

FOUNDED 1887

OCTOBER 2013

THE JOURNAL OF



THE WORTHING WHEEL



The T de F Trip (See Bulldog Report)



WORTHING EXCELSIOR CYCLING CLUB

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



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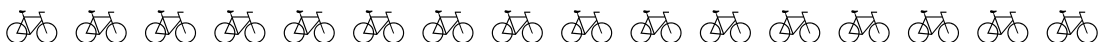
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LAST WORD ON THE G41

The Editors efforts to recall the route taken by this time trial course back in the 1950's brought forward quite a response from those more 'mature' members of the Club. As well as Ron Bardoulean who had his 'fourpennorth' in the last issue we've heard from President Tony Palmer, Vice Presidents, John Grant and Alan Matthews and John Lucas and, just recently from Vice President Brian Weir. It's best we think to let Brian have the last word for he has produced evidence in the form of a start sheet for the Sussex Cyclists' Association's 25 mile event of 6th October 1957.

“Start near west end of Old Shoreham Toll Bridge, proceed westwards to Offington Corner, sharp left to Thomas a’Becket Hotel, right to Goring roundabout straight on to Angmering roundabout (check) retrace to Goring roundabout straight on to Thomas a’Becket Hotel left to Offington Corner continue north to Turn (check) approx ½ mile past Findon roundabout retrace to Offington Corner left to finish near the start”.

Precise start and finish points are not stated so presumably these were just known and marked by the officials. There is no mention of the Warren, was it just a corner or a bend, clearly not a roundabout anyway. The intermediate distances are given in what now seems the rather quaint measurements of miles and furlongs, although we are reminded that these are still used by the horse racing world.

All who have contributed agree though that there were variations from time to time and that different distance events would have covered the same route but with extensions.

Must just mention the names of the WECC entries and the names of some clubs of 50 plus years ago which no longer exist:

A.Fox, R.S.(Ron) Bardouleau, B.S.(Brian) Weir, P.C. (Peter) Sidford, T.(Tom) Lednor, R.Munn, R.W.(Bob) Funnell, and W.P (Pete).Andrews. Also in the ladies race one Evelyn Antram of WECC. As to the old clubs: West Sussex Road Club, Southern Wheelers, Tunbridge Wells Road Club, Uckfield and District C.C., Prestonville Nomads, Shoreham & District, and listed here is F.R.A. (Reg) Searle now a Life Vice President of WECC and until last year our Auditor. There's Brighton & Hove Wheelers, the Southern Cross C.C. and the Chichester C.C.

Finally from this 56 year old document we read that as that date, for that year, there had been 19 qualifiers for the season's Best All Rounder Competition, which then required four performances over 25, 50, and 100miles and a 12 hour distance. It is doubtful that that number will be reached in 2013 and that is without the 12 hour!

Don

What do you call a bunch of chess grandmasters bragging about their games in a hotel lobby?

Chess nuts boasting in an open foyer!!!!

CLUB RUNS ATTENDANCE COMPETITION

For the year from 1st October 2012 to 30th September 2013 Adjudicator Tony Palmer informs us that there were no less than 1217 attendances by 114 different Club members and at the top of the list is Phil Freat. He has been at the head of the table for most of the year but was always pressed by Spencer Kirkham and Barrie Le Grove who make up the podium.

Here we set out the final table but for those securing 25 points or more only.

1.	Phil Frean	90 pts	=16.	Mike O’Gorman	44 pts
2.	Spencer Kirkham	83 ..	=17.	Robin Davis	43 ..
3.	Barrie Le Grove	81 ..	=17.	James Wastill	43 ..
=4.	Rick Hughes	77 ..	=18.	Dominic Maxwell	41 ..
=4.	Bernie Skinner	77 ..	=18	Clive Patterson-Lett	41 ..
5.	Graeme Gill	76 ..	19.	Nicole Patterson-Lett	40 ..
6.	Mike Irons	75 ..	20.	Tony Knott	38 ..
7.	Peter Rowe	71 ..	=21.	Spencer Kemp	37 ..
8.	Ken Wheeler	65 ..	=21.	Martin Booker	37 ..
9.	Robert Downham	60 ..	22.	Jon Turner	36 ..
10.	Martin Wood	54 ..	23.	Simon Atkinson	35 ..
11.	Keith Jimpson	53 ..	=24.	Adrian Palmer	32 ..
12.	Rocco Sepe	52 ..	=24.	Eric Baker	32 ..
13.	Trevor Leeding	48 ..	25.	Ken Newton	31 ..
=14.	Pete Logan	47 ..	26.	Darron Muggeridge	29 ..
=14.	Guy Musgrove	47 ..	27.	Phil Young	28 ..
=14.	George Jimpson	47 ..	=28.	Kevin Doe	27 ..
15.	Sadie Cumberland	46 ..	=28.	Chris Rudd	27 ..
=16.	Alan Cooper	44 ..	29.	John Baldwin	25 ..



ARDENNES APRIL 2013

After an abscess, right where you don't want an abscess cut short my Cent Cols Dolomites trip last September with three days in hospital, I was a little bit nervous about signing up for another Phil Deeker Rapha Tours trip and a week of cycling in the Ardennes. The whole week was geared around the Spring Classics with the Amstel Gold on the Sunday, Fleche Wallonne on Wednesday and Liege - Bastogne - Liege on the final Sunday.

Right, let's skip all the logistics stuff from the journey out, other than to say I got there with the team order of Torq energy products in 22 boxes (90kg) as supplemental luggage, turns out the bulk of it is for one guy, non UK resident who cannot get it anywhere near the Rapha Tours discount price, all worth the effort as every time the hotel barman approaches me, I respond with; 'Gerald will get it!'

Our location for the week is Amionès, tiny village, nice 'rustic' hotel in heart of Ardennes forest/hills.

Day 1 - Sunday

Amstel Gold Race Day, the plan is, ride circa 90 km via a couple of tasty climbs to the race area, ride a couple more climbs, watch the race pass a couple of times, then ride back via Spa and a 3.2 km climb.

My plan of action was to stay in the bunch, currently 32 riders, but never all in the bunch, push on the climbs on the way out, most amusing with SRAM WiFlir gear set up, road slogan read 'sorry 18%' and I was still in the 50 whilst all were in 34 or 36 on the front, must confess to seeing 174 bpm on the hrm though!

We arrived in race area about 10 km north of Aubel, packed with cycling fans, watched break aways up the climb being chased by peloton at 7 or 8 minutes, all very impressive. Almost a 'bottle' moment as we're stood in the road waiting for the peloton to approach on the climb. As usual the peloton occupies the maximum road width which is only defined by parked cars, not people (who have to step back to avoid collision). Colleague's bottle was left on the road about two feet in, I could see the bottle moment approaching as the peloton sped past, spreading wider to fill the available space, however, I managed to hook it out of play with my foot and avoid a disaster.

Next up, our plan went slightly off course due to the speed with which they came back up the other side of the hill. So we just watched them from the foot of the hill we had been up. We were treated to the peloton at 60+ km's on the downhill; it's impressive to see how close they all are. Next time an old pro on TV blames young riders for a lack of skill and causing a crash in Le Tour, don't believe him, they're bike handling at speed, and packed together is awesome.

After that we headed back with another tea break in a delightful cobbled town, no idea where! Then on to the big climb of the day Haute Desnie at 3.2 km, not super steep, but into the teeth of probably 20+ mph winds, exposed and annoyingly long, several times, I worked out I was approaching the last corner only to find the road ramp up again! Anyway, happy with the way I rode, started way back of the group and crested the summit in fourth. Big effort.

After a break to get everyone together, it was 40 km to home with some awful road surfaces and false flats. Having missed the main bunch leave the car park at the summit due to faffing (which had been at a minimum), I ended up catching some back markers and pacing them home.

195 km in 7 hours 5 mins ride time and 2800 mtrs vertical, coincidentally, left at 7.30 am and got back at 7.30 pm.

Day 2 - Monday

Poor nights sleep, woken several times by a baying donkey across road, at breakfast it took a while to get anyone to admit to having also heard it at 3 am! Yesterday, Phil had billed today as a 140 km day which this morning became a 160 km day; basically all the local climbs in his back yard including Cote St Roche, 20% gradient, the following are his words not mine.

'Some great local roads leading to the infamous first climb of Liege-Bastogne-Liege : the Cote St Roche in Houffalize. From there we head back towards La Roche en Ardennes for lunch and then explore some of the best lumps around!'

Those who'd ridden with Phil before nodded knowingly, he always under quotes kilometres and metres vertical! Sun was out again, shorts and shirts!

About 25 miles in the Cote St Roche, which is a bit of a beast at 1.3 km of steep uphill exiting the town, again, nice to spin (almost) by a lot of colleagues but not all, I think I was 6th or 7th over the top. Funny thing cycling in a group, despite everyone's best intentions, every time the road goes up, it turns in to a race!

From the top of the Cote, it's on to lunch of meatballs and frites! Apparently the restaurant is hosting a sit down meal on Sunday for the Philippe Gilbert fan club when the Liege Bastogne Liege Race passes through town. The grub was great.

A bit of pre lunch rain cleared soon after we'd eaten, with a delightful 6 or 7 km climb out of the valley alongside a river, obviously never steep as it followed the course of the river, but pleasant all the same. Drama then followed with Gerald (Torq order) taking a slow speed fall on a hairpin on a descent, he was taken off to hospital with possible broken bones in left pelvis/hip area.

After that and on to tea at 135 km where we spotted a sign for the village of our base hotel at only 4 km away. This prompted a mass 'early bath' for most. Seven of us rode on to complete the intended route and quickly the group split into a bunch of 6 with Phil as guide and Pittsy accompanied by Ben from Rapha California. The following 30 odd km included 3 more climbs, the issue is either, Phil cannot count hills or, a lot what you and I call hills, don't count as hills as far as Phil is concerned.

Being comfortably the oldest rider in the group was a challenge, I was not going to be the last up the slopes. In the group was Ed from London and Dave from Melbourne Australia who are both old enough to be my son's, Dave is 25, only a year older than Chris my eldest! Although I did not crest the last three climbs in the lead, I was within 30 seconds or so of the youth team! We all agreed the final section was worth it. Summary 2800 mtrs up and 162 km distance.

Day 3 - Tuesday

The plan was to drive over to Andenne and ride the 145 km sportive which follows a lot of the Fleche Wallonne route. Some how, I went off course fairly early and missed the first of two en-route feed stations. However, every cloud has a silver lining.

The numbers were; Distance 115 km in 4.16 (inc feed stop) average heart rate 136 bpm and average power 264 watts. First up the route includes the Mur de Huy, it's tough, the S bend is reckoned to be 25% on the racing line and 20% on the outside.

At this stage, I was riding with a group who, unbeknown to all of us had taken the same wrong turn. At the top, logistics vehicles blocked the finish line so we weaved round the track between the barriers and the church and found ourselves sandwiched between two Team Sky cars, also trying to get through. Sir David Brailsford was shifting barriers so the cars could get round and found himself standing aside as I pedalled past.

Further on over the top Guy and I found ourselves catching a rider in full Team Movistar strip, it was Alejandro Valverde. Clearly he'd just set off and was warming up so we soon had the embarrassment of passing him. Next, on a descent, we had to brake for a lorry blocking the road, slowing to almost a standstill whilst it manoeuvred. Just as the route cleared, Valverde flashed by, the score, one all! However, it was soon 2-1 up as we passed Valverde standing on the verge taking a comfort break!

Pressing home my slender advantage alone, next I found the Team Sky lead car in front of me, pulling over every 500 metres or so whilst the team rode on behind me. Now I was being chased by not only Valverde but Team Sky!

Through the industrial part of town and over the river Meuse I held them all off, then down a horrible section of dual carriageway into a head wind, all those years of time trialling up and down the A24 came to the fore, but not for long! As I pulled off the dual carriageway onto the next climb, Team Sky pedalled by with ease as the road went upwards. 'Good luck tomorrow boys' didn't even merit an acknowledgement!

It was probably a whole minute, though it seemed like a lifetime before Valverde passed, with a smile, friendly wave and 'ciao' he pedalled into the distance. I would hasten to add, he was in the small front chain ring and I was still on the big front chainring! What a day!

To be fair, the Pro's were out reccy'ing the course and my best efforts were soon dismissed! Later, it was just one tale after another of riders meeting the pro's etc! Great memories.

Day 4 - Wednesday

Ride over and watch Fleche Wallonne. Pleasant ride out and back with the day spent watching the race. To say, it's impressive the way the pro's ascend the Mur de Huy is an understatement, gobsmacking is more appropriate.

Other highlights include Belgian frites with mayo and a comedy moment with a tree! Near the summit and finish line of the Huy is a grassed area, occupied with concessions, food stalls and a large replica cycle clothing stall. I'd miss-timed my purchase of a Belgian National Champions jersey to coincide with the peloton ascending the Mur. Net result the crowd was 5 or 6 deep at the barriers, no chance of seeing anything and then I spotted my opportunity, half way between the crowd and the clothing stall was a wheely bin next to a small tree, excellent, a vantage point. I grasped a branch, put my foot against the tree trunk and went to lever my way up and onto the wheely bin where I would have an excellent view. Unfortunately, the tree was dead, and the large branch I'd grasped snapped off in my hands leaving me lying on the floor cuddling the broken piece of timber. Sheepishly, I looked round, the crowd was still watching the race, fantastic, I'd got away with it, or so I thought until I turned to see the lady who was running the clothing stall doubled up in hysterics howling with laughter at what she'd just witnessed.

Day 5 - Thursday

Meant to be the hardest sportive in Belgium, the Criquellion Sportive.

We rode the route as a group, if the road wasn't going up or down it was exposed! Riding as a group tends to lead to one thing as far as cyclists are concerned – racing. So another bloomin hard day, 199 km, 4107 mtrs vertical and a splendid meatballs and frites lunch in La Roche en Ardenne.

Some truly stunning roads!

As for the racing, I ended up giving a massive lead out as we bunch sprinted for the Amiones road sign a few metres down the road from the hotel. Where that came from after the days riding is unknown! My notes from the day read "Legs hurt, going to bed"

Day 6 - Friday

Rest day, ride 92 km and 1445 mtrs vertical!

In between the statistics we rode from the hotel to a café for morning coffee and cake, then down a seemingly endless gentle downhill to lunch, followed with a rather lumpy route to a chocolate factory for tea (and quite a bit spending) and then back to the hotel.

Almost civilised.

Liege – Bastogne – Liege Day 7 - Saturday

Yes, I did ride in groups (on the front, middle and back of the pack).

I did make a point of experiencing real Belgium riding from Bastogne to Gouvy into a headwind across an open plateau, my newly purchased Belgium National Champion Jersey did NOT work, I probably struggled to manage half the speed Philippe Gilbert was riding at.

I see Dan Martin won in 6 hours and just under 40kmh. My moving time was 10 hours 50 mins.

I struggled to get my HR over 150 bpm, fatigue from 1156 km in a week!

4,402 mtrs vertical, 277 km @ 25.5 kph.

In simple terms a 120 km south to Bastogne where I sort of bonked. Followed by 150 km north (and into a headwind) back to Liege.

The ride north was hell, I was suffering and rode about 2 hours on my own, I was knackered and couldn't hold a wheel whenever I got caught by a group and so it was only when I'd had another stop at a feed station, I managed to get going with a group.

The nearer home, the stronger I felt and finished up feeling quite reasonable with sprint for the line.

Overall, what a week. Fantastic atmosphere, the whole experience is like disappearing into a bubble where everything is cycling.

Day 8 - Sunday

We'd planned to pack up and drive over to watch the riders on La Redoute, this would've involved a much later return home to the UK so, with my 'going home head on' We headed back to Eurotunnel and home.

Jeremy Wootton

24 HOUR 2014

Next year the National 24hour Championship will be in East Sussex on the 21/22nd June. We have one rider definitely committed and we have three more who are considering. Ed has arranged a get together on 4th December to discuss and plan ahead. To ride a 24 hour a rider needs a support team and we have two lined up but we may need two more. If you are interested in being involved it would require a full 24 hour commitment and, of course, a car ideally with two helpers aboard. Speak to Ed. and he will be pleased to answer any questions.



THE EVENING HILL CLIMB SERIES

Event No.2. 1st August

1.	Mark Newnham	1.43.26	6.	Darron Muggeridge	2.03.45
2.	Chris Putnam	1.46.57	7.	Martin Booker	2.03.80
3.	Mike O’Gorman	1.54.80	8.	Barrie Le Grove	2.19.92
4.	Simon Atkinson	2.01.16	9.	Keith Jimpson	2.21.86
5.	George Jimpson (J)	2.03.36	10.	Rick Hughes	2.22.32

Event No.3. 8th August

1.	Chris Putnam	1.47.29	7.	Rick Hughes	2.13.36
2.	John McGrath	1.51.77	8.	Simon Atkinson	2.17.35
3.	Mike O’Gorman	1.57.36	9.	Keith Jimpson	2.17.51
4.	Martin Booker	2.00.77	10.	Barrie Le Grove	2.23.20
5.	George Jimpson (J)	2.03.95	11.	Phil Young	2.51.45
6.	Darron Muggeridge	2.05.77			

Overall result: (Aggregate of best two placings)

1.	Mark Newnham	2	7.	Darron Muggeridge	11
2.	Chris Putnam	3	8.	Simon Atkinson	12
3.	John McGrath	4	9.	Barrie Le Grove	15
4.	Mike O’Gorman	6	10.	Keith Jimpson	17
			10.	Rick Hughes	17



VETERAN'S STANDARDS IN THE EVENING TENS

The calculation of veteran's standards requires firstly the Veterans' Time Trial Associations age standards and secondly the birth date for each competitor at the date of the event. The award for the evening 10 mile series is for the best plus on standard averaged over the riders six best performances.

Now Mike O’Gorman, by his own admission something of a statistical geek managed to produce a spreadsheet to cover all those veterans who successfully qualified with the necessary six rides in the 2013 series. There were good reasons for this keen interest: Mike was producing better and better times and knocking out some impressive standards. He was watching Jeremy Wootton early on but unfortunately Jeremy did not complete the series. Mike nevertheless still had the best single plus beating his standard by 5 mins 46 secs. to Jeremy’s best of 5.39. Mike’s average came out at a plus of 5mins.17 secs and he was well clear of the other qualifying veterans.

Twenty five veteran's rode in the series but only fifteen qualified and here's the remainder of the result:

Mark Bernhardt	4.26	Martin Booker	2.23
Chris Putnam	3.20	Peter Rowe	1.10
Alan Cooper	3.19	Rick Hughes	0.54
Trevor Leeding	2.55	Joan Lennon	0.37
Alan Orman	2.54	Keith Jimpson	- 0.50
Darron Muggeridge	2.44	Robert Downham	- 1.42
Barrie Le Grove	2.25	Graeme Gill	- 2.01

The Editor is obliged to Mike for the mathematics lesson which left Ed with a lot of spare seconds and a decimal point which he didn't know what to do with and Mike kindly refrained from telling him!

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### SUSSEX C.A. 50 MILE CHAMPIONSHIP 4<sup>th</sup> August

This one just missed our August Magazine, probably because the Editor threw the result into the out tray in his disappointment. It was a desperately disappointing event so far as the Club was concerned for the team award was there for the taking and we could only muster two finishers. We had three entries but due to an unfortunate accident with his bike the previous week Mike Bernhardt was unable to start. We had no cover for such an eventuality and it only needed a time of 2 hour 22 minutes 18 seconds and a team championship win, to go with the '100' would have been ours.

Chris Twine rode brilliantly and deservedly took third place in the Open event and second spot in the County Championship. His time of 1 hour 57 minutes 13 seconds was though well back from the super form of Chris McNamara of Pedal Heaven, (not an SCA Club), and Steve Kane of Brighton Excelsior who scorched round in remarkable times of 1.49.28 and 1.49.50 respectively.

We also had a, now to be expected personal best, from veteran Mike O'Gorman who recorded 2 hours 7 minutes and 8 seconds to win his age category.

But where were all our other time triallists... The team award went to the Horsham Cycling Club with an aggregate time of 6 hours 26 minutes 40 seconds.

Graeme Gill was our slowest rider to qualify in this year's evening 10 mile series, and we are not being rude, but Graeme would you mind entering the '50' next year for, you could have been a member of the Sussex C.A.50 team Champions!!! But then these opportunities don't crop up that often.

One thing of interest noted on the result sheet was a list of former winners of the County Event. It's a long while since we had a winner, the last being Peter Dankwardt who was successful in 1987 with a time of 1.58.19, but before that we have had Keith Dodman taking the title no less than four times in 1971 and 1972 and then again in 1977 and 1978. Life member Dave Funnell was victorious in 1962. Gerry Atterbury won it in 1959 and the first Championship in 1938 was taken by Worthing's Ernie Steers and in 1947 and 1948 it was won by Dennis Dean and Wally Fitch also in Worthing colours.

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WORTHING WINTER WARMER

100K BP

SATURDAY 8th FEBRUARY 2014

START 09.00

HQ Dial Post Village Hall

Old Worthing Road, Dial Post RH13 8NS

ENTRY FEE £5.00

(Plus £2.00 insurance if not Audax or CTC member)

Your entry fee entitles you to,

Tea/coffee and biscuits available at start from 08.15

Food and drink provided en route

Hot soup and roll at finish

Route outline, Adversane, Wisborough Green, Kirdford, Plaistow, Shillinglee, Blackdown, Lickfold, Lodsworth, Selham, Burton, Sutton, West Burton, Coldwaltham, Greatham, Thakeham, Ashington, Dial Post.

Entry forms available at www.aukweb.net or from the organiser

Mick Irons 36 Phrosso Road Worthing BN11 5SL (01903 240280)

Completed entry forms to Mick Irons by Saturday 1st February 2014.

THE PULBOROUGH CIRCUIT

18th August 2013

A devilishly deceptive circuit this one and at 15½ miles long enough to be quite challenging. The start is in Pulborough on the A29 near the Tesco Supermarket and to the north of the traffic lights there. It starts immediately with a couple of short rises but then flattens out towards Adversane and drops to the start of the Billingshurst Bypass. Then it's west through Wisborough Green and after that it becomes a long struggle on the A272 as it climbs towards Petworth. About 2 miles before Petworth there is a left turn with some more climbing before there's a drop down to the Petworth to Fittleworth road. From here to the finish it is up, down and up again before the final descent to the finish just past the Garden Centre.

The 2013 edition had an entry of just nine riders with Chris Twine the scratchman and holder of the course record which he set in 2012 at 38.33. It seemed to be a reasonably good morning so far as conditions were concerned. He was off at number 5 and was soon eating into the time gaps of those in front and seemingly enjoying his ride was first home just a fraction slower than the previous year with a time of 38 minutes 42 seconds. He was though comfortably clear of Mike O'Gorman and Simon Atkinson who were to fill the minor placings.

There was an excellent ride from Martin Booker who sailed through the handicappers reckonings to win that competition with his actual time of 42.55 and a net time (after an allowance of 7.30) of 35.25.

Full result:

1.	Chris Twine	38.42	Sc	38.42
2.	Mike O'Gorman	41.04	4.30	36.34
3.	Simon Atkinson	41.35	3.00	38.35
4.	Martin Booker	42.55	7.30	35.25
5.	Chris Putnam	43.44	7.00	36.44
6.	Darron Muggeridge	44.24	8.00	36.24
7.	Rick Hughes	48.03	10.30	37.33
8.	Barrie Le Grove	50.25	14.00	36.25
9.	Nathan Gale	53.52	9.00	44.52 (Puncture)

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## HARDRIDERS CHAMPIONSHIP

1<sup>st</sup> September 2013

Just two weeks after the Pulborough Circuit we were back over to Pulborough for the Hardriders and this one is seriously hilly and longer at almost 22 miles. The start is on the A29 by the river bridge just to the south of the village from which point riders can gaze ahead at the South Downs in front of them knowing that they have to climb them from both the north and south sides.

It is not that easy before the climb of Bury Hill either for there are a number of foothills to be dealt with in the Coldwaltham area. Minutes can be lost just on the climb of Bury and while there is a nice long run down afterwards, still on the A29, even this runs out and there's the nasty lump up past the Spur Pub, before riders reach the A27 at Fontwell. Now feeling they are on a '25' type road speeds are increased until they get to the roundabout at Arundel where they turn left and have the long climb back to the Whiteways roundabout and the A29. Nowhere near as steep as Bury more of a long slog but heartbreaking if you are not going well. From Whiteways they dive down Bury and head back to a finish on the road through Fittleworth with a nasty gradient right up to the finish flag.

Last year Chris Twine had blasted round in a new course record time of 55.36 and with a nice calm morning he clearly decided that he could go faster. It was a display of power on the hills and sheer speed elsewhere. From number 7 on the starting order he overtook everyone and was first back to the timekeeper. He had been away for just 54 minutes 49 seconds and he had duly delivered another course record.

The only other rider to get under the hour was Mike O'Gorman who made it in 59.47. The handicap prizes were wiped up by the Jimpson family with Dad Keith demolishing a 29 minute allowance with a scratch time of 1.12.26 and a net time of 43.26. Son, George also spurning the handicapper's judgement clocked 1.13.30 and with an allowance of 27 minutes, had a net time of 46.30. Everyone else was six minutes or more back in the handicap section.



Full result:

|     |                   |         |       |         |
|-----|-------------------|---------|-------|---------|
| 1.  | Chris Twine       | 54.49   | Sc    | 54.49   |
| 2.  | Mike O’Gorman     | 59.47   | 7.00  | 52.47   |
| 3.  | Simon Atkinson    | 1.00.54 | 6.00  | 54.54   |
| 4.  | Trevor Leeding    | 1.02.01 | 9.30  | 52.31   |
| 5.  | Chris Putnam      | 1.02.25 | 10.00 | 52.25   |
| 6.  | Darron Muggeridge | 1.04.34 | 12.00 | 52.34   |
| 7.  | Rick Hughes       | 1.11.10 | 16.00 | 55.10   |
| 8.  | Keith Jimpson     | 1.12.26 | 29.00 | 43.26   |
| 9.  | Barrie Le Grove   | 1.12.53 | 19.00 | 53.53   |
| 10. | George Jimpson    | 1.13.30 | 27.00 | 46.30   |
| 11. | Paul Townsley     | 1.20.13 | 20.00 | 1.00.13 |

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MISCELLANEOUS RESULTS

On 10th August Mike O’Gorman and Chris Twine made their way over to the A22 road in East Sussex expecting to ride the Eastbourne Rovers 10 mile event. There was a problem however, for road works had swung into action totally unannounced. The promoter hastily rearranged things and offered them instead a straight out 4.5. Chris clocked 9 minutes 17 seconds and Mike was back on 9.44. Chris was 8th but won an age group award and Mike on 17th also collected an age award.

On the following weekend Mike went west to the North Hants Road Club’s 25 mile promotion on the A31 road south of Farnham. 17th August was to greet him with very gusty winds and wet roads. He still managed 59.07 but was back on 2nd in his age category .

The Bank Holiday weekend 24/5/6 August gave riders the opportunity for three races in three days and both Chris Twine and Mike O’Gorman were up for it.

The Saturday event was the first of two promotions by Brighton Mitre’s ace promoter Robin Johnson for the Sussex Cyclists’ Association’s SPOCO competition. The first was the hilly 10 mile course in the Petworth/Kirdford area. Chris and Mike were joined for this one by Nolan Heather who was riding his first time trial for over two years. It turned out to be well worth his effort, for his 28.59 with Mike’s 25.02 and Chris’ 23.05 was good enough to give the Club the team award. Mike was 10th and won his age group and Chris was third.

On the Sunday it was down to the well favoured course from Fontwell for the Southdown Velo 25. Chris clocked 57.09 and Mike was not happy with 1.2.56. For the Bank Holiday Monday it was back to the Petworth and Kirdford area, this time to tackle the SCA hilly 25. Conditions for this were very hot. Chris sped round in 59.41 taking fourth place and Mike, happier with 1.3.44 picked up first on standard and first in age category.

31st August saw Mike on the A24 course up near North Holmwood for the Addiscombe C.C’s 10mile event. The weather is described as glorious and to celebrate he knocked another 21 seconds off his course best to finish on 23.26.

The Redmon C.C.10mile time trial saw Mike in action again on 7th September. He frequently refers to this as the “Surrey Hills” course but it is, of

course, only undulating dual carriageway on the A24 as for the previous week. This time however he complained of a “ferocious” headwind on the way out. He makes no comment about the ferocious wind that must have been blasting him home on the second half but all time triallists are like that. He managed to record 24.10 but we note that Nolan Heather’s second outing showed a big improvement, down to 26.18. It is also worth noting that the quite remarkable Ray Dare of the Kingston Phoenix Club managed to record 28.39 and he’s 87 years young!

The Broadbridge Heath course which uses the A264 road out towards Crawley has been unavailable for most of this season due to road works, but the Southern Counties 25 on 8th September was able to use it for the first time. Mike to show his pleasure tore round in 58.11 and took over 4 minutes off his course P.B.

On 14th September Mike rode in the North Hants Road Club 25 on the A31 road from Bentley and while conditions were breezy and wet he still got round in a speedy 58.25. Must have been some good veteran’s though as he could only make third place in that category

On the following day Mike was back in the east of the County for the East Sussex C.A.25 mile promotion on the A22 south of Uckfield. Here he was able to prove himself as top veteran taking the age category award. His time of 1.00.05 was agonisingly close to the hour but he was satisfied with the course PB down by 1 min 35 secs.

5th October saw the promotion of the Sussex Cyclists’ Association Hill Climb on Steyning Bostal. This event has been promoted for the Association for several years by Worthing’s own Mel Roberton. It is also our Hill Climb Championship so three entries is a poor show. Chris Twine won it but did not go as well as expected and he reckons he did the wrong thing by sitting down all the way. Wow! Shouldn’t there be a special prize for that? As it was he came a rather lowly 10th just getting under 5 minutes with 4.58.05. He was also very close to losing his Club Championship as well for Chris Putnam was 11th and less than 3 seconds back on 5.01.02. Third man, just there for some SPOCO points, was Mike O’Gorman who finished 17th with 5.31.7.

Still hunting for those SPOCO points Mike on 6th October rode the a3crg Tour of the Lod Valley. It was apparently seriously hilly and the course details referring to Fernhurst, Petworth and Haslemere would seem to confirm that. Just less than 25 miles, the distance was stated as 37 km. and he covered the course in 1 hour 3 minutes 48 seconds finishing a respectable 16th. He again had the company of Chris Twine who punched his way round in 58 minutes 37 seconds for 9th place

If it appears that “Miscellaneous Results” is monopolised by Messrs O’Gorman and Twine, there are two good reasons for this, the first is that Mike and Chris keep us informed of their results, good or indifferent and the second is that in all probability these are the only two who have regularly ridden in open competition and on other courses. They have not just ridden the Club events. If more of you were to seek regular racing you would be drawn up by the stronger opposition and enjoy other courses and a totally different atmosphere. Mike has ridden some 59 events this year and Chris is probably not far behind.

We finish this with the report from Mike on his last outing, the Goodwood Hilly,

Chris Twine got round this 'Goodwood Hilly' without mishap finishing in 5th place with an excellent time of 1 hour 11 minutes 11seconds.

THE INTER-CLUB 25
September 22nd 2013

We promised personal bests and looking at our riders times we reckon that there were eleven from our fourteen entries, and there was another who was only one second outside his P.B. You can not ask for more than a P.B. and we congratulate all those who took part. But for those who missed out just look at these times and consider what you could have done. Right through from the fastest to the slowest there were improvements and in some cases really exciting debut rides. Martin Booker for instance and then the comeback man Trevor

Leeding who had never been under the hour before. Both of these are going to add to our team strength next year.

It was a 'poor do' in that Darron Muggeridge finished but was missed by the timekeeper but unless he was on a '52' it would not have affected the result.

Southdown Velo fielded 25 riders, Hants Road Club 17, Worthing 15 and Bognor Regis 10 and it was one of the biggest fields seen in this event. Chris Putnam was unfortunately a puncture victim and did not finish.

Hants Road Club supplied the winner in Andy Langdown who with a time of 52.42 was well clear of Chris Twine's PB of 54.19 in second place. Southdown though packed three '54's and their slowest qualifier in 12th place was a 57.49.

Worthing's times were: Chris Twine (2nd) 54.19, Simon Atkinson (6th) 56.10, Mike O'Gorman (14th) 58.03, Trevor Leeding (16th) 58.32, Martin Booker (22nd) 1.00.30, Dominic Maxwell (23rd) 1.00.32, Paul Townsley (28th) 1.02.14, Alan Orman (38th) 1.04.40, Barrie Le Grove (39th) 1.04.54, Phil Frean (40th) 1.05.09, Rick Hughes (42nd) 1.05.37, Rome Bhamra (46th) 1.06.02, Keith Jimpson (61st) 1.12.36, and Joan Lennon (64th) 1.15.20.

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### THE DEVIL IN THE DOWNS – 2013

*Well the riders faces when they finished were nearly as bright as the T Shirts! Did everyone enjoy themselves? Of course they did. If my mail bag is anything to go by then it looks as though the Club should be promoting another sportive event next year.*

*Let's look at the event itself. We counted them out and we counted them back – but we were still three short at the finish. Did anyone see them? Have you found a tired, lost and lonely cyclist on your travels? I'm not too worried 'cos we checked the car park and the routes and couldn't find anyone. Anyway, they would have had the Event HQ telephone number that was displayed on every direction arrow so they could have contacted us at any time. My guess is that they sneaked off home and didn't tell anyone.*

*As far as the arrangements for the event went, like life, nothing is ever easy. Wiggle 'stole' our original date and, as their 'Haywards Heath Howler' would have been covering some of the same roads, it seemed prudent to move our date so we didn't clash with their 959 entrants. We also had to make a couple of minor route changes from last year's event. One was for safety reasons, and that was the extremely sharp turn from Devil's Dyke into Poynings. We also took out the extension to the Devil's Dyke car park where, last year, we had a feed station. The reason for that was because the National Trust were very tardy in granting permission, and then wanted loads of dosh to set up the feed station there. That wasn't an option so John Saville set up the feed station at the top of Saddlescombe Hill. We also had to move the Cuckfield feed station because Mid Sussex District Council wouldn't let us use their car park, so I am extremely grateful to Orchard House Children's Home for letting us use their car park.*

*And don't get me started on 'bananas'. Suffice to say that it necessitated a letter of complaint to Tesco. To be fair, last year Tesco were my saviours when it came to the supply of flapjack, but this year they let themselves down when it*

comes to dealing in bananas. However, I have had a nice little reply from Tesco and they have promised to re-train their staff and sent a £20 voucher that has gone in the Club kitty.

As for the event itself, well everyone I spoke with thought that it was a terrific day. They loved the challenge. They loved the routes. They loved the scenery. They loved the hills (especially the downhill). They didn't like the headwind from the top of Saddlescombe Hill all the way back. Sorry about that, but I can't be blamed for everything. They loved the cakes. They loved the chat back at HQ - in fact I thought they were never going home. They just sat around chatting, drinking tea and eating cake. Surely there's more to riding a bike than this - or is there?

In total we had 160 entries for the three different courses. We had 138 enter on-line, but only 111 of those turned up on the day. It was pleasing to see so many Club riders taking part. I thought that Dominic Maxwell and John McGrath were a bit cheeky. Most people just rode their chosen distance, but these two decided to do both 'The Imp' AND 'The Devil', was one a warm up for the other, or did they get lost? Only Dom and John will know. Should we charge them for both? Whatever the case, they covered both distances in 6 hours 26 minutes and the Results Team awarded them a Gold standard. Whether in awe or in sympathy I have no idea.

Those members who rode 'The Devil' were Simon Atkinson; Rome Bhamra; Martin Booker; Andy Constable; Sadie Cumberland; Phil Frean; Malc Hales; Rick Hughes; George and Keith Jimpson; Spencer Kirkham; Trevor Leeding; Jonny Scott; Rocco Sepe; Jamie Wastell; Jeremy Wootton, and of course, Dom Maxwell and John McGrath. Those who rode 'The Little Devil' were Eric Baker; Ken Wheeler; Colin Bushby; Tom Coulson; Mike Irons; Spencer Kemp; Ed Klose; Allan Langham; Derek Manning; Chris Merryfield-Day; Nicole and Clive Patterson-Lett; Pete Rowe and Bernie Skinner. Those who rode 'The Imp' were Don and Andrew Lock; John Mansell; Alice Scott and Jessica Sepe. There were some who, for a number of reasons, didn't make the start line and some who didn't make the finish.

What was really satisfying was the number of youngsters that rode the event - some as young as 9 years of age. OK they didn't all ride 'The Devil', but a whole bunch of youngsters from Preston Park Youth Cycling Club and VC Jubilee rode 'The Little Devil'. I understand that one of these youngsters was the English Schools National Champion. I hope we don't have to pay him 'appearance money' next year.

You will know that no event can take place without having volunteers to help out with the running of the event. For this reason I must express my thanks to Club members John and Sheila Lucas; Guy Musgrove; Alan Orman; Paul Toppin and, of course, Mr President - Tony Palmer. Neale Maloney didn't let us down either. He was poorly on the day so sent his wife, Ann, along to help. Nigel Gardner was also available at the start to help out anyone whose bike failed to function. And I mustn't forget Jean Smallman who made a whole bunch of cakes that everyone appreciated. I haven't told Jean yet, but I'm going to have to increase my order for next year.

In addition to Club members, my thanks must go to Mrs P (that's my wife in case you didn't know) who tolerated all my anguish and helped to put up all those



*signs and organised the refreshments back at HQ, ably assisted by my daughter, Alison, and Karl Perks, and my two grand daughters, Melissa and Gemma; my daughter, Louise, who did the Cuckfield feed station; Andrea McClelland for making loads of lovely cake; Maureen Lock and Ann Maloney who administered entries on the day; John Saville of Quest Adventure who organised the feed station at the top of Saddlescombe Hill; my friends Paul and Sue who helped with the finish time keeping and results, and to Jo Merryfield-Day who completed all the results timesheets and certificates.*

*When you add up the number of people involved it makes you realise how much help is needed to put on an event like this. It is oft said that if it was not for the volunteers then no event would take place and this was particularly true on this occasion - so a big 'Thank you' to everyone who gave a hand.*

*When it comes down to finances, it's clear that we didn't make as much as we did last year. Some costs have gone up and our income was less. We had a few less entries than last year and we had a lot of youngsters and their entry fee is less than the adult. If this inspires some of you to lie about your age next year, so be it, but I'll be checking the entries. We haven't done all our sums yet so we don't know how much we'll pass on to the Chestnut Tree House Childrens Hospice, but I'm sure it will be a reasonable sum.*

*Will there be another event next year? Well, that's up to the Committee to decide but, on the feedback from this year, I think that they can be persuaded.*

*Adrian Palmer*

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DREADUL CHRISTMAS JOKE

A Russian couple were walking across Red Square when the man felt a drop hit his nose." I think it's raining he said" "No, that felt more like snow" she replied. As was the way with this couple an argument ensued. "Let's not fight about it" the man said. He had just seen Comrade Rudolph a minor communist party official walking towards them and suggested that they should ask him to decide. So they asked him and he said "It's raining of course" and walked on. "There you are said the man, I was right! But the woman insisted "I'm sure it was snow". To which the man quietly replied "Rudolph the Red knows rain dear"!

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### THE 'BULLDOG' REPORT

*This is an article about how 8 club members and Steve spent the week in sunny France, enjoying beer and cycling! Although.... what happened in France stays in France....*

*If you're looking to read about statistics or calcs, something similar to an article that Jez Wootton or Paul Outhwaite would write, please turn the page, this isn't that!! Sorry chaps !*

## Le Grand Depart

### SUNDAY 7<sup>th</sup> July

Pete Logan's last words; make sure your bikes have been well serviced, bring your own breakfast cereal and euros, and don't worry - all the bikes will fit in my van easily! See photo inside cover! Attending the mini tour were: Pete Logan, Kev Doe, Rob Downham, Mark Newnham, Ken Newton, Graeme Gill, Lee Barber, Steve Orman and dad, Alan "100miles a week" Orman, oh and me. Upon reading the last issue of the Worthing wheel, some of you may have thought the Rocco was on our tour. Apparently he had signed up for most other sportives, but unfortunately for us, not ours! Sorry Rocco, we missed you - shaving legs on our tour is just not permitted!

First call was to Pete's place in Worthing, where all bar Alan were meeting to transfer the bikes into the **Oakwood Carpentry** van (note the added sponsorship there Pete!) All bikes thrown in, just! So now on route to collect Alan. Arriving at Alan's, his precious bike had to be thrown on top of the rest, no room in the Oakwood van, so much for all fitting in easily Pete, typical builder! Arriving on time at Portsmouth for our overnight trip to St Malo, all was looking good, we got through HM Customs OK, and off we sailed to sunny France.

### MONDAY 8<sup>th</sup> July

We arrived at Pete's place at St Aubin Des Bois, in Normandy. The weather looked good, and all was set for a weeks organised cycling. However, the first journey was to the local Shoppi for food and drinks in "Skippy", that's my car ☺.

I had been preparing routes and circuits around the area on the Garmin, which Ken and Kev also had, but in his usual fashion, Rob was changing the courses as quickly as I could make them, but as the holiday panned out, it wouldn't matter, please read on!

Our first organised ride out was Monday afternoon for a route I had planned. So fire up the Garmin..., bugger, my route hadn't loaded, Ken didn't bother with his Garmin and Kev's North was going south, it was a disaster..., so our planned route had stops, wrong turns, u turns, and so on! The only persons to keep their cool were Steve, Graeme and Lee. Rob then got out the paper map which gave a slightly tortuous but interesting ride through the beautiful hills and valleys of the area and en route we had a well-earned beer at the local street side bar in St Poi.

Our route home using Rob's map took us all up a 20% hill; a killer on a belly full of 1664, but all got up ok, in the end. Nearing home, Kev's chain came off - "What a surprise!" He said he'd fitted a brand new chain and serviced the bike the week before at Pete's request, woe betide anyone whose bike failed. Anyway, it was ONLY a link that was slightly protruding, so our man mechanic Steve Orman, pushed the link back and all was good.... until "Clank!" Link had now come off, through the rear mech, and et voila; a broken rear hanger. Question: - where does one get a rear Shimano hanger in France ??

Leaving that problem until the morning, we had a great BBQ, beer, wine, and so off to bed and these were the sleeping arrangements: Pete slept on the downstairs sofa, and Alan and Steve slept in the same room on their Z beds. Mark, Graham and Lee slept in the upstairs bedroom 1. Ken slept in a small

bedroom on the landing and Kev and I in Bedroom 2, in separate sleeping bags may I add!

As a goodnight, Pete Logan shouted up the stairs, "Who keeps leaving the \*\*\*\*\* shower room light on?" That night was scary. There was a ghost in the house, no one could sleep. It was like a scene from a horror film!

### TUESDAY 9<sup>th</sup> July (TDF Saint-Gildas-Des-Bois to Saint Malo)

Morning time over breakfast, again waiting for Ken & Mark, we discussed the previous night's events, and came to the conclusion that the ghostly moaning was in fact someone snoring, no names mentioned. So he was requested to sleep on his own in bedroom 5, which in other words is the Attic, or grenier in French! ☹

Our planned route was to drive to the coast near St Malo and ride out through the countryside south and head back towards St Malo for lunch and watch the TDF Stage 25K from the finish, but this was now to change due to Kev's highly maintained bike. Our day started with trying to find a bike shop which would sell a rear hanger. There was an outside chance of a place just outside of Villedieu, we pronounced this Villadoo....until Ken said it should be pronounced Villder, "its Villder !!!" Grumpy old git, he's always so correct!

So putting the bikes in the cars, and driving to a place called Rouffigny, just outside Villedieu, we all went off to find a company called "Domicile Bike". This chap was known as Teddy and ran a motorbike and cycle business from his garage and mobile van, so didn't look good for buying a new rear mech. Nice bloke though, with a very nice wife, Ken thought, or "jolie femme" if you want the French! He said he could fix it, but not until Thursday at the earliest, so we said we'd think about it and drove off to Avranches, "Averrounches" for us but if your name is Ken, its "Averanch".

After trawling around French Halfords type bike shops for the part, we all then had to have a serious discussion about what we should do then; should have listened to Graeme! To cut a long story short, Kev & I went back to Rouffigny to see Teddy again and the others drove out to St Malo to cycle a route, have lunch to watch the race.

Kev & I arrived at Teddy's place only to find him out, and his wife in, so we chatted to her ☺ ☺ until he came home. On Teddy's return, he had sorted another bike for Kev to hire from a mate of his, albeit a Decathlon, which, correct me if I'm wrong, is a French Colnago! So the part was ordered for delivery Thursday and Kev had a bike to ride. So off we drove in Skippy to St Malo to try and find the others.

We parked in a seaside town on the route, got ourselves ready and rode off to watch le Tour, no time for lunch, but a beautiful day, albeit a bit windy. I noticed the TDF sign saying road closed, so went up there, and Kev and I found us on le parcours! There we were riding towards the Finish at St Malo, Kev riding the Decathlon with stealth behind me. The crowds were cheering, this was great, I felt like a true racer!

I could vaguely hear Kev behind me shouting, "John....John! The Tour de France is coming up behind us!!" I looked round to see a massive peloton coming up fast!! Then I heard Rob Downham shouting at me from the other side of the

road telling me to stop! What a pooper! The peloton was actually a sponsored ride of approx. 50 riders riding the route.. I had them, I tell you now! It was good while it lasted.

We re-grouped again, Pete, Rob, Steve, Kev, and I, while the others, Lee, Mark, Ken and Graeme were further up the road. Now listen to this.. Pete's bike had now broken big time! He had been trying to keep up with Steve Orman, and on pushing a big gear (he says?), the bottom bracket came unstuck, yes, unstuck! It was fixed in with glued, which didn't hold. Anyway, some poor sod up North owns it now, so who cares!

With much noise and cheering, the publicity caravan came through, and unfortunately for us, a couple of French kids stood next to us, and gathered up all the tat before I could get my hands on anything. No tat for me, absolutely nothing. The Tour eventually swept through, and went, notwithstanding an incident with a Garmin rider puncturing and Pete Logan swiping his bottle!

Then we waited for the others to come back, and to sort out what we should do... remember someone said, "Make sure the bikes are all serviced and in working order !!" Who was that? So, a great day all in all, good tour, while it lasted, so and off back to Villedieu for evening dinner. We found a Pizzeria, drank beer, and talked over the day, and discussed how to fix Pete's bike. After dinner, we all wandered out to the town square, which was being typically French with a live band, dancing, and family socialising. Mark tried his hand dancing with the locals, say no more!

Again off to bed for a better night's sleep, (sorry Lee) and .... Who keeps leaving the shower room light on?

### WEDNESDAY 10<sup>th</sup> July (Time Trial Avranches to Mont Saint-Michel)

All up early, except Ken, Mark and Steve, who had already tried to fix Pete's bike, re-gluing the bottom bracket, and was now waiting for it to set.

Mark and I went out for a high pace ride for an hour, well high pace for me, not sure about Mark, just a warm up, and on our return, found Pete's bike being put back together again, ready for action.

So off to Avranches to watch the time trial, via a lovely sea side town south of Granville, where Mark & Helen stayed earlier in the year. "Let's go", said Ken, impatient as ever !!! But after just 400m, Pete's bike was knackered, the glue had failed! He decided to cruise back home and let the rest of us ride out. Sorry Pete.

Another great days weather, and a lovely route to the coast for lunch, I did puncture on route, but all was sorted within minutes and so is not classed as a bike breakage! Lunch was at a lovely place on the coast, and afterwards we then rode to watch Le Tour which was about an hour's ride away. We eventually found a place 10K from the start, and viewed the riders coming off a hill, through the roundabout, where we were, and off towards Ducey. Great views and inches from each rider.

There was local TDF tat on sale nearby, so Rob and I bought a TDF teddy and a pink spotty top for 15 euros. Ken wanted one as well, but was too late, sold out (Sorry Ken) only large left, that's why Rob got one!

The ride home was a killer, uphill and into the wind, but was a great route, seemed to go up, up and up. I didn't think Normandy was this hilly, which

reminded me of one of Martin Wood's comments about riding the I.O.W, saying that it was a killer as he'd thought the island was flat!

Arriving home, we were greeted by Pete, who was looking sort of happy as he had been to Villedieu and bought another bike. He said it was 20 euros (Don't tell Jill), a retro Peugeot I think. But it was old, French, had 2 wheels and suited Pete to a tee!

Now, this must have been the statement of the week from Ken, hanging back all day, and on the final climb, he had come past us all, and then boasted about how he had beaten us all, and how strong he was! You can just imagine Kev Doe's remarks! To add insult to injury, Ken then kept on all evening about this fantastic climb.... now its getting boring Ken! Shut up!

#### THURSDAY 11<sup>th</sup> July

Kev got up early in our room, as there was a strange odour in the room, which made us vacate rather rapidly, laughing like schoolboys on school camp again!

Ken and Mark got up late again, and then I found Ken tucking into my breakfast cereals, as his porridge had now gone, and as Mark had tucked into Kev's porridge, it was like the 3 bears! Really these too must be spoiled at home!!

Also, it was noted about Lee's dark grey building socks, "Sorry Lee, we do love you"! (it just makes good reading). The socks were not a good look, especially in France, so I think Pete offered a spare white pair which raised Lee's image 100%. I do remember reading one of Don Lock's Worthing Wheel articles a few years ago about pushing off, and studying rider's shoes, socks etc. and this was just that situation, so Lee, if anyone is to blame, it's Don.

Soon enough, we were all ready, and off for a planned ride around the lanes of France, with Pete on his new acquisition, Kev on the Decathlon, and the rest on our own trusty steeds. Our route took us via Teddy's place to see if Kev's bike was ready, but no one was home, so off we all rode to Gavray for lunch, which again was alfresco and in the sunshine. Now lunch was out the way, and a few beers later, except Steve and JB, we were being sensible on Cokes, now it was off to finish our ride, eventually heading back to Villedieu.

En route Rob had the map and I had the Garmin, and by this time we all realised that Rob could not ride out seeing where the road would take him, he needed a planned route, which we would stick to, and woe betide anyone taking a different route, not planned by Rob, who would be struck off the group.

Alan was showing how fit he was by doing 100 miles a week, Mark was the usual riding on ahead and waiting for us to catch up, "it was like owning a dog". Steve going down hills like I've never seen before, just hope those brakes work!, Ken was still going on about the hill climb he beat us on, and Graeme riding steadily, but surely on the classic Colnago keeping out of trouble.

As usual, my Garmin was heading me down muddy back routes.., may have to check the settings, and Rob and Pete getting rather irritated by these unnecessary detours, but we did all keep together.., sort off. We all headed back



to town for a beer to watch the stage of the TDF, and gave a few old timers a chance to have an afternoon nap in the sunshine! (Ken & JB)

Later that afternoon, I had a call from Teddy to say Kev's bike was ready, and we should call round at about 5:30pm, so Kev, Alan and I set off there, while the rest went back to base camp. Teddy arrived soon after we got there, and he had fitted a new rear mech, a new chain, all costing approx. 65 euros.., I think? So Kev was now all sorted and we rode back to Pete's, ready to go out in the evening for dinner in the local village.... we walked there!

### FRIDAY 12<sup>th</sup> July (Last Day)

Another beautiful day.., so Mark, Rob and I went out for a 40K ride out to the surrounding hills, while the others cleared up the cottage. So with the house all locked up, we set off for home via the local Supermarche for wine and beer and cheese.

All in all, we only rode approx. 350K and climbed 1600m, but everyone had a fantastic few days.

We never found out who kept leaving the shower room light on.., but we suspect Ken and Mark.

And the bats are now relocated into the attic, sorry Lee!

A great week had by all, with many thanks to Pete & Jill for the use of their gite.

John Baldwin

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THE PRUDENTIAL RIDE LONDON – 100 MILES

This event was on 4th August and was held very largely over the Olympic Games Road race course. It attracted a team and an individual entry from WECC. The team entry comprised Robert Downham, John Baldwin, Peter Logan and Kevin Doe while the lone individual rider was Rocco Sepe. We have been unable to obtain a full report but understand that it was a massive field and very well organised. The team got round in a respectable 6 hours although as they claim to have done the last 9 miles in 24 minutes we have to assume that they had spent far too much time at the several food and drink stations early on. Rocco, (why doesn't this guy ride some long distance time trials?) covered the route in 5 hours!

One point of interest is that London's Mayor Boris Johnson rode and is supposed to have completed the course in 8 hours, but being a political kind of guy we suppose that could mean anything.

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### THE 2013 HANDICAP POINTS COMPETITION

This is the aggregate of placings in all the Club's handicapped events. A non finisher receives one point more than the last placed rider and a non entry receives two points more.

### Result (Top 23 places)

|     |                   |    |     |                       |     |
|-----|-------------------|----|-----|-----------------------|-----|
| 1.  | Simon Atkinson    | 36 | 13. | Rick Hughes           | 95  |
| 2.  | Mike O’Gorman     | 41 | 14. | Nathan Gale           | 96  |
| 3.  | Darron Muggeridge | 44 | 15. | Martin Booker         | 97  |
| 4.  | Kevin Wilson      | 60 | 16. | Simon Letts           | 98  |
| 5.  | Chris Putnam      | 63 | 17. | Alan Cooper           | 99  |
| 6.  | Chris Twine       | 74 | 18. | Jeremy Wootton        | 101 |
| 7.  | Mark Bernhardt    | 75 | 19. | Keith Jimpson         | 107 |
| 8.  | Phil Freaan       | 78 | 20. | Nicole Patterson-Lett | 109 |
| 9.  | Lee Barber        | 84 | 20. | Dominic Maxwell       | 109 |
| 10. | Mark Newnham      | 89 | 20. | Trevor Leeding        | 109 |
| 11. | Mel Robertson     | 91 | 23. | George Jimpson        | 110 |
| 12. | Barrie Le Grove   | 92 |     |                       |     |



RIDE-RAIN UK24 - NEWCASTLE TO LONDON.  
300 MILES IN 24HRS

*Boxing day 2012, 7.15 in the evening. My Stomach is full of Christmas food and there is little on the television that interests me. Then a text message arrives from a good friend of mine, Alan Lau, who I ride with regularly and first met when we competed against each other racing motorbikes.*

*"What is your date of birth?"*

*"why?"*

**"You'll see"**

*Foolishly I give it to him and he already knows the rest of my details.*

*Ten minutes later I receive an email - "thank you for registering with Action Challenge..."*

*Oh, how hard can it be, and it isn't until August?*

Friday August 23rd 2013

After having joined WECC, trained hard and ridden as much as I could through out the year, lost weight and even started and enjoyed time trialling, on this day the challenge became real. The first stage was a seemingly small challenge, to get ourselves, kit and bikes to St Pancras Station in London where the bikes would be dropped off ready to be transported to the start line in Gateshead and to then get ourselves on a train to the North East.

The first problem was getting across London to the drop point with the bikes and heavy bags. Our bags were supposed to carry everything we needed for the trip including spare clothing, bike spares and a good supply of gels and snacks. The helpful guide they sent us suggested an upper limit of 10 kilos, ours were on the heavy/30 kilo side of the 10 limit! Walking across central London was the only option if I wanted to keep my bike in one piece.

*Bikes dropped with a stranger with a van, dinner and cake eaten and we took up our reserved seats on the 7.30pm train to Edinburgh from Kings Cross. It had been a fairly warm and sunny day which meant it wasn't exactly ideal when we*

*found that the air conditioning was not working in our carriage. Add to the mix four very young, enthusiastic and mainly loud Americans and it seemed that this wasn't going to be the most relaxing of journeys. The guard actually came around with forms for us to fill in for compensation - I wasn't sure if it was for the air conditioning problem or the Americans though!*

*We arrived in the Centre of Newcastle at 10-45pm on a Friday night, welcome to Newcastle.*

#### *Saturday August 24th, 11.15am*

*We arrived at the Drayton Community Centre in Gateshead. The first worry was removed from our minds when we located our bikes amazingly still in the condition we had last seen them. The entire car park was taken up with rows of bikes on racks with their riders preparing them, a big inflatable starting gantry and various places to get food and spares for your bike.*

*Our next stop was registration where we were presented with a pack containing our number (number 16 for me, my old race number, what was the chances of that?), route map, jersey and one energy gel (I may need more than just the one.) The bikes were now ready to go, we had been briefed and our kit bags were loaded onto the transfer van so that they would be available to us on the next stop. Now the 'just over 10 kilos' bag was someone else's problem to carry about!*

*Ten minutes to go and the sense of occasion was building with power anthems being blasted out along with a guy on the PA calling us to the start.*

*The ride was being led by pace riders, dressed in fetching pink jerseys, who were expected to ride at a suitable speed and schedule that would enable us to achieve the distance in the 24 hours. A group of riders had made sure that they were starting right along side these guys just in case they were left behind, we settled behind the 'testosterone brigade' as it wasn't a race and there was no need to hurry through the start. As Mr Trevor Leeding would say "if you want to race, put a number on your back"!*

#### *Saturday 12.00pm - Gateshead to Great Smeaton 45 miles, 1880ft ascent*

*After a ten second countdown we were off, well kind of as the exit was a bit tight for so many to get through so with the inevitable fumbling of shoes being clipped in. 145 of us departed, heading South out of Newcastle passing the famous landmark, the Angel of the North as we headed through the outskirts easily and quickly thanks to the traffic giving us plenty of space. The weather was good and the going fairly easy allowing a decent pace once we were clear of the towns. My confidence was high as even the slight wind was behind us. Due to the traffic lights and roundabouts on the way out I had already managed to lose Alan but was pretty certain that it wouldn't be too long before he caught up again at the first stop.*

#### *Saturday 2-45pm - Great Smeaton Primary School, North Yorkshire 45 miles completed*

*The first 45 miles were really easy, a good start with some hills to climb but I felt well within my comfort zone. The stop seemed very well organised. We were*

counted in, the bike racks had been assembled ready for us and our kit bags were unloaded from the van just in case we needed anything from them. Tea and coffee was on tap and there was plenty of cake, snacks and sweets to refuel with even though to be honest at this stage I didn't feel like I needed too much.

Alan arrived 20 minutes later and quickly refuelled before we were back on the road together. It had just started to lightly rain.

#### Saturday 3-10pm - Great Smeaton to York 37 miles, 696ft ascent

Ok, now it was really raining properly but still warm enough not to really bother me or make me feel like I needed to change into something more waterproof. I had, again, lost Alan somehow (it turns out that he needed to stop to make use of a convenient bush without telling me). I was struggling to find a group to ride with that were running with my (perfect obviously) pace. I caught up with one group of about six riders that seemed to be going okay, so I jumped on to the back of them for a while. One of the group seemed to be deaf and was being encouraged along by another guy. I later got to chat with them and also met up with them at the finish.

#### Saturday 5-30pm - York Sports Club, 82 miles completed

It had now been raining steadily for a couple of hours and as I arrived at the first hot meal stop I was still feeling pretty fresh and not overly concerned with the weather - It couldn't last that long...

The magically appearing bike racks were in place for our arrival and the hot drinks and hot food ready. This was the first hot meal stop of two scheduled for the trip which for me seemed a little early but I felt I should eat anyway - I have never been one to pass up a meal! It was a decent spread ranging from jacket potatoes and beans through to salads and even cream cakes. I did my best.

Alan arrived 15 minutes later, still upbeat as he headed straight to the food. At this stage I took the decision not to change into my spare dry kit even though it was tempting, and I would save it for when it stopped raining.

#### Saturday 6-15pm - York to Scunthorpe, 41 miles 692ft ascent

It was getting dark earlier than I had initially planned for with my lights and the duration they would last so I resisted turning them on immediately. It was still raining but my two layers and shorts seemed enough for now.

On the way out whilst I was removing my bike from the bike rack I noticed a rather nice bike hanging there with a rather special set of deep rimmed Zipp wheels. They seemed far too nice to use on a wet sportive!

This stage took us straight through York city centre. York races must have been on and it seemed that everybody was either celebrating or commiserating. In the short amount of time it took me to get through the centre I had two proposals of marriage, one offer to buy my bike and one guy asking for a lift home to Scarborough, plus several people just falling or wandering into the road. We were pleased to get out! I spoke to Alan about trying to stay together now and tried to keep him with me and not let him just disappear again but he seemed happy enough to go by himself at his pace. I kept going at a steady pace, still in my comfort zone but continued to keep losing him, although he seemed happy

enough for me to push on.

At this stage I seemed to have settled down to a fairly slow pace and the rain was really starting to penetrate not only my clothing but my mood too, along with the pending darkness and being alone.

Enter Mr Zipp wheels! I heard the carbon braking surface sound before I saw him as he pulled up alongside me. I obviously must have looked a little low so he stopped beside me for a chat. He had done the previous 24 hour event which was the Manchester to London one earlier in the year so he had some sort of idea how to get through it, although that one was almost too warm for comfort apparently. He seemed to know the right pace and seemed confident. He had met Alan on the way through and chatted to him too for a while before pushing on.

We spoke for a couple of miles and then Mr Zipp decided it was time to push on and said his goodbyes but I made the decision to wake up a bit and follow behind him for a few miles in an attempt to spark some enthusiasm into me. I don't think he thought I would follow but after a while I took the lead and gave him a tow for a few miles before we slowed up in the town and chatted some more.

It was now pitch black with no street lighting and it was pouring with rain but the last few miles to Scunthorpe seemed to go quickly.

#### Saturday 9-15pm - North Lindsey College, Scunthorpe, 123 miles completed

Some how we had managed to miss the final sign on the roundabout coming into the stop and took the wrong exit but fortunately we worked it out fairly quickly. Less chat and more concentration was needed. As I walked into the sports hall of the college the first thing that hit me was the unmistakeable smell of damp. The floor was soaking wet which was making walking in cleats very tricky. Finally I introduced myself properly to Mr Zipp. Wayne was his name, a desk jockey for British Gas.

We agreed to leave this stop together for the next stage as the pace we were running seemed to be working for both of us but only after more cake, caffeine and anything else we could shove down to keep fuelled up.

This stop seemed to be a lot more subdued than previous ones, almost depressing, as I think the damp and dark conditions were now starting to effect people. One rider came in totally messed up - cold, shivering and talking nonsense. Luckily a medic was on hand to wrap him in a silver recovery blanket and get some hot sweet tea down him. It turned out that he had only eaten a yogurt all day! I did see him at the finish though and he seemed fine.

To break our mood, enter Alan. He had arrived, walked in like he had been riding the biggest horse for several hours and his eyes were as wide as they could possibly go. I had to ask him what he was taking! It turned out that he had pretty much overdosed on Torq gels which each contained a massive dose of Guarana and Caffeine and I don't know how many he had consumed but I was certain he would not fall asleep anytime soon.

It was announced by the organisers that for the next stages we must try not to go out alone and try and at least pair up. Alan wasn't so sure as he wasn't comfortable with our pace but we gave him no choice. We got back outside into the dark and rain ready to leave the stop only to find a young girl stood next to her bike, shivering. It turned out that she had come alone as her boyfriend had



refused to do it and she had no group to ride with so it was decided that she would join us too. Alan announced to her that "he was slow so you can ride with me" which helped although I'm not sure she realised how wired he was!

#### Saturday 10- 00pm - Scunthorpe to Sleaford, 46 miles, 1260ft ascent

Within a few minutes Wayne and I had already lost Alan and his new friend, so we pushed on...in the wrong direction having missed a sign in the centre of Scunthorpe. Three or four miles later Wayne's Garmin woke up with an 'off route' warning. Better late than never I guess. All we could do was retrace our route back towards the stop until we picked up a sign again. Four miles later we were back in the centre of Scunthorpe extremely close to the last stop having lost a lot of time and energy.

Back on the road, the correct road, we now pushed on at a slightly faster pace which was fuelled by anger and frustration, unaware of how far Alan and his plus 1 had got. It was still raining of course and the roads were unlit and pitch black, also flooded in places which was very hard to see until a car came past and washed us in water. I had bought an Exposure Strada front light for this ride and although expensive, it was now proving its worth.

After a few miles I could see the glow of a very bright rear light in the mist, flashing away. It had to be Alan's Hope rear light as it is possibly the brightest I have come across. We were now quite a few miles away from Scunthorpe, turned the next bend in the road and in the middle of the road was someone just standing there! We had to swerve around him and hope, as braking in those conditions was pretty ineffective. We missed him but couldn't understand what he was doing out there as there were no houses for miles.

It took a lot longer to catch up with the flashing red light of Alan than I thought it would due to the lumpy and twisty road, but when we did catch him, his group had expanded to about six riders. I think he was a bit shocked and confused when I called out his name as we came up behind them.

We left the group after a short while and pushed on towards the next stop, stopping only for a gel and comfort break. I was feeling ok'ish but I was now starting to feel the cold and my saddle was becoming less comfortable.

#### Sunday 1-30am - Carres Grammar School, Sleaford (wherever that is), 169 miles completed

Officially we were still ahead of the 24 hour schedule set by the organisers, but you wouldn't have thought so by the way that they were behaving. The pace riders had pushed ahead regardless of the schedule and the knock on effect it would have to everybody else, and this was causing some unrest at this stop. One rider had been swept up even though she was still on the pace and was making her point fairly vocally. We were forced to leave earlier than was scheduled so that the support vehicles could be dispatched earlier to be ready for the testosterone brigade up front.

This was the second hot food stop and I was really ready for it this time. After an assortment of food and hot coffee I changed into my dry and warmer clothing just before we were pushed out of the door along with Alan and his crew who had not been there very long at all. He had apparently refused the sweeper wagon on

*that stage having been swept up on a sportive he did with me a few months earlier and he knew I would never let him live it down if it happened again.*

*Sunday 2-15am - Sleaford to Whittlesey (I still don't know where I am), 41 miles, 925ft ascent*

*I had now gone further in one ride than ever before, it was still raining, and this stage went quickly although I do not really recall many of the roads. Time seemed to just vanish as I counted or rather kept asking Wayne every few miles how far the next stop was. My world was now running in 45 mile blocks.*

*I was starting to hurt now with a combination of the damp and forgetting to apply more chamois cream when I was changing into my dry kit was effecting my mood, and certain parts of me were also going numb! My left knee was also starting to ache (a very old injury) which was preventing me from standing on the pedals to relieve the numbness, and my most recent shin injury was starting to reappear with just over 100 miles to go. I felt it was going to be tough from here on in.*

*Wayne crunched numbers for a living and so had worked out a precise schedule of departure times and stop length to ensure we completed the ride on time. This meant a quick turnaround at the next one.*

*Sunday 5-10am - Whittlesey Leisure Centre, 210 mile completed*

*Daylight was starting to appear as we arrived at this stop. I really needed a break but knew it was going to be brief, just a quick splash and dash, if we were going to achieve the 300 miles within the 24 hours. There was no rule or cut off that said we had to do it within that time but that was the challenge we had taken on. I seemed to suffer more with my knee if I stopped moving it and left it straight for any period of time so the fact we were back on the road within 20 minutes actually suited that part of me but maybe not my other issues though. It was now light enough to not need lights but still misty with a light drizzle.*

*Sunday 5-30am - Whittlesey to Buntingford, 49 miles 1585ft ascent*

*I must admit that my head dropped when I heard that the next section was 49 miles which was the furthest we had ridden in one stage. For some reason it sounded so much further than 41 miles, I think 51 would have tipped me over the edge! I was really in pain now and I was stuck in a sitting position because as soon as I stood up and tried to straighten my leg the left knee would lock and it would be painful to bend again. My shin was now worrying me and all I could achieve now was a constant cadence and power which meant just letting the gearing on the bike take me up the hills at whatever pace I could go although I was still climbing quicker than Wayne who had been pretty poor at ascending for the whole trip. At this stage though I felt he was really dragging me along.*

*What was a bit strange though considering how steady I thought we were going was how we were catching group after group of riders and leaving them behind. I guess everyone was suffering their own set of problems but at least now the rain was subsiding and the clouds were lifting!*

*One thing I did learn on this stage though was that the Fens are not as flat as I had imagined, or was it just my body not wanting to push up any sort of hill?*

*Having pestered Wayne again for mileage updates over the last 20 miles, we finally completed the longest stage with just the shortest one to go.*

*Sunday 9-05am - Buntingford Freman College, 259 miles completed*

*At the end of the last stage we had caught up with a couple of guys just as we were getting to the stop. One of them was struggling and looked probably how I had looked and the other seemed either still fit or was able to hide it well. Wayne explained his schedule to them and the fact that we had to leave this stop by 9-30am to give ourselves a fair chance of completing the last 33 miles to the London finish. They decided to join us for this last section.*

*Sunday 9-30am - Buntingford to London, 33 miles, 1060ft ascent*

*We left the stop right on time having refuelled and now believe it or not, the sun was out for the first time on this ride. I now had too many clothes on but at this stage I really didn't care. All of my aches and pains were still there and I now hurt even if I tried to accelerate or put any decent power through the pedals.*

*Initially we came across a couple of rather daunting hills which we all coped with and then roads started to get busy as we got closer and closer to London. As the four of us got nearer to the end we caught and passed a few more small groups of riders who were obviously now feeling the effects as much as us. Riding through London at this stage was really tough as we had to be so much more alert to avoid being taken out by a motorist in a hurry. I'm not sure if they would have been more sympathetic and given us more space if they had known we had left Newcastle less than 24 hours ago, probably not.*

*Sunday 11-40am - Hackney Marshes, London 300 miles completed*

*Finally at 20 minutes before midday we turned into the entrance to Hackney Marshes. It was a great welcome with lots of support including music and even a glass of Champagne, along with the medal of course.*

*I shook Wayne's hand and he thanked me for my help in getting him through it which was the opposite to what I felt, but I guess we had both gone through bad periods in the hours we had spent riding. A bacon and sausage roll, cup of tea and a hot shower and then I could relax whilst waiting for Alan and his crew to arrive. It was a very sunny day now and very warm so I relaxed a little too much and fell asleep in the car park! I wasn't sure how far Alan was behind as we did not see him at the last two stops, but that could have been down to our quick turnaround. I had a text message from my wife Claire who was at home with my iPad tracking us with an app and she thought he was at least twenty miles away - he could be a while.*

*Alan plus six arrived at 2-13pm, the last group through with a time of 26 hours and 13 minutes, but at least he had completed it and not been swept up at any stage.*

*This was as tough mentally as it was physically which probably wasn't helped by the conditions but is something you can not really train for. Three weeks later I was still feeling the effects and did not go near my bike until my first ride which was the Devil in the Downs. It didn't go well for me!*

*Would I do another event? Ermmm, not sure...*

### Statistics

- 145 cyclists started the Ride UK 24 Newcastle 2 London Challenge
- 138 cyclists - 95% of the pack finished the challenge.
- 118 - (81%) of the cyclists finished within 24hrs
- The fastest cyclist on the challenge completed it in 21hrs 40 mins.
- The cyclist to endure the challenge for the most amount of time, was out on the course for 26hrs 13mins.

*Martin Booker*

Martin's action photo is featured on the back cover

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THE SPORTING COURSES (SPOCO) COMPETITION 2013

(This is calculated on the basis of 20 points for the win and one less point for each subsequent placing.)

1.	Simon Atkinson	87	11.	Martin Booker	33
2.	Mike O'Gorman	85	12.	Trevor Leeding	28
3.	Chris Putnam	76	13.	George Jimpson (J)	26
4.	Darron Muggeridge	75	14.	Keith Jimpson	23
5.	Chris Twine	60	15.	Dominic Maxwell	21
6.	Mark Newnham	49	16.	Phil Freaan	19
6.	Barrie Le Grove	49	17.	John McGrath	18
8.	Rick Hughes	44	18.	Lee Barber	17
9.	Kevin Wilson	37	18.	Carl Trevis	17
10.	Mark Bernhardt	36	20.	Simon Letts	13.

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### GRAND AUCTION

The Club Auction sale in the Clubroom on Tuesday 15<sup>th</sup> October was a resounding success. Despite Ed's worries that there wouldn't be enough stuff to sell by the time it was all laid out four trestle tables were piled high and wheels, frames and whole bikes were stacked up behind. It was a good job that Pete Logan's van was available to get it all to the clubroom for otherwise it would have taken Ed about four trips in his car.

By 7.30 when viewing started there must have been around two dozen in the hall and when Andrew Lock started the sale at precisely 8 p.m. over forty were seated and raring to go. The bidding soon picked up and became seriously competitive aided by Andrew's encouragement.

The great bulk of the items was shifted and at 10.15 a halt was called although one or two more purchases were made after this. What was left has been sorted and you never know it could come up again next time but some has

gone to the dump or recycling. If anyone's interested we can do a special deal on Lance Armstrong books, how about ten for the price of one!!

Two things were important, firstly it should be a good entertaining evening and that was certainly achieved, secondly it was to raise funds for the Club and in this respect a record was achieved with takings of £444.44.

It just remains to say thank you to all those who generously donated items, to those who generously spent the week's housekeeping and to Andrew for once again conducting the sale in his inimitable fashion.

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THIEVES STEAL 40 BIKES EVERY MONTH FROM WORTHING

This is the heading of an article in the Worthing Herald of 17th October. The police say that they do recover quite a number because they are able to target a core element of the thieves and many of the bikes are in any case just used as temporary transport and then dumped. Still that's a lot of bikes going astray. They are probably not top end machines which are not left unlocked or just left in front gardens but stored away securely or locked when outside cafes or shops.

The police say that one of their problems is in reuniting recovered bikes with the owners, for very few seem to keep the bike serial number. Do you know yours?

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### A THANK YOU

When Mel Robertson announced his retirement from the office of Club Events Secretary there were some very worried members, especially of course, those who look to the Club events programme for a big part of their year's sport, but also from the General Committee members, who were thinking "Who can we get to take on this roll?"

Well you are all now aware that Barrie Le Grove volunteered, and "better a volunteer than ten pressed men" as they say. He has ensured that the changeover has been almost seamless and the whole season of events has passed like he'd been doing the job for years. Barrie, by the time you read this will have sorted out all the trophy engraving and medals for this season's winners and made a start on the programme for 2014.

He has managed to remain cool calm and collected even under pressure and has come through his first term with flying colours. We trust that he will continue in the office for many more years.

Thanks Barrie.

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FROM THE OLD SCRAP BOOKS

The Worthing Herald report dated 9th October 1970 with the headline “Cyclists gain another team title” reads:

“An estimated 200 people took part in, or officiated at, or watched Worthing Excelsior Cycling Club’s open 25mile event on local roads on Sunday. This event is fast becoming one of the most popular in Sussex. A field of 85 started from the Sussex Pad Hotel early in the morning and had to deal with difficult conditions caused by a high wind and slippery roads.

Excelsior riders turned out in force and carried their club colours so well that they more than held their own against a talented field which included world championship rider Martin Roach of Hounslow, the favourite. Not only did Excelsior take second and fourth places with Mick Venner and George Matthews but had the strength in depth to take the team title, - their third open team win in recent weeks.

It was a staggered start and when Mick Venner finished in 1 hour 0minutes and 41 seconds it was obvious that he was in line for prizes. Then D. Eldridge (Delta Road Club) came home with 1.0.37 which proved to be the winning time. Roach found things difficult and had to be content with third place (1.0.49) and young Excelsior rider George Matthews was fourth (1.1.43).

Don Lock was the next Excelsior man home with 1.5.34 and this was enough to give Excelsior the team prize, 2 minutes 51 seconds ahead of formidable Hounslow.

Venner completed a really successful morning by taking the handicap award.

Other Excelsior riders were timed as follows: Tony Flumm (1.6.20), Tony Hill (1.6.21), Pete Reeves (1.6.50), Duncan Bethell (1.8.21), Chris Woodcock (1.9.20), Mike Poland (1.9.20), Harry Beasley (1.10.20), Eddie Kneen (1.10.25), G.Barnes (1.10.33), Tony Palmer (1.12.14), Steve Richards (1.12.51), Paul Taylor (1.14.02), John Antram (1.14.37), C.Howard 1.18.23).

Thanks are due to the members who supervised the race, organised a splendid scoreboard and made sure there were refreshments at the finish.

The reference to “third team win in recent weeks!” prompted us to look back further. We found that the previous week Venner and Matthews had won the Brighton Mitre’s Two-Up 25. On 11th September the paper reported that the Club had won first team place in the Sussex C.A. 12 hour which was incorporated in the Southern Counties promotion. Keith Dodman led the team home with 236 miles followed by Venner on 231miles, Pete Langridge 223, and Tony Hill 220. Although it was stated to be provisional it was also thought that they had taken first team place in the S.C.C.U. event as well. On the same day Matthews, Lock and Colin Miller had ridden in the East Sussex C.A. Open 25 and won the team there as well. Just one week before this Dodman had travelled all the way to Scotland to ride in and win the Fife C.A. 25 mile event clocking 1.3.08. This must surely be the only club win north of the border and probably the only ride completed in Scotland by a WECC rider.





The T de F Trip (See Bulldog Report)





RIDEUK24

24-25 AUGUST 2013
NEWCASTLE to LONDON, 308 MILES, 24 HOURS

TIME

23:40