the award as he has done the hardest part.

My thanks go to John Baldwin, Peter Weston and Dave Hudson for their good humour, company and words of encouragement.

*Mick Irons*

*Now I know why they gave you the Club's Long Distance Award at the Club Prize Presentation. Well done Mick, what next? (Ed)*

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Sunday 7th March 2010

This, the opener to the 2010 Club event programme was held in freezing temperatures with reports from car driver's instruments indicating several degrees below zero. It was further accompanied by a north easterly wind having a considerable impact (the wind chill factor) and making for a very tough ride. The only favourable aspect was that it wasn't raining or snowing, the roads were not icy and the sun was shining. Apart from pot hole dodging, something we must all quickly become adept at, the riders had no other problems.

A long winter, and the loss of basic miles was going to prove significant. Only those to have spent many hours on their turbos or have found other ways of keeping fitness would succeed. So it proved, Jeremy Wootton was the fastest, if not by a 'mile' then certainly by 'half a mile' taking no less than 1 minute 20 seconds out of Mel Robertson and much more out of the rest of the field. His time 23.07 augurs well for the season ahead. Jeremy says he wants to give it a really good go this year, and that is some way to start.

Looking at the full result below we notice Stuart Jago still moving up the table. Stuart is so enthusiastic about his racing that a year of further improvement is almost guaranteed. Mark Newnham starts way down on his real ability and will need to race far more regularly and seriously if he is going to be competitive, even at club level. One thing that does disappoint is the absence from the event of our three younger riders. Hopefully they will be in action soon.

<u>Pos</u>	<u>Name</u>	<u>Act Time</u>	<u>H'cap</u>	<u>H'cap Time</u>
1.	Jeremy Wootton	23.07	Scr	23.07
2.	Mel Robertson	24.27	0.30	23.57
3.	Mark Bernhardt	25.12	0.50	24.22
4.	Stuart Jago	25.22	1.25	23.57
5.	Nathan Gale	25.51	1.55	23.56
6.	Kevin Doe	26.33	2.20	24.13
7.	Robert Downham	27.09	3.40	23.29
8.	Mark Newnham	27.19	1.00	26.19
9.	Phil Walker	27.57	2.50	25.07
10.	John Baldwin	27.59	4.30	23.29
11.	Robin Moss	28.11	4.00	24.11
=12.	Peter Logan	28.33	4.00	24.33
=12.	Chris Putnam	28.33	2.20	26.13
14.	Graeme Gill	36.07	6.00	30.07

Awards: 1st Jeremy Wootton

2nd Mel Roberton

H'cap : 1st Jeremy Wootton

=2nd Robert Downham =2nd John Baldwin

DON'T LAUGH IT'S NOT FUNNY! Three veteran cyclists were out riding. One remarked to the other 'Windy isn't it?' 'No' the second man replied, 'It's Thursday'. And the third man chimed in, 'So am I. Let's have a beer.'

SENIOR MOMENTS

The Worthing Winter Warmer

It is now possible to organise an Audax ride 'on line' which I did in June 2009 for the 2010 Worthing Winter Warmer. The senior moment was that I forgot to book the community centre in Ashington. When I did try to book, the hall was unavailable.

I managed to book the village hall in Washington. This meant a cycle ride around Washington/Ashington area to revise the route. Inform Audax of the change of venue and route. I paid the deposit on the hall and then waited for entries to arrive.

At 7.45 one morning in mid December I had a phone call to say I had been double booked at Washington with a wedding reception. I got on the phone to Steyning Community Centre who were, luckily, able to fit me in. Another cycle ride, this time around the Steyning/Ashington area (in the rain) for another new route sheet, also to Pulborough to measure the road after the second control. Another email to Audax giving yet another change of venue and route sheet (they must be getting fed up with me).

Entries were down this year probably due to the weather. This has happened at other Audax events at the start of the year. One thing that surprised me was that no women entered the event. I hope this was just a 'one off' occurrence.

A week before the event I rode and checked the route. I got to Steyning and found out that I had left my computer and Bidon at home.

The day arrived for the event, and I am pleased to say that I took everything I needed for the start. Of the 82 entries 65 started and 63 finished. One mechanical failure and one went off route and did not finish in time.

At the finish riders said they had enjoyed the day out and several who rode it for the first time said they would like to do it again next year. It must have been the tea/coffee served by Don Lock at the start, or the food and drink provided by Dave Hudson at the first control and Paul and Angela Toppin at the second control. Or was it the soup and roll served to them at the finish by my food lady Stella. Or the delicious home made cakes and bread pudding cooked by Jean Smallman and Barbara Long.

My thanks also go to Tony and AAdrian Palmer (the AA bit is because he ferried Chris Putnam back to the finish) at the first control and Chris Beckingham at the finish.

I did get the deposit back from Washington Village Hall.

I got to the club room one Tuesday and realised I had left all the validated and unvalidated Brevet cards for club members sitting on the dining room table. The last senior moment!

Now I know what to do, I think I had better start organising next year's event now – before I forget.

Successful Worthing Excelsior riders were : Rocco Sepe, Giacomo Sepe, Paul Outhwaite, John Baldwin, Tony Knott, Phil Walker, Robert Downham, Ben Barden, Peter Logan, Stuart Jago, James Nelson, Ken Newton.

The route? Oh just the usualto BLACKDOWN and BACKDOWN!

Footnote A member of our editorial team (sic) asks if it is possible to ride an Audax 'on line'

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### SUSSEX C.A 2-UP 28½ MILE Sunday 28<sup>th</sup> March

Dry, not much wind, reasonably warm despite having advanced the clocks an hour last night. Well those were first thoughts but only two of the three were to remain, for quite quickly the south westerly picked up and the A24 southwards stretch was hard. Apart from horrendous road surface on parts of the B2135 up towards West Grinstead, the pot holes everywhere and the numerous traffic culled badgers, rabbits, squirrels and foxes, that sums up the conditions.

As to the riders, well we entered seven teams, best of any S.C.A or other club. Unfortunately the Maloney household forgot the clocks or the date or something and Sam and Neale failed to make the start. Mel Robertson was paired with Nathan Gale and Nathan was known to be struggling a bit with a leg injury. Not good news if you're riding with Mel. Stuart (Mr Keen)Jago and Mark Bernhardt looked to be better matched. Both warming up on turbos at the HQ were clearly taking it seriously. Clive Lett was taking his chances with Ed Klose, leaving partner Nicole Patterson at the mercy of Kevin Doe. Robert Downham and Peter Logan completed our line up.

A time check at an early point on the course (approx 3 miles) gave an order on time which was to remain to the finish. Fastest Stuart and Mark with Mel and Nathan + 7 seconds, Ed and Clive + 16 seconds, Richard and Peter + 25 seconds and Kevin and Nicole + 36 seconds.

There were a number of elite teams and these were soon apparent, again with early time gains being held or stretched out over the full course. The winners were Steve Dennis and Alan Macinnes of East Grinstead CC in a rapid 1.4.48.

Our teams finished 12<sup>th</sup>, 15<sup>th</sup>, 17<sup>th</sup>, 19<sup>th</sup> and 22<sup>nd</sup> in the 30 strong entry. Mark and Stuart picked up third place in the Veteran's category. If Kevin paces Nicole again he's going to cover himself in 'Lynx' so that she will keep a bit closer, also he's going to do the gentlemanly thing and sit up straight to provide more protection. When he was down on the tri-bars she thought he'd disappeared!

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BIKE PROTECTION TIP?

A cyclist was going up to bed, when his wife told him that he'd left the light on in the bike shed, which she could see from the bedroom window. He opened the back door to go to turn off the light, but saw that there were people in the shed stealing his bikes.

He phoned the police, who asked 'Is someone in your house?'

He said 'No, but some people are breaking into my bike shed and stealing my bikes'.

Then the police dispatcher said 'All patrols are busy. You should lock your doors and an officer will be along when one is available'.

He hung up the phone and counted to 30.

Then he phoned the police again.

'Hello, I just called you a few seconds ago because my bike shed was being burgled. Well you don't have to worry about them now because I just shot them' and he hung up.

Within 5 minutes, six police cars, a SWAT Team, a helicopter, two fire engines, a Paramedic and an ambulance arrived and caught the burglars red-handed.

One of the policemen said 'I thought you said that you'd shot them'

The cyclist replied 'I thought you said there was nobody available!'

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## NEW UNIVERSAL MEASUREMENT SYSTEM

Well in 1984 it was heralded as being so, but it doesn't appear to have caught on. Back then we had father and son members Phil and Bradley Walters. Bradley was, well, a bit of a titch really. We also had the much more robust figure of a Peter Shaw.

The following which appeared in the Worthing Wheel of 'Winter 1954/5 was submitted by Phil and we thought it warranted another airing:-

### A 'BRADLEY'

*A new unit of measurement is being introduced which will replace both metric and imperial. It will go much farther and is universally adaptable to totally supplant all present systems.*

*Its accuracy in these days of high technological sophistication will be a refreshing change – a combination of vagueness and approximation. The whole fantastic formula was worked out on a club run after Peter Shaw had made a remark about the petite stature of Bradley Walters. Bradley had responded with a quick 'Chubby Legs' to Peter, but the seeds of the whole concept had been sown.*

*No longer will you say that John Cleese is 6 feet 6 inches high, or 2 metres tall, you would simply approximate it to the unit of 2 Bradleys.*

*Next time you buy a new frame, the weight would not be measured in pounds and ounces, but say, half a Bradley. Your favourite jar of jam will show the contents as 453,000millibradleys.*

*Area measurement will incorporate the Bradley, with one hectare equalling 10,000 square Bradleys.*

*Even in the field of liquid capacity the unit is perfect, for being pint sized, one Bradley equals 4 gills or 8 Bradleys to the gallon.*

*On temperature a tremendous simplification has been possible, removing the current nonsense of Celsius and Fahrenheit, although this does adopt a metric*







we would be doing well.....A month later I had 19 club members wanting to undertake the Worthing Excelsior CC Tour to Salisbury 2010. plus other halves and Don and Maureen in the team car.

After much tooting and froing with the Grasmere House Hotel in Salisbury it was all booked. Rob and I pondered the route and suitable places for lunch (more of this later) and before I knew it Christmas has come and gone and the 21st of Feb rolled around (though Kev D. had tried numerous attempts to renegotiate the dates due to a clash with his daughters wedding).

In the week running up to the weekend I eyed the weather forecast warily, despite the forecast it was a beautiful crisp morning outside the clubroom. With the cars all loaded with overnight kit and JP from Quest taking the photos we were ready for the off.....until Joan realised her cleats and pedals did not match. JP was recalled from photographic duty to open the shop and change said pedals.....not before it was suggested that Richard Klose be a gent and swap one shoe with Joan so at least one of the shoes was compatible.....not surprisingly the suggestion was declined!.....they could have swapped shoes over at lunchtime so that both legs got a work out?

Once on the road we enjoyed some glorious winter sunshine albeit with subzero temperatures. We made our way to Arundel and up the climb to Whiteways. I waited at the top with Rob and Jez Wootton as Pete Weston made his way up to where we had stopped. He declared "I stopped for a wee at the bottom!!" We re-gathered at the bottom of Bury Hill as Richard tinkered with Ed's bike (in my day you would never ask your dad to fix your bike!) We rode along through the lanes with Rob shooting video (please see Facebook to view the footage) and emerged at Midhurst. The route then took us along the A272 and Petersfield. At this point 'The Cake Monsters' (you know who you are) had identified a church hall selling coffee and cake and it was a job to keep them all going towards Winchester.

We arrived at The Ship in Owslebury as scheduled. However I was a bit confused as the landlady swore blind that she didn't know we were coming, though I had spoken to the pub on several occasions. We all piled into the pub and ordered drinks and food. I had a great gourmet burger. As I finished the last of my chunky chips my phone rang. I ignored it thinking it would just be work wanting something (it was my weekend off after all!) then curiosity got the better of me. I picked up the message and it was the landlady of The Ship...however it was The Ship in Winchester!.....I blame Directory Enquiries.....the dialling code for Owslebury and Winchester are the same.....an easy mistake to make .....though my club mates were not very understanding!

Eventually we all had something to eat and continued through Winchester towards Salisbury.....biggest lesson I learnt was how hilly the A30 is!.....It didn't seem that bad the last time I drove it! Nearing Salisbury we had our first puncture....guess what it was Richard's "It belongs in a skip" bike. He fixed it swiftly and the pace picked up towards Salisbury.

The pack began to break up and Rob and I hung back with Pete Logan. It was at this stage Rob punctured. I volunteered to try to get across to the pack who were now hammering it towards Salisbury without so much as a backward glance.....so much for riding as a group.....the group included my girlfriend by the

way.....we are talking again....just!!!! I gave up chasing and entered Salisbury with Joan and Richard just in time to get caught in a massive hailstorm. It was not far from the hotel which we found straight away, and it was good to get into the dry. A short time later Rob ,Pete and Jez arrived.....apparently Jeremy had given them a bit of a work out on the run in....it showed!

The hotel (The Grasmere House) was great with part of the dining room set aside for the storage of bikes! Mine and Nic's room had great views of the Cathedral. Rocco booked us into an Italian place in town and we all met in the bar for the short walk to the restaurant. Mr and Mrs Lock and Mr and Mrs Outhwaite decided to eat in the hotel (wish I had done the same!). When we got to the restaurant it was clear they were not ready for us. We tried to break down the group into easily manageable groups of 4 or 5 to no avail....having placed our orders I would have thought that it would occur to the waitress to ask why we had no food an hour and a half later! When Nic and I left they even tried to add service to the bill..... the cheek of it!

Next morning it was hammering down with rain at breakfast. There were calls to ride to the station and get the train home ( being in training for Ironman it was never a consideration for me!). As we finished breakfast and paid bills the rain stopped and we began the return journey. Neale Maloney had spoken with a mate who gave us a great route off the A30 back to Stockbridge....only downside were the punctures....brought on by the grit washed into the roads and Joan and Richards 10 year old tyres! Though the skies were threatening we made it as far as Winchester before the heavens opened again. Despite the rain jackets we all got drenched....shame really I was feeling really good!

We battled on towards Petersfield. Joan and Nic were forced towards lunch by the cold whilst we waited for those caught at junctions and donning extra layers. Don and Maureen were seen at regular intervals cheering us on from the dry and warm back-up car! By Petersfield Joan and Nic had disappeared (I knew it was a mistake letting Nic go off like that.....she really has NO sense of direction!) I made a circuit of the town looking for them but to no avail.

We regrouped and made our way to the lunch stop (I cannot mention the name of the establishment for legal reasons) but despite calling to let them know we were coming and updating the proprietor with our ETA circumstances, the owner conspired to make it a very unpleasant lunch stop. Room was freezing cold and we refused to eat in there. At this point I thought Rocco was going to drag the landlord over the counter (If he didn't I would have!). Eventually we were shown into the "cosy" public bar where lunch was consumed. On leaving, the landlord asked us not to come back.....like we needed reminding! In my job I deal with people at their worst a lot of the time, often drunk, aggressive and uncaring of others but even I was taken aback.....this guy was so rude he made Rigsby look like a model host! In fact on reflection it was so bad it was funny! I should add that by this stage Nic and Joan had found us but the landlord's demeanour did nothing for their sense of humour having got lost in the cold and wet.

After lunch and having written my feedback to the Good Pub Guide in my head, it was more wind and rain back to Worthing via Chichester and Arundel. We huddled together for shelter, though the spray from the traffic made it pretty

pointless! Some members of the group split off to get home out of the appalling weather and it was group of about 6 that got back to the clubroom about 5pm. On arrival back at Patching, never has a hot shower been more welcome. Despite the terrible weather and bad service I really enjoyed myself, I got to know people I hadn't had the chance to speak to up to now, did some serious miles (160 miles plus I think) and got to ride in a different part of the country.

I have had a number of approaches to organise another "WECC Weekender" suggested date is 9th and 10th October 2010 with destinations of Eastbourne and The New Forest.....let me know if you are interested.

Over Indulgent Bit of Kit Prize: Jez Wootton; SRM Power Cranks on carbon training bike!

*Clive Lett*

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SALISBURY – Jeremy Wootton Comments (by email)

I think the clock's wrong on my PC, I got home at 2.46 pm with a total ride time of 5hrs 34min (9.12am departure). I'm afraid I really did get my 'tester' head on! The A27 was very worrying with masses of spray and only a rear LED flashing.

Still to be fair, I kept thinking about the weekend and a great evening out with friends on Saturday.

I had my 'going home' head on today. I only stopped in Petersfield to re-fuel and I missed out on Compton with a left turn after South Harting up to Chilgrove rather than Compton, so I missed out on a few km.

Quite clearly it's the numbers that keep me motivated!

Ridiculous weather but great fun!

Thanks again Clive and everyone else.

PS I've cleaned the bike despite my son Paul (who works at Quest Adventure) using all my bike polish

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### SALISBURY – Paul Outhwaite Comments (by email)

Disappointed that you wimped out on the big climb Jeremy – though would have probably added that lost hour to your ride time!

My bike computer packed up 'cos of the rain but the Garmin tells me that it was 295 kms (Shoreham to Shoreham) with a total ride time (moving) of 12 hours 11 minutes and 30 seconds! Average speed was 24.2 kms/hr – and we were quicker on the way home! I guess it was because the rain meant we didn't spend too much time looking at the scenery.

Most bizarre statistic was that we descended 155 metres more than we climbed (3027 vs 2872 metres) – which is odd seeing that we started in the same place as we finished!

Anyway – stats are for 'testers' and this was just a great trip. Even the bad bits were good. Let's face it, I bet we spend more talking about, and get most

laughs from, the rain and the . . . er . . . unique service in Compton than we will about all the good bits – or at least we will once we recover! Though Ed forgetting that he might need a bike to go on the ride with us will also live long in the memory!

Just want to echo thanks to Clive (and his deputy sheriffs) – we couldn't have done it without you! Thanks too to Don and Maureen for being there to wave us on just when the rain was getting us down – especially on the A27. Though I do have to congratulate the majority of drivers for giving me a wide berth, even on a wet Sunday afternoon on a major dual carriageway, when all they want to do is get home.

Great pics appearing on Facebook. Shame that Robert didn't get his film finished in time for the BAFTA's – maybe next year!

Thanks to you all for your company on the road – and here's to the next time. Strangely I didn't ride to work this morning – it was raining!

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SALISBURY – Ken Newton Comments (by email)

As you all know I left Salisbury alone in the opposite direction whilst it was still raining, with every intention of finding a railway station. Luckily for me as I left the city boundary the rain stopped, the weather steadily improved and for most of my ride I enjoyed bright sunny conditions through some stunning countryside. Sorry to hear that you didn't share the same good fortune. The only negative was not being able to hide in the bunch as I usually do.

For the record, the distance from Salisbury to Bristol is 57 miles. I arrived in good time and enjoyed a noisy lunch with my wife's family, a really tasty boeuf bourguignon and a few glasses of red wine. Sounds like my lunch experience was marginally better than yours!

All the people I spoke to on Saturday night were really enjoying the weekend and agreed that we should do something similar again in the Autumn. Maybe the weather will be better then.

Thanks to Clive for the organisation, and ditto to Don and Maureen for the much valued support.

See you on the road.

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### SALISBURY – Joan Lennon Comments (by email)

I note Jeremy's email was sent 4 hours ago. By my watch that makes it 15.48 when he was home, no doubt washed, rested, re-fuelled and probably had already given the dogs a brisk walk. I think, if my brain is still functioning, that at that time we were navigating the potholes on the way to Chichester, and had the prospect of that lovely spin along the A27 with traffic roaring past, spray drenching the already drenched bodies, and looking out (as always) for Don's happy face cheering us on (when he wasn't having altercations with the police and breakdown blokes!),

Jeremy, I think you missed the happy and gracious barman in the pub in Compton at lunchtime. His friendly welcome to cold wet cyclists and the roaring fire (Ed: for the locals not us) will remain with me for a long time . . . . .I recommend you avoid him.

Yes, a huge thank you to Clive for the wonderful organisation. Now that I am home, washed, rested, re-fuelled (no dogs to walk thank goodness) and back on my laptop I'm feeling OK. The bike is filthy but my body feels great, I had a great time, and will join in another – but please ask the weather gods for a bit more sun on the second day.

Thanks everyone.

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ED – Notes

The full party for this soggy saga comprised: Clive Lett, Nicole Patterson, Peter Logan, Rob Downham, Richard Klose, Ed Klose, Rocco Sepe, Giacomo Sepe, Paul Outhwaite, John Baldwin, Jeremy Wootton, Phil Walker, Ken Newton, Neale Maloney, Sam Maloney, Joan Lennon.

By car: Barbara Long, Ann Maloney, Liz Outhwaite, Don and Maureen Lock

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### ASHURST CIRCUIT 4<sup>th</sup> April

Round two of the Club's time trial programme was the 16.5 mile Ashurst circuit on a cold and rather too breezy morning.

Jeremy Wootton notched up win number two of two, and although Mel Robertson got a bit closer than in the '10' it's difficult to see who, at the moment can knock him off the top of the pile.

The full result is shown below and prompts the following thoughts:-

Stuart (he of unbounding enthusiasm) Jago steams on up the finishing tables. It seems every ride is an improvement. Junior Lewis Norris still only 16 also leaps forward. Compare his 46 minute '15' last year with a '44' for 16.5 in 2010. Chris Twine, new member and look at that for a time. His handicap will never be so generous again. Finally great to have two ladies seriously competing and both producing really good times.

Ed Klose was unfortunate to puncture before the start. It was 7½ minutes after his start time that he reached the timekeeper in a 'ready to go' condition so that was his penalty. He was started at the back end of the field after the two private time trials, and recorded an actual time of 45.48, a time no doubt affected by the disappointment and pre-start hassle, but even without focus and purpose it was not what he would have been looking for.

So look out for his next event! We think he will be out to prove something.

|                                        |                               |                              |
|----------------------------------------|-------------------------------|------------------------------|
| Awards: 1 <sup>st</sup> Jeremy Wootton | 2 <sup>nd</sup> Mel Robertson |                              |
| H'cap: 1 <sup>st</sup> Chris Twine     | 2 <sup>nd</sup> Stuart Jago   | 3 <sup>rd</sup> Lewis Norris |

| <u>Pos</u> | <u>Name</u>      | <u>Actual Time</u> | <u>H'cap</u> | <u>H'cap Time</u>              |
|------------|------------------|--------------------|--------------|--------------------------------|
| 1.         | Jeremy Wootton   | 40.27              | Scr          | 40.27                          |
| 2.         | Mel Roberton     | 41.02              | 1.20         | 39.42                          |
| 3.         | Stuart Jago      | 42.20              | 4.20         | 38.00                          |
| 4.         | Nathan Gale      | 44.30              | 5.00         | 39.30                          |
| 5.         | Lewis Norris     | 44.44              | 6.00         | 38.44                          |
| 6.         | Chris Twine      | 44.50              | 8.00         | 36.50                          |
| 7.         | Kevin Doe        | 45.31              | 6.30         | 39.01                          |
| 8.         | Peter Logan      | 47.00              | 8.00         | 39.00                          |
| 9.         | Robert Downham   | 47.20              | 7.00         | 40.20                          |
| 10.        | Phil Walker      | 48.19              | 9.00         | 39.19                          |
| 11.        | Nicole Patterson | 50.25              | 10.00        | 40.25                          |
| 12.        | Joan Lennon      | 53.16              | 13.00        | 40.16                          |
| 13.        | Ed Klose         | 53.18              | 2.30         | 50.48 (inc 7.30<br>late start) |

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JEREMY TO CLIMB FOR CHARITY

I've signed up for a charity bike ride this summer and would like you to help me raise money for the nominated charity William Wates Memorial Trust.

The event involves riding 7 stages (12 – 18) of the Tour de France. I've picked the tail end of the Tour as this includes the Pyrenees with some rather hilly stages. This will include two stages that take in the Tourmalet, one of the classic climbs in the Pyrenees. At 17.1 km it's one of the monster climbs I'll be taking on. The total distance I'll be covering is 1313 km. I'll be taking part with a group of riders taking on each day two weeks ahead of the actual Tour de France.

I've set up a web page for donations and copied an extract from the charity's web page below as well as a couple of further links.

Many thanks for your support.

Jeremy Wootton

www.bmycharity.com/jeremytourdeforce

The William Wates Memorial Trust exists to celebrate the life of William Wates (1977-1996) who was tragically killed when travelling in South America.

The Trustees objectives for the trust are as follows:

1. To keep Will's memory alive.
2. To help the most disadvantaged young people keep away from a life of crime and violence and to fulfil their potential.
3. To target sport, art and education for children aged between 5 years and 19 years old.
4. To support charities that benefit individuals and take them on an intensive journey to enable them back into the system.
5. To support charities that train the trainer so that a 'ripple effect' of positive change can happen far beyond our grant.
6. To ensure that all our projects have sustainable outcomes.

7. To encourage causes recommended by donors/supporters.
8. To target charities in London and the South East.

To support these aims the Trustees have agreed that we will take on two or three large projects a year and have a total cap of £75,000 per annum set aside for these.

We also agreed to set aside £25,000 a year for smaller projects that we felt were particularly relevant to us.

The focus remains on Sports, Arts and Education and the structure we have agreed on will allow us to engage with the Charities we support in a meaningful way.

www.tourdeforce.org.uk/index.php

www.wwmt.org

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### RUNS ATTENDANCE POINTS UP TO END MARCH

For those members with 20 or more points

#### Top Placings

Phil Walker 46 points

Tony Knott 45 points

Robert Downham 40 points

Don Lock 38 points

Richard Klose 34 points

Ken Newton 29 points

Kevin Doe 27 points

Rocco Sepe 27 points

John Baldwin 26 points

Pete Logan 25 points

Ed Klose 24 points

Nicole Patterson 22 points

Clive Lett 22 points

Stuart Jago 20 points

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STOP PRESS!

Wootton takes third straight win in the Long Furlong event. Reputedly touching 46mph down the Long Furlong stretch. Wow! Full report in the next issue.

We hope also to have a report from John Baldwin on his Paris - Roubaix experience, - no he didn't beat Cancellara!

We also anticipate reports on Clive Lett's 110 mile Sportive (11th April) and the annual circuit of the Isle of Wight (May 2nd).

We may get reports from Rocco and Giacomo Sepe on their week's sunbathing in Italy and from Tom Coulson on his lovely warm cycling in Majorca, which followed the earlier expedition to the same island of Mel Robertson, Mr Editor and John Mansell. They experienced very cold weather and snow !

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### WANTED

If any of you have photographs which can be used in the magazine or in the Club scrapbook, please email them or lend us your memory card.



## *Sunset Salisbury*

*A bright start for the Salisbury ride  
Photos from Robert Downham & Don Lock*



*On the way 'Early morning sunlight'*



*All together still at West Meon  
Photos from Robert Downham & Don Lock*





*High tea or 'Waiting for Pizza'*

