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MAY 2013

# THE JOURNAL OF



# THE WORTHING WHEEL

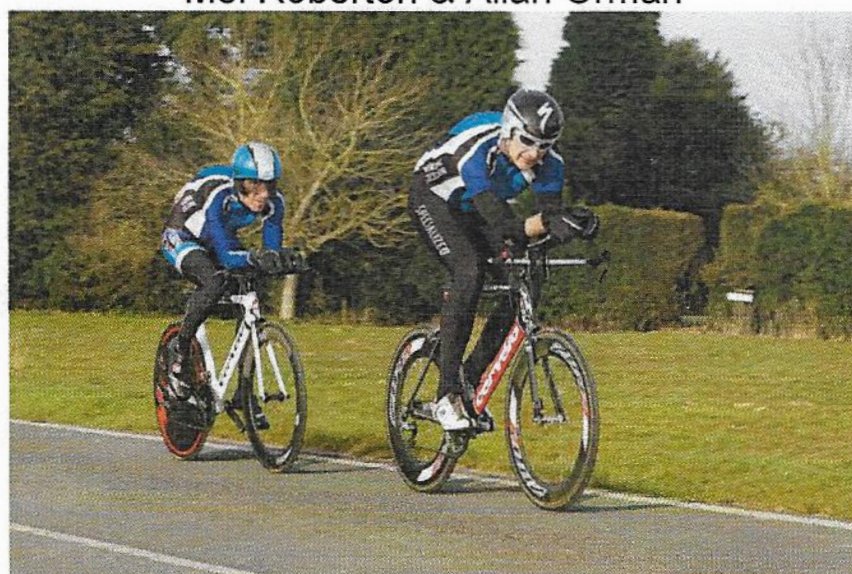


SUSSEX C.A  
2 UP  
7<sup>th</sup> APRIL

PHOTOS  
COURTESY  
OF  
MIKE  
ANTON



Mel Roberton & Allan Orman



Darron Muggeridge & Mike O'Gorman



Chris Putnam & Ben Barden

**WORTHING EXCELSIOR CYCLING CLUB**

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



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## THE EASTBOURNE WEEK-END

23<sup>rd</sup>/24<sup>th</sup> February

The main hurdle for participation in this, now regular outing in the Club calendar, proved to be John Baldwin's route directions. These were apparently prepared with the aid of every technical I.T. gizmo currently available. John, who we believe may have previously been employed by M.I.5, had encrypted the whole thing. This meant that Ed. who had volunteered to drive the baggage vehicle again, spent several evenings with all his maps of the British Isles and western Europe spread across his lounge floor endeavouring to unscramble and decrypt. He several times decoded the instructions into a different kind of gobbledegook before finally deciding that he would simply drive from one planned refreshment stop to the next before aiming for the Langham Hotel in Eastbourne. Fortunately this worked well.

Clive Lett had again booked the Langham and generally organized the whole weekend and it was once again very enjoyable and the Hotel did us proud both as to quality and value. Next year is apparently rebooked already. Altogether there were twenty taking part this year. Twelve completing both the outward and the return rides, two doing the return only and then there was the supporting cast of six. Riding the full 120 miles approximately were: Clive Lett, Nicole Patterson, Stephen Feest, Peter Logan, Robert Downham, John Baldwin, Graeme Gill, Kevin Doe, Lee Barber, Ken Newton and two triathlete friends of Stephen Feest. Keith Dodman had reached Eastbourne courtesy of British Rail and Michelle Feest had travelled the outward route with 'second baggage handler' Tony Knott. Others totally on four wheels were Anna Doe, Gill Logan, Barbara Long, and Ed. and Maureen (Mrs.Ed.). With our own pre-selected menu and a room to ourselves it was a very pleasant social evening together on the Saturday.

The start from the clubroom was scheduled for 9 a.m but it was nearer 9.30 before they were on their way. The prospect was for a very hard and cold ride, for the temperature was hardly above zero and the wind was very strong from the north east. Not to spend too much time on route details, but it was lanes as far as possible to the much favoured Ditchling Tea Rooms for the first sustenance and re-fuelling stop. Despite the experience of last year some were still seen to be tackling the gi-normous scones and here the triathletes proved themselves invincible! Continuing the north east direction proved something of a problem in the Uckfield area and no-one is quite sure what happened, least of all John (the route) Baldwin, but somehow they found their way to Horam for the second re-fuelling at "Wessons" Café. A pity this is not a bit nearer to Worthing it would make an excellent elevenses venue, quite able to cope with a thirty plus club run group. It was "all down hill" from here passing through Hailsham and down to Pevensey and the final run in to Eastbourne. 65 miles covered and no one looking too exhausted.

The thoughts, on the morning of the return were that it should be a wind assisted ride to Worthing and with something of an easier route the planned 55 miles would not be a problem. Oh dear! The wind and the cold had other ideas.



North easterly became more northerly and there was certainly no improvement in the temperature. Still, a good dinner, a good nights rest and a good breakfast had everyone in good spirits and they set off happily to tackle the day's only major climb namely the ascent over Beachy Head. It was everyone for themselves to the top with Clive Lett leading the way with a showing of some form, maybe for some more racing this year? Re-assembling at East Dean saw a turn to the north but a nevertheless pleasant ride up through Alfriston, Arlington and Laughton for the lunch time stop at the Isfield Railway Station. A favourite place for cyclists and railway buffs it was very crowded on the Sunday morning, but a hard pressed staff worked hard to supply to all demands and the roaring fire was also much appreciated. Graeme Gill had determinedly gone off course somewhere near Arlington but Tony Knott with roof rack was able to rescue him so all were back together again at lunch.

Tiredness, always aggravated by very cold conditions was beginning to take it's toll on those with less miles in their legs and there was an agreed break up of groups as they made their way homeward along the back of the Downs, Plumpton, Poynings, Fulking, a nice route but with plenty of short ups and downs and the ups feeling steeper as the tiredness worked in. Michelle Feest fell victim to a puncture and Stephen, of course, and John Baldwin, always the gentleman, waited. A suggestion that she might take advantage of a lift with Tony Knott was politely declined and all safely reached home.

Think about this as an outing for your pre-season miles in 2014, maybe wives or partners can come as well, it really is an excellent weekend. Thanks again for the organisation Clive.

(See the photos inside the back cover)

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## TUFF FITTY AQUATHLON

We had heard that Nicole Patterson and Clive Lett were due to compete in this, just a week after the Eastbourne excursion. It 'only' amounted to a swim in the Littlehampton pool of 800 metres (32 lengths) and a trot around Mewsbrook Park of 10km. We did enquire of Clive how they had got on and learned that Nicole had won so now should we call her the First Lady? Clive made no mention of his own performance so we did not press the point.

It was only when making our regular perusal of the sport pages of the Worthing Herald that we found a report complete with photographs. Nicole had indeed won recording a fastest swim time of 12 minutes 10 seconds and maintaining her advantage to finish the event in an overall time of 57 minutes 50 seconds. Clive appears to have finished fourth in the men's race with a time of 53.06 and in the photograph looks very pleased with himself clutching his medal; a medal for fourth? We reckon it belongs to Nicole!

Only one other comment, we do think that the press photographer might have given her time to do her hair.

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## SOUTHDOWN BIKES 34KM OPEN TIME TRIAL SUNDAY 3<sup>RD</sup> FEBRUARY

This used to be a two day promotion with a shorter event on the Saturday but since Southdown Bikes have taken over the event from G.S.Stella the Saturday one has been dropped. What has not changed is the date i.e. the first Sunday in February and by sticking to this they have ensured that it is almost certainly going to be cold – or even – very cold. At least it was to remain dry and cloud cover had prevented any icy conditions, which was a relief because after weeks of rain there were still areas where water was running across the road.

The usual nutters, sorry riders, forty eight had entered and this included five from WECC ready to get their 2013 season up and running. We had Joan Lennon, Simon Atkinson, Mel Robertson, Nathan Gale and Chris Twine putting their fitness to the test.

The start is just to the west of Storrington and the route takes riders up Houghton Hill to Whiteways to join the A29 and then drops down to Fontwell and the A27. A flat section brings them back east to Arundel and they are then faced with climbing back up to Whiteways. The final section is to hurtle as fast as safety will allow down through Amberley and back to a point just short of the finish. A challenge not to be regarded lightly.

Our reporter who always places himself at vantage points to observe the greatest amount of suffering saw them at Whiteways and again as they climbed out of Arundel. Chris seemed to be flying, Mel looked his usual determined self, Simon was going strongly and Nathan was in the “set grim face” mode. Taking a somewhat less serious attitude was Joan who on seeing our reporter sat up and asked him how he was!

Chris was to record a time of 55 minutes 12 seconds assisted by chasing and catching Nathan in the last few miles. He finished very strongly and must surely have been in line for a top ten finish, well no, his effort was to leave him 13<sup>th</sup> and there were some very impressive rides to come. Mel was given a heartbreaking time of 1 hour 0 minutes and just 1 second, a 59.59 would have sounded streets faster. This was to give him 23<sup>rd</sup> spot. Simon’s ride, promises more to come this year and 1 hour 1minute 39 seconds left him in 27<sup>th</sup> place. Nathan was just a few seconds back on 1.1.48 and he was well pleased with that and a placing of 29<sup>th</sup>. Joan catching another of the lady riders as she returned towards Whiteways ensured that she was not lantern-rouge and with 1.16.13 was 42<sup>nd</sup>. As times went up on the result board our reporter kept drinking the tea and eating the bread pudding. Quicker and quicker the times came in, they can’t go under 50 minutes surely! Wow! They have and “You say he’s only fourth” made our reporter put on his other glasses, just to check. The winning time was 46 minutes 29 seconds with a gap of 1.5 minutes over last year’s winner, Douglas Dewey of In Gear Quickvit Trainsharp RT had beaten our Chris by 9 minutes in less than 22 miles. He must be another of those who regard these climbs as “Big ring climbs” and our reporter went home and back to contemplate his stamp collection!



Mel, Nathan, and Chris and hopefully Simon are going to continue their efforts in these sporting events and thereby target the SCA SPOCO series for 2013.

# BRITISH CYCLING THE LONDON VELODROME AND THE LEE VALLEY REGIONAL PARK

Our man at British Cycling, Vern McClelland has been able to inform us fully on the proposals and timescale for the above, following, of course, the amazing velodrome performances in the Olympic Games last year.

The new Velo Park, part of the Lee Valley Regional Park will comprise the Olympic Velodrome, Olympic BMX track, a road circuit and MTB trails.

The Velodrome will be fitted out between September and November 2013.

The full opening of the Velo Park will be in early 2014 with a soft opening in December 2013.

There is to be one entrance to the Velo Park and that will be through the Velodrome. Parking at the Velo Park will be for a total of 150 vehicles, however it is hoped that a multi-storey car park where the media centre for the Olympics was located will be available for use.

The Velodrome will operate between the hours of 0800 and 2200 all year round, in fact the Velodrome will not have to be vacated until 2400 thus allowing users plenty of time to get changed after using the track or other facilities.

The Velodrome will host Tasters and Drop-in sessions, Track accreditation sessions, coached sessions for youth, junior, veterans, ladies and disability riders.

There will also be LEA coaching sessions and inter schools competitions.

As at Manchester and Newport there will be availability for club bookings, plus it is hoped a programme of track league meetings and local, regional and national meetings.

In addition to the Velodrome there will be a 1 mile closed circuit which will have several configurations using combinations of 3 individual circuits. One will be 645 metres in length, the second will be 748 metres and the third will be 225 metres. The road circuit will be floodlit and fenced.

The road circuit will host drop-in sessions, coached sessions, LEA sessions, road safety sessions, go-ride sessions, club bookings and of course circuit leagues and open race meetings.

The road circuit opening times will be 0800 until 2200 as the Velodrome with the possibility of an 0700 opening time in the summer.

There will be a large fleet of hire bikes of all disciplines that will be kept in the velodrome. There will also be catering facilities.

The Revolution series at the Manchester track which WECC have visited a number of times is we gather going to expand, in due course, into Europe. That may not be until 2014/15 but next winter, as well as 2 dates in Manchester (October 26<sup>th</sup> and January 4<sup>th</sup>) it will move to Glasgow (November 30<sup>th</sup>) and finish in the London Velodrome on January 25<sup>th</sup>. Now how about a coach load of WECC attending that one. Everyone who is interested contact Ed. and if there is enough support we can make an early investigation of the ticket situation.

AUCTION DATE – OCTOBER 15<sup>th</sup> – TURN OUT YOUR UNWANTED BIKE BITS, CLOTHING, BOOKS, MAPS, MEMORABILIA AND LET DON HAVE THEM

## ASAP AT HOME OR IN THE CLUBROOM.

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### 10 MILE TIME TRIAL 10<sup>TH</sup> MARCH

#### On The Washington Course

The first club event of the season is always interesting. Obviously everyone is wondering how fit or unfit they are. Did they do enough over the winter months, has the waistline spread, where did all these extra kilograms come from? Then there's the new machines with some having changed hands within the club. Also this opening event always seems to attract a good entry, despite it is almost certainly going to be hard weather conditions. We see riders who we will probably not see again until next season's opener, and then there's the influx of debutants from our new membership. It can only get better from here on is all you can say to some who finish and are somewhat demoralised.

This particular first event was, of course, also the baptism of fire for the new Club events secretary Barrie Le Grove, and we feel he did pretty well and give him eight out of ten, which is pretty good for starters. We were going to deduct three points, two for not having a signing-on sheet and one for the tea service which got rather messy with the tea bag each method, but we gave him a bonus point for remaining totally calm and controlled throughout and managing to ride as well.

So, to the weather; generally it was regarded as extreme, i.e. the wind was ferocious and from the worst direction – Siberia. Also that reduced temperature by wind chill factor to something around minus five. Never has there been such a fierce competition for the use of the club's wonderful marshalling jackets. They were life savers and the officials had to fight the riders off or they would have ridden with them.

Twenty four were entered but Clive Lett did not start having run 16 miles the day before when he only intended to run 10 miles. Presumably the brain goes numb before the legs do! So 23 were to face the timekeeper and see how they could fare against that renowned and totally infamous handicapper Don Lock, believed to be closely related to our Ed. Faced with a number of first timers and the appearance (first time since 2003) of son Andrew the handicapper felt obliged to explain some of his calculations before the start. With no previous times to work to it was a half the maximum allowance and that would be shown on the result sheet as well.

Jeremy Wootton was back after losing his 10 mile title last year and he managed to win this one but only just. Kevin Wilson was only 13 seconds back and Simon Atkinson a mere four seconds behind Kevin. Simon's effort was the one that took the smile off the face of the handicapper and he has probably had it now for the rest of the season. Another ride though that attracted attention was that of Mike O'Gorman who seems to have wintered well. He was to finish equal 5<sup>th</sup> with Mel Robertson and we can see another season of more personal bests from Mike and could he move on to threaten Mel's veteran superiority?

#### Full result

|    |                |       |      |       |
|----|----------------|-------|------|-------|
| 1. | Jeremy Wootton | 23.30 | SC   | 23.30 |
| 2. | Kevin Wilson   | 23.43 | 1.00 | 22.43 |
| 3. | Simon Atkinson | 23.47 | 1.55 | 21.52 |



|     |                   |       |      |        |
|-----|-------------------|-------|------|--------|
| 4.  | Mark Bernhardt    | 24.15 | 0.40 | 23.35  |
| 5.  | Mike O’Gorman     | 24.25 | 2.00 | 22.25  |
| 5.  | Mel Robertson     | 24.25 | 1.15 | 23.10  |
| 7.  | Darron Muggeridge | 24.27 | 1.50 | 22.37  |
| 8.  | Simon Letts       | 25.00 | 1.35 | 23.25  |
| 9.  | Chris Putnam      | 25.45 | 2.30 | 23.15  |
| 10. | Nathan Gale       | 26.40 | 3.40 | 23.00  |
| 11. | Phil Freaan       | 26.42 | 2.50 | 23.52  |
| 12. | Lee Barber        | 27.41 | 4.10 | 23.31  |
| 13. | Barrie Le Grove   | 29.01 | 5.40 | 23.21  |
| 14. | Rick Hughes       | 29.03 | 3.50 | 25.13* |
| 15. | Martin Booker     | 29.08 | 3.50 | 25.18* |
| 16. | John Lucas        | 29.31 | 5.35 | 23.56  |
| 17. | Stephen Feest     | 30.00 | 5.10 | 24.50  |
| 18. | Andrew Lock       | 30.14 | 3.50 | 26.24* |
| 19. | Colin Miller      | 30.38 | 6.00 | 24.38  |
| 20. | Nicole Patterson  | 30.53 | 7.40 | 23.13  |
| 21. | Keith Jimpson     | 31.41 | 3.50 | 27.51* |
| 22. | George Jimpson    | 31.55 | 3.50 | 28.05* |
| 23. | Graeme Gill       | 32.41 | 7.30 | 25.11  |

\* Handicap is half of the maximum as no previous times for the entry form.

The awards with this number of entries are: Fastest: Jeremy and 2<sup>nd</sup> fastest Kevin. In the handicap they run to four places, Simon A, Mike, Darron and Kevin.

There were celebrations after the event with special cakes and cards to mark the seventieth birthday of John Lucas. He rode in shorts, the mad fool, and gave a racing first outing to his new bike. To manage a plus 20mph at three score years and ten is a super effort. Well done John keep at it.

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### THE WORTHING WINTER WARMER Saturday 9<sup>th</sup> February

*107 kilometres from Dial Post and back to Dial Post. Proceed via Wisborough Green, Kirdford and Plaistow and on to the dreaded Blackdown. Return through Lickfold, Lodsworth, Selham, Burton, Coldwaltham and Ashington.*

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*I booked the Dial Post village hall at the previous year’s event. As Audax U.K. have to accept the route before it can go ahead I used the same route as 2012. Once you have approval the event gets free publication in various national cycling magazines. Having the same route as last year meant I had everything approved by 18<sup>th</sup> April.*

*All I had to do was to get people to help me out. John Baldwin courageously said he would step into Dave ‘El Supremo’ Hudson’s shoes and do the catering at the first control. Adrian Palmer readily said he would man the first control. Paul Toppin kindly told me at the club dinner and dance, that he and Angela would do the second control. Chris Beckingham volunteered to man the finish control. Peter*

Weston, an Audax rider himself, volunteered to help so I got him to accept any entries on the day. Don Lock said he would help at the start providing he could get to the Amex stadium in time for the football match.

Mel Robertson spent some time last November printing off 100 copies of the route sheet, letter and information on riding an Audax.

After Christmas I spent most of one day riding round all the local bike shops asking them to display an advertisement.

Entries were slow coming in, probably due to the cold spell we had in January. As soon as it got warmer they flooded in. Ten days before the event I only had 72 entries and had to order the Brevet cards. I took a chance and ordered 100. The last two weeks before the event were spent answering the telephone and telling prospective entrants to send in their entry forms, making sure there was an email address on it and then emailing them the route sheet and other necessary information.

Two days before the event things went a bit wrong. The mobile phone packed up so I had to get another one. The night before the event my printer packed up. Which is why not all controls had the printed version of the start sheet, and all notices in the village hall were hand written.

With nine people signing up on the day there were 103 entries. Many thanks to Peter Weston for sorting out those last minute entrants.

There were eventually 83 riders ready for the start and worrying about Don's football start time I may have sent them off a couple of minutes early. When I left the hall at around 9.10 to get the soup and rolls and fetch Jean Smallman with her homemade cakes for the finish I spotted one rider outside the hall who had packed having decided at a very early stage that it was just too cold.

Remembering that last year's temperatures ranged from minus 10 to minus 4 on the ride, it was surely going to be warmer this time. Wrong! With temperatures at the finish at about plus 2, riders were complaining at having frozen hands and feet and talking of the snow on Blackdown. I thought it would be much warmer as a reverend gentleman had entered and in my letter to all entrants I had asked them all to bring their own preferred weather with them. I was hoping that the reverend could have had a word with his boss and organised something better.

Of the 83 who started 76 were to finish in time. A family of three found their way to within five miles of the finish and then managed to get lost. They finished outside the time limit and in the dark. Others retired due to the cold and there were several puncture victims but no reported accidents thankfully.

My thanks go to Don Lock and Peter West at the start, Adrian Palmer along with John Baldwin and Barbara Long for manning and providing the catering at the first control. Barbara also voluntarily helped in the kitchen at the finish. Paul and Angela for doing the catering and stamping the cards at the second control. Jean Smallman for slaving over a hot oven cooking all those delicious cakes and pies, my wife Stella for more slaving over a hot oven serving the soup to all riders and helpers and finally to Chris Beckingham back to man the finish control. Without all these willing helpers there would simply be no event.

Thank you for all the donations for the homemade cakes and apple pie. The Chestnut Tree children's hospice benefited to the sum of £42.95.



*As not all those who abandoned had informed me I spent some time on the Sunday telephoning to check that they were all O.K. Called on Paul and Angela to collect the remains of the food and drink provisions and completed the 'nil' accident report form. Checked all the Brevet cards and returned those to riders who had failed to complete all the required boxes, mostly they had not completed the second information question.*

*When the validation stamps came through in the post I spent a couple of hours sticking these on to the Brevet cards and posting them off. Finally a morning was spent with the Treasurer to pass to him the profit made on the promotion.*

*The Dial Post village hall has been booked for 8<sup>th</sup> February 2014 so the procedure starts all over again!*

*Mick Irons.*



We saw the first three come home and noted the time as inside four hours which, considering the tough course and the weather conditions, seemed pretty rapid by any standard. Then we looked again at the three who stood at the finish control. Rob Pelham the Lewes Wanderers fastman, under 4 hours for a '100', that kind of fastman, was cool, calm, collected and noticeably clean. The other two, both members of WECC and noted 'strongmen', were Paul Outhwaite and Jeremy Wootton. They were bent over, seemed to be having difficulty in walking, and were not at all chatty. They were also very, very, dirty. Could they have possibly been tucked in behind the Lewes flyer's rear wheel? That can certainly get you a very dirty face. We were only able to identify them from the Brevet cards they handed in. Both were to disappear from the hall quite quickly borne home we believe by the help of four wheels. Rob, on the other hand, stayed around for a while eating, drinking, and talking, then he was back on his bike for the ride back to Lewes. He would have covered a good hundred miles in the full day, useful February training.

Mike O'Gorman staggered in next claiming to have been with them until he punctured. He was one of a number to have suffered from the deflation bug. Others followed in at intervals for the next two hours, but subject to the generous time limits it is not a race just a really tough challenge and we congratulate all who made the distance.

Successful riders from Worthing Excelsior were: Simon Atkinson, Eric Barker, Ben Barden, Colin Bushby, Martin Booker, Alan Cooper, Sadie Cumberland, Phil Frean, Graeme Gill, Malcolm Hales, Rick Hughes, George Jimpson, Spencer Kemp, Spencer Kirkham, Barrie Le Grove, Clive Lett, Darron Muggeridge, Mike O'Gorman, Paul Outhwaite, Chris Putnam, Peter Rowe, Rocco Sepe, Kevin Wilson and Jeremy Wootton.



## THE GOOD SAMARITAN

When the sudden and heavy snow falls hit this area on Monday and Tuesday 11<sup>th</sup>/12<sup>th</sup> March, Robin Johnson of the Brighton Mitre found himself and his vehicle stranded in snows and with little possibility of getting back to his Billingshurst home. Taking a leaf from "Who wants to be a millionaire" he decided

to call a friend and who better and so handily located than our own Mel Roberton. Mel had just gone to bed when he took the call but he readily found B, B & B. (basic bed and breakfast) for poor stranded Robin. Now that's what friends are for.

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### I HAD TO BUY IT ...HONESTLY

*There has been a trend lately for club members to personalise their bikes with their name and national flag adorning the top tube – UK, Ireland and even Italy...*

*But I've discovered another way to personalise your bike.*

*My aging 'Most' chainset on my Pinarello recently needed replacing – the grinding of bare metal on bare metal down in the bottom bracket area was getting just too much to bear.*

*After much serious research I decided on a Fulcrum Racing Torq RS. This is basically a rebadged Campagnolo Chorus chainset, but being branded 'Fulcrum' makes it OK to be fitted on non-Campag equipped bikes.*

*It then dawned on me why I had been drawn to this item of carbon loveliness. I had inadvertently personalised my bike with my initials, with a red 'P' on my bike's head tube and a red 'F' on my new chainset! Kismet or what?*

*Do other club members have similarly personalised bikes?*

*Phil Freen*

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Let us know if you do. Ed remembers having a car once which on the inside of both the driver's and the passenger's doors had small security catches neatly engraved, 'D.Lock'!

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### MORE HARDRIDERS

Chris Twine continued his early season with another tough one in the East Surrey Hardriders event on Sunday March 10<sup>th</sup>. This is based in the Redhill, Reigate and Rusper area and always attracts a top class field. First he had the Southdown Bikes 34 km then the Sussex C.A. 23 mile and now this one at 29.9 miles. It was certainly the longest and probably the hilliest of the three as well. He recorded a time of 1.14.06 which left him back in 21<sup>st</sup> place but the result in Cycling Weekly showed the winner as Steve Berry of Team Swift with 1.7.05 so it clearly wasn't a hardriders for some!

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### **WANTED: A decent training bike for Joan**

Has anyone in the Club got a spare small frame (47cm) bike of reasonable quality that I can buy as a training bike? My Giant gives me neck ache as it's too big and I want a bike I can spend hours on, and be comfortable. E-mail or call [joan.lennon@gmail.com](mailto:joan.lennon@gmail.com), or 07760 405588

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## SUSSEX C.A.23 MILE HARDRIDERS

Three of the club's time triallists entered this one and continued, from the Southdown Bikes event, on their quest for SPOCO points in the season long competition. Mel Roberton informed us beforehand that he was starting only two minutes in front of Chris Twine and was hoping he could hold him off until Cowfold. Our third entry was Nathan Gale and while Chris and Mel were in the first 5 Nathan was almost an hour later in the starting order.

This course starts in the village of Staplefield and begins with an immediate drag all the way up to Handcross. From there it descends to Cowfold and turns east through Bolney to Ansty. The toughest section then comes as they turn north through Cuckfield and Balcombe. In the area of Worth it turns back west to finish just short of Handcross and the last three miles are flat but very narrow and bendy.



We picked them up just before Cowfold and shouted to Mel that Chris was not in sight. This was true but we could not see that far, and it wasn't long before he was in sight. Between Cowfold and Bolney Chris was past Mel and drawing away strongly.

We moved on to Cuckfield Village to see them on that hard gradient. Mike Anton of East Grinstead C.C had also chosen this point for some photographs which are included in this report.

Chris was in the attack mode, Mel was looking grim and determined and did not appear demoralised by the manner in which Chris had pulled away.

From his no 5 start Chris was now out in front

of the field and was the first to finish with a time of 59m 37secs. This was to give him a top ten finish in a strong field. Mel was not entirely happy with 1 hr 6m 4 secs, recalling faster rides in earlier years. Nathan Gale finished strongly and in a very satisfactory time of 1hr 9m 2secs.

The winner was Conall Yates of the In-Gear squad with a very fast time of 53m 45secs.

We tried to encourage Chris by pointing out that he had at least beaten former Tour de France Yellow Jersey Professional, 52 year old Sean Yates, but his response was "that he'd done that before".

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## ROAD RACING THE 'OMEGA' CRITERIUMS – PORTSMOUTH – 17<sup>TH</sup> MARCH

*Well, have just had my first run out of the season, thought the 'Omega' Circuit race would be a good early season test. And most importantly it would be nice and flat which is very important to make sure that me and my 15 stone of aging body are not to be dropped on the first lap.*

*This was my first visit to the Mountbatten Centre in Portsmouth and it is a banked circuit, just a bit wider than Preston Park in Brighton. There is car parking there and they have junior races on before and then go up in standard by categories so it was great to see a whole mix of people enjoying the day. My only concern was that some of the 4<sup>th</sup> Category racers, warming up on rollers, looked so expert and professional.*

*After a brief warm-up we were summoned by whistle, and some riders got told off and received more official whistle for not doubling up their numbers, "it is in the regulations you know" came from the organising mouthpiece. I was feeling smug due to having a very well displayed number' so no whistles for me.*

*The start whistle went and we were off, a fast pace, and I am immediately worried about my health due to having two serious bouts of man flu over the last six weeks. I am also a bit concerned about coughing myself senseless while maintaining balance and momentum on my bike. Anyway a few minutes done and all seems to be OK.*

*There were a few short lived breaks which came back to the peloton, there was one where four riders got away, but I had an heroic moment and jumped to the front to bring it back. Now I was breathing very heavily, like an asthmatic carthorse and swore to myself not to do that again.*

*So I sat in, I tried to keep to the outside, as with all fourth category races I'm worried about some touches of wheels etc. The closest we came to disaster was when someone looking good in pink decided to give me a cuddle going round a corner, it could have been quite romantic in any other situation with his head resting on my chest as he misjudged the corner and rode up the banking. He apologised but left me jilted and slightly unsettled.*

*After 30 minutes plus two laps we had a good pace set for the last lap, I managed to grab a wheel and felt pretty strong into the final straight, but I just needed some more room as it was all very cosy. I gave it one last go to the line and was overtaken by the vision in pink as he stole my tenth place.*



*On the way back to the car the coughing began big time, I was not a good advertisement for cycling as I coughed myself into a retch whilst snot poured from my nose. All I could hear were my wife's words as I left the house "You really should not be cycling when you are ill".*

*Dominic Maxwell  
Worthing Road Race Champion with the Biggest Trophy.*

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### ASHURST CIRCUIT 16.4 MILES 17<sup>th</sup> MARCH

Event number two in the Barrie Le Grove series saw another good entry although he has not yet worked out how to provide decent weather. The wind, admittedly, it had turned to the south west and was marginally warmer than the recent north easterly, but it was still far too strong, the temperature could have done with a few more degrees and a certain amount of the wet stuff fell over the finishing proceedings.

Twenty three had entered but there were two non-starters so after signing on three guest riders who wanted to ride private time trials there were twenty four for the timekeepers to keep watch over. Mike Irons was at the start to do some pushing off as Don Lock intoned the countdown for the riders. They remained in position and as the riders returned Mike calculated their times as Don checked the numbers and peered anxiously to see how his handicap calculations were working out.

It is only 16.4 miles but it is a good circuit with every kind of road surface and many short ups and downs and one or two longer drags. Mel Roberton disputes the use of the word 'surface' in the Ashurst area, maintaining that it has all but disappeared leaving a plethora of potholes to catch the unwary. From Washington east along the back of the Downs towards Steyning was not too bad and then a tail wind assisted the northern stretch up to the junction with the A24 at West Grinstead. The last miles though were into the wind which had undoubtedly picked up since the start. Kevin Wilson likened it to trying to push a wall over, whatever, it was to effect seriously everyone's final effort and no doubt broke the heart of some.

Mark Newnham making this his first outing for 2013 was, from number two, the first man home and had set a good standard with his time of 41 minutes 55 seconds. Recalling that Jeremy Wootton had set the course record in 2011 at 39.14 and that on a later April start date, this looked promising. Mark had been allowed 2 minutes 20 seconds in the handicap so at that rate the scratch man should be around 39 minutes this time as well.

Jeremy from number five was next in and had taken almost a minute less in recording 40.59. Others expected to be close up were Kevin Wilson on 41.15, Mel Roberton 41.34, and then Simon Atkinson, going so close to taking the lead, home in 41.00 exactly. The handicapper had put Chris Twine on the scratch mark and anticipated a time of 39 minutes. Chris thought otherwise and stormed through the finish with a new club course record of 38.45. Had he found an alternative route south from West Grinstead or did he not notice the wind that threatened to blow

others back to Horsham? It was a very, very, strong performance and must leave Chris with the confidence to rewrite all his personal records this season.

Mark Bernhardt, who had a rather lacklustre ride in the opening 10 mile event the previous week was to produce a much better ride on the circuit and his 40 minutes 52 seconds was enough to pip Jeremy for second place albeit over 2 minutes adrift of the winner.

Again we had some debut rides from new members and as they had no previous performances for the handicapper to work from they were given half of the maximum allowance, but now an idea of their ability is known they will be treated more generously in that category in future rides.

### Full Result

1.	Chris Twine	38.45	SC	38.45
2.	Mark Bernhardt	40.52	1.50	39.02
3.	Jeremy Wootton	40.59	0.40	40.19
4.	Simon Atkinson	41.00	1.45	39.15
5.	Kevin Wilson	41.15	1.25	39.50
6.	Mel Robertson	41.34	2.10	39.24
7.	Mark Newnham	41.55	2.20	39.35
8.	Mike O’Gorman	42.01	2.50	39.11
9.	Darron Muggeridge	43.12	3.00	40.12
10.	Chris Putnam	44.27	3.50	40.37
11.	Alan Cooper	45.12	6.20	38.52
12.	Phil Frean	46.28	6.10	40.18
13.	Nathan Gale	46.36	6.00	40.36
14.	Lee Barber	47.24	7.00	40.24
15.	Martin Booker	49.24	9.40	39.44
16.	Rick Hughes	51.20	9.20	42.00
17.	Carey McLaughlin	54.44	5.50	48.54
18.	Colin Miller	54.49	11.10	43.39
19.	Hugo McLaughlin	55.37	5.50	49.47
20.	Keith Jimpson	56.30	11.30	45.00
21.	George Jimpson	57.36	11.45	45.51

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### AH! THE COST OF A CUPPA!

In 1974 the Daily Mirror carried an article complaining how people were then being made to pay “through the nose” for a cup of tea.

The Tea Council stated that the average price for a quarter of a pound of tea was 8½p. The average tea cup holds 7oz and the cost of the tea with milk added was just 38p. A British Sugar Bureau spokesman said the average person takes a 10 gram spoonful of sugar in a cup of tea. “There are fifty spoonfuls in a pound of sugar which costs 5p” said the spokesman.

Consumer Standards hit out at the cost of a cuppa saying that profits being made were vast. At 5p a cup the tea worked at around £10 per pound, just a touch up from the 4 x 8½p (34p) cost. It compared prices at different places and was

scathing of Wimpy Bar where a cuppa at 8p equated to a pound of tea costing £16 against that actual of nearer 34p! They did make some allowance for labour and fuel costs but they certainly seemed to have a point.

But then things don't change much do they.

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## NOSTALGIA AGAIN

Another scrap from the past was the start sheet for the Catford 24 hour time trial going back a bit farther, in fact to 1968. Ed cannot remember what the entry fee was but would you believe the winner who, he does remember covered some 460 plus miles, was to be rewarded with the enormous prize of Five pounds. Ed did not make it to the monetary awards which went all the way down to fourth! He did though receive a handsome Catford C.C. medal for 8<sup>th</sup> place and a certificate for finishing, which he still treasures.

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## NATIONAL 24 HOUR CHAMPIONSHIP 2014 (21/22 June)

The East Sussex Cycling Association is promoting this on behalf of Cycling Time Trials next year. After the wonderfully successful promotion in 2011 they have decided to have another go and the National organisation were happy to award them with the National Championship once again. It will also incorporate the Veterans' Time Trial Association National Championship.

The course details have been published and rather pointedly they are headed with the words " 469 days 10 hours and 16 minutes training time Left"---- and counting!

These events run from mid-day on the Saturday to mid-day on the Sunday and in 2011 the night section of the course was over here in West Sussex with a good number of our members acting as marshals in the small hours. Next year though the route will be confined totally to the eastern half of the County. Basically the course consists of just three circuits: the first of 18 miles is called "The Little Horsted Circuit" and can be covered four times. The second is called "The Broyle Circuit and is just 12 miles and to be used three times. The third one is for the night and is the biggest at 20 miles. It circles from Boship on the A22 down to Pevensey north to Hertsmonceaux and back to Boship. This could, for the faster riders, be covered up to 7 times. On the Sunday morning riders are directed back to The Little Horsted Circuit for up to another four circuits. Finally they move over to The Broyle Circuit which is also the Finishing Circuit, which could be covered up to seven times. The total distance if all circuits were ridden the maximum number of times would be 507 miles. Bearing in mind that the National Record stands at 541 miles they must also have some additional mileage on to which they can turn the really big mile-eaters.

Stuart Jago, then a WECC member rode the event in 2011 and despite a nasty crash after only 20 miles courageously continued to finish with 391 miles.

The WECC record stands at 428 miles and is probably the most easily and readily available for updating. Could we perhaps get a team together to ride in 2014? We have one “very interested” and we are working on others. Ed. has ridden a couple of these whole day events and so has some experience, which he would be happy to pass on. The event is a time trial like no other and one thing that you can be certain of is that any entry from Worthing Excelsior would have support throughout the 24hour period. Yes it is a big challenge, but start planning now and with encouragement and support it can be added to your sporting palmares.

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### MUMS MAKE A DIFFERENCE?

Did you see Jeremy Wootton’s letter in Cycling Weekly on 28<sup>th</sup> March? We quote:

*“Out on my bicycle on Mother’s Day, I noticed that motorists were either holding back and waiting for a gap in oncoming traffic or giving me a wider berth than I am used to – all very welcome. Given that I was out for a couple of hours either side of midday I spotted that most of the cars had several occupants and quite often it looked like Mum was in the car. I wonder did having Mum in the car have anything to do with drivers being extra careful?”*

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Well! Lucky you Sir, for Ed was out around the same time on the same day, after the Club 10 mile event where he had been helping with the timekeeping and his experience was quite the opposite. He was hooted at on a roundabout where he had the right of way, and he was cut in by a car turning left and almost taking *his* front wheel with them.

Both were lady drivers ..... Should it be assumed that these were Mums whose kids had forgotten what day it was!

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### NOW THIS IS REAL TOURING

Following on from Peter Weston’s “My Tours Forward” in our February issue we now have his account of a 26 day exploration of the Garonne and Midi canals in France in 2012. Full of detail and interest it illustrates what you miss at 20 mph. A history and a geography lesson on two wheels. We hope you will not suffer from ‘Lock Indigestion’ for there are over 140 of these engineering marvels over the lengths of the two canals. We have enough ‘Locks’ in WECC already – perhaps though we could use the two Big Engines that Peter refers to that pull the barges and..... replace the ‘Locks’!

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### GARONNE & MIDI CANALS Peter Weston June 2012



After researching the Garonne and Midi Canals I boarded the Bike Express and arrived in Bordeaux at 6.00a.m and on my initial 8.5 km ride passed over the River Garonne of 'Cockleshell Heroes' fame. By chance a German Warship was paying a courtesy visit. My campsite for the next 2 days, visiting the sights of Bordeaux, was over the Pont d'Aquilaine and adjacent to the Velodrome.

Leaving here I followed the river south through small villages, and heading inland visited a Pottery Fair in Sadiric and on to stay in Lorient for two very wet nights. Here I visited the ruined Abbaye de la Majeure and returned to the river to visit Le Pied du Chateau. A thoroughly wet venture.

Venturing past old riverside villages I came to Cadillac with its enormous Chateau des Ducs d'Epemon. Antoine de la Mothe Sieur de Cadillac became the founder of Detroit in 1702 and the car company was named after him. At my campsite beside the river at Reole I met up with fellow members of the Fell-Club from Carlisle and enjoyed sightseeing here, lots to see. I was able to join the Garonne Canal here, a large wine growing area, and travelled over a lock and aqueduct. In Marmande, getting wet again, I saw the 3<sup>rd</sup> Century Church of Notre Dame, half-timbered houses and a bronze statue of a kneeling nude clutching a tomato 'Le Pomme Amour' (believed to be an aphrodisiac). Tomatoes are notably grown here.

After a night camping on a cliff, overlooking the suspension bridge and the river and canal I travelled on viewing historic Roman buildings, also passing the now closed Gauloise and Gitane cigarette factories. After passing the Baise and Garonne confluence I crossed the River Garonne on Pont-Canal a 23 arch aqueduct built in 1839. That night in Agen I stayed in a hotel as no campsite near my route and visited its many sights on the way out next day. Back by the canal I passed more locks and villages noticing the Nuclear Power Station in the distance, also came across an 1882 Abattoir near a disused 'town' film set. After Moissac I crossed the Tarn river on the Pont de Cacal aqueduct, 356 metres long. I camped for free on a closed site in Castelsarrasin and then I was back to the canal at a lovely town Montech with a temperature of 31° and took a look at Penttre d'Eau, a long concrete slope with 2 big train like engines on wheels that pull the barges up to the next level of the canal, this replaces 5 locks.

At my next stop at the Toulouse campsite I really enjoyed visiting the Space Centre and the City over the next 2 days. The Garonne canal ends here at Port de l'Embouscchure the junction of 3 canals. The short Brienne canal is here and the Midi flows east. I passed locks, moored barges and houseboats and joggers on the way out of the city. The lock houses have plaques informing you of its name, distance from the last lock and to the next lock. At Montiscard lock there is a small port and a well preserved washhouse, at Ayguesvives there is a Brick Mill built the same time as the canal, further at Negra there is a small chapel alongside the lock keepers cottage, for travellers. On past other locks and aqueducts to Emborrel to camp for the night. In the morning I visited Avignonet-Lauragais and climbed up past the stone Tower alongside statues of a Crusader and Joan of Arc and the 14<sup>th</sup> century Notre Dame-des-miracles with a 40 mtr bell tower. Onward around Port Lauragais on a gravel path, at times quite deep and paid a visit to the 20 mtr Obelisk commemorating canal builder Pierre Paul Riquet before reaching the Col de Naurouze the highest point of the canal at 189.43mtrs.

Passing double and triple chambered locks I arrived in the rain at Castelnaudery to camp for the night. This is a major port with over 7 hectares of open water, and capital of the area since 1477 with the 13<sup>th</sup> century Collegiale-St Michel, 18<sup>th</sup> century Notre Dame and restored warehouses, a Mill and Market building and I climbed up to the restored Mill overlooking beautiful countryside. Passing on through locks 17 St Roche, lock 22 Guerre, lock 23 Peyruque with its local produce and refreshments shop to lock 28 Bram. Crossing the Rebenty river by a stone arched aqueduct and crossing several more locks I entered Carcassonne to stay for 2 nights.(32° today). This is a major tourist site with a huge fortified Cité (existed before Roman times) on a hill overlooking the River l'Aude and the Midi Canal. It is a fort with a Chateau and Cathedral inside a larger fort and very impressive. A very busy place and takes time to see. Around the hill is the newer part dating from the 11th century with its own sights.

I rejoined the canal by crossing the River l'Aude on a lovely old bridge Pont Vieux, with a lovely view of the Cité. On the bridge was a plaque commemorating French women victims of the Nazis. Past more locks and the 26.3 mtr high aqueduct Pont Canal du Fresquel over the Fresquel river where I scrambled down the bank to view the 3 arches. After camping at Trebes and travelling 9 k's I arrived in Marseillette with its old Telegraph Tower complete with the clock dated 1834.

I am now halfway on the Midi Canal and pass more locks and aqueducts to reach the Aiguille lock where I spent a lot of time admiring sculptures from recycled wood and metal made by the lock keeper. Reached after the next lock is Ouvrages de l'Argendouble an 11 arched bridge dated 1693 and further another bridge dated 1688. From Homps I ventured inland through the town and climbed up to Cesseras in the beautiful Minerve wine growing area. I was welcomed with a cold beer by the Dutch lady at my campsite, with great views.

Back to the lock at Homps and past several locks and the Chateau de Paraza winery on the north bank, then on to the world's 2<sup>nd</sup> oldest canal bridge (aqueduct) devised by Riquet, a plaque commemorates his name. Further on I came to the 1694 l'Epanchoir des Patiasses (spillover) which regulates the water in the canal, a large vertical barrier with 6 openings. Past the aqueduct dated 1689, 64 mtrs long over the river Cesse. I later crossed the Robine Canal which flows south through Narbonne to the Med.

More aqueducts dated 1684, 1693 and 1766, the towpath merges with the old Roman road through pretty Poihles, Here I met a 78 year old Dutchman and his mate who are canoeing the canal and another guy trekking the canal with 2 donkeys. I next came to the only tunnel Malpas with a road on top and a rail tunnel beneath it. I walked through to explore and encountered an elderly English gent with long grey hair and beard in a grey suit and with a ladies bike and his gear in plastic bags trying to squeeze through a narrow gap, I tried to explain there was no path the other end and only crumbling steps but he refused my advice to use the road to cross over and rejoin the canal path the other side.

I pedalled through Colombiers with its old hump bridge and 2 washhouses to a good view of Beziers as I approached Fonsérannes locks. Originally a staircase of 9 locks and a drop of 22mtrs which enabled the canal to join the River Orb (boats had to cross the river to re-join the canal) an aqueduct built in 1855



When I was on drugs, I couldn't even find my ruddy bike...!

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## THE MARLOW STRIDERS DUATHLON

In an email received from Joan Lennon asking for £6's worth of fish and chips, there was a note to the effect that she had started entering time trials including the Long Furlong Circuit. Joan like the rest of us was, as she put it, "getting mightily fed up with the \*\*\*\*\* cold weather". She had that previous Sunday (18/3) taken part in this Duathlon which consisted of two 7km runs with a 25k bike ride sandwiched in between and she thought it was one of the most miserable rides she had ever done. Two long sleeved layers and thick gloves did nothing to prevent the freezing and filthy drenching which left her in such a sorry state at the finish. The event suffered torrential rain, about 2 degrees temperature, hailstones, flooded muddy roads and grit and loads of punctures. Sounds a bit like Spring 2013 doesn't it.

She then added that she would welcome some nice warm and greasy fish and chips with lots of salt and vinegar!

Despite this Joan most certainly did finish and in second place in the category for ladies 50+. Her time was 2 hours 12 minutes and 30 seconds. Deserves a V.C. in our opinion.... Veteran's Certificate!

We gather that Joan is training for the Brighton Marathon and trying to slot lots of different things in to build up her endurance and we will let you know how she gets on in that.

Clive Lett and Nicole Patterson were also at this Duathlon but Joan did not know how they had fared except that Nicole had not finished. We checked this out and discovered that she had been one of the puncture victims and while she had managed to change the inner tube she was so cold that she could no longer control her bike and was forced to retire. Clive went one better, by which we mean he had two punctures and this when he was going really well. That ended his aspirations and he finished in 2 hours 7 minutes 33 seconds.

Roll on Summer, it can't be as bad as Spring, can it!

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## THE LONG FURLONG CIRCUIT

31st MARCH 2013

We used to open our club time trial programme with this event, usually putting it on towards the end of February, it was, of course, invariably cold. Then in 2010 road works meant that we had to postpone it until end of March. Ah! What a good idea it was so much warmer, and thus it continued until 2013 when temperatures throughout the month plummeted to an all time record low. Minus two was not nice and with a strong northern blow it felt more like minus 10 which was pretty horrible.

There were 24 entered and amazingly 20 reported to the starter. Nineteen were to finish and deepest sympathy was passed to Ben Barden who we gather



suffered three punctures and finished in Adrian Palmer's rescue vehicle. Frozen hands and punctures do not take kindly to each other.

It was not a morning for record breaking, but there were nevertheless some fine efforts and very close competition. We did the usual thing of taking halfway times and these nearly always confirm the finishing order. We had Chris Twine through in 21 minutes 14 seconds. Chris was wearing a skin-suit, we mention that not because it was different to others, most were wearing them, but in Chris's case that was all he was wearing! The majority had several other garments in their efforts to keep warm. Next fastest was Kevin Wilson and at 21.35 running much closer to Chris than might have been anticipated. The only other to beat 22 minutes was Simon Atkinson on 21.52. Simon, training hard for his Spain to Norway record breaking attempt in a couple of months time is quickly becoming the find of the season and should really add to our team strength over the longer distances as the season progresses.

Two riders close on time were Darron Muggeridge 22.27 and Mark Bernhardt 22.30. Darron was faster than the handicapper expected, but Mark was, based on his Ashurst circuit ride, definitely "off the pace". It was discovered afterwards that he spent most of his two laps endeavouring to unite shoe cleats with pedals. Now we do recall another event where it was his bottle cage that caused a problem, it was upside down or something of that sort. We hope Mark that this will not be a developing trend!

Tony Palmer Chief timekeeper, brother Adrian pusher off and checker and Ed. assistant dogsbody remained at the start and finish point and despite frozen fingers and brains managed to record everyone's time and were kept amused by a bunch of metal 'detectorites' who arrived and proceeded to make a random search of a ploughed field opposite. No shouts of "Eureka" were heard so it is assumed that no gold hoards were found.

When an event passes through the finish on some earlier part of the course it often prompts a rider or two to think of the warmth of his car and there's usually a DNF or two for that reason, but not today, so well done to all of you.

#### Full Result

|     |                      |        |       |       |        |
|-----|----------------------|--------|-------|-------|--------|
| 1.  | Chris Twine          | 21.14. | 42.32 | SC    | 42.32  |
| 2.  | Kevin Wilson         | 21.35  | 43.37 | 2.50  | 40.47  |
| 3.  | Simon Atkinson       | 21.52  | 43.48 | 2.30  | 41.18  |
| 4.  | Mark Bernhardt       | 22.30  | 44.53 | 2.20  | 42.33  |
| 5.  | Darron Muggeridge    | 22.27  | 45.27 | 5.20  | 40.07  |
| 6.  | Mark Newnham         | 22.43  | 46.00 | 4.00  | 42.00  |
| 7.  | Mike O'Gorman        | 23.17  | 46.52 | 4.20  | 42.32  |
| 8.  | Simon Letts          | 23.15  | 46.58 | 4.50  | 42.08  |
| 9.  | Chris Putnam         | 23.47  | 48.00 | 6.10  | 41.50  |
| 10. | Dominic Maxwell      | 24.15  | 48.59 | 6.50  | 42.09  |
| 11. | Phil Frean           | 24.46  | 50.08 | 8.00  | 42.08  |
| 12. | Lee Barber           | 25.10  | 50.25 | 9.00  | 41.25  |
| 13. | Alan Orman           | 26.14  | 53.31 | 8.00  | 45.31  |
| 14. | Dave Standing-Knight | 26.58  | 53.55 | 8.00  | 45.55* |
| 15. | Rick Hughes          | 26.47  | 54.30 | 12.00 | 42.30  |

|     |                  |       |       |       |       |
|-----|------------------|-------|-------|-------|-------|
| 16. | Barrie Le Grove  | 28.22 | 57.23 | 10.00 | 47.23 |
| 17. | Hugo Mc Laughlin | 29.43 | 59.41 | 16.00 | 43.41 |
| 18. | Joan Lennon      | 29.50 | 60.39 | 11.00 | 49.39 |
| 19. | Carey McLaughlin | 30.36 | 61.37 | 15.00 | 46.37 |

\*This was Dave's debut ride having joined the Club that morning! Not a bad effort either. You only received half of the maximum handicap as there were no previous performances to work from, but we can be a little more generous next time.

Awards: 1<sup>st</sup>. Chris Twine, 2<sup>nd</sup> Kevin Wilson.

Handicap: 1<sup>st</sup> Darron Muggeridge, 2<sup>nd</sup> Kevin Wilson, 3<sup>rd</sup> Simon Atkinson, 4<sup>th</sup> Lee Barber.

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### A DEVIL'S DYKE OF A COURSE

Chris Twine followed up his Long Furlong ride on Easter Sunday with another outing on the Monday. This was the Brighton Mitre very hilly 25.

The Cycling Time Trials Handbook gives the barest details of the course; it reads "Devil's Dyke-Fulking-Shoreham-Henfield-A281-Poynings" Easier to read than ride, but Chris gave it his usual attacking style and completed the course in 1 hour 5 minutes and 3 seconds. He reported that he had finished 6<sup>th</sup> and was just one second off the prize list. Shame he had to tell us also that one Peter Tadros had whipped round in 59 minutes 19 seconds!

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### THE SUSSEX CYCLIST'S ASSOCIATION 2-UP SUNDAY 7<sup>th</sup> APRIL

At a fraction under 29 miles this was a notch up from the distances so far encountered by most in the early weeks of the season, so perhaps it was appropriate that they did it in teams of two. Sunday 7<sup>th</sup> April started with a hard frost, something we have been getting use to recently but it did show some rise in temperature as the sun made a most welcome appearance. With a wind down to a modest force 3 or 4 it promised some fast times.

Worthing Excelsior it seemed were targeting the veteran's prize list with none of our senior category riders having entered. Mel Roberton has been trying for three years to find some really old guy who can hang on to his back wheel and take the major honours but with Ed once, and Alan Orman twice he has still to settle for second spot. With Alan struggling to keep with him especially on the hills they this time got round in 1 hour 19 minutes and 34 seconds. Their average age standard was 1.31.11 so they had a plus of 11 minutes 37 seconds. Darron Muggeridge, a bit of a young veteran really, was riding with Mike O'Gorman. Their recent rides had not been far apart but with a standard allowance of 1.23.11 they had some ground to make up. Their efforts were not helped by being late for the start and having to carry a 20 second penalty, nevertheless they managed a very



worst bit about riding in the rain is the first couple of miles where the water slowly penetrates through to your legs which proved to be the case today. We persevered regardless.

The road down to Selsey is quite narrow, twisty, has a poor road surface and riding into a crosswind laced with rain was very challenging. I have never gone for a proper winter bike with mudguards this meant that when Rocco was on my wheel he was able to share in my mud and grit. Halfway down the Bill Rocco's radar detected a café on the outskirts of a small industrial estate and he led us toward it. The owners made us feel welcome even though we were bedraggled and dripping water everywhere. It turned out that the owner once played darts against Bobby George, the ex pro that has more gold adorning his body than there is in Fort Knox, by the way, he lost. After tea and teacakes we ploughed on, or should that be sailed on?

Suddenly the road stopped and the sea started. The sea was very rough and the road was covered in shingle. This gave us an easy choice, as one we turned through 180 degrees and headed back. Going back up the Bill we still had a cross wind but we knew that when we headed east at the top of the Bill it would be a full in your face headwind, something to look forward to! By now the rain had soaked through my non-waterproof gloves and my hands were cold although I don't think they were as cold as Rocco's.

The headwind back through Bognor was not a disappointment. I had a cunning plan: I suggested to Rocco that he might like to have a break at my house and have an espresso or two to warm him up before his ride to Worthing. Rocco must have seen through this ploy as he said that he was going to push on. This shamed me into carrying on with him part way. I am afraid that it was not halfway but every little helps. It was a most enjoyable ride in a masochistic sort of way and we were probably the only nutters out that day. Mad dogs and Englishmen with the addition of an Italian go out in all weathers!!

Allan Orman

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## THE FISH AND CHIP SUPPER

Thirty seven fish and two chicken assembled in the Club room on the evening of Tuesday 16<sup>th</sup> April. They were accompanied by a great host of gloriously chipped potatoes, twelve bottles of Shloer, four bottles of vinegar and four shakers of salt. Adding to the occasion were a delightful bunch of Club members with friends and relations.

This was, of course, the second running of the Supper after a successful inauguration in April 2012. It went off O.K. all those who came seemed to enjoy themselves and there were no complaints. It was a pity though that numbers were so down on last year when nearly sixty attended and called for it to be repeated. Despite vigorous efforts to make sure that everyone knew the details well in advance, it had been advertised on the club website, in this magazine, on the clubroom notice board, by repeated emails and by word of mouth, but people were still turning up saying that they didn't know it was on!



Adrian Palmer organised a quiz (see later in this issue) and the winner was Mike Irons who is now believed to be carrying Bucks Fizz in his drinking bottle... look out! Ed organised a name this Sussex town/village competition from an artist's impressions and Tony Palmer walked away with the prize, a nice cycling mug.

All in all it was a good evening and a nice chance to talk to those that we don't see regularly. We even made a small profit for the Club's coffers, so we might do it again..... Once the smell of fish has cleared from Ed's car that is.....

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### EVENING TEN MILE SERIES 2013 Event No 1 - 18<sup>th</sup> April - Washington

|     |                   |       |     |                  |       |
|-----|-------------------|-------|-----|------------------|-------|
| 1.  | Simon Atkinson    | 22.08 | 14. | Lee Barber       | 26.32 |
| 2.  | Mark Bernhardt    | 22.36 | 15. | Steve Feest      | 27.03 |
| 3.  | Mike O'Gorman     | 22.56 | 16. | Robert Downham   | 27.09 |
| 4.  | Carl Trevis       | 23.08 | 17. | Peter Rowe       | 28.01 |
| 5.  | Chris Twine       | 23.09 | 18. | Phil Young       | 28.19 |
| 6.  | Darron Muggeridge | 23.23 | 19. | Tony Eveleigh    | 28.49 |
| 7.  | Chris Putnam      | 23.36 | 20. | Tom Hunt         | 28.54 |
| 8.  | Mark Newnham      | 23.55 | 21. | Jack Shepherd    | 29.24 |
| 9.  | Alan Cooper       | 24.24 | 22. | Keith Jimpson    | 29.32 |
| 10. | Martin Booker     | 25.23 | 23. | Carey McLaughlin | 29.44 |
| 11. | Trevor Leeding    | 25.45 | 24. | Hugo McLaughlin  | 30.01 |
| 11. | Alan Orman        | 25.45 | 25. | Graeme Gill      | 30.47 |
| 13. | Ben Barden        | 26.29 |     |                  |       |

A surprisingly off colour ride from Chris Twine, but then we're all entitled to an off day now and then! Not so surprising was the identity of the rider stepping into first place though. Simon Atkinson has been turning in some very promising rides and this is an excellent personal best on a warmer but nevertheless quite windy evening. Another forcing himself into 'podium' positions is veteran Mike O'Gorman and his personal best of 22.56 received worried comment from Mark Bernhardt.

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A lot of money is tainted and that's a fact . . . . . 't'aint' yours and 't'aint' mine

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### SOUTHERN COUNTIES 25 AND THE NEW COURSE

This event on 14<sup>th</sup> April was the first to be affected by the loss of the usual 25 course from Broadbridge Heath due to extensive road works on the A264 towards Crawley. This is likely to remain unavailable for many months and the longer distance events will also be greatly affected. The alternative for the 25

retains the use of the Broadbridge Heath Community Hall as an H.Q but riders have a lumpy 4 mile warm-up ride to Kingsfold on the A24 for the start. The course then heads north on the A24 to the Beare Green roundabout where the route turns south on the A29 down to Clemsfold and from there on the A281 back to Broadbridge Heath. Finally riders have to go north to the Robin Hood roundabout, turn there and go south to Southwater before finishing, like the old course did, back to Broadbridge Heath. More lumps and more twists and some sections of poor road surface, also the A24 section is rather narrow in places.

We had five entered but Kevin Wilson, down with some dreaded bug was a DNS. Our fastest rider was Mike O’Gorman with his second best 25 ever in recording 1.1.23, a super effort and offers such promise for the season ahead. He was to head Carl Trevis making a rare outing, who clocked 1.1.42 and he also beat Mel Roberton back on 1.2.08. Nathan Gale finished on 1.11.43.

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### JOAN’S MARATHON

We mentioned that Joan Lennon was training for the Brighton Marathon, well we can now report that she finished, as we knew she would, but it was a super run. She finished in 3 hours 32 minutes and 32 seconds (Chip time). A personal best by a big margin. We think we know what chip time is and realise that it has nothing to do with the fish and chip supper. The “gun time” was 5 minutes longer but that we gather is how long it took to just get across the start line. Her overall position in the enormous field of 9152 runners was 1030 and in the women’s event Joan was to come 83<sup>rd</sup> out of 3200. In her age group (over 21!) she was given second place but rather strangely this was based on “gun-time” rather than chip time and that seems totally wrong. What’s the point of the chips if they are to count for nothing? Joan believes that she was in fact faster over the measured distance by some two or three minutes. Well done that lady.

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### THE FISH AND CHIP QUIZ Courtesy of Adrian Palmer

- 1 What has Bradley Wiggins got tattooed on his thumbs?
- 2 Maurice Garin won the first ‘Tour de France’. What happened to him on the second ‘Tour de France’?
- 3 Eddy Merckx was known as the ‘Cannibal’, but who was known as ‘Monsieur Pee-Pee’ because of his ability to urinate whilst riding along?
- 4 You’ve just ridden a 25 mile time trial. How many kilometres is that?
- 5 In 1939 Tommy Godwin rode 75,065 miles in one year. How many miles did he ride on Christmas Day 1939
- 6 How many fish on the Club badge?
- 7 Where would you find the ‘Worthing Lumps’?
- 8 Where in Sussex are the World Marbles Championships held?
- 9 In Worthing in 1884 the ‘Skeleton Army’ was in conflict with which Army?

- 10 There are six birds on the Sussex Coat of Arms. What are they called?
- 11 Where is the highest point in Sussex?
- 12 Which play did Oscar Wilde write when he stayed in Worthing in 1894?
- 13 What does it mean if I have 'ICE' in my mobile phone?
- 14 'Mad Jack's' Audax is held each year in East Sussex. What was 'Mad Jack's' surname?
- 15 In which town is the headquarters of the CTC?
- 16 The 'Worthing Star' was A. A newspaper B. A cycle club C. A sailing ship?
- 17 What, according to the Highway Code, is the total stopping distance of a car travelling at 30mph?
- 18 The first Iguanodon fossils were found where in Sussex? (In the ground doesn't count as an answer)
- 19 An anagram of a Sussex town – 'Fedoras'
20. ....and another – 'Throwing'

Answers will be found later in this issue

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### EVENING TENS SERIES 2013 Event No 2 - CANCELLED

On a nice warm evening with no less than 33 club members and 13 guest riders signed on and with all our top competitors up and ready to put it on the line we thought we were in for a really good evening's racing. Unfortunately while Paul Toppin was getting the first few riders away from the start at the top of the hill, down in the village right by the H.Q. area, two motor bikes collided. Police and medical assistance were called and, of course, the racing had to be called off there and then. The accident was about one hundred yards before our finish line. Those who had started had to be called in and poor old Barrie Le Grove was landed with the job of refunding all the entry fees. Importantly injuries were not serious and traffic was flowing again within the hour. Very importantly also is the fact that no member of the Worthing Excelsior, or anyone from the event was involved. That would have been most unfortunate and could have even threatened the use of the course. We did notice one member in club colours comforting the injured motor cyclist and another in bright orange and in a prominent position waving down approaching vehicles. All accepted their disappointment as just one of those things and without tantrum or complaint all was cleared away and everyone departed for home. So the club's behaviour was clearly seen to be sensible and responsible. To all members thank you for that.

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### NEW COACHES

*What have London Buses and Coaches got in common? Well the answer is that, all of a sudden, two come along at once – Mark Newnham and Malc Hales have just been selected as the new Club Coaches. They volunteered for the job;*

*they weren't pushed or bullied, so they will be fired with enthusiasm to get with their new job within the Club.*

*Many of you will know Mark Newnham. He's been a member of the Club for a good many years. He's ridden in both Time Trials and Road Races and been successful at both. He has already had the support of a Coach so knows, first-hand, how valuable it can be. He works in an educational environment and has already had experience at teaching sport to NVQ level to Northbrook College Students. Most importantly, he wants to see our Club winning more events and having a stronger cycling presence in the local bike racing circles.*

*Less well known is Malc Hales. Now he's a catch and no mistake. Although his expertise is not with regard to cycling, he does have a degree in Sports Science from the University of Houston. Malc has a background in athletics and was an international sprinter of some renown. I understand that his personal best set in the late 1970's and early 80's is about 1 second slower than Usain Bolt and, in my books, that's pretty darn good. As far as coaching experience is concerned, he has been coaching with Phoenix AC and has a Level 3 speed coaching award with UK Athletics. Outside of this he has been playing and coaching American football. And, if you didn't know, that's the game that's a cross between Rugby; The Eton Wall Game and all-in wrestling.*

*Now, before you rush in to take advantage of their service to Club members - give them some time to learn the job first. The two of them will be undertaking an accredited correspondence course through the Association of British Cycling Coaches (ABCC), so it's a pukka course with regular examinations. None of this airy-fairy, pay-yer-money-and-hand-over-a-certificate nonsense. There will be a lot of hard work involved and they should come away from completing the course with a decent bunch of credentials. But remember, they won't be experts on day one, so please give them time to develop. They'll let you know when they're ready.*

*The course itself has only just been refined by the ABCC, having been developed over a number years, and is made up of 7 different modules. Those modules start with anatomy and physiology and progress through basic fitness and circuit training, then on to road/track/time trial training, mental preparation, equipment, riding position, first aid, and coaching and training techniques. I've seen the prospectus, and it looks pretty comprehensive.*

*The course isn't cheap. The Club is paying the full cost of the course and associated fees, because it's worth it. The course should benefit every member of the Club, because you're worth it. It is a good investment that will enhance our Club riders' competitiveness, serve to encourage new members and improve the performance of non-competitive riders.*

*Where did all the money come from? Well, those of you who have read the Club accounts and balance sheets will know that there is a little bit of spare cash in the Treasurers pockets. The Club has done well financially in the last few years. There has been a rapid expansion in membership and a renewed enthusiasm for competitive events. There has been profit from all the events that the Club has promoted, and the first 'Devil in The Downs' Sportive brought in a surplus of £750. So let's get some value for this money and make the best use of your Club Coaches. They are going to be there for your benefit!*

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## EAST SUSSEX WEEKEND

20<sup>th</sup> / 21<sup>st</sup> April

The East Sussex Cycling Association put on a 10 mile event on the Saturday and followed with a 25 mile time trial on the Sunday. Both were based on the A22 road and like all our roads it is suffering from lack of maintenance with some bad spots. On the other hand some of those dreadful joins on the concrete road stretches have been resurfaced with a fine asphalt so that is an improvement.

On the Saturday we had just two riders both aiming for the age categories. They were to win them both which meant a small contribution to the entry fee and petrol. Mel Robertson was home in 24.17 and Mike O'Gorman very close up on 24.20. Mel was badly baulked by traffic held up in trying to overtake a disabled competitor and reckons he may have lost as much as 20 seconds.

On the Sunday morning conditions were calm but very cold. Mel managed to keep his head in front of the ever closing O'Gorman with a gap this time of exactly one minute; Mel 1.0.40, and Mike 1.1.40. They were once again winners of their respective age categories.

Both were well pleased with their rides but Mike particularly so, for him it was another course personal best and by over 2 minutes.

Nathan Gale also rode in the 25 and recorded 1.9.10. Still some way from what we know he is capable of but nevertheless a couple of minutes quicker than his ride in the SCCU event.

Nick Dwyer of Lewes won the '10' with 21.05 and Conall Yates of the In-Gear squad took the honours in the '25' with 52.30.

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## ANSWERS TO THE QUIZ

1The letter 'B' – It's the initials of his two children, Ben and Bella.

2He was disqualified – He took short cuts and caught the train!

3Charly Gaul – Also known as 'The Angel of the Mountains'

440.2336 kms.

559 miles

63

73 miles south of Worthing – one of the best chalk reefs in Europe.

8The Greyhound Pub at Tinsley Green near Crawley

9The Salvation Army – The Skeleton Army was opposed to the marches against alcohol by the Salvation Army

10Martlets.

11Blackdown Hill – 280 metres or 919 feet.

12 'The Importance of being earnest'. He stayed at The Haven, 5 The Esplanade, East Worthing.

- 13 'In case of emergency' – handy for paramedics to contact nearest and dearest when you've been knocked off of your bike.
- 14 Fuller – He preferred to be called 'Honest John Fuller'
- 15 Guildford
- 16 B. A Cycling Club – in about 1905 or thereabouts.
- 17 23 metres/75 feet/6 Car lengths – handy to know when you're just about to pull out of a junction in to the path of an approaching car.
- 18 Whitemans Green near Cuckfield
- 19 Seaford
- 20 Worthing

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## RUNS ATTENDANCE COMPETITION

Points up to 27<sup>th</sup> April

Phil Frean	50 points	Martin Wood	30 points
Barrie Le Grove	49 ...	Peter Logan	28 ...
Graeme Gill	48 ...	Clive Lett	25 ...
Rick Hughes	47 ...	Sadie Cumberland	23 ...
Spencer Kirkham	43 ...	Nicole Patterson	22 ...
Mike Irons	42 ...	James Westill	22 ...
Robert Downham	40 ...	Spencer Kemp	22 ...
Bernie Skinner	39 ...	Ken Wheeler	22 ...
Mike O'Gorman	38 ...	Phil Young	22 ...
Rocco Sepe	37 ...	Tony Knott	21 ...
Peter Rowe	32 ...	Darron Muggeridge	20 ...
Guy Musgrove	30 ...	Kevin Doe	20 ...
Jon Turner	30 ...	Robin Davis	20 ...
Dominic Maxwell	30 ...	Adrian Palmer	20 ...

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## EVENING TEN MILE SERIES

Event No 3 – 2<sup>nd</sup> May

The full result will appear on the website, of course, and in the next issue. It was however an evening of excellent conditions with 26 Worthing riders including 3 Juniors. There were a host of personal best performances at all levels. Chris Twine returned to form breaking the 21 minute barrier to record 20 minutes 56 seconds which is only 6 seconds off the Club's all time record of 20.50.

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## HURTLEBERRY OFF ROAD

Saturday 13<sup>th</sup> April



*Ben Barden and I set off to tackle this new event that consists of a 10km Run a 20km Bike Ride and finally a 5km Run. All of this was in the Surrey Hills north of*



*Cranleigh near Peaslake. There were 3 events but this was the main one and that's what we had entered for.*

*There were in excess of 50 competitors and we were lined up and set off at 10.30a.m. The speeds of the runners varied considerably and Ben was much more experienced. It was very muddy and slippery underfoot, it was always up and down and ducking under branches of trees or avoiding bushes. Not ideal for someone new to the running.*

*With the first run completed it was off on the bike. The bike course consisted of two 10km loops. We started by pushing the bikes halfway up the first hill as it was too steep and muddy to ride. Once we were away it was quite a technical course with long slow climbs up fire breaks, followed by fast and tricky descents dodging and winding through the trees, always it seemed trying to catch the handlebars. Narrow tracks also could cause pedals to ground. Having a full suspension bike made it a bit more comfortable as it was pretty bumpy in places. With lots of mud and tree roots I spent a lot of time going sideways and with my rear wheel spinning.*

*There was one especially tricky section with lots of very tight turns and jumps with lovely large muddy puddles each side. I saw one rider crash out and end in a puddle. In the good spirit of WECC I left him to sort himself out!*

*The final and shorter run was OK but it had been a really tough ride. Ben finished in 2hrs 55mins and I was home in 3hrs 8mins, both about an hour slower than the winner but we enjoyed it.*

*Chris Putnam*

(Photo courtesy of Mike Anton)

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### SUSSEX C.A 10 & 25 – 4<sup>th</sup>/ 5<sup>th</sup> May

Only room for a short report so headlines first: New Men's course record of 49.31 for Michael Hutchinson, New Women's record with Joanna Rowsell clocking 55.38. The '10' is won by Conall Yates of In Gear with 20.13. Chris Twine 22.03, Mike O'Gorman 22.59 and Mel Roberton 23.45 are the WECC times.

On the Sunday 25, Chris produced 57.32, Mel Roberton 1.1.19, Mike O'Gorman 1.1.27, Mark Newnham 1.1.37, Darron Muggeridge 1.2.38, Nathan Gale 1.8.10, Lee Baeber 1.6.23 and Joan Lennon 1.20.57.

Good conditions on both days but 30mph around the Ashurst Circuit – Wow!!

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### EVENING TEN SERIES

#### Event No 3 - 2<sup>nd</sup> May

#### Full Result

1.	Chris Twine	20.56	14.	Lee Barber	25.38
2.	Simon Atkinson	21.37	15.	Peter Rowe	26.29
3.	Mark Bernhardt	21.48	16.	Andrew Lock	27.26
4.	Kevin Wilson	22.34	17.	George Jimpson (Jun)	27.29
5.	Carl Trevis	22.36	18.	Jack Shepherd (Jun)	27.38

5.	Mike O’Gorman	22.36	19.	Tony Eveleigh	27.54
7.	Mark Newnham	22.41	20.	Keith Jimpson	28.13
8.	Chris Putnam	23.07	21.	Hugo McLaughlin (Jun)	28.33
9.	Darron Muggeridge	23.22	22.	Tom Hunt	28.35
10.	Martin Booker	24.06	23.	Carey McLaughlin	28.36
11.	Alan Cooper	24.14	24.	Graeme Gill	28.46
12.	Trevor Leeding	24.42	25.	Joan Lennon	29.43
13.	Nathan Gale	25.14	26.	Rob Carslake	30.25

A lovely evening and a dozen or more personal bests. Nine inside 25mph and Chris Twine back on form and just 6 seconds away from the 20.50 Club record. Very good to see 3 Juniors in the result as well.

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### ADDISCOMBE 25

We had 6 entries but I really went to see Olympic Gold Medallist and Team Pursuit World Record holder Joanna Rowsell. I saw her 3 times and it was like she had been plucked from the Team Pursuit, position perfect, smooth and arrow straight it was poetry in motion.

There’s another thing she’s really nice, gave me an autograph in the HQ and seemed even slightly embarrassed to be asked. I don’t know what I expected but when they can perform at such a high level you get to thinking that they must be different to the rest of us. They are of course, but it’s nice to find that they are still human.

She recorded 55minutes and 57 seconds a time bettered by just 9 elite male riders.

Our riders did well, Carl Trevis, first time under the hour, was best on 59.44, Mark Bernhardt 59.47, Mike O’Gorman, yet another PB, 1.00.13. Kevin Wilson 1.1.27, Mel Robertson 1.3.36 and Mark Newnham 1.4.36.

Noticed on the start sheet under ‘previous winners’ P Main 1993 - 55.03, that is our very own Peter Main. What about a come back Peter, you had a couple of fast rides last year?

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Can just squeeze in Hants Road Club 10 – 27<sup>th</sup> April – A3 Petersfield By Pass – torrential rain – another PB from Mike O’G now down to 22.50

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Eastbourne Trip – Broadwater start & Berwick on return





Peter  
Weston  
Tour  
Of  
The Midi  
&  
Garonne

