

The Worthing Wheel



Spring 2001

**Magazine of the Worthing Excelsior
Cycling Club**

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Worthing Excelsior

Clubroom: Broadwater Parish Rooms
Meetings every Tuesday evening 7:30 to 10:00

Opinions expressed are those of the contributors,
and not necessarily of the club or its committee.

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Calendar of Events

All club runs depart from Washington village green at 0900hrs (0910hrs. latest) unless stated otherwise.

You should register your attendance with the runs leader or with Tony Palmer (01273 558597) to enable you to be included in the Annual Club Runs points competition.

Date	Eleveneses Venue
11 Feb	Dolly's Pantry, Ditchling
18 Feb	Paced ride competition. This is not a race, it's a test to see if you can maintain your speed around a given circuit. 2 laps of a circuit. No watches or computers to be used on the ride. The rider that completes the second circuit in as close a time to the time that he does on the first circuit shall be deemed the winner. Eleveneses afterwards at the Southwater Country Park. Free tea and cake to the winner !!!!!
25 Feb	Barnham Mill Tearooms. After long circuit event.
4 March	200k Audax event. See Dave Hudson for details of entry. If you are not riding but able to help with the event please contact Dave.
10 March	Rushfields Garden Center, Poynings. After the SCA 25.
18 March	Stopham Bridge, Pulborough. after hardriders circuit event
25 March	RSPB Centre, Wiggonholt Common. After SCA 2-up TTT.
1 April	Washbrook Farm, Hurstpierpoint.
8 April	St Peter's Tearoom, Cowfold. After Ashurst circuit event
15 April	Chailey tearooms. Chailey crossroads. This run departs from the car park at Ditchling at 0900hrs.
22 April	Forge tearooms, Pyecombe
29 April	Southwater Country Park. After club 25 mile TT.

For Audax and time trial events over the next few months, see inside the back cover

Club Runs

The club run that was to be the forerunner to the Club Freewheeling Competition to be held on the hill south of Warminghurst Church did not go well. Eleven started out from Washington for the ride to elevenses at the Garden Centre at Dial Post by a circuitous route aiming to get approximately 25 miles in prior to the refreshment stop at about 10.45. Although cold, the weather was bright; the lanes were damp but no sign of frost. Leaving Washington and turning off the A24 at Rock Cross Roads we continued through the lanes to West Chiltington, where north to enjoy the long descent to Broadford Bridge. Left, followed by a sharp right up to Coneyhurst Common, where left and right again, continuing north. The route plan was to go right at the next junction through to Barns Green, on approaching the junction on a level road, Don Lock, being at the front took the corner well, Tony Palmer following the same line but crashed to the ground, followed by Mel Robertson and Susan Uncles.

The remaining riders were able to brake or to avoid the tangled heap lying in the road. Damage suffered was torn training bottoms, a damaged helmet and a couple of scratches to the Presidents new bike. When everybody had stood up we found that the road surface was extremely icy although it was not obvious, we had cycled into an area of black ice. From this moment on everybody rode at a distance from each other and with due caution. Unfortunately, Katherine McClelland hit another patch of ice on the road adjacent to the railway line at Barns Green and took nasty tumble. Although shaken she was able to continue her ride but her helmet will need to be replaced after it broke due to coming into contact with the road surface. The run then took the shortest route to the more major carriageways to avoid any more hidden ice.

Elevenses at the Garden Centre became quite crowded with cyclists, eleven from the club run, David Uncles and his three daughters, Roger and Jean Smallman, and Keith Dodman who was eating with the CTC group when we arrived.

With the cyclists suitably charged with food for the Freewheeling competition we headed south on the A24 to turn into Ashington and then onto Warminghurst Church for the event start. The conditions of the event are that you freewheel downhill without pedaling to see how far you can go before you put your foot to the ground. You are to keep your feet on the pedals at all times; no aerodynamic devices are to be fitted.

Nine members from the club run took part along with Keith Dodman, and David Uncles who entered with his youngest daughter on the back of the tandem. His two other daughters took part also but they had to share a bike. Riders travelled a considerable distance from the bottom of the hill finally running out on the long flat lane approx two thirds of a mile from the start point.

Jonathon Ford-Dunn won this first event of the season, outrunning Paul Toppin by a few feet, closely followed by Don Lock. It was obvious that the first three riders had taken the event very seriously, Jonathon had kept himself at the back of the run all morning so as not to have any wasted effort for the competition, Paul had prepared himself all winter and had only emerged from his winter hobbies of gluttony and sloth on the day of the ride to take part in the event. Don had been out every Saturday and Sunday getting the miles in, an effort to reduce weight and therefore any drag that was to impede his descent of the hill.

Tony Palmer

WANTED

Would be authors, cartoonists, reporters of the world's (or at least Worthing's) cycling news, views and observations.

See your name in black and white.

Mail me some stuff for the next issue or I may have to resort to a "10 Years ago..." slot and who knows how many dodgy hair styles etc. that could uncover!

All contributions gratefully accepted (even if not immediately used) by
ed@worthing-excelsior.fsnet.co.uk.

A Purely Gastronomic Tour

It had been “advertised” as “Ken’s Tiny Tour of Tuscany – a purely gastronomic experience” so no one was expecting a hard ride. More a case of using the bikes to wheel the luggage from one restaurant to the next. But I did worry when both my old mate Jean (60 plus, doggedly determined but not exactly racing fit) and Phil Guy (young(ish), doggedly determined and seriously swift) signed up for the return flight to Pisa. What you might call a mixed ability group! Then there was Ryanair, Stansted to Pisa for a few bob over £100 return, who would not “guarantee” to carry our bikes in spite of being willing to take the extra £15 bike fare. Worse, a couple of weeks before a letter in Cycle Touring complained that Ryanair had wrecked two bikes and refused any compensation!

Well, in the event they did carry them and in spite of a very short night’s sleep we arrived in Pisa at 10:30 on Thursday 14th September with bodies and bikes in good shape.

Perhaps because I had been worrying, the good Lord was now smiling on me. We didn’t quite make lunch at the nice nut scruffy cafe in Ponsacco that I had remembered from last year, but stopped instead, 10 km earlier, in the Ristorante Lido for a super lunch and the best possible start to a gastronomic tour.

The spectacular Tuscan scenery starts as you climb into the hills south of Pisa. We spent our first night at the Molina d’Era just below Volterra and climbed the 10 km hill to the old fortified town in the morning. Volterra was the last Etruscan stronghold to fall to the Romans – when you see the cliffs you can see why. Up there you could hold off an army with a pea shooter and a bucket of tomatoes. When you ride up the cliffs you know why the Romans didn’t bother with bicycles!

Then on past the walled town of Montereggio and to Siena. We took a rest day in Siena, ate at the best restaurants including one favoured by Pavarotti and stared, gob smacked, at the greatest piazza of them all – the Campo. In the summer each year the Sieneese hold the palio, horse races around the Campo with bareback riders representing the seventeen “contrada” of the city. When you stand on the vast brick paved floor of the Campo you can sense the excitement and danger of the Palio; you can savour the smell of coffee from the pavement cafes and you can feel the tremendous sense of 2,000 years of history.

Above all this is the Torre, 103 metres and 400 narrow, high stone steps above the Campo. Built in the 13th century, and standing today as firm as ever, it gives the climber a view from the bell loft over all Siena. Only Marian G. had the bottle to climb the full 103 metres. I chickened out when

the walls disappeared and the stone steps turned into a steep wooden ladder. Still the view from 90 metres is almost as good.

Our next stop, at San Gimignano, was another gift from my guardian angel. I rang ahead for rooms without success until the hotel cooperative said they would try to find us something. They found us the best hotel in town, and the best rooms in the hotel. From room 102, at the top of the Hotel Cisterna's tower, the view over the main piazza to the hills was unforgettable.

The 14th century World Heritage Site were engaged in a ridiculous competition to build the biggest tower on their houses. At its peak, there were seventy six towers. Fourteen remain, topping the hill on which the village stands among the olive groves.

We hired Renzo to take us to Florence in his mini-bus. You must see Florence, everyone agrees with that, but we agreed that it wasn't as good as Siena. We consoled ourselves with yet another Tuscan feast.

Italians like to help and there is no better example than Irma, proprietor of the Molina d'Era. After a long and dusty ride on an unmade road we decided to return to the Molina. But the person who took my booking had made a mistake – there was no room. Irma traced me back to my London office from the earlier booking, got my former secretary to call me on my mobile to explain, fixed for us to stay at a nearby country house, arranged transport to and from the Molina for dinner – and it all worked out a good deal cheaper than staying at the hotel. If only Irma had been in charge of the Dome!

On the last day it rained. My guardian angel deserted me; I got lost. By lunch (in a rotten little bar because there was nothing else) we were further from Pisa than we had been at breakfast. On the, now long, road to Pisa and without warning, workmen had dug a 5 metre deep impassable trench. We faced a retreat, 8 km further, up a big hill until Phil retained a local "guide" who lead us across fields, a makeshift plank bridge, through someone's garden and onto the road beyond the trench. Italians like to help.

The leaning tower is a very fine tower - it would be an attraction even if it didn't lean. It rounded off our tour of Tuscany very nicely. We bought a few souvenirs, a calendar, a great lump of parmesan and a bottle of Chianti and got onto the plane already planning next year's tour.

Ken Retallick provided this account of a tour he took part in. It previously appeared in "Wheelmarks", the magazine of the Shropshire and Mid Wales CTC.

A Winter (Warmer) Tale

With several years passed since I last rode an Audax event - Dave Hudson's South Coast 300 having been perhaps a slightly over ambitious introduction to this esteemed way of getting the miles in, and over a year since my last ride of over 80 miles, I was more than a little apprehensive of the 100 km route for the Worthing Winter Warmer.

Looking out of the window first thing in the morning to see glowering clouds and a steady drizzle the idea of 65 miles of minor roads and lanes (not to mention the ride from Worthing to the start at Ashington, and back afterwards) in early February seemed, shall we say, foolish. At least the ice that had characterised several of the recent club runs was unlikely to be a problem! This concern over the weather turned out to be misplaced and although waterproofs were needed getting out of Worthing, by the time I reached Ashington the clouds were lightening and patches of blue were making themselves apparent.

Doubtless you have seen the photographs of the streets of China thronged with shoulder to shoulder cyclists - well, if you replaced the Mao suits Ashington looked similar as we departed at 9 am. Fortunately there was not too much traffic out on the roads. The large field included a sizable contribution of Worthing Excelsior riders doubtless hoping to take advantage of familiarity with the roads to speed their way (with tri bars fitted to one member's bike, I can only assume that speed was a priority).

Regrettably, the winter weather began to take its toll and from the earliest stages there was a steady stream of people pulling up to repair punctures. The main point of dread that I had for the ride was the 1 in 7 hill leading up to the first check point and on account of this I had chosen to ride my tourer with the very low gears. Refreshed by a cup of tea and some cake, we headed on through the pleasantly traffic free minor roads which included more hills than I had bargained for - silly me for not remembering that there are lots of hilly bits in that part of Surrey.

Drawn onwards to the next control the day began to warm up and concerns of rain were now no longer significant. The second control was followed by an exceptionally nasty short, sharp hill which served to remind

me of my lack of training in recent months, but now we were on the final leg.

The roadworks on Spithandle lane proved to be a wonderful source of punctures and an unexpected opportunity to hone offroad riding skills and served to cause some confusion with the variety of "road closed" and "diversion" signs. This was adequately explained in a notice at the event headquarters, but alas it seemed that not everyone had taken notice of the notice.

And so back to Ashington to refuel on soup, cake and tea. Mid way through this, I found that I had managed for the first (and probably last time) to finish an event before Karl Roberton – OK it was a non-competitive event, and it was due to the effects of a puncture but for me it served as the icing on an enjoyable ride, made all the more so by the efforts of Alan Matthews and the band of volunteers who manned the controls and provided the refreshments.

Ed Andrew

A Gentle Reminder

To avoid the embarrassment of having your race entry form refused, please ensure that you renew your club membership before trying to race – it's essential for the insurance.

In any case, please make sure that you renew before the end of March. Membership – it's a bargain at £16 (seniors), £11 (juniors) and £4 (social members).

And for those who travel to time trials light, remember to bring an extra 50p as the entry fee has been raised to £1.50 for all events. This is the first increase in many years and been made necessary by the increase in the costs of administering these events.

Late Breaking news...

The club run on Sunday, 18 February was to have a added feature and included a speed judging competition. The course was not made known to the competitors only the minimum of details were to be provided before the event so that members could not go out and train around the route. There was to be a prize to the winner, a pot of tea and a cake at the elevenses venue. This brought out eight competitors to the event, more than we get in some time trials but there again the prize was a good one!

The club run departed from Washington and going via Sullington, West Chiltington, Danhill Crossroads and Broomers Corner to where we arrived at the event start near Shipley.

The course was circular route about three miles in length passing through Shipley village and using the road to the south past the Countryman Pub. The route, all on lanes was to be completed going in an anti-clockwise direction and then again in a clockwise direction. Each lap was timed, and the rider with the smallest time difference from between their two rides would be deemed the victor. No computers or timepieces were to be used.

Sue Howe started first, unsure of the route, the hills, so many questions. Ron on his racer was off next, he started quickly, he had nobody to talk to. Mel followed, questioning if the timekeeper was to RTTC standard. Brian Howe thought that he ought to go next to catch Sue in case she got lost, he never caught her! Graham Collins, fresh from his Majorcan training camp with Stephen Roache followed. Alan Weston started off at a reasonable pace to catch Graham. Karl started very fast and proved to be the fastest rider on the course with lap times of 9.14 and 9.20. Ed Andrew pulled his lightweight bike out of the shed to take this event seriously and with lap times of 11.53 and 11.54 there was to be nobody to beat him.

The event was treated in a fun, light hearted way and every body seemed to enjoy it. The morning was cold with little wind and overcast prior to elevenses which were taken at Southwater Country Park, before riding home with a tail wind and sunshine.

Lap times:-	First	Second	Difference	
Ed Andrew	11.53	11.54	0.01secs	1 st
Brian Howe	11.47	11.53	0.06secs	=2 nd
Karl Roberton	9.14	9.20	0.06secs	=2 nd
Alan Weston	12.03	11.50	0.13 secs	=3 rd
Mel Roberton	10.50	10.37	0.13 secs	=3 rd
Graham Collins	14.40	14.54	0.14secs	4 th
Sue Howe	13.07	13.27	0.20secs	5th and best lady!
Ron Bardouveau	10.54	11.15	0.21secs	6th and lanterne rouge

Time Trials, Audax Events etc for the next 6 months

Time Trials

Day	Date	Event	Course	Start Time
Sun	04/03/01	10 Mile	G10/98	0900
Sun	18/03/01	Pulborough Circuit 16 mile	GS993	0900
Sun	08/04/01	Ashurst 16.3 mile	GS982	0830
Sun	29/04/01	25 Mile Champs & Clapshaw handicap	G25/93	0730
Sun	20/05/01	Club Open 25 mile (Ray Douglass mem'l)	G25/53	0600
Sun	10/06/01	50 Mile Champs (with Sussex CA)	G50/10	0600
Thur	21/06/01	Evening 25 Mile	G25/93	1900
Sun	08/07/01	30 Mile Champs	GS941	0730
Sun	15/07/01	100 Mile Champs (with Sussex CA)	G100/86	0600
Sun	22/07/01	Interclub (Bognor CC, Hants RC & Rother Valley CC)	P25/901	0700
Thur	09/08/01	Evening (lottery) 2 up 10 mile	G10/98	1900
Sun	12/08/01	12 hour (with Sussex CA)	G12/93	0600

Evening 10's on the G10/98 (Washington) circuit take place starting at 1900hrs (7 pm in old money) on Thursdays between

3rd May and 14th June (7 events)
28th June and 2nd August (6 events)

Entry Forms are required for all events except the Evening 10 series (unless you want to take part in the club competition). Please ensure that all entry forms are submitted to the club TT secretary on the **Tuesday** prior to the event.

Audax Events Sponsored by the Club

Date	Distance	Event	Start Location	Start Time	Org. by
04/03/01	200 km	South Coast 200	Worthing	0730	D Hudson
05/05/01	600 km	South Coast Classic 600	Midhurst	0500	D Hudson
29/07/01	86km & 131km	South Coast ½ Road ½ track	Steyning	0800	D Hudson

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