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# **THE JOURNAL OF**



# **THE WORTHING WHEEL**





'LE TOUR' visiting group (photos by Robert Downham)





# WORTHING EXCELSIOR CYCLING CLUB

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



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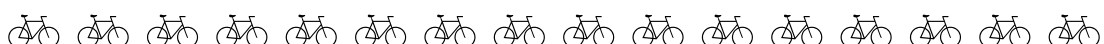
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## EDITOR WAFFLE

Christmas went by and we waited for Spring, it was just as well that we didn't hold our breath wasn't it he said....(breathing heavily). The crocuses and the daffs eventually put in a quick appearance before winter hit back with some more snow, a kind of postscript to let us know that it wasn't quite finished. At last we could enjoy the warmer weather..... well we might have done if the guy in charge of the Siberian bellows could have given it a rest and allowed a little more of our so called "prevailing" south westerly. Now (June) we have enjoyed the seven day summer and as I type (two fingers) the south westerly is here and is seeking to make up for lost time by emptying the wet stuff over the area. I do, of course, type very slowly and now (July) we're in the middle of a heatwave, so hot, that some members have gone to Spain to cool off!

Autumn though is going to be brilliant and remember you read it here. The only doubt we have is when exactly it is going to start. This does bring me on to another subject.....

On the 22<sup>nd</sup> September we have the annual Inter-Club 25 mile event with Bognor Regis, Hants Road Club and the Southdown Velo. It is to be held on the popular Fontwell based course thought by many to be the fastest course in the County. For many years Worthing Excelsior dominated the event and the Trophy was permanently resident here, but in the last few events we have been pegged back to second or even third. It is a team event and it is the aggregate of the six fastest riders which decides the winners. Strength in depth may enable us to recover that trophy if we get all our faster riders entered. I reckon we have at least ten riders who can beat 60 minutes on that course and several of those can go considerably faster. Last year on this course we had rides of 54 minutes, Chris Twine, 56 minutes, Kevin Wilson, and 57 minutes, Mel Robertson. We may not have Mel this year and we've recently lost Kevin Wilson whose job has relocated him to Ireland and Carl Trevis through injury, but we do have new strength. Here's my top ten and I hope you will all immediately put this in your diary and get an entry to Barrie Le Grove well before the date so that he can pass on the entry to the organisers. If your name is not on this list, then prove me wrong and enter, for it would be great to have a full entry of all of you who have been time trialling this season. If nothing else this is a great opportunity to improve on your personal best times.

My 10: Chris Twine: Jeremy Wootton: Simon Atkinson: Mark Bernhardt: Mike O'Gorman: Mark Newnham: Darron Muggeridge: Chris Putnam: Alan Cooper: and Trevor Leeding.

By the way I have one rider 100% committed to riding in the National 24 hour event in East Sussex on 21<sup>st</sup> and 22<sup>nd</sup> June 2014. Also I have another who is very interested, so if we could find one more we would have a team, and a team win in the National at this distance, is not beyond the realms of possibility, it has been done by Bognor with much less strength than we are capable of mustering. I can also confirm that we will be having a get together before Christmas to discuss and plan ahead. We have two teams of helpers standing by with the dates



reserved who are willing to help throughout the 24 hour period and another team could be raised. If you are interested in putting a 24 hour ride on your C.V. let me know. I already have a copy of the full course details.

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### COURSE G41?

*A few of you may remember this local 25 mile course, in fact you may have better recall than I do. If so let me know where I've gone wrong and it is quite possible that there were some variations over the years.*

*I first rode the course when I was a member of the East Grinstead Cycling Club, the date was 19<sup>th</sup> July 1953 (Wow! That's 60 years ago) The event was the Lancing Middlemarkers 25, for riders outside of 1 hour 6 minutes at date of entry. The Lancing Club has long since ceased to exist. My records show that I rode a 79" fixed wheel and did a personal best of 1.6.42. It was my 7<sup>th</sup> time trial. I finished 18<sup>th</sup> and the winner recorded 1.4.20.*

*The course started over by the old Toll Bridge at Shoreham, just south east of where the Sussex Pad Hotel is and made it's way west, (no traffic lights at Hill Barn Lancing), through to the Warren at Worthing. There were no traffic lights at Downlands, and the Warren was just a triangle of grass but again no lights. Here you went right and up to Offington, (can't remember if the roundabout was there or not). You then took a sharp left down to the Thomas A'Becket crossroads (no traffic lights) and then turned right ("right" whatever next!) and proceeded on down the Littlehampton Road, no pedestrian lights, no roundabout by the School, come to think about it I don't believe the school was there either. At this part of the course in the area where you now have The Sussex Yeoman Pub, Southern Water, lots of houses and a college, you then had trees and the Rife runs along here which seemed to make it nearly always 10 degrees colder and often damp and misty. There was no Rustington Bypass, no lights for Ferring or for the Supermarkets... no Supermarkets... so it was up over the Railway bridge and on to the turn where the new.. another Supermarket... Morrisons now is, at Wick. At this point you went round a turn marshal in the middle of the road and retraced the route back to Offington. Here you continued north to the Findon Roundabout for the second turn and then back out to Shoreham for the finish somewhere near the start*

*I did not ride the G41 again until September 1960 which was after I had spent two years doing my National Service in the Royal Air Force, learning to fly a radar console. It was also after marrying up with my long term Secretary whose services I still find indispensable. It was also my first ride in the colours (then a blue chevron on white) of the Worthing Excelsior. I had not improved much, it was a Club event won by Gerry Atterbury (1.03.24) and I was 5<sup>th</sup> on 1.07.04. Remarks in my records say "Gear too big" it was 86" fixed!*

*The last mention of G41 in my records is in October 1966, so that, I guess, is when the march of the traffic lights began.*

*I discussed this with another old-timer, not as old as me but he still goes back a long way and he thought that it was the longer distances that went out to Wick. He recalls turning right, passing through Angmering Village (no Angmering*



Bypass) and turning just short of where the road used to T junction with the A27. He also remembers turning not at Findon roundabout but further on near Windlesham House School again with a marshal standing in the middle of the road! Thanks for that input Ron Bardouleau.

Ah yes! I remember it.....fairly well.

Don

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### EVENING TEN MILE SERIES No.4 – 4<sup>th</sup> MAY

#### Full Result

1.	Simon Atkinson	23.20
2.	Mark Newnham	24.25
3	Mike O’Gorman	24.27
4.	Trevor Leeding	26.56
5.	Phil Freat	27.08
6.	Rick Hughes	28.00
7.	Rob Downham	29.44
8.	Phil Young	29.47
9.	Joan Lennon	32.15

This one was described by Barrie Le Grove as “a hard windy evening beset with rain” and that no doubt explains the small field and the much slower times. It is though placings that count and Simon gets his third win in the series. Rob Downham always rides these really awful ones, he says he is always 10 places higher than on a good night and with a full field.

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### AN APPRECIATION

Mike Irons received this from Jon Turner who has been a club runs regular since joining but has now moved away to live in Spain.

*“I wanted to drop you a line and please feel free to pass on my details to the club members, I’ve really enjoyed being a member of Worthing Excelsior. I’ve met a lot of great people, and genuinely learnt how to be a better rider. I’ve got to see some amazing West Sussex countryside. I know that I didn’t have one ride with the club that I didn’t enjoy. As I probably explained, I will be returning to the U.K. for 2 weeks a month for work, although I’ll be based just outside Staines at my mothers. With the light summer months, I’m hoping to come down a few times and join the Sunday Club run.*

*Once we’ve settled and arranged the house, in ACEQUIAS, to our wants and needs we would like to make the house a B & B, aimed at cyclists and walkers. The landscape is wonderful for both, and we forever have cyclists all over the surrounding area, all shapes and sizes, riding up long drags and long descents. That’s how it is out here. The business won’t be for those who want a ‘training’ camp, but those who want to experience great riding as part of a great*



*holiday, just outside a beautiful and stylish city (Granada). I don't expect we'll be up and running before 2014, but you never know... We both feel we need time to fully understand and appreciate where we are before rushing headlong into a new business venture.*

*Mobile: +447950413259 Twitter:@jonyt @ turnerspear skype: jonnyT51"*

Jon (Turner)

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## PUSHING OFF AND RECORDING

It is apparent that these jobs are essential to the running of any time trial event and it is especially so with our evening tens. It is too late to organise it this season but for 2014 we are going to try and have a rota for these duties, just as we already have for the two time keeper positions.

With 13 or 14 of these events each season, if we can recruit just half a dozen volunteers it will only mean a very small number of Thursday evenings each. Maybe some of the regular riders might consider offering their services for one or two nights as well. The jobs are not onerous and catering assistant Bernie Skinner will be happy to provide free tea and biscuits.

**THE RECORDER** - Will assist the finish timekeeper, very simply but importantly he will note down the numbers of the riders in the order they finish and call those numbers out to the timekeeper. He will keep a look out for riders approaching the finish and warn the timekeeper. If the road is clear of approaching riders he will let the timekeeper know "all clear" this is especially helpful when the timekeeper is busy with his calculations and can complete the result sheet without needing to look up every few seconds for fear of missing someone. If a rider is obscured by passing traffic or if his number does not show then he can try to note the rider's colours and still note him in that finishing order. Nothing too onerous there then.

**THE PUSHER OFF** - Will be at the start with the start time keeper and will call out the rider's numbers as they are due and make sure that each rider has the correct next number and is indeed the rider intended to have that number. The timekeeper will call out "30 seconds" and this gives the pusher off time to get hold of the rider's bike, holding saddle pin and head set. He should then plant his feet firmly astride to provide solid support with his right shoulder for the rider. Usually the timekeeper will call out the countdown, "15 seconds", "10 seconds", and "5 seconds" before the final "5,4,3,2,1,go".

With experienced riders there is usually no difficulty. They are relaxed and are NOT holding their brakes on but some do tend to pull about, keep their brakes tightly gripped and, if you are not careful try to go on "1" rather than "Go". A good idea is to just gently rock the bike back an inch or two on the count of "3", forwards on "2" back on "1" and then forward and off on "Go". You are not expected to throw them the first 100 yards! In a club event you may have a maximum of 40 riders, so all done in three-quarter's of an hour so again nothing too onerous then.

Next year with this new rota in force and issued to all the volunteers you will be able to put your dates in your diary and events Secretary Barrie Le Grove will



have one thing less to worry about. If your allocated dates prove to be impossible for you then simply try and swop with someone else and let Barrie know.

We will start chasing up names at the beginning of next season.

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### EVENING TEN MILE SERIES EVENT No 5 – 16<sup>th</sup> MAY

#### Full Result

|     |                   |       |     |                  |             |
|-----|-------------------|-------|-----|------------------|-------------|
| 1.  | Jeremy Wootton    | 22.02 | 15. | Lee Barber       | 25.48       |
| 2.  | Simon Atkinson    | 22.13 | 16. | Rick Hughes      | 26.00       |
| 3.  | Mark Bernhardt    | 22.19 | 17. | Barrie Le Grove  | 26.18       |
| 4.  | Kevin Wilson      | 22.21 | 18. | Phil Young       | 26.41       |
| 5.  | Mike O’Gorman     | 22.25 | 19. | Peter Rowe       | 26.44       |
| 6.  | Mark Newnham      | 22.50 | 20. | Andrew Lock      | 27.28       |
| 7.  | Darron Muggeridge | 23.29 | 21. | HugoMcLaughlin   | 27.53 (Jun) |
| 8.  | Chris Putnam      | 23.32 | 22. | Tony Eveleigh    | 27.58       |
| 9.  | Trevor Leeding    | 24.22 | 23. | Colin Miller     | 28.07       |
| 10. | Martin Booker     | 24.25 | 24. | George Jimpson   | 28.11 (Jun) |
| 11. | Phil Freaan       | 24.52 | 25. | Jack Shepherd    | 28.18 (Jun) |
| 12. | Alan Orman        | 25.14 | 26. | Keith Jimpson    | 28.27       |
| 13. | Steve Feest       | 25.25 | 27. | Carey McLaughlin | 28.31       |
| 14. | Dominic Maxwell   | 25.33 | 28. | Graeme Gill      | 29.31       |

Must be one of the biggest entries for some time and look how close and competitive it is becoming. Six in the 22 minute bracket is good as well. It is also encouraging to see three junior riders have a good and close scrap every week. Now there’s some talent for our new coaches to work on in due course.

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### RELIABILITY TRIALS - 12<sup>th</sup> MAY

Just for Club members – no big promotion – and we had 28 take part including one guest. Tony Palmer’s idea was all planned for the early Spring that never happened, so it was re-scheduled for mid-May.

There were two distances on offer 37.4 miles or 48.7 miles. The routes were similar, starting from Washington and heading out to Amberley and Bury to a point on the A285 south of Petworth. Here the shorter one turned up through Petworth and returned to Washington via Wisborough Green, Adversane and West Chiltington. The longer course put in an extra loop through Ambersham, Lodsworth and Lickfold and back to Petworth picking up the same return to Washington.

Different speed standards could be chosen, from 12.5 mph. to 16 mph. and in true “Reliability” tradition it was made quite clear that you were not allowed to finish more than ten minutes inside of your selected standard.

Eight went for the 37.4 miles. Bernie Skinner, Graeme Gill, junior Jack Shepherd, Tom Turner and Mike Irons. They all completed it satisfactorily. Barrie



Le Grove, Robin Davies, and Spencer Kirkham, the 'racers' all finished way ahead of scheduled time so were non-qualifiers, bet that hurts!

In the longer ride John Baldwin, Robert Downham, Peter Logan, Nicole Patterson, Clive Lett, Kevin Doe, Ken Newton and guest J.Roper aimed at 4 hours and easily qualified. In fact they were spotted hiding round the corner at Washington, before riding in to check with Tony, (he with the watch) Palmer.

Six, Phil Freat, Chris Rudd, Trevor Leeding, George Jimpson (junior) and Dad, Keith, with Rick Hughes went for 3 hours 15 minutes and also managed to meet the required schedule. A good effort that from young George especially having to keep an eye on Dad at the same time.

Alan Cooper, Dominic Maxwell and Darron Muggeridge (racers all of them!) charged round in 3 hours. Typing that my fingers got in a twist and 'Dominic' came out as 'Demonic' (thinks – I might use that some time).

It was a shame that Carey and Hugo McLaughlin didn't quite make it. They were home in 3 hours 12 minutes but had scheduled faster. Good ride though – expect Hugo was having to wait for his Dad, but whose fault was it that they went off course!

Everyone seemed to enjoy it and we gather that another might be included in the programme in December

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### DID YOU HEAR

About the member who travelled all the way to Scotland to ride a Sportive, only to find that he had not entered that one, but another south of the border and on a completely different date? Now we don't know for sure but we are guessing that it all comes down to clicking on the wrong box. Still we understand he managed to enjoy a good ride while he was there.

We look forward to having the full story Rocco.

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### EVENING TEN MILE SERIES EVENT No 6 – 23<sup>rd</sup> MAY

#### Full Result

1.	Simon Atkinson	22.08	8.	Phil Freat	24.47
2.	Kevin Wilson	22.56	9.	Chris Putnam	24.53 *
3.	Mike O'Gorman	23.00	10.	Martin Booker	24.58
4.	Carl Trevis	23.02	11.	Phil Young	26.42
5.	Mark Newnham	23.15	12.	Robert Downham	27.47
6.	Darron Muggeridge	23.41	13.	Joan Lennon	29.33
7.	Trevor Leeding	24.19			

\* includes 1 minute late start.

Another rain affected event with heavy showers and very cold. One particularly nasty shower as the first riders were due to start saw a number of bikes going back into cars. Both Chris Twine and Jeremy Wootton decided against riding in the conditions and this gave Simon Atkinson another chance for a win



and he took it by a margin. It was a fine ride on such an evening and with three wins and two second places to his credit as the series nears the halfway mark, he begins to challenge both Chris and Jeremy as the available rides remaining reduces.

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### THE 30 MILE CHAMPIONSHIP (26th MAY)

We have 150 members and of those around 40 or so show interest in our time trialling programme. Why then does all the interest disappear when the distance is just a bit more than you would take to go and fetch the paper? Our tens are well attended, but beyond that, and the usual little flurry of entrants for the early season 17 mile circuits, it all vanishes.

Apart from the Club's domestic programme there are open and Association events on our doorstep nearly every weekend, but we hardly scrape a team together. The 30 was incorporated in the Sussex Cyclists' Association promotion. Nice handy Ashington Headquarters and the local Ashurst circuit course and all we had were six entries which was very disappointing.

There had been some thought beforehand that we might have a chance of a team win as the big hitters from In Gear and Lewes were not entered, but that soon disappeared. A good number of our faster riders had not entered and unfortunately it was a morning when both Chris Twine and Jeremy Wootton were not at their best. Jeremy climbing off after 17 miles and Chris home in 1.11.05 some way outside his best.

The team result went to the Brighton Excelsior, which makes a nice change from the usual Lewes and In Gear domination. Brighton's super fast Steve Kane rocketed round in an event winning 1.06.02 and they scored again with a 1.10.39 from Mark Emsley. Their best three were six minutes too good for us, so it was clearly not something that our full entry could have prevented but it would have been good to have pressed them much more closely.

Simon Atkinson was our second counter behind Chris and it was a good effort of almost 25 mph to record 1.12.59 and Mike O'Gorman was the third man, (there was a film wasn't there?) with 1.14.08. These were both personal bests and, as they say, you cannot ask for more than that. Mike also picked up a win in the County event coming first in his age category.

Full result of the club event:

|    |                |         |       |         |
|----|----------------|---------|-------|---------|
| 1. | Chris Twine    | 1.11.05 | SC    | 1.11.05 |
| 2. | Simon Atkinson | 1.12.59 | 2.40  | 1.10.19 |
| 3. | Mike O'Gorman  | 1.14.08 | 3.40  | 1.10.28 |
| 4. | Alan Cooper    | 1.19.07 | 6.00  | 1.13.07 |
| 5. | Joan Lennon    | 1.35.28 | 23.00 | 1.12.28 |

It was apparent that some were not aware that when you enter an Open or Association event which incorporates our own Club Championship, riders have to enter both, The Open or Association event usually two weeks beforehand with form and entry fee to the event promoter, and also need to complete an entry form and pay the appropriate fees to Barrie Le Grove for the Club competition. The



Club entry 'technically' closes on the Tuesday before the event. This is to allow time for the Club event's handicapping to be worked out. In practise this rule, (by Tuesday) seems to be waived, simply to get as many in the Club competition as we can. It's enforcement would in fact have eliminated two of the six!

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## **THE RAY DOUGLASS MEMORIAL 25 - 19<sup>th</sup> MAY 2013**

With previous promoters standing down it was a relief to have a new promoter volunteer in Graeme Gill. It was all too easy though for the rest of us; "Ah good a volunteer, no need to worry any more". Well that, unfortunately meant that Graeme was left with little or no help and support, and while, on the day, he saw it all through with remarkable calm, including dealing with the accident, this was not the best running of the event in Ray's memory. There were particular problems with the result sheet, its format and distribution and in dealing with Cycling Time Trials in connection with the result and levies that did not reflect well on the Club.

Graeme admitted that "half of the time I don't know what I'm doing" and he did not have the computer skills or software, or whatever it is that you need to produce everything in the usual perfect form. In future, as you will have read in this issue, Barrie Le Grove will head up a small racing sub-committee specifically to assist promoters on such occasions.

Graeme could have done without the accident which occurred when Ian Brogden of Eastbourne Rovers was hit by a car near Capel. The car was we understand at fault, but a painful broken collar bone and lots of after event hassle for Ian. Mel Robertson fortunately thought to bring some accident report forms out with him so Graeme was with Ian's assistance able to complete these for Cycling Time Trials. He could though have well done without this incident. Although on the day we just about managed to man all necessary marshalling points and cover other important duties, Graeme was, only days before the event, still anxiously looking for help and this is a shame in a club of our size.

We hope that Graeme will agree to promote again next year and we trust that he will then have much better assistance from the Club, experienced and newer members alike all have a part to play.



The entry was down in numbers from previous years with 70 or so instead of the more usual 90 to 100, but this was one of the early events moved to the new course on the A24 and A29 (G25/45), while the roadworks continue on the A264 making the preferred (G25/53 ) unavailable, and that could have figured in the smaller entry.

We had no financial support, and that was another area of the event that Graeme knew nothing about. Several member's companies have helped us in previous years and were indeed wondering why they had not been approached in 2013. That would at least have allowed us to expand the prize list.

The event was won by Brighton Excelsior's Steve Kane who shot round in 53 minutes 30 seconds over a minute clear of Pete Morris of Lewes Wanderers in second place. We had just five riders, Kevin Wilson fastest on 59.21 (16<sup>th</sup>), Simon Atkinson 59.25 (17<sup>th</sup>), and Mike O'Gorman 59.58 (19<sup>th</sup>). These three aggregated a very respectable team time of 2.58.44, but they were well beaten by Lewes Wanderers whose fastest three totalled just 2.51.23. Alan Cooper in a debut 25 mile event did well to record 1.2.55 and Phil Frean finished in 1.6.27. Mike O'Gorman's effort won him yet another second place in the veteran's age standard category.

Since writing the above we have received a request from Graeme to pass on to all those who did assist him his very grateful thanks. As he says, no matter what duty you fulfilled, whether marshalling, timing helping with the results, or in the headquarters with the catering, the event could not have been run without you. The assistance before, during, and indeed after the event was very much appreciated.

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### SOME MISCELLANEOUS RESULTS

- 11<sup>th</sup> May            Mike O'Gorman rides the Old Portlians 10 and clocks 23.59 taking second in the Veteran's category.
- 12<sup>th</sup> May            The Norwood Paragon 25 gets entries from Mike O'Gorman 1.01.07, Mark Newnham 1.03.10, and Joan Lennon 1.24.53. A lesson to be learned from this one is to read very carefully the headquarters details provided by your start sheet. At Broadbridge Heath. It is usually the 'Village Centre' Wickhurst Lane, but this event instead used the 'Leisure Centre' also in Wickhurst Lane. The problem is that Wickhurst Lane at some point in the past was cut in half when the A281 was cut through to the south. While they may not be far apart physically, to get from one to the other needs a car journey of about a mile. The 'Leisure Centre' is over by the Supermarkets. This nearly caused a good number to have late starts and with a near five mile ride to the present start point in Kingsfold had some slightly more warmed up than usual.
- 18<sup>th</sup> May            Simon Atkinson 22.54, Mike O'Gorman 23.30 and Phil Young 28.23 rode the Southern Counties 10.
- 27<sup>th</sup> May            Bank Holiday Monday and Brighton Mitre stage all kinds of '10s' on the Wiston/Shoreham course. The 'Flat' one gave Chris Twine 22.38, Jeremy Wootton 23.03 and Carl Trevis 23.23. Jeremy won his age category.



Jeremy also rode the medium gear 10 and here he recorded 24.08. That's a heck of a fast cadence on a fixed gear of 72" achieved with a 48 x 18 ratio. Chris also doubled up with a ride in the 'Hilly'. This was the usual course back to the roundabout at Bramber Castle but then took a left fork to give riders the magnificent view at the finish at the top of Steyning Bostal. Chris made fourth place with 26.21.

1<sup>st</sup> June           Bec C.C.10 on a course in the Surrey hills, very lumpy apparently. Jeremy Wootton timed at 23.25 with Mike O'Gorman 12<sup>th</sup> on 24.08 but second in the veteran's category with a plus of 5 minutes 1 second. Olympic star Joanna Rowsell made it look flat with a time of 21.39!

2<sup>nd</sup> June           Old Portlians 25. Nice morning and some good rides. Chris Twine 57.26, Mike O'Gorman 59.49, (another PB), and second again on age standard, but see how those plusses are increasing, now up to 13.04, Mark Bernhardt, "head not feeling right but legs were O.K" also just squeezed under with 59.56. Nathan Gale timed at 1.7.50.

8<sup>th</sup> June           In the Surrey/Sussex Veteran's Time Trial Association 10 mile championship on the A22, East Sussex course, Mike O'Gorman came close to lifting the Championship trophy. His time of 24.20 in very blustery conditions was good enough for 9<sup>th</sup> overall and second (again) in the age standard championship. The £25 prize was a nice bonus anyway.

15<sup>th</sup> June          Team Axiom 10. On the A3 near Liss. (Course P881/10) "Ridiculously windy" said our reporter, but Jeremy Wootton managed 22.12, and Mike O'Gorman 22.30 which was only 5 seconds off his best.

16<sup>th</sup> June          Team Axiom 25 over on the same roads (P885/25) as yesterday. We had three entries but they were to have very different fortunes. Jeremy Wootton punctured and did not finish. Mark Newnham had some mechanical problem and could not start. Mike O'Gorman showed them what they had missed by knocking 1 minute 47 seconds off his PB scorching home in 58.02.Brilliant.

29<sup>th</sup> June          Alton C.C. 10 on the H10/8 course at Liss. Mike O'Gorman records 22.49 finishing 19<sup>th</sup> in a field of 90. He also picks up second place award in his age group.

30<sup>th</sup> June          On the following day Mike dives from west to east to ride the Lewes Wanderers 30 mile event on the A22 in East Sussex. He gets another personal best, now down to 1.13.15. This time he was 14<sup>th</sup> out of 60 and third on veteran's age standard. Chris Twine also rode but went off course.

20<sup>th</sup> July          Mike O Gorman rides the Crawley Wheelers 10 on what he described as the "Hilly Surrey Course" He managed a course PB of 23.47 and 3<sup>rd</sup> on standard.

21<sup>st</sup> July          We have five entries in the Brighton Excelsior 25 but only three start. Because of road works on the Steyning Bypass the course was one and a half laps of the Ashurst circuit. Trevor (born again) Leeding whips round in 1.2.20. Darron Muggeridge clocks 1.5.57 and Joan Lennon finishes in 1.17,20.



Also on this day Mike O travels out to the A31 Bentley bypass for the Hounslow 25. Obviously worth the trip for he records a second best ever of 58.16 and 5<sup>th</sup> in veteran's category.

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### IMPROVEMENT AT HIS AGE.....RIDICULOUS !

Well no, apparently not. Mike O'Gorman, he of three score years and then some, provides an emphatic denial. He has not left it too late and he most definitely has yet to pass his 'best before date'. You may rightly think that the significance of an improvement depends on the starting point for if he was taking 30 minutes for a 10 then to improve on that would not be anything special. So just take 2012 for his base and we see that here he was on 22.56 for 10 miles and 1.00.29. for 25 miles. These are certainly not pushover times. His efforts this season though have been quite remarkable, and this despite the loss of the usual and generally preferred 25 mile course and the fact that most of the time events have suffered from very cold and windy conditions. It has not generally been a year to assist records or improvements.

If the guy was 16 instead of 61 (well it's about that) you would be looking for faster times in every ride, but this is well past the best before date for most of us and he just rocks on. He is very dedicated, he reads, he listens, he learns and he applies and plans and above all he enjoys.

So far he has improved his 10 mile time on no less than six occasions reducing it to 21.58. His 25 personal best he has lowered five times and that now stands at 58.02. He has also knocked time off various course PB's and turned in a lively 30 mile debut of 1.14.08. \*\*\* and see miscellaneous results for 30<sup>th</sup> June – now down to 1.13.15.\*\*\*. We anticipate more and look for a 50 mile time in the region of 2 hours 5 minutes before the season is out.

He is picking up age category and veteran standard awards nearly every time he rides. He does though complain these are more second placings than first, but Mike they will come..... they will most surely come

Well done Sir, and more power to your pedals.

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### THERE'S BEEN A MARRIAGE IN THE CLUB

On Thursday 13<sup>th</sup> June, yes mid-week, and on the tiny romantic island of Wight on the south side of the Solent, presumably so that no-one would know, Nicole Patterson, elite lady triathlete was melted by the furnace of iron-man Clive Lett. Rings were exchanged in the shadow of waving palms, well Clive said his hands were all clammy, and all the other necessary formalities were completed in the Church of the Holy Cross at Binstead near Ryde.

Fortunately some members had got wind of the forthcoming event and made the crossing to the island to ensure that all went off satisfactorily. Making sure that no one spoke up when the Vicar said "If any one knows why ..... you know the kind of thing.... Everyone, we can happily report, held their peace!



These same club members were, despite attempts by Nicole to get them lost on the Island with a 13 mile route to the reception, able to gatecrash the post ceremony festivities. These were held on the beach at Gurnard. The sand was in, so everyone retired to The Gloster, a very pleasant hostelry offering excellent food and beverages all of which was absolutely free and could perhaps be included in future club runs lists. It would be worth the ferry fare. Nicole's attempt to lose us all failed because she forgot that we were all veterans of the Round the Island rides in previous years.

It was all a most joyous occasion and after the embarrassment of Clive when around half a dozen ladies were seen to be returning their keys, he recovered both his composure and his wife by presenting her with a superb custom built and personalised road bike in a delightful shade of 'Nicole Pink'.

"Nicole Lett", makes the Ed think of something that is prescribed for people who wish to stop smoking but we noticed from the new bike that a hyphen has been adopted. So we think it will be Nicole Patterson-Lett. Hope she doesn't win too many club trophies think of the engraving costs!

Our jokes to one side, we wish both of you every happiness love and good fortune in the future.

A photo of the happy couple appears on the back cover.

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### IN ANCIENT ISRAEL.....

It came to pass that Abraham Com did take unto himself a young wife by the name of Dorothy. Dot Com was a comely woman, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com. And she said unto Abraham, her husband, "Why dost thou travel so far from town to town with thy goods when thou canst trade without ever leaving thy tent?" And Abraham did look at her as though she were several saddlebags short of a camel load, but simply said, "How, dear?" And Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale, and they will reply telling you who hath the best price. The sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)." Abraham thought long and decided he would let Dot have her way with the drums. And the drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever having to move from his tent. To prevent neighbouring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures – Hebrew To The People (HTTP). And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS.

And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land. Indeed he did insist on drums to be made that would only work with Brother Gates' drumheads and drumsticks. And Dot did say "Oh!,



Abraham, what we have started is being taken over by others.” And Abraham looked out over the Bay of Ezekiel, or eBay as it came to be known. He said, “We need a name that reflects what we are.” And Dot replied, “Young Ambitious Hebrew Owner Operators.” “YAHOO,” said Abraham. And because it was Dot’s idea, they named it YAHOO Dot Com. Abraham’s cousin, Joshua, being the young Gregarious Energetic Educated Kid (GEEK) that he was, soon started using Dot’s drums to locate things around the countryside. It soon became known as God’s Own Official Guide to Locating Everything (GOOGLE) .

That’s how it all began.

And that’s the truth.

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### EVENING TEN MILE SERIES EVENT No 8 – 6<sup>th</sup> JUNE WASHINGTON COURSE

We move on to number eight because number seven was washed out with dangerously wet conditions. There was a good entry and with eight inside the 25 mph mark some very encouraging signs of form emerging with all of those well capable of continuing that speed through to the 25 mile distance.

#### Full Result

1.	Chris Twine	22.06	14.	Rick Hughes	26.13
2.	Simon Atkinson	22.10	14.	Phil Freaan	26.13
3.	Jeremy Wootton	22.44	16.	Phil Young	27.02
4.	Carl Trevis	22.51	17.	Barrie Le Grove	27.48
5.	Mike O’Gorman	23.01	18.	Peter Rowe	27.58
6.	Mark Bernhardt	23.02	19.	John Lucas	28.07
7.	Kevin Wilson	23.10	20.	Robert Downham	28.28
8.	Mark Newnham	23.35	21.	Colin Miller	28.34
9.	Chris Putnam	24.05	22.	Keith Jimpson	29.05
10.	Alan Cooper	24.10	23.	George Jimpson	29.27(Jun)
11.	Dominic Maxwell	24.57	24.	Graeme Gill	29.31
12.	Trevor Leeding	25.07	25.	Joan Lennon	29.43
13.	Alan Orman	25.55			

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Did you hear about the guy who said ‘He would kill for a Nobel Peace Prize’

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### CLUB 25 MILE CHAMPIONSHIP 9<sup>th</sup> JUNE on COURSE G/25/95



The winner of this event should also qualify for some bonus points towards the Club's Tourist Trophy competition later in the year. This course is only used once in every season and only by ourselves.

It was introduced when other courses were unavailable and it stands like a poor relation waiting for our annual visit. The "Goose Green" course it is called because that is where it starts and finishes. Do you know where Goose Green is? I didn't and now that I've done the pushing off at the start point and the recording at the finish I still don't. I can identify farms and woodyards in the area, but Goose Green; no. It doesn't seem to warrant a name board. To get to it take the Billingshurst road from the north end of Ashington and stop about half a mile past the alpacas on the north side!

If you've found the start you will be sent off heading east and when you get to Ashington make sure you go under the A24 and head south to Washington Roundabout. Ah! Now you are on familiar ground, so go left through where the evening tens finish and take the second left at Buncton. Pass the Church on your right and continue through Hole Street... that's right, you are now back on the A24. Take care here for there's a cycle race on and you might be overtaken by one of the later starters. So, on you go down to Washington for a second look at the roundabout and once again you go left towards Steyning, but this time at the Wiston cross roads you have to go straight on.

For a while now you will be familiar with the route as you turn north up the B2135 and pass through Ashurst and Partridge Green. At the A24 junction at the north end of the course you turn south, but on reaching Ashington you dive off to the left and then go right at the roundabout under the A24. You are now heading west and you can sprint to the finish. Not too complicated for a touring minded person but the brain does tend to cloud over a bit when you are striving to propel the machine at 25+ mph. In this event one private time trial rider managed to turn left before Washington to cut the corner off, staggering up past the quarry and another forgot to turn left on the B2135 and lost around a minute and a half in retracing.

We had seventeen up for the cup but three were non starters. The full result below shows a very competitive event and some good rides on a distinctly rural course. The handicapper was correct in his placings save that Carl Trevis nipped ahead of Mike O'Gorman and Mark Newnham might have headed Darron Muggeridge had he not gone off course. Complaints that Simon is picking up too many wins in the handicaps have been noted but with all his improvements this season the handicapper is clearly having a job to keep up.

#### Full Result

1. Simon Atkinson	59.04	1.30	57.34
2. Mark Bernhardt	1.00.42	1.50	58.52
3. Kevin Wilson	1.00.47	2.30	58.17
4. Carl Trevis	1.01.15	3.30	57.45
5. Mike O'Gorman	1.01.44	3.00	58.44
6. Darron Muggeridge	1.03.49	5.00	58.49
7. Mark Newnham	1.05.00	4.20	1.00.40
8. Chris Putnam	1.05.43	6.00	59.43



9. Alan Cooper	1.06.20	6.00	1.00.20
10. Trevor Leeding	1.07.15	8.00	59.15
11. Dominic Maxwell	1.07.39	7.20	1.00.19
12. Phil Freaan	1.08.01	8.30	59.31
13. Lee Barber	1.11.05	9.00	1.02.05
14. Barrie Le Grove	1.17.11	15.00	1.02.11

Jeremy Wootton, Phil Young and Martin Booker were the non starters

Awards:

Scratch (Champion for 2013) Simon Atkinson

2<sup>nd</sup>. Mark Bernhardt

3<sup>rd</sup> .Kevin Wilson

Handicap Simon Atkinson

2<sup>nd</sup> Carl Trevis

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### KEV GOES TO IRELAND

One of our top and very popular riders Kevin Wilson has, because of employment relocation had to move back to Ireland. He produced many excellent rides in our colours. Two that come to mind are his superb debut '100' in August last year when he so nearly took the Club championship finishing with a time of 4.19.09 and pushing Mark Bernhardt every inch of the way. The other was his ride in the Southern Counties '50' last year which incorporated our championship. We had 10 entries but the weather was so awful that only Kevin started. Of a total of 102 entries only 35 came to the line and even less finished. The rain was incessant and torrential and there were inches of water on the road. He finished 11<sup>th</sup> with a time of 2 hours 4 minutes 10 seconds which was a remarkable effort.

Kevin writes " *As a few of you know I'm heading back to the Emerald Isle due to my job location and I just want to say thanks to everyone at the Club for making the (nearly) three years as a member a very enjoyable experience!*

*I chose WECC from the variety of Clubs in the area after a phone call to Mike Irons who was friendly and full of craic, no he wasn't wired on drugs, that's just something we say back home! I was welcomed in from day one, even though most didn't have a clue what I was saying, and thoroughly enjoyed all the stories and banter at the open, club and social events.*

*Cheers particularly to Mel (Roberton) for guiding me through the Open TT process and Don for shouting at me at most events ( I think there were a few threats in there also!), the one which really sticks out is the 100m TT 2012- it was like Stan growling at me but really did the trick!*

*As with the advancements in communications these days I will be keeping up with all the latest WECC action via Facebook and will hopefully fly the bike over during the season for a few races! How does an Irish team coming over for the Inter- Club sound???*

*To all the guys, best of luck for the rest of the season and keep up the great results, this year was no doubt the closest competition I've seen.*

*Especially best of luck to hard man Simon Atkinson on his world record attempt, Chris Putnam on his Alpe D'Huez triathlon (hope to get over to beat you on the hill climb again fella ha ha !), Chris Twine, Mark Newnham and the*



*legendary Mark Bernhardt in the 100m and 12/24 hours. Mike ('Tony Martin') 'Gorman with the rest of his record breaking season.*

*Not forgetting everyone else riding the sportives, time trials, road races, track races, And charity rides-Best of luck and keep it between the hedges.*

*Catch you all soon.*

*'Aqua' Kev Wilson."*

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### NEW MEMBERS SINCE LAST ISSUE

Welcome to: Robert Carslake and Tom Hunt both based in Worthing also Paul Townsley who hides out behind the Downs in the village of Fulking. It is also reported that Ian Leeding, a former member, but now living in Redhill and racing for the Redhill club, has rejoined us as a second claim member. Probably thought that he ought to keep his eye on brother Trevor!

We hope you have a long and happy membership and that you will take part in our events and rides and in due time become more involved with the Club and its organisation.

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### EVENING TEN MILE SERIES No 9 -13<sup>th</sup> JUNE

A smaller entry but Chris makes it win number three to match Simon. While Simon has already six qualifying rides Chris has still to do two more. Simon seems to be getting closer as well. Exciting stuff!

#### Full Result

|                      |       |                    |            |
|----------------------|-------|--------------------|------------|
| 1. Chris Twine       | 21.53 | 7. Dominic Maxwell | 25.05      |
| 2. Simon Atkinson    | 21.57 | 8. Allan Orman     | 25.24      |
| 3. Mike O'Gorman     | 23.14 | 9. John Lucas      | 27.35      |
| 4. Jeremy Wootton    | 23.29 | 10.Keith Jimpson   | 29.02      |
| 5. Chris Putnam      | 23.48 | 11.George Jimpson  | 29.38(Jun) |
| 6. Darron Muggeridge | 24.18 |                    |            |

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### TRIATHLON G.B.REPRESENTATIVES FROM WORTHING EXCELSIOR

Steve Feest has qualified to represent Great Britain in the London ITU Sprint Distance Triathlon Championships which is part of the World Triathlon Grand Final in London in September. Some 5000 athletes from all over the world will fight for world championship titles at the five day event. The courses and venues to be used will be the same as those which hosted the Olympic events last year.

Joan Lennon is also representing G.B. in her age category for ladies but over the longer distance.



Interviewed by the Worthing Herald Steve said that he would be flying the flag for Worthing Striders, Tuff Fitty Tri-Club and for Worthing Excelsior Cycling Club.

We wish you both the best of luck and look forward to results and a report for our next issue.

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### GO ON, PULL THE OTHER ONE!

A motorway walked into the pub, went up to the bar and to the puzzlement of the bartender, ordered a pint of bitter and sat down.

A few minutes later a strip of tarmac came in: the motorway blanched, bent down and scurried behind the bar and hid.

Bartender: "What's the matter with you?"

Motorway: "Don't let him see me"

Bartender: "Why ever not ?"

Motorway: " You don't know him like I do – he's a cycle path"

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### VATTERNRUNDAN

*Its been a couple of days since our bicycles were loaded onto a van to start their road trip to Sweden, and I am about to get on a plane for the first time since 1989! We have just met the rest of the 25 riders in Team Cyclists Fighting Cancer at the airport, and the adventure is starting. A few hours later and we are stuck in a Swedish rush hour on a coach, but by Thursday evening we are settled in our lodges and awaiting the arrival of the bikes. The setting is amazing, the lake shore is about thirty feet away from our balcony and some people brave the cold water for a swim. We have all been into town and collected our numbers and had timing chips stuck on our helmets. The organisation is smooth, no queues and no hassle, even though tomorrow it will take more than ten hours to start all the riders!*

*Friday afternoon is spent resting and carb loading, and of course tinkering with the bikes. Most of the rest of the team think I am mad riding a steel singlespeed, especially the chap on an S Works.....*

*Our start time is 20:30 and we are ready to go in good time. The riders are sent in groups of about forty every two minutes, so we all set off together, the organisers spot all the matching jerseys and interview us, in perfect English. Each group follows a motorcycle for the first mile or so, until the roads widen, and then we're off. Immediately the really keen riders speed off and set a blistering pace. I decide upon a different strategy and find a steady pace, although it could've been the head wind. A few hours of riding and I arrive at the first food station. There are plenty of toilets, free water and energy food, a live rock group and hoards of spectators. In fact, there have been people lining the route from the start, all offering cheers of encouragement. After a brief stop I team up with Ben and we stay together for the rest of the ride. Shortly after we round the southern most point of the lake and the wind is more useful. By this time we are all using lights, and at times we are completely alone. Occasionally we hear a call from behind*



and move to single file, shortly after a team of riders will whiz past, and if we are lucky we can catch a draft with them for a while. On other occasions we look behind to see we are leading a small group, and with an elbow flick another rider will take the lead for a while. This pattern continues for hours, I have no concept of time or distance as I deliberately didn't use any type of GPS. A few more comfort stops and we no longer need our lights.

The final stretch into town is the worst bit, although during the night there was a very long cobbled hill climb to contend with. As we round the last few corners and follow the shoreline to the finish the crowds go four deep. Some riders sprint for the line, but Ben and I sit up and shake hands, crossing the line together. Mike from CFC is waiting for us, and looks after our bikes while we get our complimentary finishers meal and drink. He tells us that some of our team have finished in under ten hours, and that my school friend Ken achieved his goal by coming in at 11 hours 50 minutes. Myself and Ben, we had a total time of fifteen hours, with thirteen hours riding, and an average speed of roughly 14.5mph, and we finished at around midday, so I have tan lines from my bibs!

The organisation of this event, which doubles the population of Motala every year, was faultless. The attention to detail provided by our team leader Mike meant that we had the experience of a lifetime that we will never forget. Next year is a special anniversary year for the Vatternrundan, and Cyclists Fighting Cancer Charity is intending to take forty riders, so if you are after a really unusual challenge get in touch with him soon as spaces go fast!

A few weeks after the event Mike contacts us and asks if we could deliver a special bicycle to a young man who is recovering from cancer. We are delighted to be asked, and the hand cycle arrives at Bens house midweek. The following Saturday we meet Sam. He was diagnosed less than nine months ago, and his cancer required the removal of his left leg. Sunday is his 17th birthday and he is already planning a ride with friends and family. We worked hard to raise money for the charity, and now we have seen the happiness it can bring first hand.

Jeremy Strutt

A photo of the presentation of the bike to Sam is on the inside back cover



## RUNNING OUR TIME TRIALS

At the Club's June Committee meeting it was decided to have a sub-committee to organise and promote all of our time trial programme. Many hands make light work and whether you have experience or not to help gets you more involved and you will gain more from your membership.

Barrie Le Grove, our Events Secretary, has volunteered to head up the sub-committee which he hopes will comprise of three or four persons and is open to anybody in the Club. Barrie will be the sub-committee's representative at our full and regular monthly committee meetings. If you are interested or have any questions as to what may be involved you can telephone Barrie or contact him by eMail the details are on page 1.



We shall as indicated earlier in this Mag. be looking to set up a rota for pushing off and recording at the evening tens, and how about learning to do some timekeeping, or just making yourself available for marshalling now and again. Remember it's not just about "what can I get out of the Club" but "what can I put in". Even if you are regularly racing it would still be helpful if you could make yourself available to help as well now and again.

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## CLUB 50 MILE CHAMPIONSHIP Incorporated in the Southern Counties event on 23<sup>rd</sup> June

We were unable to get our usual reporter out to this one so details are sketchy. We had five entries but Jeremy Wootton overslept so that left four. Of these Chris Twine produced a personal best to finish in 7<sup>th</sup> place with a time of 1.58.57. Simon Atkinson, on his debut at the distance produced a very creditable 2.5.54. Giving him 16<sup>th</sup> place. Mike O'Gorman also riding the distance for the first time clocked 2.9.20 in 23<sup>rd</sup> spot but he grabbed a bonus in the form of third on veteran's standard. Our fourth finisher was Phil Freaan again a first timer and he was home in 2.22.07.

The weather was we are informed "very windy, once again" and apparently our best three aggregate gave us second team place behind Lewes Wanderers

The Club result then with handicap was:

1.	Chris Twine	1.58.57	sc	1,58.57
2.	Simon Atkinson	2.05.54	2.00	2.03.54
3.	Mike O'Gorman	2.09.20	6.00	2.03.20
4.	Phil Freaan	2.22.07	20.00	2.02.07

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## CLUB DINNER PRIZE PRESENTATION and PARTY FRIDAY NOVEMBER 15<sup>th</sup>

**This is our big social event of the year. It is informal and includes a three course meal with wine. All the seasons prize winners receive their trophies and medals and there is always a giant raffle some times a quiz (but you don't have to do it) and we finish up with a disco. Ticket prices for the fourth year running. (The chancellor would not allow an increase) are held at £22 per head. Don't miss it. Give your names to Ed. as soon as you like.**

**Money will be collected during October. It may be necessary to limit numbers so get in early.**

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## EVENING TEN MILE SERIES No.10 - 20<sup>th</sup> JUNE

A better entry, a better evening and some more good times and personal bests. Chris Twine's effort brings him very close to that Club record of Peter Danckwardt set in 1987 of 20.50. It must go soon!



### Full result

1.	Chris Twine	20.56	12.	Rick Hughes	24.35
2.	Mark Bernhardt	21.39	13.	Lee Barber	25.24
3.	Simon Atkinson	21.47	14.	Barrie Le Grove	25.47
4.	Mike O’Gorman	21.58	15.	Phil Young	25.49
5.	Kevin Wilson	22.27	16.	John Lucas	26.02
6.	Alan Cooper	22.42	17.	Robert Downham	26.59
7.	Mark Newnham	22.45	18.	Hugo McLaughlin	27.12(Jun)
8.	Chris Putnam	23.12	19.	George Jimpson	27.42(Jun)
9.	Trevor Leeding	23.45	20.	Colin Miller	27.50
10.	Nathan Gale	24.31	21.	Keith Jimpson	27.52
10.	Alan Orman	24.31			



## SUPER FAST FIFTY

One of the Club's trophies competed for annually is The Richard Shipton Cup presented in memory of Richard who was one of the fastest riders and most prolific record performer and who died tragically during a 100 mile event in East Sussex some years ago. His widow generously provided the trophy and it has been awarded every year since to the rider with the fastest 50 mile time during the season.

Chris Twine won it in 2012 when riding the East Sussex event where he just squeezed under 2 hours with a PB of 1.59.50. The course is almost twice round the 25 course and entirely on the A22 road south of Uckfield, not too bad if conditions are good. Well, on 14<sup>th</sup> July Chris rode the event again and conditions were good. He had already slightly improved his PB with his ride in the SCCU event, bringing it down to a 1.58.57, but he had been showing great form in the evenings tens and he scented a chance to grab more minutes from the PB.

He was timed at 25 miles in 57 minutes 23 seconds and we wondered if maybe he had started too fast. We should not have doubted for he rode a perfectly paced ride covering the second half in 57 minutes 10 seconds to give him a superb time of 1 hour 54 minutes 33 seconds There are other 50's that could be ridden this season but we think that trophy is staying on the same mantelpiece for another year. It is still outside of the Club record held by Keith Dodman who managed an extraordinary ride in Yorkshire way back in 1978 of 1.53.04, but it is definitely the fastest ever recorded by one of our members in the County.



## EVENING TEN MILE SERIES EVENT No.11 – 27<sup>th</sup> JUNE

## Full Result

1.	Chris Twine	21.09	10	Rick Hughes	25.25
2.	Simon Atkinson	22.23	10	Phil Young	25.25
3.	Mike O’Gorman	22.31	12	Barrie Le Grove	25.48



4.	Mark Newnham	23.06	13	Lee Barber	26.01
5.	Chris Putnam	23.24	14	John Lucas	26.31
6.	Trevor Leeding	23.56	15	Peter Rowe	27.33
7.	Martin Booker	24.02	16	Joan Lennon (L)	28.41
8.	Jeremy Wootton	24.46	17	Graeme Gill	29.16
9.	Nathan Gale	24.51			

\* Jeremy's time includes 2.30 for late start.

A warm evening with just light winds but spoilt by a light drizzle.

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### EVENING TEN MILE SERIES EVENT NO.12 – 4<sup>th</sup> JULY

#### Full Result

|     |                   |       |     |                 |            |
|-----|-------------------|-------|-----|-----------------|------------|
| 1.  | Chris Twine       | 20.50 | 11. | Barrie Le Grove | 26.05      |
| 2.  | Mark Newnham      | 23.03 | 12. | Peter Rowe      | 26.32      |
| 3.  | Alan Cooper       | 23.10 | 13. | Phil Young      | 26.57      |
| 4.  | Chris Putnam      | 23.29 | 14. | Colin Miller    | 27.26      |
| 5.  | Martin Booker     | 23.51 | 15. | Keith Jimpson   | 27.37      |
| 6.  | Trevor Leeding    | 23.56 | 16. | Andrew Lock     | 27.46      |
| 7.  | Darron Muggeridge | 24.16 | 17. | Robert Downham  | 28.01      |
| 8.  | Rick Hughes       | 24.56 | 18. | George Jimpson  | 28.35(Jun) |
| 9.  | Mike O'Gorman     | 25.05 | 19. | Joan Lennon (L) | 29.10      |
| 10. | Nathan Gale       | 25.52 | 20  | Graeme Gill     | 29.16      |

That Club record has got to go soon, Chris's effort this evening equalled it. Times otherwise seemed a bit slower and we don't usually have a gap between first and second of over 2 minutes but a number of the faster riders were missing and Mike O'Gorman was left somewhat bemused by his way off form ride. Probably in need of a break!

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### EVENING TENS – A 1982 COMPARISON

A faded cutting from 'The Messenger' that year tells us there were 15 races and Paul Toppin was the Series winner, coming first no less than 13 times. His fastest ride was 22.42. Andrew Lock (heard of him somewhere!) was 2<sup>nd</sup> and on the way recorded the fastest schoolboy (under 16) time of 32.15.

Another statistic is more difficult to swallow, they estimated that 2000 cups of tea had been served. That is an average of 133 for each event . . . . .!

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### THERE GOES THE RECORD!

### EVENING TEN MILE SERIES EVENT No.13 – 11<sup>th</sup> JULY

#### Full Result

|    |                |       |    |                 |       |
|----|----------------|-------|----|-----------------|-------|
| 1. | Chris Twine    | 20.47 | 8. | Peter Rowe      | 25.47 |
| 2. | Jeremy Wootton | 21.15 | 9. | Barrie Le Grove | 26.04 |



|    |                |       |     |                 |            |
|----|----------------|-------|-----|-----------------|------------|
| 3. | Alan Cooper    | 22.52 | 10. | Andrew Lock     | 26.16      |
| 3. | Chris Putnam   | 22.52 | 11. | Jack Shepherd   | 26.38(Jun) |
| 5. | Trevor Leeding | 22.55 | 12. | Keith Jimpson   | 26.42      |
| 6. | Martin Booker  | 23.19 | 13. | Tony Eveleigh   | 26.53      |
| 7. | Phil Young     | 25.26 | 14. | Joan Lennon (L) | 27.31      |

A good evening and Chris duly delivered the new record. He did though look wistfully at the two guest rides of Chris McNamara (Pedal Heaven) 19.44, and Mark Clothier (Southdown Bikes) 20.08.

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## TWO – UPS

At the beginning of every season there's always a number of these events, there is also, locally a popular one in October promoted by the Lewes Wanderers. I've ridden many, both the normal two-up where it is intended that the work load should be shared, and the Grand Prix type where the veteran rides the whole event, save, perhaps for the last 200 meters, tucked closely in behind his pacers rear wheel. They make a nice variation to the normal solo programme.

I've never been dropped in any of the two-up events, although there have been times when the pacer has had to ease off a bit and that is not because I've been particularly good, its because I've always agreed with my partner the way we shall communicate and so ensured that we always stayed together. Since I have stopped racing I take the opportunity to get out and watch events instead and I am amazed at how often you see teams that are anything from ten to a hundred yards apart, which is absolutely pointless. It is after all the time of the second rider over the line at the finish whose time counts.

It is important to consider carefully who you are going to ride with. If it is a standard two-up where the object is to share the effort and enhance the performance then it is obviously necessary to team up with a rider of similar capability. If, however, it is a Grand Prix two-up where the veteran is to stay on the back, then the work load between pacer and paced is substantially different and a pairing of similar ability here would be pointless, as the one on the back would not be extended, it would be like riding on the rear of a tandem with one's feet on the handlebars! The pacer would need to be considerably faster, say around five minutes on current '25m' times. It is a great deal harder on the front and there is no point in the paced guy just having an easy ride, both need to be fully extended. To get the best result from the team the pacer needs to ride like he is doing a solo and the pacer needs to be totally concentrated on that back wheel .

Never let a gap of more than a yard open between you, perhaps extend this to two or three yards at junctions or roundabouts. You must agree a communication beforehand, a shout of "easy" if three yards becomes four, and the pacer will know to just ease the pressure, he doesn't freewheel or brake, and then, unless you repeat the call, he will slowly build up to full gas again. If the paced rider is really having trouble then the pacer will have to slow and make sure that the paced rider can remain in contact. If on the other hand he recovers or the pacer is now going too slowly then he can shout "O.K". Far more time will be lost if a rider drops right away than would be the case by slowing down in good time and



staying together. The most likely places for gaps to occur are at the tops of hills or at junctions or roundabouts and, there's always the possibility of being split by traffic, again it is essential to be aware of that possibility and to get together again as soon as you can.

In a standard type of two-up you should change almost constantly, the fitter you are and if you are well matched this is where the full benefit of team riding is found. Perhaps half a minute each at the front would be good and then the change needs to be smooth not with a surge and the changes if well oiled become like a rotation rather than a dropping back and a going forward. In practise it may well be that one or the other is going better on the day and then it is a case of the stronger doing a slightly longer spell up front. You need to be very 'honest' with each other not staying on the back longer than necessary and not going forward too soon when all you are going to achieve is to bring down the team's speed.

If you can, try to get some practise runs before the event, starting at moderate speed but perfecting the changes, this will increase confidence in each other and you can then try at higher speeds. There are several different schools of thought as to the method of overtaking always bearing in mind that traffic will be coming past. Should it be on the inside or the outside? I feel that both are fine but road circumstances can make a difference and offer an obvious choice. Front rider moving slightly out indicates come through on the inside or if he's keeping tightly in then it indicates come by on the right. If the road is clear a roundabout will offer an opportunity for change.

If it is a windy day then, if it is head on it is even more important to keep the changes of shorter duration, and if there are side winds it is sensible to echelon slightly, either slightly to the left or slightly to the right of the back wheel.

The pacer needs to keep maximum vigilance ahead and shout, or by hand indication, give warnings of any hazard in front, be it slowing traffic or a nasty pot hole. The paced rider can help by warning of anything coming in close from behind and also give some hand signals to traffic coming from behind for example to stop them splitting you on a roundabout that you are fast approaching.

Finally, although this should perhaps have been included at the start of this item, don't just pick your mate unless you really are well matched or suitable for the type of two-up that you are considering. If it is a Grand-Prix type of event, yes you could ask me, so that your team gets a whopping great standard allowance, but we're not going to go very quick and that's what it's all about!!

Don

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Did you know that 99% of lawyers give the rest a bad name?

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### EVENING TEN MILE SERIES EVENT NO.14 - 18<sup>th</sup> JULY

#### Full Result

1.	Mike O'Gorman	22.20	12.	Phil Young	26.08
2.	Mark Bernhardt	22.27	13.	Peter Rowe	26.19
3.	Simon Atkinson	22.32	14.	Andrew Lock	26.48
4.	Trevor Leeding	22.52	15.	Keith Jimpson	27.11



5.	Mark Newnham	23.09	16.	Hugo McLaughlin	27.24
6.	Martin Booker	23.48	17.	Colin Miller	27.25
7.	Darron Muggeridge	24.08	18.	Graeme Gill	28.01
8.	Nathan Gale	24.09	19.	George Jimpson	28.07(Jun)
9.	Allan Orman	25.13	20.	Joan Lennon (L)	28.18
10.	Nolan Heather	25.51	21.	Carey McLaughlin	28.54
11.	Barrie Le Grove	26.02			

Well that is the end of the series for 2013. Fourteen events but two lost through circumstances beyond our control. It was the first series under the hand of Barrie Le Grove and he had a hard act to follow in taking over from Mel Robertson. How did he do? We reckon the answer to that is brilliantly, he was soon into the swing of things, always remaining calm under pressure and he even managed to make time to ride six of the events as well and so qualified for a place in the overall. Thank you Barrie.

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## ROAD TRIP – LONDON to EDINBURGH – 450 Miles

### Day 1 - 107 miles Elevation 3803 feet

*Day 1 was certainly the most interesting of days, I had arranged (bribed) someone for an early lift into Central London, the depart time was 7.30am, so I left the house at 4.30am. The start took place at Tower Bridge and with glorious weather and the sun rising behind the bridge it really was an iconic place to start, the race was organised by Rat Race and the start was reasonably well organised. They gave me an enormous number to stick on the front of my bike and all I could think of was "how much bloody wind resistance is that going to create" however I could see from my fellow competitors that they had cunningly bent it around the front of the frame "good plan". After a visit to the portaloo to further improve my power to weight ratio it was off to the start line.*

*At the start line, we were going out in small groups, I set out with a tandem and a Pinerello, I could tell that the Pinerello would be slower than the tandem by the look of the city type on it, but he did get a lot of coos and aahhs over his bike. I was also with a French chap with enormous calves on an older Trek and a plump Scots bloke with little legs.*

*We set off and I had my first experience of cycling in London, Me, big calves and plump Scot went on ahead and it was not long before a van nearly took out big calves as he went down the inside of the traffic and a van decided to turn left. Big calves managed to do a "stoppie" and disaster was averted, well for 5 minutes at least.*

*As I was thundering along with my new friends behind me I saw a rubbish truck turning, and cycled behind it, I then heard the reversing beeps go on and a crash behind me, Plump Scot had followed me, heard the beeps, panicked and cycled into a lamp post, his bike seemed OK and he was sporting a few bruises, the bike made some new noises when he set off, but he was OK and hitting the lamp post was better than being under a lorry. Cycling in London is horrible and I could not wait to get out, so I sped up and dropped the other two, I did not like all the traffic lights and all the clipping in and out. Whilst clipping out at one set of*



lights I realised that my right cleat had almost worn out, oops, piss poor planning and all that!

Anyway the day was sunny and warm and when we got out of London the roads improved and I was the first cyclist to arrive at the feed station, followed soon by big calves. They had sandwiches which is so much better than all the sweet stuff they normally have, so I stuffed my face. I then said to Big Calves to hold on whilst I come with him, I think he said "Qui" but he just kind of looked nonchalant, so we set off and I was peddling hard to keep up, then I was gasping, then I was thinking "sod this" this man is an animal! So I retreated to a more comfortable place where things did not hurt. 1- 0 to the French.

Well they say bad things come in three's so after Plump Scots affair with a lamp post, it was my turn of bad luck, I must have hit a rock and sliced the side of my conti 4000's (I love these tyres, but this is the second time a tyre has been wiped out on the sidewall) so not an easy repair, for a minute I thought I had it sussed as I looked in the verges for litter that might fill the hole, I completed the repair with some cardboard, but it looked dodgy so I called the organisers for a new tyre. I soaked up the sun and waived to hundreds of cyclists as they went past. Plump Scot stopped on his way through and he seemed fine, so that was good. When the van arrived the mechanic thought he did not have a tyre, then thought for a minute and produced from the back of his van on a rusty wheel a well worn 28mm Tyre, he must have seen the look of horror on my face, as he did apologise about it, but we had some luck as a support motorbike drove past which we stopped and they produced a brand new tyre for me.

Off again and I arrived at the second feed stop, more sandwiches. Then Disaster number three! I came to a busy roundabout waited until clear and then set off minding my own business. As I was crossing the left hand junction I found myself with a car turning ahead of me and me hitting the side of the car. I tried to go with the direction of the car but could not control the bike and went down in the road, as with all crashes it seemed to happen quick but slow and I seemed to manage to land in a position that would cause the least damage. I was aware I was lying in a busy A road and that made for a scramble to the side of the road a bit shaken up. Then a cyclist behind me stopped to see if I was OK and a HGV driver over the road stopped to say he saw everything.

The passenger of the car came over, the woman driver stayed in her car and did not move, he had the temerity to say that they thought I was turning left which was bollocks "the driver just did not see me, as there was no evasive action or use of brakes" the cyclist and the HGV driver both said they would be witnesses. We called the police but gave up waiting for them after 45 minutes, so I got everyone's details cancelled the police call out and got back on my bike, I had some road rash on my hip, a bleeding ankle and a bit of a sore elbow, but everything including the bike still seemed to function OK.

The finish was at Burghley House, I was very pleased to eventually get there and get to the B+B.

Day 2 – 122 Miles. Elevation 3256 ft

Day 2 featured a blustery Westerly wind which wore me down a bit. I found the flat stage rather difficult which was a bit of a paradox, but due to being flat I was kept in the same position for a long time, and this affected my backside and



my neck (mostly my backside). In the latter 2 stages I found when climbing I was moving around, so it felt much easier on my body overall if not for the immediate climb.

I met up with a couple of bankers and came across plump Scottish bloke again who had some new problems with his bike due to his previous appointment with the lamp post.

My problem was a diminishing cleat, and I made a diversion to Halfords, but they did not know what a cleat was! And then to Fulford Cycles on the way into York who came to the rescue with a brand new Look cleat, Hallelujah!!

I actually had a bit of a time trial to finish and recorded the 5<sup>th</sup> fastest time of the day despite my diversions.

The finish was in the town of York at the Racecourse, after my recovery drink of real Ale it was off to a pub B+B for the night, unfortunately as I was doing it on a budget I had not spent a great deal on hotels and was kept awake with disco music and the noise of drunks, great!

#### Day 3 114 miles Elevation 6000ft

Well the day started out nice and easy, the sun was shining and we set out on a nice flat stretch. I was pacing out front with my new banker friends.

We knew we must have been going quickly when we caught up with the unbelievably fast all female tandem. The weird thing about doing the long distance stuff is that rather than drafting people like in a Sunday club run and having a nice rest, it is actually quicker to go on your own, otherwise you are constantly adjusting your pace one way or another which does slow you down, so I found the quickest way from A to B was to go on my own so the bankers and I parted company before the hills.

Yorkshire is hilly! This was my first time in Yorkshire and I have to say it was tough, fun but very hard with some really steep ascents, I am sure I cycled through a village built on a 35% incline; all the inhabitants must have had one leg longer than the other.

Really annoyingly my Garmin decided to die just before I was to log some record descents, this must have been as a result of the crash and I was a bit gutted, but at least it has given me cold turkey to my addiction to Strava.

I was very pleased to get to Morpeth and a fantastic little B+B, I also indulged in a very tasty Thai meal which set me up for the next day. I would recommend Morpeth as a place to go.

#### Day 4 107 miles Elevation 6290 feet

Well the final day started with an excellent breakfast of kippers, the best B+B's all do a decent kipper for breakfast.

I had to cycle back up to Morpeth castle with my big rucksack that felt like it was getting heavier and heavier and I was glad to put it in the bag drop.

This was the best mornings cycling, through Northumberland and Alnwick through some incredible countryside with very little traffic I would recommend this part of the world to anyone, with picturesque castles as a back drop. I think I may come and cycle around there again. It was glorious all through the borders and across into Scotland.

This stage was mostly uphill until you drop down towards Edinburgh and the wind had changed to be more of a headwind which was not the best, then when I



*had come over the last hill Edinburgh just did not seem to get any closer and then in the distance I could see Arthurs seat, but it still seemed to take an age to get there.*

*At last finally I am cycling up to Holyrood Park, my Mum and Dad are waiting with my wife and children, along with my brothers, all cheering me in. It was a tad emotional to complete it and see everyone I had missed for 4 days. It is amazing how when doing something like this, you just seem to immerse yourself in it and everything else is kind of blocked out. The beauty of it is that, all you need to think about is just sitting on the bike and pedalling whilst trying to ignore the discomfort in your backside, nothing else really seems to matter.*

*Thank you to everyone who sponsored me, we managed to raise £560 for Action Aid, which was doubled by the government due to some AID initiative.*

*Dominic Maxwell*

*Worthing Road Race Champion and 'Renowned National Explorer'*

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### 2013 EVENING TENS SERIES RESULT

Six rides are needed to qualify and then the best six placings are aggregated. We had 39 members riding but just 20 managed the necessary qualifying number.

1.	Chris Twine	6	11.	Phil Young	61
2.	Simon Atkinson	9	12.	Alan Orman	63
3.	Mike O'Gorman	16	13.	Rick Hughes	66
4.	Mark Bernhardt	18	14.	Peter Rowe	80
5.	Mark Newnham	24	15.	Barrie Le Grove	82
6.	Chris Putnam	32	16.	Robert Downham	89
6.	Trevor Leeding	32	17.	Joan Lennon (L)	91
8.	Darron Muggeridge	39	18.	Keith Jimpson	93
9.	Alan Cooper	42	19.	George Jimpson (J)	107
10.	Martin Booker	44	20.	Graeme Gill	128

With six consecutive wins (events numbers 8-13) Chris very decisively defended his trophy. Disappointing that Jeremy Wootton could not have ridden more, his five rides totalled just 16. Good though that this year we have had three juniors riding and George Jimpson with seven rides takes the junior title.

Joan Lennon takes the ladies prize but we are sure that she would welcome more competition from the ladies. The Veteran's title must go to Mike O'Gorman but Barrie is still doing the Standard calculations.

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### A MOST GENEROUS DONATION

Member Ron Bardouveau has made us a most generous donation. A custom built Low Profile time trial machine made by Roberts of Croydon complete with Campagnola groupset. It was originally made for Ed. who later sold it to Ron and it was, shall we say of mature years. Ron's idea was that it might be included in the club Auction in October and while he was happy that we should get what we could for it he quite naturally did not want to see it knocked down for a few pounds. The bike looked a bit like Moser's hour record machine and Ed can not now imagine



how he rode it over all distances. It was seen by a number of club members and it became clear to the Club committee that it was in many respects now a collectors item and it's full value would only be achieved by placing it in that well known shop window Ebay . The result has been a sale which has realised some £480 for Club Funds.

Ron we are very grateful to you and we shall endeavour to use these funds for the future benefit of the Club in the most useful and lasting way.

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### **CYCLING GOODS WANTED – URGENT**

**WE HAVE AN AUCTION COMING UP ON TUESDAY OCTOBER 15<sup>TH</sup> AND IF THIS IS GOING TO BE A SUCCESS PLEASE EVERYONE TRY AND FIND SOME CYCLING RELATED ARTICLE THAT WE CAN SELL. GET IT TO THE EDITOR (DON) AT HOME OR IN THE CLUBROOM AS SOON AS POSSIBLE. PREVIOUS AUCTIONS HAVE BEEN A GREAT SUCCESS AND ALSO A VERY ENTERTAINING EVENING. THE SERVICES OF LORD HIGH AUCTIONEER ANDREW LOCK HAVE BEEN SECURED ONCE AGAIN. TURN UP WITH PLENTY OF CASH AND GO HOME WITH ALL KINDS OF GOODIES THAT YOU DIDN'T REALLY KNOW YOU WANTED. STARTS 8.PM. SHARP. DON'T BE LATE.**

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### **TRIP TO LE TOUR**

A party of ten or was it eleven comprising Peter Logan, Robert Downham, Ken Newton, Kevin Doe, Lee Barber, Rocco Sepe, John Baldwin, Mark Newnham Graeme Gill, Allan Orman and his son Steven, took possession of Peter's cottage in French land. This was just a small part of the three week long occupation of that country by Brits while we all cheered Chris Froome and his mates to yet another Great Brits victory.

We have heard of bottom brackets falling out, and how Peter bought another machine in a second hand shop for just 20 euros, but John Baldwin's full report has not yet been received so we will hopefully include that in our next issue. We have however received lots of photographs courtesy of Robert and Mark and while some are not suitable for a family magazine we have included a couple inside our front cover.

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### **THE ONE HUNDRED MILES CHAMPIONSHIP**

The promotion was by the Southern Counties Cycling Union to whom we are affiliated. It incorporated the Sussex Cyclists Association championship and our own domestic title. It was held on Sunday 28<sup>th</sup> July which was at the end of the heatwave and amid threats of rain storms, flash floods and thunder and lightning. Fortunately the area just missed out on the worst and riders were offered a warm but rather windy morning and the wind direction being southerly was going to make for some hard stretches.







Only eight riders so again we ask if it is worthwhile continuing with this series. Perhaps add one more evening 10 and leave it at that. No doubt the committee will consider.

1.	Mark Newnham	1.43.20
2.	John McGrath	1.47.16
3.	Mike O’Gorman	1.57.70
4.	Martin Booker	2.01.08
5.	Darron Muggeridge	2.06.52
6.	George Jimpson (J)	2.09.29
7.	Barrie Le Grove	2.22.54
8.	Keith Jimpson	2.57.30

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### THE ALPE D’HUEZ LONG COURSE TRIATHLON

Been there, done that, and got the tee shirt. Looking at Chris Putnam’s back while helping out at the Southern Counties ‘100’ I was able to read that he was a finisher in the Alpe d’Huez Long Course triathlon. I learned, without asking, that it had consisted of a 2.2 km swim, a 115 km bike ride and a 21km run.

Chris had entered along with Ben Barden who has more experience, but for Chris it was a venture into unknown territory. As it turned out it was Ben who suffered the most and was forced to abandon, he had completed the swim, but a combination of the climbs and the scorching heat caused him to pull out on the bike section. Chris pressed on and admits to an absolute grovel on Alpe d’Huez, but he made it and was then ‘rewarded’ with the final section, 21 kms of running around the top of the mountain!

He was home and very much ‘finished’ in 10 hours while the winner had taken just under 6 hours. It was nevertheless, a notable effort and we’re thinking that if he can last that long on such a course, then he should be perfect for next year’s 12 hour!

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Here’s another Did You Know . . . . .that 42.7% of all statistics are made up on the spot.

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### RUNS ATTENDANCE COMPETITION Points up to 28<sup>th</sup> July 2013. Current Top Placings

|                 |           |                       |           |
|-----------------|-----------|-----------------------|-----------|
| Phil Frean      | 76 Points | Jon Turner            | 36 Points |
| Barrie Le Grove | 70 ..     | Clive Lett            | 36 ..     |
| Rick Hughes     | 66 ..     | Ken Wheeler           | 36 ..     |
| Spencer Kirkham | 66 ..     | James Westill         | 36 ..     |
| Graeme Gill     | 65 ..     | Trevor Leeding        | 35 ..     |
| Bernie Skinner  | 62 ..     | Nicole Patterson-Lett | 35 ..     |



|                 |    |    |                   |    |    |
|-----------------|----|----|-------------------|----|----|
| Mike Irons      | 58 | .. | George Jimpson    | 34 | .. |
| Robert Downham  | 55 | .. | Sadie Cumberland  | 33 | .. |
| Peter Rowe      | 54 | .. | Alan Cooper       | 31 | .. |
| Martin Wood     | 48 | .. | Tony Knott        | 29 | .. |
| Rocco Sepe      | 47 | .. | Martin Booker     | 28 | .. |
| Keith Jimpson   | 42 | .. | Spencer Kemp      | 28 | .. |
| Robin Davis     | 41 | .. | Darron Muggeridge | 27 | .. |
| Mike O’Gorman   | 40 | .. | Adrian Palmer     | 26 | .. |
| Guy Musgrove    | 40 | .. | Kevin Doe         | 25 | .. |
| Peter Logan     | 39 | .. | Ken Newton        | 25 | .. |
| Dominic Maxwell | 39 | .. |                   |    |    |

Number of Club members who have taken part on Club runs in the competition so far:-102

Number of attendees on Club runs in the Competition year so far:- 946

Average attendance throughout the competition year so far:- 20

Largest attendance on any one ride:- 42 to Rushfields Garden Centre in November.

Smallest attendance on any one ride:- 5 to Amberley Tearooms in February  
27 rides had more than 20 members attending.

4 rides had more than 30 members attending.

The competition runs to the end of September and Phil Freaan looks to have secured a breakaway, or can Barrie reel him in?

*LIMERICKS AT THE TOUR*

*A bunch of us went off to France, thinking we'd left nothing to chance.  
But Pete's defunct bottom bracket and Kev's hanger that wouldn't hack it  
Led us all in a merry old dance.*

*Some put their trust in Garmin but they might as well been self-harming.  
It sent us down every dead end and round every wrong bend.  
It was really quite alarming!  
Allan Orman*



Special bike presented to 17 year old Sam,  
provided by the Charity  
'Cyclists Fighting Cancer'  
See Jeremy Strutt's report on his Vatternrundan ride.







Nicole and Clive