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## April 2009 ISSUE

Welcome to the April 2009 edition of the Half Link. Sadly we have an obituary for Mick Hall who passed away in February. We also have a report on this year's Harp Hilly Hundred and the date for the Spring Club Run and Lunch.

Notices:-

### Spring Club Run & Lunch.

This will be on Tuesday 5th May.

The venue is the 'White Horse', High Cross, on the old A10 about 3 miles north of Ware.

Mick Hall suggested the 'White Horse' as a possible venue for one of our 'get-together's a couple of years ago. Thus, it will now serve as an appropriate place to raise our glasses in memory of him.

Some members of the Verulam CC will be joining with us on this occasion (Mick's club at the time of his passing away in February).

The ride will start at 10.30, returning by 12.30 for lunch at 1.00. Lunchers-only are very welcome.

If you are in contact with any ex-Harp members or past associates of the Harp then please invite them along (but please let Mick Clark know).

Also, please let Mick Clark know if you expect to be there for lunch so that numbers can be advised to the pub.

### WLC Events

If you wish to ride any of these events please contact Jim Williams.

22 March - 25 mile TT on CC113 - Amersham Road, starting at Tatling End and changing under the bridge.

19 April - 25 mile TT on CC114 - Amersham Road, starting at Great Missendon with changing rooms in Great Missendon

14 June - 25 mile TT on CC113

12 July - 50 mile TT on CC128 - Amersham Road, starting at Tatling End

6 September - 25 mile TT solo and 2-up on CC114

20 September - 10 mile TT on CC180 - Amersham Road, starting at Great Missendon with changing rooms in Great Missendon

18 October - Hill Climb on HCC011 - Windsor Hill

## HARP HILLY HUNDRED 2009



Sunday 25th. January dawned as another day of wet and miserable weather with water-filled potholes on roads and lanes for the first event in the Chiltern Classics series. Particularly risky potholes down Rucklers Lane to the finish led Malcolm and Mick C to re-route to avoid that stretch. Thus the conditions did not promise a large entry. But 55, surprisingly cheerful, riders chanced their arms (and legs) to be the first to benefit either directly or indirectly from the innovations and changes made this year.

1 - Direction arrows prepared by Alison and Malcolm - 50+ to be placed along the route on the preceding Friday and Saturday by Malcolm and Mick C, a task which took many hours and miles under their wheels.\* The arrows were recovered by Malcolm and Alison just before the weather turned to heavy snow another; onerous job.

Our thanks go to Plowman Craven Associates for meeting the cost of the arrows.

2 - Harp members turning-up on the day to help or ride (Pete Cookson was down to ride) were invited to bring along a dozen or so energy bars, etc., suitable for offering to the starters (to go with the provided tea and coffee). This obviated the need to prepare cheese rolls, ham rolls and the like as in the past (and which didn't seem to be missed). As usual, victuals for the finishers were purchased when the start was history and thus numbers known.

3 - A small change was to add a line for Car Registration Number on entrants' Registration Forms. Thus, if any car is still on site when we wish to lock the gates after the event we stand a chance of not impounding an entrant's vehicle by mistake (but we can still do if the feeling so takes us).

4 - Richard's new barcoded HHH Card system worked well. When ready to start a rider scanned his/her card to record their start time allowing riders to start whenever they wished.

If for any reason a rider wished to change to a later start time they had simply to re-scan their their HHH Card.

Similarly their cards were scanned to record their finish times and, if successful, their personalised Certificates were ready within a minute or so of them finishing.

The new style HHH Cards can be used again and again (unless badly treated by weather or the user) and only 6 were not received back at the finish. How

ever, as a result of having a 'Return To' address on the reverse side, 4 were subsequently received by post.

The cost of the cards (300) to the club was £20.

5a At the last AGM the entry fee was raised from £5 to £10 with the objective of raising the amount donated to Charity. There were no remarks concerning the £10 entry from any rider or helper. Notices advised that at least half of the entry fees would be donated to charity.

5b A late change made on the day was to hold the entry fee for the 50km ride at £5. The rationale was half-the-distance, half-the-cost but it ~~could~~ would have been argued (by Dave, Jim and others of like mind but not present on the day) half-the-suffering, double-the-cost. Very few ride the shorter distance so it makes only a very, very small reduction in the amount available for Charity.

And the bare statistics ???

Entries: Total 55, Qualifiers 30, Non-qualifiers 14, DNFs 11

Riders in each Category: A 7, B 35, C 6, D 7.

HHH Shield for 2009 ..... Hemel Hempstead CC with 5 qualifiers.

Income £525 including £10 donation from a rider who did not enter.

With £300 to Charity (RSPCA for 2009) leaves just over £50 to club funds.

And to finish.....

Harp helpers on the day ..... Malcolm P, Wally, Richard, Bryan, Mick C, Mick K,

And lastly,

A big thanks to Malcolm as Organiser of yet another successfully run event (clearly acknowledged by the riders who almost all expressed thanks for the event and none made adverse comments).

## MICK HALL

Mick passed away on 24th. February after many months of suffering, leaving us with so many memories of him.

Mick joined the Harp in the late -1960s and in addition to the regular club rides (which he took his share as leader) he soon became involved in all the club's activities. He quickly showed his willingness to get involved by helping organise the club's Annual Dinner and throughout the '70s he served in so many ways. Committee roles included General Secretary, Road Race Secretary, Press Secretary and Editor of the Half Link.

He organised many of the club's promotions including a couple of Harp Hilly Hundreds, the Harp Chiltern Grande Prix in '74 & '75, the BCF W. London Division Championship in '79 and other road-races.



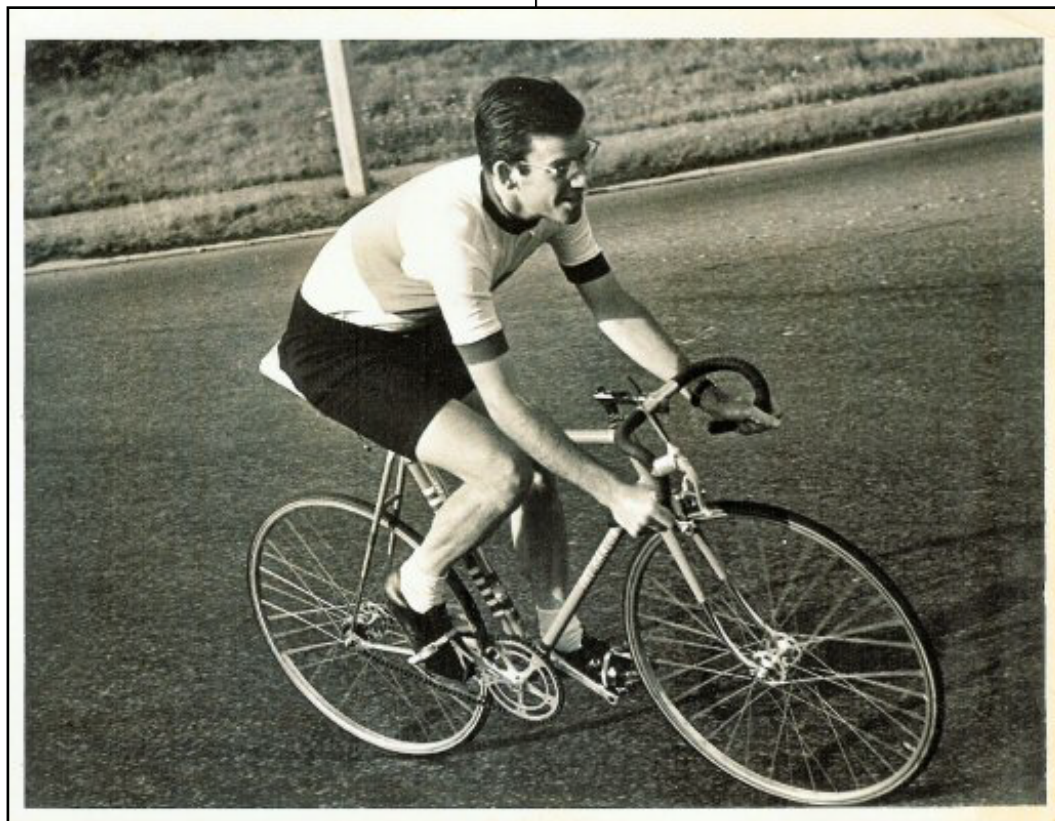
He married Pam in this period and Pam also became an active member of the Harp.

Mick left the club in the 1980s but rejoined as an Associate Member in 2004.

Mick was not only a strong rider but a strong character with firm views and very capable and determined in all he undertook. All this and a great sense of ever-ready humour which will not be easy to forget.

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My earliest memory of Mick would have been on my



Also, he was very much involved with the Harrow Cycling Festival '74 & '75, especially in raising sponsorship.

He enjoyed touring, YHA weekends and racing - against the clock (10s to 100s) often on 81" fixed and beat the hour for 25 miles, on the road, track and a few hill-climbs. Mick was a strong rider, not often winning but always well placed. He also suffered in one or two Harp Hilly Hundreds.

first club run just after joining the club. He was riding beside me and gave me advice to change down to a lower gear as I would find it easier going. I duly did so and have always remembered those wise words.

Later on when Mick was Press Secretary, he would get reports printed in the local newspaper. One week I got a mention where it stated my name and that I was a cycle racing enthusiast from Edgware, Mick's wording slightly changed by the newspaper editor. So

for a long time after that Mick would greet me with the words, "Hello cycle racing enthusiast from Edgware" at which there would be chuckles and laughter all round.

On those days we would go on long training rides with a large group that met at Hanger Lane. Mick would jokingly say of them that if you played your cards right you could go all day without getting to the front. Having said that there was one memorable ride where Mick led the group on the front all the way up the famous long Hoggs Back climb. He was the hero of the day of which he was well pleased.

When Mick still lived in Paddington he would sometimes stay at my house on a Saturday night. Next morning my Dad would drive us to an early start TT. One such Sunday after we were back home, Mick went out into the garden. Then we heard the push lawnmower going. Mick was helping us out, showing his appreciation by mowing our lawn. That's the sort of person he was.

In more recent times I rode for the Verulam CC for a



Counties. At his well attended funeral Sheila's tribute (Mick's sister) recalled his love of music, playing in a band and travelling into London to frequent 'Mod' clubs so we might have rubbed shoulders in the Marquee, 100 Club or Top Rank Watford. However I never knew this as joining in 1973 meant missing Mick's formative years and now I feel frustrated by not finding out earlier and discussing those exciting times.

Mick by his own admission was not a prolific winner but a solid club member and rider who supported us in all areas of our chosen sport. He was a 'doer', a rare beast in these times of selfishness and self-importance, no task too big, no venture too small, all executed with



while, Mick's club. So we did club runs, training rides and what were Mick's last TTs together before he started riding the more modern sportives. In that time we had two really good long weekends B & B away in Norfolk along with Jim Pettingill. They were both arranged by Mick and we were hoping to do another in Lincolnshire some time, but alas not to be.

I will miss Mick a great deal as he will always be part of my cycling life and a great friend.

PC

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I can't believe Mick won't ever be riding again with his Harp RC mates on our bi-annual sorties into the Home

a smile and in good humour. "Clark ..... Hall here", that cheery voice on the telephone has been silenced forever. We will miss him and although our final curtain-call can never be a 'racing' certainty, Mick's sad passing was painfully premature. R.I.P.

MC