

EDITORIAL

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The Championship Table gives evidence of the fierce competition existing throughout the Club, with each position being challenged. Long hours of training are demonstrated by the high standard being maintained by the top riders "Jacko", Fabrizio, Cesar, Guy and Jean Yves and by the number of others such as Gary Ashworth, Joselito Sison, Andreas Wieser, Marcus Marti, Nelson and Napoleon who are fighting their way through the ranks. The most keenly contested positions are in the Masters' Class, where Phil Baynes is narrowly holding on to his lead over Leo Fischer.

Welcome back to our ex-Chairman Phil Wright who held the Club together single-handedly last summer. Sadly we said farewell to one of the founding members - Terry Coleman, who returns to England. However, there is new blood with Brian Lenehan, Robert Patrick and Les Bailey joining our ranks. Brian and Robert have both done some cycling before and should be worth watching; Les is certain to be a challenge to Phil Bayne and Leo for the Masters.

Forthcoming events include the exciting 100 KM Road Race planned for the 8th April. We shall be publishing some training guidelines for those wishing to take part. On the "fun" side, we shall be having a 16 km Time Trial at the Maze on Wednesday 9th March, to be followed by supper etc. at our esteemed Chairman's. The supper will be free to all members who take part in the Time Trial.

On the administration side, Gary Ashworth has undertaken the arduous task of preparing the results and receives the heartfelt thanks of the committee. Keith Killingback, our founding Chairman, undertook the last Time Trial and a 60 KM Road Race in the Maze. There's a lot of work involved in organising a race, so our thanks to him. It is rumoured that he was aided and abetted by the Dhahran lads - Phil Bayne and Robert Jackson, thanks also to you both.

Stu and Lily continue to provide an excellent refreshments service, everyone is grateful to their willingness to get up extra early to be there during these cold mornings.

Birthday greetings to our present Chairman, Denis Dovey. Denis celebrated his 68th, no it's not a typing error, his 68th birthday on the 14th February. MANY HAPPY RETURNS to our stalwart Chairman. Keep on riding.

We are already thinking about next season. If you would like to contribute in any way, please let Denis, Guy, Mary or Stu know. We do need interested people, so don't be shy, come forward.

***** FORTHCOMING EVENTS *****

WED 9TH MARCH	TIME TRIAL (To be followed by a Super Social Cyclists Supper-party - casual)	16KM	THE MAZE	(NON-POINTS RACE)
11TH MARCH	CRITERIUM	40KM	THIRD AIRPORT	DENIS DOVEY
25TH MARCH	ROAD RACE	60KM	NOT KNOWN	JEAN YES & JEAN CLAUDE
8TH APRIL	ROAD RACE	100KM	POSSIBLY THE WADI	COMMITTEE
22ND APRIL	HILL CLIMB		THE MAZE	FABRIZIO BIELLI & GARY ASHWORTH

DHAHRAN RACES

Read the article by Keith. The Dhahran lads have generously offered to accomodate those interested in driving over. Details from Keith.

SPECIAL CHAMPIONSHIP RACE
100 Kilometer Race
8th April 1993
6:00 registration
At the Maze

Tshirts for all finishers.

START TRAINING NOW!!
ADVICE ON TRAINING AVAILABLE SOON.

offered to accom interested in dri from 200

DHAHRAN RACE 18th February 1994

On the invitation of Phil and Jacko an intrepid duo of Jean Claude Le Clerge and myself ventured along the well travelled road to the Eastern Province for a road race in the world famous ARAMCO village in Dhahran, this is not an uncommon experience for me on most of our none race weekends. I've lost count of the kilometers logged from Riyadh to Dhahran and back I've driven over the past 5 years.

Racing in the East province is a little different than Riyadh, the races tend to be longer and faster, and the climate is a lot, lot different. The first race that Mike Maguire and I competed in a few years back started in the middle of a dust storm. One minute freewheeling at 50kph, then bottom gear to struggle at 20 kph the next into a head wind for 40 km! there are other equally pleasant races, like the time it started raining just as the race got underway and stopped only when we got to the police check as we arrived back in Riyadh! But apart from that it's all good fun.


The circuit on Aramco is hard, there's a hill! Usually they arrange a head wind for the hill, a selection of right hand corners, that they cover in a special mixture of shit, rubber and oil, just so you can practice your lets slide down the road on my arse and elbow technique.

For those of you who still think road racing is fun, you should try keeping your position at the front of a group of kamikaze cyclists at 50 kph when it's raining, when you can see f*** all (not a lot) because a) you've not got your glasses on and b) there's so much water falling from the sky and the back wheel of the head case you're trying to follow, your not 100% sure which way is up!

Mary asked me to do a race report, so I suppose I'd better get on with it, right we started late, went round for a lap then I got dropped, on the up part (hill) we went round a few more times (six), some people fell off, some didn't. While others just for entertainment punctured and then fell off! After about 90 minutes of sweat, muck, making the legs and lungs heart, Jacko won and I didn't someone said the race was over and so it was! I was sure it was over at the end of the first lap, but I could of been wrong! We had tea and cake and then drove the 450 km home and saw two petrol tankers that had attempted to mate, but I guess from the fire and foam it did not work!

If anyone is interested in racing in Dhahran let me know, they have separate classes for novices (committee take note) we could drive there in convoy next time, it's only 450 km and it takes three hours door to door!

Keith Killingback



Building on the foundation laid by Keith and Phil we have widened awareness of the Riyadh Wheelers, increased membership significantly beyond the critical mass point. At any event we now field between forty and fifty competitors. By end 1994 it is not unlikely we could be close to the century mark for membership.

In anticipation of such continuing growth it is, perhaps, appropriate to give some consideration to concerns that might then emerge as the year advances. An obvious concern would be the larger amount of road surface we would need to occupy and the increased time needed to stage each event. Where events use public highways this will elevate still more our profile to the Saudi population. For marshals, time keepers, refreshment providers etc., it could mean longer time waiting for the last rider. Should we re-consider using public highways? Do something to recognize the time we are asking the non-riders to provide to support the races?

With increasing numbers, the law of averages suggests the prospect sometime of accident potentially serious. Could we handle the first aid and public authorities involvement? Should we have a contingency plan?

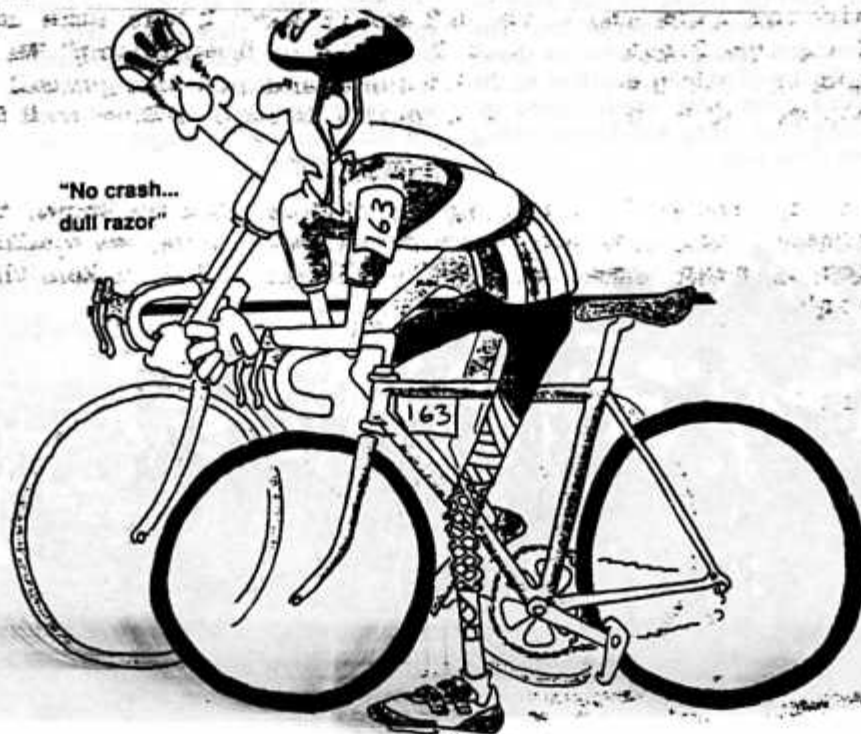
Would membership at higher levels diminish the warmth, closeness and camaraderie that presently exists? Could the quality and character of the club change? As an illustration of the latter, look at the HASH groups, now-a-days more sedate walking than traditional cross-country running.

Some of the above concerns might be addressed by introducing membership restrictions or qualification requirements: for example, members must race, must meet a minimum knowledge, speed and fitness level.

What do other members think?

It's your club!

DENIS DOVEY
CHAIRMAN



Beilli pedals to victory in Riyadh Wheelers race

By Hank Cooper



RIYADH, Jan. 30

THE seventh event of the Riyadh Wheelers' winter calendar showed the increasing strength of individual riders and of the club members overall as every participant taking part completed the 60km course. Riding skills have also improved with riders making intelligent decisions in their race strategies, by riding in groups, taking turns and using correct choice for gearing. The route for the race followed the same direction used in the second race, and with many members training cover this circuit during prior weeks familiarity increased the riders confidence and re-

sulted in a safe race. Sponsorship and prizes for the race were graciously donated to all riders by Coca-Cola.

Over the last seven Championship race the ranking has been split into three regions with riders in the upper category trying to hold onto the top ten places and middle ranked rider trying to displace those in the top category. Lower placed riders are fighting it out amongst themselves, those in strong positions now have to consolidate their position, as this race fell in the middle of the winter calendar and there is still much fluctuation in the overall standings.

The group start was followed by an immediate disintegration of the starting lineup. Several riders shot off the line and at 3 km riders were stretched to the limit through the continuous attacking off the

front much of which was initiated by Jackson who slit the front group into two. The leading duo of Jackson and Beilli burned off the front to eventually increase and consolidate their gap to what approached thirty seconds at the twenty kilometre mark. The boys out front had their gap and slowed down at six kilometres for their recovery. At that time Wood was able to come cross to Jackson and Beilli but lost contact on two occasions but was still able to dig deeper and regain contact through the display some strong cycling. Once formed the trio out the front worked together, taking one and a half minute turns at the head, and then moved to the back for their rest. They sensed the strategy required for the win and kept their gap. They were unchallenged throughout the rest of the

race. The next group of about 13 riders then spit into two groups of four and nine riders respectively.

The second pursuing group with Griggs, Catambay, Plank and Rotteirs attempted to bridge the gap but their attempts came to no avail. The third group included LeClerq, Henry, Bayne, Killingback, Lewis, Long, Sison, Ashworth and Cook.

The leading riders reached the halfway turn to the line in these formations, and were met at the turn with a unwelcomed head wind the slowed the race down by a average of ten kilometres per hour. The second and third groups were not showing the discipline being displayed by the leading group, with several riders including Cook, Long and Rotteirs doing most of the work.

The final hill towards the line was approached intact by these three groups and following riders for the final push towards the line. Beilli crossed the line first by three lengths taking the sprint from Jackson in a time of 1:35:32.

The winners recorded an average speed of 38 kilometres per hour. Jackson came in at one second and Wood who slipped his chain in the sprint followed third at two seconds. Jackson now heads the championship standings with 572 points followed by Beilli on 536 points. The second group came in at 1:38:36 with the sprint for fourth place being taken by Griggs followed by Catambay and plank. The third group sprint was won by Henry, who came eighth with a time of 1:40:10. The last riders in still managed a average of close to 30 kph.





REFLECTIONS ----- PHILIP R. BAYNE.

WITH TWO RACES TO GO, I LONGED FOR THE CYCLING SEASON TO END. IT WAS A LONG AND HARD EIGHT MONTHS AND GETTING UP AT FOUR A.M. FOR THE EARLY MORNING TRAINING RIDES, THE ENDLESS SESSIONS IN THE GYMNASIUM, THE EVENING RIDES WERE ALL BEGINNING TO TAKE THEIR TOLL ON THE FRAIL HUMAN FRAME.

ALAS, THE SEASON IS NOW OVER AND A FEELING OF EMPTINESS AND LONELINESS HAS SET IN. THE COMPETITION, THE COMRADESHIP ARE ALL MISSING. EVEN MISS THE LONG DRIVES TO RIYADH TO TAKE PART. IN THE EARLY DAYS "JACKO" WOULD DRIVE TO RIYADH AND BACK WITHOUT ANY CONCERN. BUT, AS THE SEASON DREW TO A CLOSE, FATIGUE WAS BEGINNING TO GET EVEN HIM AND I INCREASINGLY FOUND MYSELF HAVING TO DRIVE BACK.

WE (JACKO & MYSELF) WOULD SET OUT ON THE FOUR HOUR DRIVE FROM DHAHRAN AT ONE O'CLOCK IN THE MORNING AND TO IDLE AWAY THE TIME WE WOULD DISCUSS THE RACE TACTICS THAT WE WOULD USE. NEEDLESS TO SAY THE TACTICS WERE ALWAYS "JACKO'S" AS MY PLAN WAS ALWAYS TO STAY UP WITH THE LEADERS AS LONG AS POSSIBLE UNTIL I INEVITABLY/EVENTUALLY FELL AWAY AND HOPED FOR SOMEONE, PREFERABLY A GROUP, TO COME BY AND TOW ME ALONG.

ON ARRIVAL IN RIYADH, WE WOULD CHANGE, SHOWER, UNPACK, WARM UP (NOT NECESSARILY IN THAT ORDER) AND RACE. BEFORE THE START, THERE WAS ALWAYS EXCITEMENT IN THE AIR. THE SIGNING ON. THE ROAD MARSHALLS GETTING IN POSITION. THE TIMEKEEPERS SYNCHRONIZING THEIR WATCHES. THE ROAD SWEEPERS ENSURING THE ROADS WERE FREE FROM DEBRIS. TEN MINUTES TO GO AND THE RACE BRIEFING. THE RACES WERE ALWAYS EXCITING AND WE COULD ALWAYS BE SURE OF EAGLES SOARING OVERHEAD AND CAMELS BY THE SIDE OF THE ROAD. THERE WERE RACES WITHIN RACES FOR THE VARIOUS CATEGORIES. THE COMPETITION WAS FIERCE BUT FAIR AND FRIENDLY. UP FRONT AT THE START, AND SLIPSTREAMING IN THE PELETON, THERE WAS ALWAYS TIME TO CHAT TO WHOEVER WAS CLOSE BY. AS THE RACE PROGRESSED AND THE LEGS GOT TIRED AND THE MIND BEGAN TO WANDER, THE SPIRIT WAS WILLING BUT THE BODY WAS WEAK. HOWEVER, THE COMPETITIVE URGE KEPT ONE GOING EVEN THOUGH AT TIMES, IT WAS DIFFICULT TO UNDERSTAND WHY WE WERE PUNISHING OURSELVES IN TEMPERATURES AS HIGH AS 130 DEGREES FAHRENHEIT.

ALAS, THE SEASON IS OVER. THE MEMORIES OF RENEWING OLD ACQUAINTANCES AND NEW FRIENDS MADE, WOULD ALWAYS REMAIN. THE CAMARADERIE THAT PROMPTED SEVENTY CYCLISTS FROM VARIOUS COUNTRIES (AMERICA, AUSTRALIA, AUSTRIA, BELGIUM, CANADA, FRANCE, GERMANY, GREAT BRITAIN, ITALY, PHILIPPINES, SAUDI ARABIA) TO GET TOGETHER ON FRIDAYS TO RACE ON THE DESERT ROADS OF SAUDI ARABIA, WAS VERY SPECIAL. EVERYONE WAS A WINNER BY JUST TAKING PART.

IT WILL SOON BE THE START OF THE NEW SEASON AND THE COMPETITIVE FLAME WILL BURN AS BRIGHT AS EVER. TO DO EVEN BETTER THAN THE YEAR BEFORE, HOPE SPRINGS ETERNAL.

RESULTS:

INDIVIDUAL CHAMPIONSHIP

- 1. ROBERT (JACKO) JACKSON AUSTRALIA
- 2. FABRIZIO BIELLI ITALY
- 3. ALAN WOOD GREAT BRITAIN

MASTERS CHAMPIONSHIP

- 1. GARY ASHWORTH GREAT BRITAIN
- 2. PHILIP R. BAYNE GREAT BRITAIN
- 3. LEO FISCHER GERMANY





FINAL CLASSIFICATION - BEST 8 OUT OF 13 RACES

Place	Surname	Forename	Race Nr	RACES													Total	Best Eight
				1	2	3	4	5	6	7	8	9	10	11	12	13		
1	JACKSON	Robert	59	0	91	100	100	86	100	95	100	88	91	100	79	88	1118	777
2	BIELLI	Fabrizio	2	77	87	0	91	100	88	100	91	100	0	0	100	100	927	770
3	WOOD	Alan	19	100	78	0	0	91	91	91	95	10	100	91	95	0	842	754
4	CATAMBEY	Cesar	27	80	95	91	78	95	82	88	80	95	0	0	0	0	782	706
5	ROTTIERS	Guy	6	78	100	88	95	0	75	84	0	10	0	95	84	0	709	699
6	HENRY	Jean-Yves	12	84	77	82	82	78	88	82	88	91	88	88	86	91	1099	698
7	LeCLERC	Jean-Claude	22	79	72	95	88	82	72	80	77	86	84	78	74	0	967	672
8	COOPER	Hank	40	86	85	86	73	88	79	72	0	0	0	0	78	84	732	659
9	ASHWORTH	Gary	49	0	84	10	84	75	80	79	88	84	0	0	73	80	735	652
10	SISON	Joselito	31	69	82	84	79	84	76	75	82	79	77	80	77	0	944	647
11	RANTE	Jessie	42	71	70	75	75	0	74	65	67	80	82	82	80	88	907	634
12	LEWIS	Peter	70	0	0	78	82	79	78	78	0	0	80	71	75	0	619	619
13	KILLINGBACK	Keith	25	68	73	80	78	72	68	73	79	77	79	0	0	0	747	611
14	BAYNE	Philip	26	0	74	77	72	70	66	74	71	10	78	75	67	72	806	593
15	TUMUMBAC	Nelson	43	64	62	72	65	59	77	69	68	75	0	78	72	77	834	584
16	McGUINNESS	Steve	51	67	0	71	69	73	84	68	75	0	0	0	58	75	840	582
17	FISCHER	Leo	8	74	76	0	70	74	69	70	70	67	0	67	68	74	779	577
18	WALTON	David	10	72	79	74	66	69	63	53	61	0	75	66	0	67	745	668
19	LONG	Robert	29	95	0	0	77	78	0	77	84	0	0	0	71	79	559	559
19	WADDELL	Peter	15	70	71	78	10	71	65	63	65	10	10	68	85	73	717	559
21	GABOT	Bonnie	44	73	63	73	64	68	62	67	68	69	0	0	0	0	607	545
22	LUMBAC	Napoleon	32	57	64	67	56	65	73	61	62	72	71	70	61	0	779	544
23	LAORGAN	Catalino	20	65	66	0	67	64	64	62	69	74	72	0	0	0	603	541
24	ESPERANZA	Arturo	46	61	58	69	61	67	61	59	60	71	69	64	62	0	782	524
25	PATRICK	Robert	83	0	0	0	0	0	0	0	78	82	88	88	88	95	519	519
25	WIESSER	Andreas	77	0	0	0	71	0	71	64	76	10	0	79	68	82	519	519
27	CARREON	Romeo	41	58	55	66	59	58	56	55	56	64	66	0	0	68	661	495
28	SORLEN	Frank	56	0	0	0	10	52	67	57	58	65	64	61	0	70	504	494
29	DALY	Stuart	14	59	50	64	67	57	58	58	53	68	62	59	56	69	788	493
30	LENEHAN	Brian	95	0	0	0	0	80	95	0	0	0	95	84	91	0	445	445
31	CADORNA	Glecy	45	47	10	10	50	50	55	0	46	61	68	0	0	66	463	443
32	DOVEY	Denis	67	64	49	62	52	0	0	50	49	62	0	0	55	0	433	433
33	COOK	Kingsley	28	88	75	10	74	77	0	78	0	0	0	0	0	0	402	402
34	MUNDAY	Chris	33	50	0	0	61	66	60	58	55	66	0	0	0	0	398	398
35	MARTIN	Merkus	75	0	0	73	63	0	57	66	64	0	0	0	59	0	382	382
36	WRIGHT	Phil	95	0	0	0	0	0	70	71	74	76	78	0	0	0	367	367
37	BALEY	Les	67	0	0	0	0	0	0	0	73	73	0	74	69	78	365	365
38	CASTRO	Gerry	3	63	0	0	60	51	0	0	50	60	61	0	0	0	345	345
39	WILKINS	Fred	34	75	88	79	86	0	0	0	0	0	0	0	0	0	328	328
40	CONNOLLY	Hugh	9	56	56	0	55	54	0	52	54	0	0	0	0	0	327	327
41	CORSIGA	Augusto	91	0	0	0	0	48	0	60	61	59	0	62	0	0	280	280
42	BURNS	Eric	36	49	53	63	58	53	0	0	0	0	0	0	0	0	276	276
43	VORMISTER	Dianne	38	53	0	0	0	49	59	54	52	0	0	0	0	0	267	267
44	HERMANN	Kurt	52	0	67	0	0	61	0	0	63	0	74	0	0	0	285	285
45	DIONISTO	Dan		0	0	0	0	0	0	0	0	0	63	73	60	65	281	281
46	McDERMOT	Peter	47	55	54	68	0	0	0	0	48	0	0	0	0	0	225	225
46	NONES	Mike	13	48	51	10	54	62	0	0	0	0	0	0	0	0	225	225

