THE JOURNAL OF



THE WORTHING WHEEL

WORTHING EXCELSIOR CYCLING CLUB

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

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"SPORTIVES"

Further to the list of officers on page 1, we are pleased to include details of a "Sportives Co-ordinator". Not a committee post but Rocco Sepe is very much into this new cycling challenge. He has a programme for 2008 for himself and his son Giacomo, and has already been helping a number of other members with riding plans both at home and on the continent.

Anyone wishing to try these type of events can contact Rocco on 01903 247055, mobile 07802 842435 or by email at rocco.sepe@friendsprovident.co.uk. He will be pleased to assist you in any way he can.

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PARIS-BREST-PARIS A very personal experience

It's raining, it's the middle of the night (well, about two in the morning) and you've been riding since just after 11pm the previous evening – having queued to set off since 9pm. On top of this, there's still about 100 kilometres to go before the first official control point, which you might reach in time for breakfast before setting off on the remaining 1,007 kilometres to the finish. Welcome to the PBP – the world's largest long distance cycle ride, which covers 1,200 kilometres (actually 1,227 this year – exactly the same number of words as I've used in this article).

In 2007, over 5,000 people took part but over 30% of the field dropped out. This was a much higher level than normal – but then the conditions weren't good with wind and rain for much of the ride. Fortunately, given the summer we'd had, I was almost used to that sort of thing!

We set off in groups of about 500 riders, escorted through the town by police cars and motorbike outriders. We were under strict instructions not to overtake the cars or motorbikes or we would be subject to time penalties. This was important as, although the PBP is not officially a race, there is a time limit – 90 hours – to complete the course. To be docked time would mean you'd have less time in which to finish. They needn't have worried. The outriders kept up a steady 30+ kph on the way out of town and there was no way anybody in their right mind was going to overtake them. There was far too far to go and 14 controls to pass through before we got back to the outskirts of Paris again.

PBP is like no other ride I have ever done. It almost certainly would not have been possible without my fellow riders – those I knew and those I didn't – nor without the thousands of people who lined the route at key points and applauded all riders into and out of controls, up hills, round roundabouts and through villages – at all times of day and night. I rode with

a loose team of six. Although not together all the time, we kept each other going and awake when things got tough.

The first night was tough. Although there was a refreshment stop after about 170kms, the first control (and breakfast) doesn't arrive until almost 220 kilometres. The rain kept up through the small hours and eased only as dawn broke. Although it wasn't cold while on the move, the damp seemed to seep into my bones and even a short stop soon had me shivering. This proved to be the pattern for much of the ride: dry for most of the day, then rain at some point during the night, usually when I was most tired — or maybe it just seemed that way. Rain makes night riding a real chore — it even takes the fun out of descents as you simply can't see where you're going!

The first control is a key point in the ride. It's well into the ride and, more importantly, it's the longest single leg of the journey – well over twice as long as the next longest. Once I'd reached that first control at Villaines, I knew that I wouldn't have to ride so far again without the chance of a break – and some decent food.

After that first night, each subsequent control becomes the next target. There's a saying in Audax riding: "It's only as far as the next control". In the middle of the night when you're really tired, reminding yourself that there are several hundred kilometres still to go isn't a great motivator. Reminding yourself that there's less than 60 kilometres until the next control – where there will be showers and hot food is a much more positive way of thinking about it.

Although each control is important, there are some that are more significant than others. After Villaines, the next target was Brest, the halfway point. It was a chance to meet up with the rest of the team and start thinking about the journey home. OK, there were still more than 600 kilometres to go, but now I could really start counting down.

After Brest, there were two more nights on the road. The second of these, and the Mortagne control that now became my focus. Having reached Mortagne there was still more than 140 kilometres to go, but there would be no more night riding and even better, I was there in time to have about three hours sleep!

Then just about 75 kilometres later, it was the last control before the finish. There the atmosphere changed noticeably. From the concentrated determination of riders knowing that they couldn't give up, to the much more relaxed air of people who knew they were almost there. There was a real buzz in the hall. There isn't far to go (less than 70 kilometres) and everybody feels that they are going to make it. It was still strange to be eating boeuf bourguignon for "breakfast" – but it never tasted so good!

And then there was the finish: going past the 15, 10 and 5 kilometres to go banners; sprinting between the traffic lights with an American called Clint (and failing to beat them every time!) and as you

come onto the final roundabout, the crowds lining the side of the road and cheering everybody home. It had taken me 85 hours and 48 minutes.

What makes this ride worth doing? In a word, people: the riders, the crowds, the helpers all seem to be there with the single aim of helping you get to the finfish. When was the last time that you were fixing a puncture and a motorist stopped to check if you were OK? Then, when you'd fixed the tyre, having used their headlights to help you see what you're doing follow you for a mile or so just to make sure nothing went wrong. There are kids on the roadside handing up water – and if you don't take it they look disappointed. And in the middle of the night, when you know you've got another couple of hours to go until the control, you come round a corner and find a local family have set up on the roadside providing free hot drinks and cakes – as long as you promise to send them a postcard when you get home (they even hand out their address label!)

The single best moment of the ride? It has to be the finish – or perhaps the few kilometres before the finish when I knew I'd done it and I could just soak up the atmosphere. Other than that, there is one image that stands out: two French farm workers standing by a roundabout just after dawn, applauding every rider who came past. It may not sound much but that moment sums up PBP for me. No histrionics, nothing spectacular, just an honest understanding of the event and respect for those taking part.

So, next time you're contemplating doing the Worthing Winter Warmer, remember as you finish, that if you did it another 11 times you'd have completed a PBP. So, not so bad after all is it? Go on, give it a go – you know you want to!

Paul Outhwaite

MIKE POLAND

Letter from Anne Poland:-

29 Northbrook Road Worthing

To Worthing Excelsior,

Sorry I have not written before to thank you all very much for giving your time to attend Mike's funeral. I want to thank you for your donations to the 'Heart Foundation', it was very much appreciated.

I have been waiting to hear how much was raised altogether, and am pleased to tell you the total was £450. I think Mike would have been very pleased with this sum.

John, Amanda and I would like to wish you all a very Happy 2008 and a good racing season.

Sincerely, Anne & Family

CLUB RUN TO LE HAVRE

PROPOSED DATE:

20th APRII 2008

The plan is to take my large van for bikes and kit, and two other cars. 12 riders would be perfect.

The plan is to catch 11pm ferry Portsmouth to Le Havre on Saturday 19th, take sleeping bags with kit etc - - - - Sleep on the floor (cheaper)

- Arrive at Le Havre 8am
- Drive to Octeville Sur Mer up the coast.
- Ride North up to Saint-Joun-Bruneval.
- Ride East to Goneville-La-Mallet, down to Saint-Martin-Du-Bec.
- Then back to Octeville Sur Mer.
- Drive back to ferry which leaves at 5pm French time back to England 10pm English time.

Anybody interested please ring Peter Logan on 01903 693267

FAST LADY?

Alan Scarratt drew our attention to a news item in the local paper at the beginning of January. He writes: "I've just noticed in this week's Worthing Herald that Jan Scotchbrite - - - - - - popular spinster of this very Parish - - - - - - - was convicted at Worthing Magistrates Court of exceeding a 40 mph speed limit - - - - - - You couldn't find out for me what frameset and wheels she was using could you? - - - - - I shall need all the help I can get this year!"

Jan Scotchford ex WECC and latterly of GS Stella was perhaps the lady in question, although we like the name Scotchbrite, sound like a wax polish for sporrans! We believe also the lady does sometimes demean herself with excursions on a motor bike, mind you she was pretty fast - - - -

LETTER TO THE EDITOR

Letter from Reg Searle:

36 Miramar Gardens Sea Road Rustington

Dear Don.

I read with interest about "The Longest Standing Member of Worthing Excelsior". For some years from the late 1940's our Club encouraged members of other clubs to join as second claim members and the following notes may be of interest to current members.

As you are probably aware, I joined the Shoreham & District Athletic & Cycling Club when it was re-started after the 1939/45 war and raced in their colours while also riding for the R.A.F. Cycling Association. When I was demobbed in 1949 I was elected as assistant secretary to Alf Dawes in the Sussex Cycling Association, my main duty being to organise the marshalling for SCA events which I did for about fourteen years. Alf was also a keen photographer and took my wedding photographs.

I think it was 1950 when I was invited and became a Second Claim member of the Club mainly for the assistance I received with marshalling events through Worthing – at that time riders followed the A27 to Offington Roundabout, turned left to Thomas a'Becket and then right along the Littlehampton Road. In those days all starts were near the Sussex Pad at Shoreham.

In the Shoreham Club it became increasingly difficult to find members prepared to help with the running of the club and by 1955 I was Secretary, Treasurer and organised all the races. In 1957 I said that I was resigning all these offices at the end of the season because I was getting married. No one volunteered to take on the running of the club so it closed down and I became a first claim member of Worthing where I served on the committee for several years and became the club auditor.

My two children have both been members since birth 1958 and 1961 and my four grandsons have also been members since birth, although regrettably none have shown any interest in cycling.

Regards, Reg

<u>NOTE</u>: So on the matter of the longest standing full member with unbroken membership we reckon it's got to be Brian Weir. You are still standing are you Brian?

CLIMBING HILLS

Now hill-climbing is something that many of us actively seek to avoid. Don't be shy. You know who you are. You're the sort of individual that takes one look at the South Downs and does an immediate 'U' turn. I know that, before leaving the front door, you've not only checked the weather forecast for the next 24 hours; have got at least 3 spare inner tubes; have sufficient money for your bus fare home, but have checked your OS maps and are familiar with every contour line from the coast to the Capital.

There are others who, of course, rejoice in the challenge of the vertical. For them even going down hill lacks the exhilaration mere mortals enjoy. These are the sort of people who will travel miles and miles just to seek out the 1:20, and the more tight the bends, the better the challenge. There are even some masochists who book their holidays around a trip to Alpe d'Huez; Mont Ventoux; the Croix de Fer or even the Dolomites.

But for those mortals who feel that their cycling existence is incomplete without a bit of pain and suffering, I offer the following advice to help you fly up those mountains.

There are a number of key factors that will help you achieve your ambition to become a true 'grimpeur'. The first are easily understood, but, because they are easy, doesn't mean to say they can be ignored.

The first rule is that you must pedal – yes, I said pedal! There are many who think that they can glide up a hill just as easily as they can glide down. These are the disappointed few who can be seen sitting at the side of the road with their bike in the hedge and their head in their hands. The concept of pedalling for some is an unknown. It is an alien experience. The trouble is they don't know who they are, but those who spend all of the club run sat at the front pedalling away know who. They're that group at the back who spend all their time free-wheeling in the slipstream of the main group. Some have even been seen doing this in a race!

Those of you familiar with the Archimedes Principle will wonder what I am talking about, but it must be clear to all that it is harder to push an elephant up a hill than it is to push a mouse. Therefore it stands to reason that if you, or your bike, are not as light as they could be, then the effort that you use whilst pedalling (remember that from the previous paragraph?) will need to be greater.

Why do you think that the mark of a professional cyclist is the shaven legs? It's got nothing to do with sticking plasters; an aide to ease a post-race massage, or to cut down wind resistance. It's purely to cut down on weight!

When did you last trim your toe nails? When did you last have a hair cut? Did you have a shave before you got on your bike? Did you shave your arm pits? Women do – which is probably why there are so many men that follow women up the hills – and you thought that was something to do with

tight lycra!

What else can you do to make yourself lighter? Are you still living your 1980's style with a gold medallion and chain? Have you got an earring? Have you considered the added weight of that tattoo that was so expensive and painfully scored into your upper arm or lower calf? Remember if it has mass it has weight.

Instead of adding things, take things away. Have you had your tonsils out? With the season fast approaching, perhaps it's something you need to consider. What about your appendix? Isn't it time to consider whether a spleen is really necessary? Wouldn't it be better to have your ear lobes re-shaped to reduce their weight and make them more aerodynamic?

How many coaches have you heard espousing the need for rehydration? Don't believe a word of it. They are just trying to slow you down so that their protégé will have the advantage over you. You know as well as I do that the human body is made up of about 90% water and you know that a gallon of water weighs 10 pounds. Let's face it. You've got enough water sloshing about inside of you that you don't need to carry any more up those hills. Ditch it! Get rid of it!

If we extend this regime further we can see other opportunities to reduce total weight. Perhaps if you empty your mind (this will be easier for some than others) this will reduce the total mental tonnage you are carrying around. All you have to do is to *think* light.

Enough about yourself. What about that bike of yours? Is it really the lightest it can possibly be? We've already decided that re-hydration is a no-no, so get rid of that water bottle. As you won't be taking on any fluids (because you know they weigh heavy) you won't need your bottle cage, will you? You're going uphill so why do you need brakes? Get rid of them. What's the point of carrying spares? If you get a puncture you're not going to win the race anyway. If you're out for a ride with others, someone will have the necessary bits to mend your puncture. You could always pop into the Post Office and buy a stamp. That'll get you home. If you're on your own when you break down, do what I do and carry your Bus Pass.

Ever heard of American Airlines? That's the aircraft company that has bright, shiny planes. Why? Because the cost of heaving several ton of paint across the Atlantic plays havoc with their balance sheets. You see, without paint, the aircraft is lighter and it doesn't need so much fuel to take off. It stands to reason then that you need to get all the paint off your bike. It's slowing you down.

Do you really need all those spokes? Five minutes work with a handy pair of pliers will trim sufficient weight to ease you up that hill. While you're about it, pump some hydrogen into your tyres. Or why not seal all the tubes of your bike and pump some hydrogen into that, but be careful not to get too close to a naked flame or you could become another Zeppelin!

Anti-gravity! That's what you need. This is the answer. The powerful

propulsion effects of engineering Einstein's Unified Field Theory equation will have you at the top of the mountain before the others have even started to tighten their toe straps. You may scoff, but there is a definite link between vector magnetic potential and torsion. See – I told you it would be easy!

Now what about you. We've already decided that there are bits of you that can be cut off to make you lighter, but why are you adding weight by wearing those ridiculous clothes? OK, there are some bits of the body that are better covered up, but why do you have your shorts so long? Get the scissors to them! As for that silly racing vest. What is the point of having pockets? This only encourages you to put things in them which will slow you down even more. Have you ever seen Bruce Wills in 'Die Hard'. The women go weak at the knees. Why? Because of his vest! That's all you need. Something to pin your race number on. So hack off the sleeves, rip off the arms and chop off the collar.

Socks! Who needs socks? What do they achieve? You know you're going to get hot and sweaty so you don't need to advertise your condition with smelly socks.

So – we've looked at you. We've looked at the bike. We've looked at what you wear. What are you going to do to achieve your objectives? What are you going to do to get to the top of the hill before everyone else?

Me? I'm going to help myself to another slice of cake and a cuppa and watch the others ride up those hills. When it comes to getting on my bike, I'll be getting the maps out and checking on those contour lines.

Adrian Palmer

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EDITOR GROVEL

Mike Poland completed two 24 hour events in his racing career. In 1962 when he covered no less than 381 miles 431 yards. The second, just a year later saw him home with 376 miles 528 yards. Both these were in the Catford CC promotion which for very many years was a regular event on the longest weekend (lightwise) of the year.

My apologies Mike, smile down on me, you were always a very forgiving sort of chap.

Don

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TIME TRIAL CO-ORDINATING

Or as Mel Roberton refers to "Under new management" got off to a very promising start with nine members attending the initial get together at

Don's place. Altogether eleven have completed a plan for the season with targets and Don has added his thoughts and own targets to each rider. It is not coaching, it is just support and encouragement with the added aim of co-ordinating entries to events and making sure where possible that qualification in B.A.R and SPOCO series events is not overlooked.

Things got off to an excellent start with the GS Stella event on 2nd and 3rd February. The 18km Storrington to Whiteways and back saw 4 entries in our colours. Mel Roberton 30.02, Jeremy Wootton 30.28, Nathan Gale 32.36 and Peter Weston 46.08. The following morning it was 34k, the circuit from Storrington through Whiteways and back via the A27 and Long Furlong to Findon and Washington. It was colder and the wind if anything was stronger, but the same four were out again. The same finishing order with Mel on 58.37, Jeremy on 1.01.29, Nathan 1.02.54 and Peter 1.28.34. Overall result for the weekend saw them collecting 4th team prize with Mel first veteran. Peter was accused of waiting for the two lady competitors from Amphibians 2 Tri Club, but he held them off to pick up the Lantern Rouge.

Good start and we can get more results like this in the months ahead. One outcome of the get together is the ambition of the riders. No less than 8 (eight) are planning to ride the S.C.C.U/S.C.A/Club 100. The difficulty here may be to get adequate helpers for them. Are you willing to assist on the morning of Sunday 27th July? Preferably with a car. Food, drink, spares and encouragement are essential to get the best from each rider. Let Don know if you can help.

CLIMATE CHANGE?

10th February and Keith Dodman is out in skin suit and short white socks and this is on a club run!! Things are undoubtedly warming up, but it seems to have hit Keith quicker than the rest of us.

BIG CLUB RUNS

Our scribe recalls the inaugural run of the East Grinstead CC in 1951 about 60/70 turned up and they proceeded in two groups. But what about the Addiscombe CC who we read can sometimes muster nearly 200 and regularly have 60 or so and this in 2008. Where do they go for coffee? Not to the café in Henfield that's for sure, the poor lady would faint at the sight. However, WECC club runs continue regularly throughout the year and the attendance has increased over the past couple of months. There were 19 at Southwater the other week. A lot of clubs no longer have regular runs and that we feel is a pity as it provides a way in to the sport for new members.

.THE LONG FURLONG CIRCUIT - 17 Miles

The usual starter for the club's time trial enthusiasts was a well supported event and benefited from a very acceptable February morning. It was mild with only light winds.

Mel Roberton managed to fulfil the handicapping prediction of favourite, but despite going round the two circuits in a personal best time of 42 minutes 59 seconds, his winning margin was just 2 seconds over Adrian Rodgers. Adrian succeeded in splitting the Family Roberton and putting Karl back to third. An excellent ride from Adrian.

These were followed home by another bunch of good rides and close times, with Mark Bernhardt, Nathan Gale and Mark Newnham all finishing in the 45 minute mark and with just half a minute covering all three.

An excellent start was made by new lady member Joan Lennon from the triathlon world, she is clearly no slouch at the cycling discipline, and made a right mess of the handicappers deliberations, even nudging Mark Bernhardt's fine effort to one side in this category. Kevin Doe's debut also was an excellent start.

Seventeen club entries all started and finished. There were no halfway abandonments, which is easy to do as you pass the timekeeper and Mel's singing kettle. Three came out to ride private time trials, so all in all a promising start for the new season

RESULT

Pos	Name	Act Time	1 st Circ	H'cap	H'cap Time
1.	Mel Roberton	42.59	21.11	Scr	42.59
2.	Adrian Rodgers	43.01	21.25	2.30	40.31
3.	Karl Roberton	44.18	22.01	1.00	43.18
4.	Mark Bernhardt	45.16	23.02	5.30	39.46
5.	Nathan Gale	45.31	22.27	3.30	42.01
6.	Mark Newnham	45.47	22.34	5.00	40.47
7.	Simon Letts	47.06	23.16	4.30	42.36
8.	Ben Barden	47.26	23.30	7.00	40.26
9.	Chris Putnam	47.50	23.52	7.00	40.50
10.	Robert Downham	49.47	24.42	7.00	42.47
11.	Kevin Doe	54.23	26.46	14.00	40.23
12.	Colin Miller	55.10	27.13	12.00	43.10
13.	Peter Logan	55.56	27.37	14.00	41.56
14.	Joan Lennon	58.02	28.45	19.00	39.02
15.	Diana Trafford	58.16	28.35	13.00	45.16
16.	Peter Eldridge	1.01.40	30.30	15.00	46.40
17.	Peter Weston	1.04.37	32.03	17.00	47.35

AWARDS: 1st: Mel Roberton. 2nd: Adrian Rodgers

H'Cap: 1st: Joan Lennon. 2nd: Mark Bernhardt.

3rd: Kevin Doe

OFFICIALS: Event Secretary/Catering: Mel Roberton

Timekeeper: Mike Irons, H'capper: Don Lock

Push off: Adrian Palmer. Road Signs: Karl Roberton

KEYS and PADLOCKS

An often repeated story in the Club is of the day when Ray Douglass so kindly securely padlocked a number of members bikes together at the elevenses venue, Broadbridge Heath. There was no problem until coffee and cake had been downed and it was time to head for home. Why was Ray taking so long unlocking the bikes? Yes, of course you've guessed, he had not brought the keys with him. How the problem was eventually resolved seems to have been lost in the mists of time, but one thing for sure was that he was never able to forget it. Several made sure of that!

Now on the evening of this year's AGM Roger and Jean Smallman had made the tea and coffee and Jean had added a few plates of her delicious cakes – much appreciated. After the attending members had left they cleared up, Mike Irons was there and so was Karl Roberton, waiting to take the keys over so that he could take his turn on the rota the following Tuesday. Cups etc and provisions were packed away into our own cupboard and it was padlocked.

It was as they left the building that the problem arose, who had the keys, they were needed to lock the door to the hall? They all looked at Roger who immediately began a meticulous search of the 48 pockets to be found in his coats, waistcoats and trousers - - - - they were not there - - - - it seemed to be generally accepted that Roger had had them - - - - and then it began to dawn - - - - they were with the items packed away into the cupboard. Oh Dear!

Telephone Don - - - was there a spare set? No.

Telephone caretaker and drag him out from his television and at least the building could be secured. Worry about the cupboard next week.

Mike Irons has now had a spare key cut. A good idea Mike but how did you find the original, did you have to break into the cupboard? No! Really! Well 'pon my soul! They were in Roger's pocket all the time ----

Suggest we refrain from telling the caretaker.

CENTRAL SUSSEX 17 Mile Circuit 16th February

Shows what can be done with a team effort. This Saturday afternoon event on the Ashurst Circuit gave another team prize to Worthing Excelsior with Mel Roberton, Karl Roberton and Nathan Gale beating all comers when several (stronger?) clubs failed to enter or finish three riders. Mel was9th with 42.09, Karl 19th on 44.53 and Nathan 22nd on 46.01. Should any of these have faltered then there was back up from Robert Downham on 49.09, Joan Lennon (her first ride for the Club) on 57.00 and Peter Weston on 1.01.24.

Mel's ride gave him an excellent veteran's age standard, putting him half a minute in front of Bob Stapley of Epsom who was usually a nose in front last season

SUSSEX C.A HARDRIDERS 23m Sunday 2nd March

This is a tough course with a lot of climbing and a lot of very rough surface. The morning was also rough with a strong and blustery south wester making conditions difficult. WECC were well represented but it was not to be their day. Mel Roberton suffered an impact puncture whilst warming up, there were plenty of pot holes and he truly hit this one, fortunately no wheel damage but unable to start. Mark Bernhardt made it to Cuckfield then he too punctured, this time a thorn from the road where hedge cutting was in progress.

Our fastest rider was Karl Roberton home in 1.3.31, Nathan Gale next on 1.5.49 and Mark Newnham on 1.7.12 completed the team. Peter Weston continues to tackle these hard courses and got round in 1.29.39.

No prizes though in this one.

ණ め BRIAN COX あ め

Members who knew Brian will be sad to learn of his recent death from cancer. He had been very poorly for some months and died in a hospice in Bognor. A good number of Worthing members were able to pay their respects and pass their sympathy to his wife Betty at his cremation in Chichester. A tribute to Brian will appear in the next issue of the Worthing Wheel.

CLUB CLOTHING!

A new order has arrived so contact Don Lock quickly while stock is good. We have Training Tops, Road Jerseys, Shorts, Bib Shorts, Thermal Bib Longs, Gilets and Skin Suits.

COACH REQUIRED

Are you a cycle or triathlon coach or interested in becoming one? The Worthing Otters are after a coach who can help out with the cycling sessions. If you are interested please read on - - - -

Worthing Otters operate under the umbrella of Worthing Swimming Club but have strong links with Worthing Harriers and ourselves. The aim is to offer young people aged between 8 and 16 the opportunity to participate in the sport of triathlon. Sessions are held on a Saturday morning during term time, cycling sessions are normally around 9.45am for an hour.

Don't worry if you have never coached before, if you love your sport and want to help others enjoy theirs that's what counts, and you'll find the whole experience really rewarding and enjoyable too.

Grants are available through Worthing Borough Council to help with the cost of the course fees for triathlon or discipline specific qualifications, and Worthing Otters will pay the annual British Triathlon membership subscription for any qualified coach prepared to lead one session a month. Further information from Robert Downham at rjdownham@btinternet.com Julian Stevens at worthingotters @aol.com. www.britishtriathlon.org/coaching/index.php

LETTER From Robin Fairhurst 4th March 2008

Dear All,

Just to let you know I will not be renewing my WECC membership this year. Having spent the past 10 months in Switzerland on a temporary exchange with work we have decided to make the move permanent.

I very much enjoyed the 7-8 years I was a member of the club and would like to pass on my best regards to all the people I was involved with during that time.

Since arriving I have been cycling in and around Basel, and joined VC Basilisk who have regular group rides, but suffer the common problem, that even though cycling is a primary mode of transport for many people locally, younger members are difficult to attract. For the coming season I hope to do some time trials, and there is a local series, but all the options for courses nearby are sporting. So it should be interesting.

If there is interest then maybe I can pass on some of my observations regarding what's different about Swiss cycling, other than that they ride on the opposite side of the road.

The very best wishes for the future *Robin*

"We hope we may hear further from Robin with a Swiss/Cycling item for the Mag"

THE WORTHING WINTER WARMER 2008

A red sky at sunset on Friday 1st February was a sign of good weather for the event on 2nd February. Trouble was it was a clear night with frost and ice on the roads first thing. The sun was shining at the start but his best friend a tail wind was not evident.

87 riders, (105 entries) including one riding in shorts, set off through West Chiltington to Adversane where they took the back roads through Wisborough Green, Kirdford, Plaistow, Shillinglee and Gospels Green then up Blackdown Hill. Waiting for them there were the Palmer brothers to stamp their Brevet cards, and Dave Hudson to feed and water them.

The second stage took riders south of Haslemere and up the other side of Blackdown through Lickfold, Loxwood, Selham and on to Burton, there Paul and Angela Toppin stamped their cards and gave them more food and drink.

The last stage took them to Sutton, Bignor, West Burton, Coldwaltham and Greatham and through the lanes to Ashington. They were greeted by Chris Beckingham, who manned the finish control.

Afterwards they tucked into hot soup, prepared by my better half Stella, and some delicious homemade cakes provided by Jean Smallman. Although all the riders reached the finish some of them did not come to the finish control and missed out on the available goodies, more for those that did!

The riders from the club who rode the event were Mark Bernhardt, Robert Downham, Peter Godfrey, Richard Klose, Joan Lennon, Peter Logan, Vern McClelland, Paul Major, Colin Miller, Mark Newnham, Paul Outhwaite, Karl Roberton, Adrian Rodgers and Joseph Saville.

My thanks go to all the people who helped the riders enjoy their day out.

Mick Irons

BRIEF AGM REPORT

A brief AGM but satisfactory. A better than usual attendance was guided through the 'nothing controversial' Agenda by Chairman Robert Downham and Secretary Karl Roberton. The election of officers showed that the membership is happy with the Status Quo (Ed's favourite group!) and all principal officers were re-elected.

Adrian Palmer, whose head nodded just the once, found that was all that was needed for him to be elected to the general committee where his input will undoubtedly be of benefit.

A proposition from the General Committee to introduce with immediate effect a new 'Youth' (under 16) membership category with a nominal annual subscription of just £5 was unanimously accepted. This is to help members from Worthing Otters, the junior triathlon club riding our time trials. Who knows it could bring us a new champion in due course. It is hoped that a small number will join shortly. It was made clear that there would be a refund of fees to existing members in this category who had paid the full 'junior' subscription.

The Treasurer had advised the General Committee about future annual subscriptions and while it was not felt necessary to call for any increase this year the meeting did give the General Committee power to call for an immediate increase in 2009 if they felt it desirable.

10 MILE - SUNDAY 9th MARCH

In the 'quiet before the storm' this event was run off in good conditions. It was on wet roads but the sun shone intermittently and it was mild for this early in the season. Only the starter and pusher-off complained of the cold. There was a south-westerly, but it was little more than a breeze so all in all quite acceptable.

The favourite retained his position at the top of the finishing order with Mel Roberton coming home comfortably ahead of the pack in 23.16. Best ride though was undoubtedly that of Mark Newnham who pushed himself up to a best ever second place equalling Karl Roberton's 24.03.

An exceptional performance by the handicapper (who shall be nameless) prompted one rider to comment that if he could predict the rider's times just a little better it would not be necessary to turn out at all! All eleven riders finished with net times in a time bracket of just 50 seconds. Karl and Ben Barden are to report for extra training sessions!

Four private entries included John Williams, his first ride and a very reasonable 30.17 and climbing out of the woodwork, long time no see, Ted Wixon who roared round in 31.37. The roar came at the finish!

10 MILE RESULT

<u>Pos</u>	<u>Name</u>	Act Time	H'cap	H'cap Time	4
1.	Mel Roberton	23.16	Scr	23.16	
=2.	Karl Roberton	24.03	0.30	23.33	
=2	Mark Newnham	24.03	1.20	22.43	
4.	Nathan Gale	24.27	1.10	23.17	
5.	Simon Letts	24.52	1.50	23.02	
6.	Ben Barden	25.31	2.00	23.31	
7.	Chris Putnam	25.37	2.20	23.17	
8.	Robert Downham	26.28	3.20	23.08	
9.	Kevin Doe	28.49	5.30	23.19	
10.	Diana Trafford	30.19	7.10	23.09	
11.	Peter Eldridge	31.58	8.40	23.18	

<u>Awards</u>

1st. Mel Roberton

Handicap

1st: Mark Newnham

2nd: Simon Letts

Event Sec: Mel Roberton. Timekeepers: Don Lock/Tony Palmer

H'Capper: Don Lock Push Off: Adrian Palmer Road Signs: Karl Roberton Catering: Mel Roberton

'NICKING

Tony Palmer is in his car on the south side at the finish for the 10 mile event on March 9th. Our chequered flag is on the opposite side of the road. As Tony waits for the first rider to return a car drives by, then slows, does a 'U' turn and comes back. It stops by the flag and out jumps a lad of about 10 years. He pulls the flag from the ground and pops it into his Dad's car — all done in a matter of seconds, but not too quick for our alert President who by now is standing in front of the vehicle — 'my life for the flag" kind of attitude! His "Oi you're nicking our flag" then did the rest and Dad instructed lad to put it back. Nice way to bring up your son! Tony then allowed the car to drive off but not before informing the driver "and I have your number as well"

A sterling Presidential Performance.

HOW WOULD YOU LIKE TO RECEIVE THE 'WORTHING WHEEL'?

- In hard copy
- 2. By E-mail
- 3. From our web-site

Postage and envelopes and printing all cost money and in these high tech days perhaps we could cut down some of this, even if the Ed still scribbles it out with a quill!

Let us know if you would be happy with option 2 or 3 and say which. If we don't hear it will be hard copy as before

BOTTLE TOPS!

Don and Maureen Lock are now collecting plastic milk bottle tops. These will be passed on to a re-cycling company, GHS Recycling Ltd via a collection point and the money raised (£50 per ton) will be supporting our local children's Hospice at Chestnut Tree House. This is in conjunction with some Care/Nursing homes, County Hall and two Primary Schools as well as individuals in the West Sussex area. The tops are used to make garden furniture and children's play equipment.

There are also more and more tops around that are the correct materials so these can be collected too. To be acceptable the little logo that appears on these tops: \triangle should carry any of the following numbers/letters with it:- 2, 4, LDPE, 2PE, 2HDPE, PE HD.

Just bring them along to the club room on a Tuesday evening and Don will be happy to accept them. If you wish to find out more about the scheme visit www.ghsrecyclingltd.co.uk.

It would be good to think we are helping the environment as well as Chestnut Tree House which does such fantastic work for children.

SKITTLES 7th March

We can just squeeze in a report of another successful evening at the 'Spur' at Slindon. Twenty six attended and as well as enjoying the skittles and the buffet, they were able to join John Lucas in celebrating his retirement (that day) and 65th Birthday. The presentation of 'Specialised' Racing Slippers caused a laugh and we then ate his Birthday Cake.

Oh yes, the Skittles winners were Mark and Diana Bernhardt who went home with two bottles of wine. The winning and losing teams carried off the fantastic prizes of second rate pens or miniature Easter Eggs

If you missed it this time or have not yet enjoyed one of these very social evenings our next date at this venue is Friday October 17th, your £11.00 includes a very tasty buffet.

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