

# THE WORTHING WHEEL



**January 2000**

**MAGAZINE OF THE WORTHING EXCELSIOR  
CYCLING CLUB**

# JANUARY 2000

## WORTHING EXCELSIOR

Clubroom: Broadwater Parish Rooms

Meetings every Tuesday evening 7.30 to 10.00

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

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## **The 1999 Tourist Trial**

### **Part 2 and Overall Result**

You will recall that after the ridden section back in the summer John Mansell led with 15 points, Alan Matthews was close up on 14 and Tony Palmer was a little adrift in 3<sup>rd</sup> place with 12.

Well, after a testing Part 2 those positions were held, and the entrants in 4<sup>th</sup> position, Paul Toppin and 5<sup>th</sup> place, Mike Irons, were also unchanged.

The first paper simply required a course to be plotted on the Brighton and the Downs Ordnance Survey map, and although reference to a point on the Washington/Steyping road, as being 200 metres east of Worthing Pier (think about it), caused some puzzled frowns, all came home 100%, in fact, a round trip through 35 miles of delightful country lanes caused no sweat at all!

The second paper, however, did seem to cause considerable consternation and time had eventually to be called otherwise Ian Cheesman in charge of the canteen that evening would still be washing up!

Total points scored was remarkably close:

John Mansell 16½, Alan Matthews 16, Tony Palmer 16, Paul Toppin 15½, Mike Irons 15.

Final Results of the 1999 event:

1<sup>st</sup> John Mansell 31½ points, Alan Matthews 30, Tony Palmer 28, Paul Toppin 27,  
Mike Irons 26½.

So the Trophy returns once again to the Mansell mantelpiece or trophy cupboard. Next year perhaps he would like to organise it! (Questions and answers elsewhere in this issue)

## SUSSEX SPOCO

Please see below the dates of the first few Sussex SPOCO time trial events. There are more events later in the year. The events are run as a series, with points being scored for each race.

Events are graded short distance, middle distance and long distance and you must ride 1 short distance event, 4 middle distance and 1 long distance.

The courses are hillier than usual and it would be good to see increased support for the concept, i.e. not necessarily chasing fast times on bleak dual carriageway courses.

### Sussex SPOCO

Qualifying Events at the start of the season

6/2/00	GS Stella 40k	P845	
13/2/00	Central Sussex 25m		G25/94
5/3/00	Hampshire RC 39k		P811
11/3/00	Sussex CA 16.5m		GS982
12/3/00	Sussex CA 25m		G25/93
18/3/00	SCCU Sporting 10m		G10/43
19/3/00	SCCU Sporting 25m		GS/25/46
26/3/00	Sussex CA 2 Up 27m		GS/991
21/4/00	Crawley Wheelers 42.9m		GS/193

Competition details and entry form from	Mr LG Janman
	14 Mansfield Road
	Bognor Regis
	West Sussex
	PO22 9EY

## **AUDAX AWARDS**

In Audax UK they have a trophy for the person whom the membership ( not the Committee ) feel has done the most in helping with events. This year Sue Howe was the very worthy winner of this award for all her help during this year and previous years stamping riders cards.

### **Well Done Sue!**

Worthing Excelsior wins Organisers Trophy Again

For the third time in succession ( fourth time in all ) we have won this trophy. It is worked out on a points basis. For every successful rider a point is awarded per 100k for events of 200k and above.

So with 116 riders completing the 400k that gave us 464 points and with the 300k and 200k events we reached a record high of 986 points. Our previous highest was 513 in 1997.

Weaver Valley who have won the trophy on nine occasions, have only managed 660 points in their best year of 1989.

### **Sussex CA 100 Mile & 12 Hour Events**

I know time – triallists are a disorganised bunch of individuals, myself included, but wouldn't it be good if we could enter a team in these events?

Why don't you put these events in your diary, and make Don's day!! There is no reason why we could not win the team awards.



## Shorts – an Occasional Column

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Keith Dodman has had his best racing wheels out in October and with one short devastating sprint somehow won two trophies. The local CTC held their hill climb at Washington. Now don't start asking where is there a 'hill' at Washington. Anyway Keith always was good on hills and had no trouble despite having to comply with CTC rules, which insist on mudguards and saddlebags. No, we don't know how he got two trophies; perhaps he was quickest coming down as well. Come to think of it he always did push big gears.....

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*Reading his Karl Robertson's race reports over the last few months, I noticed an odd discrepancy with regard to wind direction. Whenever we race, Karl seems to get the wind from the opposite direction to me. After a hard battle down the A24, I was surprised to see that Karl had his own personal Northerly wind. Looking back there were other examples. Who's right here? A question – if the wind is blowing from the East to the West, is it an easterly or a Westerly? If you know the answer, can you let tell Karl please?*

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West Sussex Gazette October 21 1999

Steyning Triathlete Kathryn McClelland led her Steyning Grammar School team to victory in the first round of the English Schools Cross-Country Cup at East Grinstead. Competing in the under – 15 2.5 km race, Kathryn proved a convincing winner.

Well done again!

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Tony Palmer has taken to wearing his ESCA Presidents' chain of office at the Worthing Committee meetings. It's a rather gaudy gold affair, that wouldn't look out of place on a Bolivian Dictator. Is all the power going to his head?

Most riders caught a bit of rain in this area, of differing amounts,. Some got just a light shower, others got a good drenching, but all was included in their entrance fee at no extra charge!

From here, more rolling countryside to New Alresford and West Meon – many say the Welsh events are easier. The Petrol Station/shop provided a quick service control before the final leg via Petersfield, Midhurst and lanes coming out by Parham Park. The arrival back in Steyning was a welcome sight for all.

Well done to all riders and thank you again to all those who helped with this event. If there are any members who do not currently help with Audax events but would like to, please see me! Indeed, if any members are keen to move into an organiser role you are most welcome.

In 2001 I would like to see two shorter Audax events involving a stretch of the South Downs Way. If any mountain biker would prefer to organise this, please do; I could help with catering.

Alternatively I have a couple of routes worked out using Steyning as a start/finish. This would provide distances of 80k and 125k. Both would start at 8.00 a.m. and follow the lanes to Firle ( east of Lewes ) for a feed. Those on the 80k would then climb the hill and return to Steyning on the South Downs Way.

Those on the 125k continue to Beachy Head where they would join the South Downs Way and stay up there until Steyning!

It would be nice to have a trial run in the summer of 2000 with Worthing Members. Would all those interested please let me know and I will keep you informed.

**Dave**

### **ESCA Reliability Trial**

The following Riders completed the ESCA reliability trial on the 21<sup>st</sup> November

“Well Done” to

Richard Cooley  
Micael Hitchens  
Brian Howe  
Dave Hudson  
Don Lock  
Mel Roberton  
Karl Roberton  
Paul Toppin  
Peter Weston

### **WANTED!!!**

**Your Ed is keen to acquire a keenly – priced Audax bike in very good condition so that he can stop annoying El Supremo about mudguards. Your Ed is 5 feet 101.**

**Please call 01403 250370 if you have any info.**

**NB - No “hot” stuff please, I have certain standards.**

**Thanks**



### TOURIST TRIAL QUESTIONS

1. Two black arrows together on a road on your map tell you what? (Max 3pts).
2. We see the word 'TUMULUS' dotted all over our O.S. maps. What does this mean?
3. There is a CARFAX in Horsham and others in other towns. What does the word mean?
4. Where is 'Kew in the country'?
5. What are the two major rivers to be found on the 'Brighton and Downs' map?
6. What place on the map is particularly famous for Opera?
7. There are two road tunnels on 'A' class roads on this map where cycling is prohibited. Where are they? (max 2pts)
8. What is the highest point on the map?  
Place name required.
9. Where is the Weald and Downland Open Air Museum?
10. What is the title of the National Magazine of Audax United Kingdom – the Long Distance Cyclist's Association?
11. Which of the following are the LAW?
  - 1) You must always have a reflector.
  - 2) You must wear reflective clothing at night.
  - 3) You should not leave your bicycle lying down on the footpath.
  - 4) You must not ride along the inside of vehicles signalling or slowing down to turn left.
  - 5) You must obey all traffic signs and signals.
  - 6) You must have efficient brakes.

(1 point for each correct answer. 1 point deducted for every wrong answer. Don't answer if you don't know.)

12. What is the most easterly Town on the 'Brighton and the Downs' map?
13. Two extensive Forest areas are just on the northern extremities of the 'Brighton and the Downs' map. What are these? (1pt each)

## **Dave Hudson Writes**

### **The South Coast 400k**

**Fri/Sat 7<sup>th</sup> – 8<sup>th</sup> May 1999**

At 21.00 Steyning's High Street clock chimed and was the signal for the 129 riders to depart for an enjoyable ride to the Cotswolds and back. Of these, 116 were to return with fully – completed brevet cards. Our three members riding were all successful ; Graham Collins, Brian Howe and Michael Irons.

Their route took them out via Partridge Green, Shermanbury, Cowfold, Billingshurst and on to Petworth. A control in the car part along with a snack ensured easy climbing of the cat 3 Prutour hill at Duncton. The Chichester By – Pass was virtually deserted and soon they were on their way along the old road through Emsworth to Havant, Waterloo and into Pam Plibeam's house at Denmead ( President Portsmouth CTC ) for further refreshments.

From here, unlit roads across the switchback to Winchester. On this stretch the batteries on Mikes front lamp decided to die, but his replacement ones were soon changed in the dark. Around 3 a.m. is a great time to ride through Winchester with its traffic – free roads. On through the Hurstbourne Valley riders enjoyed the arrival of daybreak with the birds singing.

Great Bedwyn Village Hall came at 166k. Riders ate, had a few winks, ate a bit more and rode on via Savernake Forest, Marlborough, Wootton Bassett to Tescos at Cirencester. They had opened their coffee bar half an hour early for the riders and their good value fried breakfasts, quickly served, went down a treat. From here they retraced their route back to Great Bedwyn for further supplies of food and sleep. Help at this control had been offered from virtually all over the country. Sue Howe had attended to the brevet cards on the way out, I had helpers from Newbury, Leicester and Somerset to help which made my task much easier.



## Nepal 1999 – by Paul Carruthers

In October 1999 myself and two mountain – biking friends, Tim and Robin, went on a trip to Nepal. For those that don't know, Nepal is a small kingdom sandwiched between China to the north and India to the south. Famous for its trekking, the country is exceptionally hilly for the most part, with Mount Everest topping the list of peaks.

I had been to the country three times before, and knew that the main walking trails were too steep and rocky for mountain bikes. After many hours planning and poring over maps, we settled on a route through the "Middle Hills", avoiding any truly high ground over 3500 metres.

We arrived in Kathmandu feeling tired after our 18 - hour flight with Royal Air Nepal. We had taken our own bikes from home and were pleased to see them arrive in a fairly undamaged state. We reassembled the bikes and set off riding through town to our hotel. In the evening we consumed many beers.

Kathmandu is situated in a bowl – shaped elevated valley. The town rests at approximately 1000 metres whilst the surrounding peaks rise to 3500 metres. We had planned three days riding in the valley to acclimatise ourselves to the heat, and also to shake down our equipment. These day rides were fantastic, particularly the ride over the world – famous "Scar Road" on the northern rim of the valley. This is somewhat of a mountain – biking pilgrimage; with a 2000m climb then a gradual but technical descent back to the Valley floor that takes all day. We also rode to the top of a 3500m mountain called Pulchowkhi, which is the highest point around the Valley rim.

Our overland trip proper started with a ride in a hired truck to a small town called Pokhara, which is the main entry point into the Annapurna range of mountains. The day rides around here were again so good that we delayed our start by two days to ride some of the local trails. The possibilities are endless, as long as you can find a decent map!

Reluctantly we donned our rucksacks and started our long overland route that would take us back to Kathmandu, about 350km away off - road. We planned on this taking six days.

Pokhara is at a much lower altitude than Kathmandu, and the heat was a real problem. The first day looked hard, with the map indicating two passes of 2500 metres and 60 k of riding to our destination. We set off at 6.00 a.m. to avoid the heat. However, the maps proved to be rubbish, with fictional villages, bridges and trails all being absent on the ground. We had to plod on, riding all day and through into the dusk before we found a "suitable" village. There we no hotels in the place, and we had to negotiate with the owner of the local shop to let us sleep on some planks in a back room. Notwithstanding the fact that the place was basic, we had a great time with the locals and the beers were cold.

Due to our poor maps, we had to plan a road section to our next destination of Gorkha, ancestral home of the famous Gurkha soldiers. Even though this was an "easy" day, we still had about 80k to ride a 2000m climb to the town.



Gorkha is situated on a knife edge ridge at nearly 3000m, with absolutely tremendous views. It was so unexpectedly scenic that we stayed for three days, refuelling and reading books. The place where we stayed, the Gorkha Inn, was perfect, with a sun terrace and an excellent restaurant. By the end of our stay the tab was enormous – about £40 for three! For tourists, Nepal is cheap!

Whilst resting in Gorkha, we caught up on the news and discovered that a burgeoning Maoist guerrilla movement was very active in the area. Indeed, in one of the villages that we had passed through, the local headman had been hacked to death only two days before we had been there. After checking with the Embassy, we modified our route to avoid the worst areas. This entailed a huge detour on the road – about 170k. This was a real plod in extreme heat. Eventually we turned off the highway and went off road again along a tributary of the Trisuli River. This section was idyllic and relatively flat. Huge mountains ranged all around and the temperature was perfect for shorts and tee – shirts.

However, lady luck was again to play a bad trick on us. We massively misjudged the time it would take us to reach our destination the next day. We had to hammer along all day to reach the town of Trisuli where we were to commence a 2700m climb back to the rim of the Kathmandu Valley. We ended up reaching Trisuli at about 15.30 in the afternoon, tired and hungry. Trisuli is a dump, full of dodgy – looking characters. We immediately ordered fried rice in the “best” restaurant in town ( i.e. least number of visible flies ). On his way to the toilet, Tim saw our vegetables being chopped on a bloody table next to a pile of fly – blown offal. We refused the food, paid and left.

We were desperate to leave Trisuli, but by now couldn't face the thought of the 2500m climb. I managed to haggle a lift for us in the back of a flatbed truck. Two hours later we reached the top of the hill, shaken to pieces on the bumpy road with the bikes badly scratched. We crashed into the only hotel in town, run by a homosexual version of Basil Fawlty. We kept our eyes on our possessions and our backs to the wall.

From here it was an easy freewheel down into Kathmandu. We rode about another hundred miles around the valley in our remaining time, including a second bash at the Scar Road – it's that good!

The flight home was a disaster. Our plane was grounded in Frankfurt for being unairworthy. Royal Air Nepal only has one plane on this route, so we were stuck. Fortunately, we managed to get on a BA flight to Heathrow, arriving ten hours late and at the wrong airport. But that didn't spoil a good holiday.

The trip was all self – arranged, but similar things are available through agencies and companies. One of the best – known companies is KE Adventure Travel – we had basically “stolen” one of their routes. Other, much cheaper, deals can be done with local Nepali companies for about 30% of the cost.

Please speak to me if you would like any more information. I think these types of holiday will become more and more popular. The mountain biking in Nepal must be amongst the best in the world, and only a tiny fraction of the trails have seen a MTB, although you will find that the locals go everywhere.

## ANSWERS TO TOURIST TRIAL QUESTIONS

1.     1) Steep gradient  
       2) 20% or 1 in 5 or greater  
       3) Direction of ascent
2.     Ancient Burial ground
3.     Crossroad
4.     Wakehurst Place, just north of  
       Ardingly
5.     1) Adur  
       2) Ouse
6.     Glynde
7.     Lewes, Brighton By Pass
8.     Ditchling Beacon
9.     Singleton
10.    Arrivee
11.    Nos 3,5,6
12.    Seaford
- 13     Ashdown, St Leonard's



It was great to learn that Worthing Excelsior had finished the 1999 time trial season with a win in the Brighton Mitre 25. It was a morning of strong gales from the southwest and many were deterred from even starting, Peter Thorp-Hincks, Chris Bacon and Jonathan Ford-Dunn were our stars, taking the team section in a field littered with fast riders. They came home ahead of V.C Etoile and G.S. Stella. Individual times, on such a morning were not going to break any records but that, nonetheless was an excellent way to end the year. Well Done!

### 1999 Tour of the Hills MTB Randonnee

Paul Toppin, Don Lock and Alan Matthews rode the 1999 version of the Tour of the Hills on the North Downs near Shere on the 16<sup>th</sup> October. Don's first mountain bike event and his lack of technique was soon evident. Still it was Paul who was principal casualty, crashing on a descent and bending his front wheel badly. Quite a lot of jumping on it and finally – the removal of his front brake! – saw him home. It was a beautiful warm and sunny morning. Don's efforts, total concentration and open mouthed astonishment at the speed at which others hurtled past, prevented him from enjoying much of the scenery – but .... Well he can only get better.

Paul was a bit miffed about his wheel and back at headquarters laid Alan's bike down behind another car to achieve a 'run-over wreck' No he didn't mean to ..... honest. Good outing otherwise.

### Subscriptions 2000

*Annual subscriptions for 2000 are now due.; rates are the same as last year, detailed below.*

Ordinary £16

Second Claim £11

Juniors £11 ( up to and including 17 years )

Family £32 ( 2 adults and their children up to 17 years )

Please pay the Treasurer. I am in the clubroom most Tuesdays. Alternatively, pay any committee member who will then pass on to me. If you wish you can send a cheque payable to Worthing Excelsior Cycling Club to my home address

38 Lenhurst Way, Worthing, BN13 1JL.

Also, if you see any members who do not get down to the clubroom very often, please feel free to remind them that their subs are due and that they can send them to my home address.

Many Thanks



## CALENDAR OF EVENTS

EVENT	COURSE	START	DAY	DATE
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### Time Trials

Long Furlong 17 Miles	GS983	0900	Sun	20/2/00
Washington 10 Miles	G10/08	0900	Sun	27/2/00
Pulborough 16m Circuit	GS003	0900	Sun	19/3/00
Ashurst 16m & Junior Trophy	GS982	0830	Sun	9/4/00
25 Mile Champs & Clapshaw Trophy	G25/93	0730	Sun	7/5/00
Open 25 Mile - Ray Douglas Mem'l*	G25/53	0600	Sun	21/5/00
Interclub - Clonmore Trophy	G25/93	0700	Sun	4/6/00
50 Mile Champs*	G50/10	0600	Sun	11/6/00
Evening 25 Mile	G25/93	1900	Thursday	22/6/00
Evening 25 Mile	G25/93	1900	Thursday	29/6/00
30 Mile Champs	GS941	0730	Sun	9/7/00
100 Mile Champs*	P TBA	0600	Sun	2/7/00
12 Hour *	G12/93	0600	Sun	13/8/00
Hardriders	GS002	0900	Sun	24/9/00
Hill Climb	Springh'd	0900	Sun	1/10/00

\* In conjunction with Open Event ( Must enter the Open event as well as the Club event )

### Evening 10's

Run Every Thursday Evening - Course G10/98 Washington, 19.00 Start

4<sup>th</sup> May - 15<sup>th</sup> June 7 Events, 6<sup>th</sup> July - 10<sup>th</sup> August 6 Events

### Audax

5/3/00	The South Coast 200k	Steyping	Dave Hudson
15/4/00	The South Coast 300k	Steyping	Dave Hudson
5/5/00	The South Coast 400k	Steyping	Dave Hudson
20/8/00	The South Cost Hardriders 110k	Petworth	Dave Hudson

### Runs List

5 Feb	Worthing Winter warmer 100k Audax from Ashington
6 Feb	Tearooms at Chailey Cross Roads. Run departs Ditchling at 0900.
13 Feb	Garden Centre, Stopham Bridge
20 Feb	Beam Ends, Binstead, after Long Furlong Circuit.
27 Feb	Rushfields Garden Centre, Poynings. After Club 10 mile.
5 Mar	200k Audax
12 Mar	St Peters Tea Rooms, Cowfold. After SCA 25 Mile
19 Mar	Tudor Cottage, Petworth. After Pulborough 30 Mile
25 Mar ( Sat )	Motorised Club Run to New Forest. Details from Don Lock.
26 Mar	RSPB Wigginholt. After SCA 2 - Up

For further details, please contact **Tony Palmer**, phone in front cover. All runs start at 0900.

**Been knocked off your bike?**

**We have the right team with the right skills**

**We can help you...**

**Contact:  
Don Lock  
Legal Executive**

**MILLER PARRIS**  
  
***Solicitors***

**3-9 Cricketers Parade, Broadwater, Worthing  
Telephone: 01903 205771**

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