

FOUNDED 1887

FEBRUARY 2011

# THE JOURNAL OF



## THE WORTHING WHEEL





Stuart Jago Our man for the '24hr'



Some years ago on the Isle of Wight



## **WORTHING EXCELSIOR CYCLING CLUB**

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



President & Runs/Touring Co-ordinator: Tony Palmer  
23 Brentwood Crescent, Brighton 01273 558597  
  
([tony.wecc@virginmedia.com](mailto:tony.wecc@virginmedia.com))

Chairman: Robert Downham 93 Chippers Rd, Worthing 01903 268380  
  
([rjdownham@btinternet.com](mailto:rjdownham@btinternet.com))

Secretary: Karl Roberton 11 Bridge Road, Worthing 01903 209433  
  
([karl\\_roberton@btinternet.com](mailto:karl_roberton@btinternet.com))

Treasurer: Allan Langham 38 Lenhurst Way, Worthing 01903 261058  
  
([allan.langham@sky.com](mailto:allan.langham@sky.com))

Club Coaches: Vern McClelland 31 Downland Rd, 01903 814351  
Upper Beeding  
([macbike@gmail.com](mailto:macbike@gmail.com))  
Peter Eldridge 2 The Street, Clapham 01903 871502

Club Events Secretary: Mel Roberton  
30 Pines Avenue, Worthing 01903 214489  
  
([melwecc@aol.com](mailto:melwecc@aol.com))

Social Secretary, Press & Magazine Editor: Don Lock  
7 Welland Road, Worthing 01903 531877  
  
([dandmlock@ntlworld.com](mailto:dandmlock@ntlworld.com))

Membership Secretary: Mick Irons  
36 Phrosso Rd, Worthing 01903 240280  
  
([mickirons@btinternet.com](mailto:mickirons@btinternet.com))

Child Welfare Officer: Clive Lett  
Website Manager: Mark Newnham. ([mnewnham@sgs.uk.net](mailto:mnewnham@sgs.uk.net))  
Website : WorthingExcelsior.co.uk

## DON'T TRY THIS AT HOME

Mel Robertson is a veteran racer who goes very fast and loves cooking. These things I know because I've been on the receiving end of both. Speed – not good. Cooking – excellent, well that's my experience. There is another thing, I know and that is that he suffers badly with cold hands and feet, especially so in the arctic conditions we've been experiencing these past few months.

Now it would seem that one of his attributes (the cooking) is getting dangerously mixed with his problem of the cold extremities. "Two pairs of gloves are better than one, and why not pop one pair in the microwave". This was his thinking before the Club run (Dec 12). Not a good idea with rubberised palms almost melting into his porridge!

I shall stick to cornflakes if he's cooking breakfast when we go to Majorca!

Mel is clearly embarrassed about the whole thing and is claiming MITTigating circumstances!!

However, there's been another development. He's using cooking foil round his feet and reckons that the foil straight from the Christmas turkey was perfect, 'Absolute Heaven'. Look out for his new book 'How cooking can keep you warm' which will presumably come 'Hot off the Press'!

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## THANK YOU

The Editor and staff would like to extend their thanks to all those readers who sent them Christmas cards and seasonal good wishes. We were inundated. Well there were two actually, but it's annoying as there's a mystery surrounding one. It was unsigned but had a rather fetching graphic --☉--☉-- and the words 'Mexican two-up?'

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## THE EASY RIDE

I've been putting off joining Mike Iron's recently introduced, easier speed Sunday Club run, for one particular reason, I've been hanging on to the Regular (read 'faster' run) for some years. Indeed it's been known to disappear up the road and I've 'solo'd' home on a few occasions, but that was alright. No shame in getting dropped by the fast boys, however, how far would my ego crash if I was dropped by the 'Easy' riders?

Well, when needs must, that's it Sunday 12<sup>th</sup> December and I elect to ride home from Southwater Country Park with Mike and his group. There were just five of us and included a new member and Alan Stepney completing his regular three outings of the year. The pace with Mike up front was nice and steady and unlike with the fast men we proceeded noticeably slower when going up hill, something which I particularly appreciated.

The decorum was however shattered when Graeme Gill on three occasions treated us to devastating attacks on inclines in the Shipley area. On the first Mike attempted to restrain him but without success, so waited for the rest of us. Now whether his triumph in the Tourist Trial has gone to his head or not we are unsure, but this kind of behaviour is not welcome. He was spoken to but seemed unrepentant.

The Committee is now considering a third group to be known as the Medium (Graeme Gill) Pacers.

An interesting and we think probably an unprecedented event occurred on this ride. When the Club run has returned home south along the A24 to Washington roundabout, the leader will sometimes stick to the main road and take the bypass, but on other occasions will return through Washington Village and up the old Bostal Hill road. There have even been occasions when the group has split, sometimes joining up again at the top of the hill, but has anyone before completed the journey home and ridden both the bypass and the Bostal? Well Alan Stepney has now. At the roundabout he headed straight on up the A24 while the others took off through the village, where they stopped. As Alan did not see them he came down the Bostal to look for them (what a nice fellow). 'We're ready now' said Mike and off we went with Alan having to do a 'U' turn and complete his second ascent of the South Downs.

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### HOW ABOUT A CALENDAR?

Some members were recently discussing the Club's forthcoming 125<sup>th</sup> Birthday, to be celebrated in 2012. The principal promotion is to be a Sportive offering two challenges of 125km or 125 miles (read more of this in Adrian Palmer's notes elsewhere in this edition) but what else might we consider. A number of ideas were put forward, but the one to attract most comment, even enthusiasm, was a cyclists calendar. The Women's Institute didn't know what they had started with their effort some years ago. The Firemen have one currently on offer, so what do you feel about W.E.C.C members posing suggestively over a disc wheel, or using a helmet to protect privacy rather than one's head? What props could we use? How about a track pump? . . . . . No probably too thin even for Rocco!

Marketing may be the biggest problem. John (Bulldog) Baldwin has offered to take the photos. We have volunteers for the Winter months when thermal cover would be expected, but are still looking to fill the months of July and August!

Give it some thought and send your comments to the Editor P.O. Box 994 Durrington.

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**CASHTRATION** (n) : The act of buying a house, which renders the subject financially impotent for an indefinite period of time.

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## CYCLING ON WORTHING'S PROMENADE

This subject has been a contentious issue over the years. Whenever there's a proposal up jumps 50% against and 50% in favour. As a Club we've never become involved. The simple reason being we don't cycle on the Promenade and don't wish to. Now, having said that, (the Club's view), there just may be one or two of you who have cycled along the promenade within the rules and regulations from time to time. So why do we bring it up now? The answer is that we have received an email from Worthing Borough Council's Senior Beach Inspector.

He says that he has received "several complaints from members of the public . . . . of cyclists dressed in what was described as identical cycling lycra shouting at users of the Promenade that they were in the cycling lane". He is at pains to say that he is in no way accusing us, but asks for our assistance in publicising the present position namely that while cycling is allowed on the Promenade there is no dedicated cycle lane and cyclists are asked to give priority to pedestrians and take extra care when passing the new children's play area.

The club have responded along the lines that as a club we do not use it and doubt very much that any individual club member would wish to, save in a manner of care and respect for others. We have said that whilst we will draw members notice to the situation by these notes there is no other publicity that we can offer. Mike Irons has spoken to him directly and pointed out that 'cycling lycra' can be purchased by anyone even in colours similar to ours. East of Splash Point and out to Lancing there is a very usable cyclists only path that we do make use of but not to the west. . . . . Hopefully end of story.

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## DID YOU KNOW?

That way back in cycling's Middle Ages a time trial was SECRET?

It was against the rules of the Road Time Trials Council, now known as Cycling Time Trials, to allow any publicity. You could not give the press an event preview or give details of start time, course or H.Q venue. All of this was to prevent causing any disruption to other traffic (frequently up to a count of 10 cars an hour) and to stop crowds of people massing along the roadside!

All start sheets and result sheets had to be marked private and confidential but, of course all who needed to know, did know and the R.T.T.C still published their Handbook so that event dates, times and courses could be ascertained.

There were in those days many events which became 'Classics', a few are still promoted and despite the 'hush hush the public mustn't know what we are doing' atmosphere, these events did in fact attract very large crowds. Far more than you would find these days, save possible for a National Championship. At the finish of the Bath Road '100' for example crowds would line both sides of that long straight last mile of the famous Pangbourne Lane.

An amazing sight that unfortunately we are unlikely ever to see again.

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ANNUAL DINNER  
19<sup>TH</sup> November 2010

Pretty successful, no complaints, and many expressions of thanks and satisfaction. "No complaints" well Ed. didn't like the starter and a lack of mint sauce with the lamb. There was a bit of a cock-up over the raffle when Don said '50p a strip' for tickets. This meant that you wonderful generous lot bought out all the tickets before some could get near them. A suggestion by Adrian Palmer that they might have some behind the bar saved the day, but next year £1 a strip will be better.

Generally the food was OK and the special diets were all catered for. The room looked good with decorated tables. Mel Robertson's Trophy table with its shimmering silver, and the display of photos old and new, and the record books all added interest.

President Tony duly distributed the trophies to our 2010 champions, getting kisses from Joan Lennon, Nicole Patterson and Jeremy Wootton in the process.

Our usual fantastic raffle was won by Jeremy Wootton . . . . .well mostly, but Maureen Lock got the Dulux dog and Peter Eldridge the big Teddy. Mel Robertson was happy with an expensive talcum powder which he uses on his punctured inner tubes – please no one tell 'Avon'.

There was dancing and yes the floor was full until midnight when everyone had to be persuaded to go home.

Yes "Pretty successful".

P.S The Club has kept the ticket price at £20 for 4 years now and has covered from its members' funds an increasing short fall now up to £2.69 per head. Menu prices have crept up and there's an extra 45p to be found with the VAT increase. The Club's committee will have to consider this in the months ahead. A developing, but welcome, problem is that attendances have increased – 83 this year – and every extra ticket means another £2.69 subsidy. Watch this space!

We can however confirm that the date has been booked for this year, so put it in your diary straight away – Friday 18<sup>th</sup> November.

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THE EAST SUSSEX RELIABILITY TRIAL  
Sunday 21<sup>st</sup> November 2010

2008 and 2009 editions of this event were held in quite atrocious conditions. The fact that 2010 saw a dry day with light wind and even some sunshine was a pleasant change. Unfortunately, however it did not result in a great performance from W.E.C.C.

Of the 17 official entries plus 3 who just came along for the ride, only 1 qualified. We say this despite a subsequent result sheet indicating that Rocco Sepe and Robert Downham had qualified as well as Mike Irons.

Mike had taken the opportunity of riding the course a couple of weeks before the event, a reconnaissance that was to prove invaluable. The published route was difficult to follow. Using names of roads does not allow you to trace it on your

O.S map at home, and the map presented with the route was of far too small a scale to be of much use.

It was something of a tortoise and hare scenario. Mike who in his own words 'doesn't do fast' was constantly catching his 'faster' colleagues as they studied maps and route sheets. Just a pity that he wasn't around when they went off course with little more than ten miles to go. Getting back on to the correct route and following this back to the finish cost them 4 extra miles and put them a minute or two outside the 4¼ hour standard.

As to the result sheet Rocco may have made it to the finish in time but did not follow the final miles of the route. Robert finished the full course but was certainly not inside the allowed time. Really though, it didn't matter a lot, for it had been a good morning's cycling in good company.

Something of the severity of the course can be gained from the result of 159 starters only 98 qualified, and most found themselves way down on what might have seemed easy 13/14m.p.h schedules before they had reached halfway. From East Hoathly north east is basically up hill all the way. In the Mayfield area though a succession of steep climbs and crazy descents following one upon the other are particularly tiring. There is some respite getting south through Stonegate to Burwash but then there's more climbing towards Brightling. It only became easier from Herstmonceux and the final 20 miles gave scope for upping the average, but a 4 mile 'off course' detour was to prove disastrous.

Rumours that our Ed led the charge for the line are somewhat distorted. He had struggled along at his own pace on all the climbs, caught up at each route/map/course conference and when with the pack kept his nose glued to the nearest available back wheel. He would like to compliment Neale Maloney, Ken Newton and Kevin Doe on their efforts over the last few miles albeit that time was still too short. Ed in typical 'wheelsucker' fashion only put his nose in front over the last 200 metres.

For the record those taking part were : Matt Bushby, Rocco and Giacomo Sepe, Peter Logan, Mark Newnham, Phil Frean, Lee Barber, Kevin Doe, Neale Maloney, Robert Downham, John Baldwin, Ken Newton, James Nelson, Don Lock, Graeme Gill, Phil Walker and of course Mike Irons. Accompanying but not entered were Clive Lett, Nicole Patterson and Richard Klose.

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### EAST SUSSEX.C.A LUNCHEON

Mel R with partner Pauline attended this 'Do' at The Horseshoe Inn, Windmill Hill, near Herstmonceux on 16<sup>th</sup> January. Our Ed. went along with his notebook. He clapped madly when Mel collected his trophy for the 25 mile Veteran's championship.

Lewes Wanderers won nearly everything else, breaking records by enormous margins on the way. Worthing came back into their own when the raffle was drawn. Ed. got a bottle and Mel got a bottle and a tin of shortbread biscuits.

We collected an Association certificate for Nathan Gale who completed their Best All Rounder in 13<sup>th</sup> place with an average of 21.932 m.p.h. Also, adding yet



more confusion to the E.S.C.A. Reliability Trial result, we were handed certificates for our three finishers, although in truth there was only Mike Irons. However, whereas in the result they indicated that Rocco Sepe and Robert Downham had qualified, they now seem to have changed their minds, giving certificates to Mike, Rocco and, sorry Robert, to Peter Logan!

It was a good meal with about sixty attending, nice friendly 'Do'.

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## HELPFUL WEBSITE

Get online and on your bike!

Cycling in West Sussex is about to get a whole lot easier. Hills will still go both up and down and pot holes will spread like a bad rash but with the launch of a new online journey planner, after a few clicks of the mouse you will be able to calculate the best route for you and your bike from A to B.

It will allow you to choose the fastest or quietest route and will even show you whether you can expect to encounter any steep hills on the way. It might even guide you around such nasties!

You'll get a step-by-step guide to your route complete with pictures and estimated journey time. Hopefully, an estimate prepared by an adherent to C.T.C. rather than C.T.T schedules!

You can contribute to the expansion of the site by recommending routes or suggesting improvements.

The online cycle journey planner can be found at [www.westsussex.gov.uk](http://www.westsussex.gov.uk) and if you fancy some company on your travels, you can find details of all the local cycling clubs and groups.

Just log onto the web site and search 'cycling'.

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## SKITTLES AT THE SPUR

Friday 18<sup>th</sup> March 7.30 for 8.00pm

To include Buffet £12.50

We are limited to 30 for this so please get your names to Don Lock ASAP. (Money on night) It's an enjoyable fun evening and the buffet is generous. Experience of skittles could be a (dis)advantage!

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## DID YOU KNOW?

That way back in cycling's Middle Ages riders seldom had more than one bike? Well a few top riders might have done, for manufacturers were always keen to see their bikes being used by the likely winners, and so provide a top machine for the elite to use, but there were not many in this category.

Now we didn't have motor cars to get to events, well not many of us anyway, so we cycled to events. We would probably have a saddlebag full of gear to

change into for the race or to ride home in. We might well have needed lights if we left home at 4a.m., and if the weather was wet we would probably have mudguards.

So, at the start you had to get this lot off the bike. Oh yes! And you always took a big heavy cycling cape because even if the weather was good you would use it to wrap all your gear in while you were in the event. Normally this would be left under the hedge, along with that of all the other competitors. It was rare for an event to have an H.Q. in a building. It was usually just a lay-by or a kindly loaned farmer's field.

There was no such thing as a mountain bike, and all the other bikes that we now regard as essential were all one and the same. The work bike, the training bike, the hack bike, the club runs bike and the racing machine, Yes the same machine every time - you just took bits off and put other bits on.

The most important of these other bits, then, as now were the wheels and when you had saved enough money for a special pair of lightweight racing wheels then you were verging on a 'real racer'.

If you were one of those with special lightweight racing wheels, equipped with very light racing tyres you certainly did not risk them on the road before the race itself, so you carried them as well. Some of you are thinking 'How do you carry two spare wheels?' The answer is that you used sprint carriers. 'Sprint' meaning 'fast' or 'lightweight'. These carriers, simple slotted bars about six inches long were dropped onto each side of your front wheel spindle by the front forks. Your racing wheels were then dropped into the slots on the top of the bars and then the track nuts on the racing wheels and on the normal road wheels were tightened. Straps were used through the tops of the wheels to go round the handlebars and hold them securely. Track nuts in those days not quick release! It worked very well but if you had a long ride to and from the event you certainly felt the extra strain of keeping the bike steady.

Our Ed. recalls re-fixing his mudguards after an event. It must have been a particularly arduous time trial for he was more than usually knackered. He was having great difficulty with the front mudguard until someone pointed out that he had the rear one in his hands! But why bring that up now? It took long enough to live it down in the first place.

Amazing really.

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### CLUB CLOTHING

Stock at 7<sup>th</sup> December 2010

|                             |                            |   |        |
|-----------------------------|----------------------------|---|--------|
| Road Jerseys (short sleeve) | 2 med, 3 lge, 3 xlge       | @ | £38.00 |
| Road Jerseys (long sleeve)  | 1 sm, 2 med, 3 lge         | @ | £41.00 |
| Training Tops               | 1 sm, 2 med, 1 lge, 4 xlge | @ | £42.00 |
| Bib Shorts                  | 3 sm, 2 med, 2 lge, 3 xlge | @ | £44.00 |
| Skin Suits (short sleeve)   | 1 med, 1 lge, 1 xlge       | @ | £55.00 |
| Bib Longs                   | 1 med, 3 lge, 2 xlge       | @ | £43.00 |
| Gilets                      | 1 med, 2 lge, 2 xlge       | @ | £34.00 |
| Packables                   | 3 med, 3 lge, 2 xlge       | @ | £43.00 |

The stock is usually in the Clubroom on Tuesday evenings or contact Don on 01903 531877. Other items or any sizes not in stock would have to be the subject of the next order and the VAT increase will mean price increases.

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### 25 YEARS AGO (1985)

Ray Douglass was our President and Tony Palmer was Chairman. Secretary was John Mansell and Treasurer was Roger Smallman.

Member Steve Curry (remember he was hot stuff too!) completed his 8<sup>th</sup> marathon,. He also completed an 81 mile run over the South Downs Way for charity. There was a Worthing Marathon then and we had no less than 5 members finish. Steve was his usual rapid self clocking 2 hrs 51 mins 22 secs. Dave Knight recorded 3.16.08. The late Mike Poland made his debut and was home in a very respectable 3.29.38. John Wiseman ducked inside 4 hours with 3.58.30 and David Mills, still a member today, was happy to finish in 4.14.11.

It was also reported in the 1985 Winter issue that John Lucas had started to suffer at the increasing speed of his son Marvin and had taken to beating his wife, Sheila! He beat her to Cowfold, then he beat her to Slaugham, and then he beat her all the way home.

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### SUSSEX QUIZ

1. Angry in the fist
2. Dark coloured young man
3. Cat or Dog value
4. Backward servant after nasty odour
5. Was in possession of the info
6. Sodium Chloride for the reverend
7. Sounds like dried peas concoction
8. Greyish brown colours before the crease
9. Similar to last crease but more personal
10. Wide stretch of the wet stuff
11. Carried away towards the Orient by the sound of it
12. Sparkling heavyweight I hear
13. Heaving yesterday
14. Stylish, elegant, but Esther's messed up
15. Ha! I bet that smarts afterwards
16. Sounds like a town of prostitutes and cold meat
17. Ron returns on the squelchy ground
18. Are they resurfacing between Worthing Centre and the Durrington area
19. In view of the government cuts you should be able to buy a constable here.



20. It's a game bird but very inexperienced
21. Rub backwards and leave clean
22. Average sort of cold meat I suppose
23. All off here to play footie next year
24. Icy rain is just a pretence
25. Launder and muck it all up
26. A gun taken down and rearranged
27. Fight back before slim G
28. Way in for the anglers?
29. 2<sup>nd</sup> letter before the climb
30. Sounds like an operation for Mr Armstrong

Adrian Palmer a regular and formidable competitor in the quiz, regularly copies it to some old work colleagues. This year however, he forgot the answers and couldn't remember or work them all out. Not to be beaten he added one of his own. How about "Federalism in confusion" – Answer 'Maresfield'. Should we let him do the whole thing at the next Dinner?

This quiz was on the table at the Annual Dinner. It caused conversation, critical comment and comic answers. Put your feet up and have a go. We accept no responsibility for any damage caused.

The answers will appear elsewhere in this mag . . . . if we remember.

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### THE WORTHING 125 SPORTIVE

Take your calendar off the wall and, with a big black pen, put a big bold circle around 4<sup>th</sup> September 2011. Have you done that? No??? . . . . then go and do it right now!!!

In 2012 Worthing Excelsior will be celebrating its 125<sup>th</sup> anniversary and, to mark the occasion, it is proposed that the Club promote a Sportive event. There are likely to be two distances of 125 miles and 125 kilometres. A limit of 300 entrants has been set for this event, but don't rush to send your entries in yet.

So that we get it right on the great day, as a trial run the Club will be organising a Sportive on 4<sup>th</sup> September 2011. Now you know why that date is so important!

That date is important because it involves YOU. You will know that you can't run an event of this nature without support – and that's where you come in. The Club will want all sorts of volunteers from marshalls to tea makers, from feeding station helpers to providers of 'sag wagons', and from computer geeks to road markers. Now is the time to volunteer because, if you don't, all the best jobs will be gone and you'll end up doing the washing up afterwards, or picking up litter along the route.

We are still in the early stages of planning this event, but it looks as though the course will start at Steyning and send riders over the Steyning Bostal before sending them along Worthing seafront. They will be allowed a glance of Arundel Castle as they go up Whiteways roundabout and then head off into the real

countryside around Blackdown Hill. Those opting for the longer distance will find themselves over near South Harting and then taking a trip over by Goodwood Racecourse. Those on the shorter course will take a short cut over Bury Hill via a diversion up Bignor Hill – just so they get the benefit of the wonderful views from up there. So they don't feel left out, the long rangers will also have the benefit of taking in the views from the top of this hill before they too, enjoy the climb up Bury Hill. From here the short course will go almost directly back to Steyning whilst the long course stalwarts will make their way up Washington Bostal, round the back of Worthing and then take Steyning Bostal from the south.

If you want one of the best jobs, volunteer early. Just get in touch with Rocco Sepe, Clive Lett, Paul Outhwaite or Adrian Palmer. You know you want to.

Adrian Palmer

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### DID YOU KNOW ?

That way back in cycling's Middle Ages to find out how many miles you had covered, you had a device called a cyclometer. This was fixed to the front wheel spindle. It projected a small cogged wheel close to the spokes, on one of which was affixed a striker. Having made careful adjustment so that the striker only caught one tooth on the cogged wheel and did not turn two teeth each revolution it was very accurate. It displayed the mileage in a small window but it was only readable after dismounting unless you bent low down. It did not give current speed or average. It could not be set to record trip distance but very properly it only registered the imperial mile. It wasn't too difficult though to take readings at the start and end of each ride. There were a number of different makes available on the market but Lucas was one of the most popular.

Like these days when digital clocks are so silent and the tick of a real clock is so comforting, so too was the tick of a smoothly turning cyclometer. Beware however, if it was allowed to work loose it could foul the spokes and that could have potentially very nasty consequences. The right adjustment would also ensure that the emanating noise was a nice tick and not something more akin to a machine gun especially when descending at speed.

Nowadays we have a handlebar computer, a sat nav, a heart monitor, and an altitude and cadence recording facility and there's probably more that this scribe has yet to learn. Still it's amazing how we managed really.

On typing a draft of this Ed. had 'attitude' instead of 'altitude'. Now a record of that would be interesting!

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**BEELZEBUG** (n) : This is the Devil in the form of a Mosquito, that gets into your bedroom at 3 in the morning, and cannot be cast out.

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WORTHING EXCELSIOR C.C  
Club Time Trial Programme 2011  
(Subject to C.T.T Approval)

| DAY | DATE    | EVENT                                     | COURSE  | TIME OF START |
|-----|---------|-------------------------------------------|---------|---------------|
| Sun | 6/3/11  | 10 Mile                                   | G10/98  | 0900          |
| Sun | 3/4/11  | Ashurst 16.4 Mile                         | GS982   | 0900          |
| Sun | 10/4/11 | Long Furlong Circuit ( 2 laps) 17.1 miles | GS 983  | 0900          |
| Sun | 22/5/11 | Pulborough Circuit 15.58 Miles            | GS993   | 0730          |
| Sun | 29/5/11 | 30 Mile Champs                            | G30/91  | 0700          |
| Sun | 19/6/11 | 50 Mile Champs * (With SCCU )             | G50/53  | 0600          |
| Sun | 3/7/11  | 25 Mile Champs                            | G25/95  | 0800          |
| Sun | 24/7/11 | 100 Mile Champs * (With SCCU)             | G100/60 | 0600          |
| Sun | 28/8/11 | Hardriders 26.2 Miles                     | GS992   | 0900          |
| Sun | TBA     | Interclub – BRCC/Hants RC/SDV/WECC        | TBA     | TBA           |
| Sat | 1/10/11 | Hill Climb * (With Sussex CA )            | GH/92   | 1400          |

Events marked \* are in conjunction with 'open' events

EVENING 10 MILE SERIES

|     |                                                                   |           |          |         |
|-----|-------------------------------------------------------------------|-----------|----------|---------|
| Thu | Thursday 21 <sup>st</sup> April to Thursday 21 <sup>st</sup> July | 14 Events | G10/98 * | 1915 ** |
|-----|-------------------------------------------------------------------|-----------|----------|---------|

\* The Steyning G10/97 course has also been booked for the whole Evening 10 mile Series and will be used in the event of the G10/98 not being available.

\*\* **1<sup>st</sup> event on Thursday 21<sup>st</sup> April 1900 start**, all other events start at 1915.

EVENING HILL CLIMB SERIES

|     |                                                                    |          |       |      |
|-----|--------------------------------------------------------------------|----------|-------|------|
| Thu | Thursday 28 <sup>th</sup> July to Thursday 11 <sup>th</sup> August | 3 Events | GH/95 | 1900 |
|-----|--------------------------------------------------------------------|----------|-------|------|

For the Club Handicap competition you must submit an entry form to the club T.T. secretary. Entry forms are required for all events except the Evening 10 Mile and Hill Climb Series.

To assist the T.T Secretary Please ensure all entry forms are submitted on the TUESDAY prior to the event.

Mel Roberton  
30 Pines Avenue  
BN14 9JQ  
01903 214489  
Email : [MelWECC@aol.com](mailto:MelWECC@aol.com)

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## SUSSEX QUIZ ANSWERS

- |     |               |     |                 |     |             |
|-----|---------------|-----|-----------------|-----|-------------|
| 1.  | Cross in Hand | 14. | Chichester      | 27. | Worthing    |
| 2.  | Blackboys     | 15. | Hastings        | 28. | Fishersgate |
| 3.  | Petworth      | 16. | Horsham         | 29. | Bexhill     |
| 4.  | Bodiam        | 17. | Bognor          | 30. | Lancing     |
| 5.  | Hadlow Down   | 18. | Tarring         |     |             |
| 6.  | Saltdean      | 19. | Copsale         |     |             |
| 7.  | Pease Pottage | 20. | Partridge Green |     |             |
| 8.  | Dunsfold      | 21. | Burwash         |     |             |
| 9.  | Ifold         | 22. | Parham          |     |             |
| 10. | Broadwater    | 23. | Falmer          |     |             |
| 11. | Eastbourne    | 24. | Hailsham        |     |             |
| 12. | Brighton      | 25. | Arundel         |     |             |
| 13. | Hove          | 26. | Firle           |     |             |



## CLUB BEST ALL ROUNDER COMPETITIONS 2010

SENIOR

1 <sup>st</sup>	Mel Robertson	24.551mph
2 <sup>nd</sup>	Mark Bernhardt	23.957mph
3 <sup>rd</sup>	Stuart Jago	23.097mph
4 <sup>th</sup>	Nathan Gale	22.342mph
5 <sup>th</sup>	Kevin Doe	21.697mph

## VETERANS

1 <sup>st</sup>	Mel Robertson	Plus 6.761mph
2 <sup>nd</sup>	Jeremy Wootton	Plus 5.556mph
3 <sup>rd</sup>	Mark Bernhardt	Plus 3.996mph
4 <sup>th</sup>	Stuart Jago	Plus 3.807mph
5 <sup>th</sup>	Joan Lennon	Plus 2.862mph
6 <sup>th</sup>	Kevin Doe	Plus 2.626mph
7 <sup>th</sup>	Peter Logan	Plus 1.964mph
8 <sup>th</sup>	Robert Downham	Minus 0.248mph

LADIES

1 <sup>st</sup> Joan Lennon	21.043mph
2 <sup>nd</sup> Nicole Patterson	20.776mph

JUNIOR

1<sup>st</sup> Lewis Norris 24.270mph

Here's how they achieved these results. First, the seniors: Mel's counting rides were, 25m. 58.35, 50m. 1.58.20 and 100m. 4.24.21. Mark didn't get under this last year so 25m was 1.0.34, 50m 2.1.48 and close up in the 100m with 4.26.59. Stuart improved at all distances to move into 3<sup>rd</sup> spot. 25m. 1.3.46, 50m. 2.8.11, and 100m. 4.28.17. Nathan clocked: 25m. 1.4.32, 50m. 2.11.46, and 100m. 4.45.32. Kevin Doe completed his first B.A.R with 25m. 1.5.57, 50m. 2.16.14 and 100m. 4.55.12.

It would be mathematically boring to include all the calculations necessary to arrive at the veteran's result so here's just ages and times for the 10m, 25m and 50m, qualifying rides. Mel (62) 22.12, 58.35, and 1.58.20. Jeremy (49) 20.52,

54.46 and 2.3.58 including personal bests. Mark (45) still a youngster, 21.55, 1.0.34, and 2.1.48. Stuart (53) 23.15, 1.3.46 and 2.8.11. Joan (53) and how nice to see a lady in these tables: 26.55, 1.14.50 and 2.34.00. Kevin (53/54) - just looks younger! - 24.15, 1.5.57, and 2.16.14. Peter (54) 24.35, 1.6.41 and 2.24.27. Robert (41/42) – not nearly old enough - 24.55, 1.10.30 and 2.20.25.

It was good to have some genuine competition in the ladies section for a change. With two tens and two twenty fives required to qualify, Joan shading it but look out for Nicole in 2011. She actually did over 80miles of the East Sussex 100m event last year but then punctured twice, so we'll fix her up with a suitable 50m and some decent tyres and she could well make the senior listings in 2011!

At junior level it is quite frustrating, first we have a promising Ed Klose but then he has too many birthdays and goes off to get educated. Then we have a much younger Lewis Norris who promises much but as we go to press the rumour is that he's off to join some racing squad, shame. From the same stable as Ed though, we have new member, his brother Joe. Again there are education priorities but hopefully he'll be able to pick up where his brother left off. Additionally we have Matt Bushby who has shown his strength on Club runs, so we'll have to see what the season brings forth.

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## SURREY SUSSEX GROUP VETERANS' TIME TRIAL ASSOCIATION 2010 RESULTS

Mr.Mel is champion again. He repeated his win in the Association's three distance best all rounder with three excellent rides at the qualifying distances of 25m, 50m, and 100m. He beat his age standard by an amazing 143mins. 36secs. That's 2hours 23mins 36secs giving him enough time to squeeze in another leisurely 50 miles and to stop somewhere for coffee as well, and still be inside his age standard.

One of the qualifying rides, was the '50' where he managed that very rapid 1.58.36 and here he was fastest veteran on standard. The Jim Ballard Trophy and The Aldershot cup now reside in his trophy cabinet. Well done that man.

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## EAST SUSSEX CYCLING ASSOCIATION 2010 RESULTS

Lewes Wanderers won nearly everything in the ESCA but Nathan Gale finished their BAR in 13<sup>th</sup> place and Mel won the veterans '25'. We didn't compete a great deal in their events so didn't collect many points. In the points competition run over the whole season Mel was 32<sup>nd</sup>, Carl Trevis 37<sup>th</sup>. Nathan Gale 58<sup>th</sup> and Stuart Jago 66<sup>th</sup>. 99 riders made the table. As a club we finished in 8<sup>th</sup> place with 102 points. Compare that to the winners, Lewes, of course, who totalled an incredible 1832 points!

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## SUSSEX CYCLISTS' ASSOCIATION

### 2010 RESULTS

We figured reasonably well in the SCA tables in 2010. Mel Robertson once again leading the way, particularly, as we have come to expect, in the veteran category.

#### Senior Long Distance B.A.R. (25m, 50m, and 100m)

Mel finished in 8<sup>th</sup> place knocking out an average of 24.55 mph, while in 9<sup>th</sup> place we had Mark Bernhardt on 23.96. Stuart Jago with 23.10 was 12<sup>th</sup>, Nathan Gale achieved 22.34 mph for 14<sup>th</sup> spot and Kevin Doe, hitting these results for the first time was 15<sup>th</sup> on 21.70. Only two of the Association's twenty plus clubs managed to finish a full team. Needless to say as one of them was Lewes, we came second.

#### Veteran's Long Distance BAR on Standard

Worthing Excelsior finished on top of the pile in this category.

Mel's plus of 2 hrs 23 mins 17 secs left him some 26 mins clear of Dave Shepherd of G.S.Stella. In the team section with Stuart Jago fourth and Mark Bernhardt ninth we turned the tables on Lewes to the tune of some 24 mins plus. There was also back-up available, if needed, because we had Kevin Doe with a plus of 53 mins 50 seconds which would still have been enough to secure first place.

#### Middle and Short Distance BAR's

At the Middle distance – not including the '100' - Mel was 9<sup>th</sup> overall with (25.99mph) and top of the tree in the veteran's category. At the Short Distance – not including the '50' - he was 8<sup>th</sup> (25.93mph) and again at the head of affairs on Vet. Standard.

#### Spoco (Sporting Courses) Competition

We managed three qualifiers: Mel 11<sup>th</sup> on 661 points, Nathan Gale 18<sup>th</sup> with 617, and Robert Downham with 483. In the team we were down to 6<sup>th</sup> place. The individual winner was Steve Dennis of East Grinstead with 719 points.

#### Championship Points Competition

Mark Bernhardt was our most consistent performer finishing 5<sup>th</sup> with 43 points. Stuart Jago was 10<sup>th</sup> on 33, Nathan Gale 13<sup>th</sup> on 32, Mel Robertson 18<sup>th</sup> at 26, Jeremy 20<sup>th</sup> with 20, Carl Trevis 27<sup>th</sup> with 17, Nigel Reynolds 30<sup>th</sup> with 15, Kevin Doe 33<sup>rd</sup> with 14, Lewis Norris 35<sup>th</sup> with 13, Chris Twine 37<sup>th</sup> on 11, Chris Putnam 44<sup>th</sup> on 8, and finally Peter Logan 52<sup>nd</sup> on 2. Eighty nine riders took part.

Only S.C.A. Championship events counted i.e. '10', '25', '50', '100', '12hr', and Hill Climb. Mel missed out on this because of his puncture in the '50' and he did not ride the 12hr or the hill climb.





## SUBSCRIPTIONS

The 2011 Annual General Meeting fixed for 15th February will have on the agenda a proposal from your General Committee to increase the annual subscriptions as follows:- Senior £25, Junior £17, Second Claim £17, Juvenile, £7, Social £9, and Family £50.

Our worthy Treasurer, Alan Langham maintains a steady hand on our finances and he always has one eye up the road, to see what's coming and to make sure that we are prepared. The accounts for 2010 will show a surplus of about £400, but it must be remembered that without the gift of all the clothing and other items from Ellis Bacon and the moneys received from the very successful auction the balance could well have been of a similar amount, but in the opposite direction. Gifts like that will not come along every year, and at best, auctions once every two or three years. Substantial expense must be set aside for the 'Sportive' 2011-rehearsal, and 2012 celebrations. It may unfortunately be coming at times of increasing financial burdens but it is six years since the last increase so we've done pretty well.

It still represents excellent value. If you think what is available to you. At least 50 club-nights a year. A similar number of organised club runs, 28 time trials, A touring competition, a sportive, an Audax, an annual Dinner, two Skittles evenings, Weekends away, Trips to Manchester Velodrome. Affiliation to Surrey League, Brighton Track, British Cycling Federation, Cycling Time Trials, Cyclists Touring Club, Sussex Cyclists' Association, East Sussex Cycling Association Southern Counties Cycling Union. Then there's club clothing and the Club website, and last but not least there's normally four copies of the Worthing Wheel, well you have to take some rough with the smooth!

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## PRESS SECRETARY

(Our Ed. with one of his other caps on)

It may be of course, that at the A.G.M. (about the time that this issue of the Mag. hits the streets) we will have someone else doing the Press job, but whoever, please, please, please, let him have all your news every Sunday. We have to email it through on Sunday evenings to make the next Thursday issue of the Worthing Herald.

We want to know what you rode, where you came, what time you did, why you didn't finish even. Any prizes? Who won? What about the team? What was the weather like?

Some of you sneak off and ride road races, again let us have details. A lot more of you ride these Sportive and Audax challenges, so how did it go? What was the route? Were there any major climbs? How far? Who else rode? What was the total entry?

If you are riding during the week or may be taking part in some event while away on holiday still let us have the details as soon as possible. Email or telephone.

If it's a big story you'll have Mag. Ed. pressing you for a full report. If it's nothing exceptional, leave it to the Press Sec. to beef it up!

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## RISE OF THE MAMILS (Middle aged men in Lycra)

Flashy sports cars are out, now no mid-life crisis is complete without a souped-up road bike. Why?

Every weekend, across the nation's rolling countryside, watch out for the Mamils: middle aged men in lycra.

And ladies, if you have a man at home taking an unusual interest in how you shave your legs, you may have a Mamil in the making too.

Research conducted by the retail analyst Mintel suggests there has been a surge in the number of middle-aged men choosing to get onto two wheels. Given the number of men aged 35-44 who are buying fancy-pants road racing machines, is this a 21<sup>st</sup> Century mid-life crisis? Has the silence of skinny tyres and carbon fibre framesets replaced the thunderous noise of motorbikes?

Back in the day, when some men with a bit of disposable income reached a certain age, they did some strange things. The grind of the workplace and home life convinced some that the answer to an expanding midriff lay in a pair of designer jeans and a flashy but cheap Japanese sports car. Teenage daughters ran away screaming. Sons were deprived of the role models seen in adverts for shaving products. Gents, our womenfolk were right all along. It wasn't a good look. And it didn't do anything for the beer belly.

But then came a confluence of coincidences that gave a man an option other than looking like a gigolo cruising Italy's glitzy Lake Como. The past three years have seen the rise of the uber-techno, super-flashy, full-carbon, bobby-dazzler road bike. The market for these bikes has expanded faster than a 45-year-old's waistline, partly thanks to the success of the British cycling stars at the Beijing Olympics. Marketing departments have produced smart advertising messages that encourage a bit of freedom, elite performance and memories of teenage derring-do.

And the result can be seen on Saturday and Sunday mornings as middle-aged blokes polish the rear derailleur, lower the mirrored shades and pedal into the countryside. Every couple of weeks, you'll see a girth of Mamils gathering to race a 'Sportive', a form of amateur competing that has taken the British cycling world by storm.

While the serious, younger riders are busy getting into the zone of elite competition, we're comparing the latest GPS route-finding cycle computer and pretending that we know how to stretch.

We hit the first hill and suddenly we're a puffing, panting, heaving mass of sweaty humanity that is well past its sell-by date. Sounds humiliating? I've never had so much fun in my life – and there are also some unintended benefits of being the older rider.

First, there's the no-questions-asked fan club. My kids, on the promise of an ice cream, will cheer me over the top of any climb. They're still young enough to think I'm Superman – and you don't get that kind of pick-me-up on the golf course.

Even better is the Mamil's solution to saddle sores. A teenage shop assistant in a too-posh-to-pedal London shop tried to sell me some balm for £30. What's the point of that, I asked. I've got loads of unused nappy rash cream at home. He thought I was terminally uncool. I know better son, learn from your elders.

But no Mamil's life is complete without the spiritual journey to the mountains. Robbie McIntosh is 45 and has spent much of the past year clad in lycra after being talked into cycling from Lands End to John O'Groats with a group of fellow Mamils.

Ten days of pain, rain and groin strain later, he decided he was ready for Mont Ventoux. This mountain, the Giant of Provence, is one of the toughest climbs in the world – 23km straight up. British cycling legend Tom Simpson died on its slopes in 1967. Last month with terror in his belly, Robbie began turning the wheels. "I wanted so much to say I'd climbed the Ventoux. It's an amazing mountain and a serious challenge. I was surprised at my nerves but I had a sense that if I could do this on a bike I could do anything and that was a feeling I wanted so much"

And make it he did. He wasn't as balletic as the local, young French riders – but he stood alongside them at the 1,910m summit and surveyed the world.

"Cycling has given me an opportunity to feel sporting achievement of the very highest level" says Robbie. "It doesn't matter that the pros ride up Mont Ventoux at twice the speed or more. I can scale the same sporting heights as the best cyclists on the planet. I can walk with giants."

So a man becomes fitter and happier. Where's the midlife crisis in that? Ah. The costs.

Ladies, look away now. Men who seriously cycle typically spend about £3000 to live that dream. For a time, at least. That sum will cover the set-up and the first year, then about £1000 a year, at least, on top of that. The must-have bike of the summer is the Pinarello Dogma, the bike used by the British Team Sky in the Tour de France. Yours for about £7000. Grown men stop and stare at this machine, like seven-year old lads pressed against the toy shop window.

Thankfully, most Mamils don't have that kind of money to burn. But it hasn't stopped the rapid growth of a suburban money-laundering operation. It goes something like this. Man dribbles while looking at £100 bib shorts on cycling website - they're the kind that makes you look like a wrestler. Partner says no, think about the starving children. Man continues to look at bib shorts and decides they will help conceal his 36 – inch waist. He calculates that three weeks of hard pedalling will help on the belly front – which is coincidentally the same time it takes to receive a secret new credit card to pay for the shorts. Job done. Platinum status achieved with the online cycling retailer. Discounts on more kit, all of which is sent directly to the office rather than home.

When you run the slide rule over all of this, flash road bikes definitely look like a midlife crisis

There's a look to strive for, expensive kit and excuses for weekends away.

I and my band of hill-climbing brothers disagree. It's about becoming a happier and healthier person rather than sliding towards mediocre oblivion at the bottom of a pint glass.

But I conclude with a message from my own Mrs.Mamil to other cycling widows. She's discovered a precise form of retaliation. If your portly husband buys another stupid fluorescent jersey buy yourself another pair of shoes.

That way, at least one of you can look good.

Reproduced from an article by Dominic Casciani in B.B.C. News Magazine.

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### GRIMPEURS du SUD – the hard way with Outhwaite and Wootton

*So there I was – 8.45 a.m. in Hailsham. The full W.E.C.C peloton I had hoped would be there was reduced to 3 – Paul O, Jeremy W and me. You can imagine what I was feeling. It was very unlikely that I would be setting the pace. Oh dear, this wasn't going to be an easy ride at all.*

*But then Jeremy's a time trial specialist, isn't he? Maybe he doesn't go up hills too well? As we were waiting for the start, he also told me that he was strictly training at no more than 80% of his maximum heart rate – getting his base sorted. (His new coach sounds very strict indeed).*

*This "Hills and Mills" audax was down as 100km with 1800m of climbing. About 40 of us were assembled at the start for a quick cup of coffee before the off. This one was part of the "Grimpeurs du Sud" series – about a dozen audax rides classified as very hilly. Those who complete five in a year can claim the title "Grimpeur du Sud" and for a small fee become the proud owner of a very smart badge! This is the one that Tom Coulson had set his heart on. The demands of impending fatherhood mean that he'll have to settle for admiring mine!*

*Paul, Jeremy and I were off about 5 minutes after the main body of riders. But, let me tell you, it didn't take long before they had all been caught! I was taking deep breaths and doing that thing where you try to convince yourself that you are just ambling along. I was very pleased that I didn't have my heart rate monitor on!*

*The hills soon started coming thick and fast. We quickly settled into a pattern. The road started to go up; Jeremy and Paul would maintain their cadence and gear; Paul's huge calf muscles would start to twitch; J and P would continue to chatter away (about Jeremy's upcoming holiday to Barbados; lovely ideas for the summer; Paul's planned assault on the Cent Cols Challenge from Rapha etc), whilst I huffed and puffed, out of the saddle, in the saddle, into a zen-like state, eyes on the road, as the chatter drifted away up the hill.*

*Thank goodness we had two terrific Dave Hudson stops to look forward to. A wondrous array of food as ever, and a terrific new oven for the production of hot sausage rolls and toasted cheese sandwiches. He assured us that all his food is GM – "get moving".*

*Anyway we made it round. Huge thanks to Paul and Jeremy for hauling me along, and from sheltering me from the wind on the occasional flat, straight sections. It was like going round with two big brothers! Had to have a long lie down when I got home!*

Rocco Sepe

## NEW MEMBERS

Welcome to five new members. At this rate our Membership Secretary is going to be asking for commission.

First up is another member of the Sepe family. No, don't worry not a bit like Messrs. Rocco or Giacomo. Hair is much longer, her bike is not a Colnago and, at the moment at least she doesn't go quite so fast. Welcome Alice hope you can get out on the runs when your accountancy studies allow. By the way we've pencilled you in for the Treasurer's post if ever Alan Langham should wish to retire

Guy Musgrove has joined us after many years as a runner. Clearly comes with strong legs and lungs and has a tendency to streak ahead on the climbs! Time trials especially the 'sporting courses' should be his next challenge.

Mike Irons has several times welcomed Nigel Gardner on his 'easier' Sunday runs and he says he has enjoyed them. His van indicates that he is a bike mechanic and teaches bike maintenance. Should prove to be useful!

David Smytherman is a rejoin after an absence of a couple of years and Kevin Wilson is the other to climb aboard. Not having the facilities of the News of the World we haven't anything on you at present but welcome anyway!

Now that you've joined please do try to join in as much as you can with all our activities. As you can see from a previous article in this issue there's a lot going on. Keep in touch through the Tuesday Club nights and the website.

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## SUSSEX CYCLISTS' ASSOCIATION

### 2011 Event Programme

|                      |                                                  |
|----------------------|--------------------------------------------------|
| 27 <sup>th</sup> Feb | 23m Hardriders on course GS/194 - Staplefield.   |
| 27 <sup>th</sup> Mar | 28.5m 2-Up Team time trial GS/987 - Washington   |
| 30 <sup>th</sup> Apr | 10m Championship G10/97 - Steyning               |
| 1 <sup>st</sup> May  | 25m Championship G25/93 - Steyning               |
| 5 <sup>th</sup> Jun  | 50m Championship G50/10 - Dial Post              |
| 27 <sup>th</sup> Aug | 10m (Sporting) on course G10/45 - Loxwood        |
| 29 <sup>th</sup> Aug | 25m (Sporting) on course G25/49 - Loxwood        |
| 1 <sup>st</sup> Oct  | Hill Climb Championship GH/92 - Steyning Bostal. |

The SCA 100m Championship will be incorporated in the Southern Counties promotion on 24<sup>th</sup> July on course G100/60 with H.Q. at Dial Post.

The SCA 12hour Championship will be incorporated in the Kent Cycling Association event on 4<sup>th</sup> September. Course Q12 with H.Q. at Bethersden.

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## EAST SUSSEX CYCLING ASSOCIATION

### Time Trial programme 2011

13 <sup>th</sup> Mar	15.6m Hardriders Course GS/895 - Bodle Street Green.
3 <sup>rd</sup> Apr	23.9m 2 Up Team time trial GS/839 - Laughton



16<sup>th</sup> Apr 10m G10/87 - East Hoathly  
 17<sup>th</sup> Apr 25m G25/89 - Fairwarp  
 29<sup>th</sup> May 65k. GS/865 - Hailsham  
 29<sup>th</sup> May 34.6k GS/866 - Hailsham  
 25/26<sup>th</sup> Jun NATIONAL 24 hour Championship - Berwick.  
 10<sup>th</sup> July 50m Course G50 - Fairwarp  
 21<sup>st</sup> Aug 100m Course G100/86 - Berwick  
 10<sup>th</sup> Sep 10m Course G10/87 - East Hoathly  
 11<sup>th</sup> Sep 25m Course G25/89 - Fairwarp.  
 16<sup>th</sup> Oct Hill Climb GH/84 - Firle Bostal.

Fuller details of all these ESCA and SCA events will be found in the Cycling Time Trials Handbook. In addition it includes every other Open or Association event in the Country, with names and addresses of promoters and entry fees and closing dates. Anyone who is intending to ride time trials should have this book it is invaluable. If our Secretary doesn't have any left it is a simple matter to order through the website [www.cyclingtimetrials.org.com](http://www.cyclingtimetrials.org.com). It includes the rules of time trialling and lots of interesting records.

For those new to time trialling, you do have to fill in a CTT official entry form for all events except the Club evening tens and the club hill climb series. In all events you have to sign on before starting. It is a good idea to get used to these forms. The Club Time Trials Secretary may have some, see him on Tuesdays in the Club Room, or again download from the CTT website. Any of the Club's experienced time trial riders will be happy to help with the detail.



### SUSSEX C.A. SPOCO COMPETITION

History. The pioneering sporting courses points competition, known as SPOCO, was founded in 1982 to encourage the use of courses where traffic was lighter and the terrain sporting. Standard distances were not necessary as the competition was decided on placings to give points, thus taking the emphasis away from fast times.

Eligibility. The SCA SPOCO is open to first claim members of affiliated clubs. There is no need to register for the competition as all qualifying rides will automatically be recorded.

How it works. There are for 2011 25 sporting type events broken down into three categories. Short, Middle and Long distance. For each one ridden points are awarded according to your finishing position – 120 points for first place down to 1 point for 120<sup>th</sup> place. The competition is decided on your highest scores from six of the events which must include: 1 x short distance, 1 x middle distance, 1 x long distance and any other three events from any of the distances. You can ride as many as you like, its just the best that are counted.

Awards. The SCA awards every category, senior, veteran, women, juniors and teams . There's even a certificate for everyone completing the necessary six rides. That's the beauty of SPOCO, in the words of the founder "racing on tough courses in bad weather is no longer pointless!"

There are 6 'short' events: (5 still to come): S.C.C.U 10 on 19<sup>th</sup> March, Brighton Mitre 10 on 23<sup>rd</sup> April, Brighton Mitre 10 on 30<sup>th</sup> May, Redhill 14m on 11<sup>th</sup> June, and SCA 10 on 27<sup>th</sup> August.

There are 12 'middle' distance to choose from, (10 still to come): SCA 23m 27<sup>th</sup> February, East Surrey 29m 6<sup>th</sup> March, East Sussex 15m 13<sup>th</sup> March, SCCU 25m 20<sup>th</sup> March, Lewes 30m 24<sup>th</sup> April, Brighton Mitre 25m 25<sup>th</sup> April, SCA 25m 1<sup>st</sup> May, East Sussex 34k 29<sup>th</sup> May, SCA 25m 29<sup>th</sup> August, and ESCA 25m 11<sup>th</sup> September.

At 'long' there's six : Crawley 42m 22<sup>nd</sup> May, ESCA 65k 29<sup>th</sup> May, SCA 50m 5<sup>th</sup> June, ESCA 50m 10<sup>th</sup> July, SCCU 100m 24<sup>th</sup> July, ESCA 100m 21<sup>st</sup> August.

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## BAMBOO BICYCLES

Member Keith Dodman has a superb looking bike made from bamboo. It was bound to attract all the jokes; you know, "mind the woodworm", where's the panda", and so on. These were soon stilled by a good look at the article itself, for bamboo or not it clearly had the benefit of 21<sup>st</sup> century technology and expertise. Keith was riding it and maintained that it was the best ride he had ever had, and while they do not seem to be catching on too quickly here, nevertheless the American builders are now teaching others in Africa how to make them and provide useable transport at low cost.

In our ignorance we thought it was all a new idea grown out of the current environmental lobby. How wrong we were, for we now know that Bamboo frames were being manufactured in London in 1893. The Bamboo Cycle Co. Ltd, 59 Holborn Viaduct, London introduced their product at the Stanley Cycle Show in November of that year. It remained on the market until 1898 but was not taken up by the public, only very few being sold.

It was advertised as "The most elegant machine upon the market, and up to date in every respect," while the advantages claimed for it included strength, lightness, and comfort; the bicycle was also stated (by its makers!) to be "stronger than the best steel machines made'.

George Lacy Hillier, editor of Bicycling News, and a very prominent personality in the cycling world, tells an amusing story which – after the lapse of such a long period – it is permissible to repeat. It appears that a deputation from a syndicate which was financially interested in the exploitation of the 'Bamboo' bicycle waited upon Hillier, and offered him £1000 to allow his name to appear on the prospectus as a director of the Company which it was proposed to float. Hillier declined, but volunteered – in a very confidential tone – to give his visitors some advice on how materially to improve their product. Thanking him profusely, they listened intently to the following suggestion from the great expert, famous rider, and distinguished journalist: "Go away, gentlemen, and put a thin gauge steel tube inside each bamboo constituent of your frame; then take away the bamboo".

(These last two paragraphs and other facts were extracted from Grace's Guide The Best of British Engineering 1750 – 1960s)

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## TIME TRIAL ENTRY FORMS

All those of you experienced at filling these forms can shoot past these pages. If you are not then please for the sake of event secretaries and handicappers please take the time to look at the fictional example opposite.

Firstly read the declaration at the bottom, have the Cycling Time Trials Handbook at the ready and make sure you do know the rules and regulations.

Mostly the details are self explanatory but you will quickly note that to be able to complete details of your best performances, you will have to keep a record of all the events you ride. Date, name of event, your time, course number, winner's name and time, are items to be recorded for future reference. So a notebook needs to be started.

These forms have to be sent with the appropriate fee to the event secretary at least 2 weeks before the event, occasionally even earlier. The handbook contains this information. If it is just a club event then the entry has to be with the club time trials secretary ( Mel Roberton) by the Tuesday before the event.

Why, you may wonder is all this required, well there's the content of the declaration to start with, but also there are very practical and logical reasons. To start with there are maximum permitted numbers for events and if it was to be oversubscribed then the fastest would normally be selected, although some events may set aside a percentage of the entry to a particular category, for example, ladies or veterans.

Then comes the setting of the field, the order of start, to avoid, as far as possible riders of similar ability coming together during the race. The very fastest riders would be set off on '10s', the next fastest group on '5s' and the slower riders in between. Additionally if the event is handicapped then the handicapper will need all the information on the form to try and assess what time you might manage and so calculate what handicap you may deserve against the fastest rider entered. 'the scratchman'.

Cycling Time Trials over the whole country is divided into 'districts'. Each district has its own committee and is responsible for the courses, events, and clubs within that area. You will note from the example form that we are 'London South'.

There is a reverse side to this form which has to be completed for Hill Climbs and for Team Time Trials. There is a section 'Parental Consent' which has to be countersigned by the parent or guardian of any entrant under 18 years of age.

Event Secretaries are usually pleased to have any entries but if they did get too many then they could well throw out those that were badly or inadequately completed

The 'Veterans' details are something for a separate item. It only matters if you are over 40 and if you need to know more ask one of your veteran club mates.

One final comment: if you improve at a distance after sending in an entry form the rules require you to notify the event secretary immediately.



the national governing body for CYCLING time trials  
www.ctt.org.uk



# UNDER CYCLING TIME TRIALS REGULATIONS.

(National Championships are also under CHAMPIONSHIP CONDITIONS)  
See Handbook for notifications of improvements. The Promoting Club reserves the right to refuse any entry (Subject to BBAR Condition No. 4)

Please enter me for the

SUSSEX C.A. 25

event to be held for and on behalf of Cycling Time Trials on (date) 15/11

I enclose entry fee of £ 8-00 Including Cycling Time Trials Levy.

If entering a Hill Climb please also complete section B. overleaf.

If entering a Team Time Trial please also complete section C. overleaf.

RIDING: Bicycle ☒ Tricycle ☐ Tandem ☐

For Tandem Events my partner is:-

If the event is oversubscribed I agree to be a reserve.  
Yes ☒ No ☐

OFFICIAL TIME TRIALS (including private) CLUB, OPEN, SEMI-OPEN AND ASSOCIATION EVENTS (completed events only.)  
(For NATIONAL CHAMPIONSHIPS only enter performances in Open, Semi-Open and Association events.)  
Please enter details of fastest performances during current and past three seasons for the type of machine you will be riding.  
If no performance please state NIL.

Official use only Handicap:-

A.		Event	Date	Time/Distance	Course	Winner & Time/Distance
10	1	CLUB	4.7.09	25.50	610/98	J. WOOTTON 21.10
25	2	SUSSEX	5.5.10	1.5.15	625/93	S. DENNIS 53.14
50	3	NIL				
100	4	NIL				
12hr	5	NIL				
	6	AS FOR LINE 2 ABOVE				
	7					

I HEREBY DECLARE that the particulars submitted on this form are complete and correct. I understand that the event will be held under the Rules and Regulations of Cycling Time Trials as shown in the current Handbook and I confirm that I am conversant with such Rules and Regulations and undertake to abide by them and to participate in the Drug Testing Programme whenever required to do so.  
I further declare that I am at present not under suspension by Cycling Time Trials or any organisation with which Cycling Time Trials have an agreement or (if so) such suspension will have expired by the date of the event.  
I agree to accept the decision of the promoter in all the matters concerning the event and my participation in it subject to such rights of appeal or review as may be provided for in the Rules and Regulations of Cycling Time Trials.  
I understand that the event is held wholly or in part on public or private property or the public highway and that I participate therein entirely at my own risk and that no liability whatever shall attach to the promoter, promoting club or any officials of the event, Cycling Time Trials or any club affiliated thereto or any member of such club for any injury loss or damage suffered by me in or by reason of the event however such may be caused and whether by negligence or otherwise.

Signature

(Event promoters MUST NOT accept entries with photocopied signatures)

Riders under 18 years of age must also have the Parental Consent Declaration (overleaf) completed by their Parent or Guardian.  
Cycling Time Trials is a Company Limited by Guarantee (Registered England No. 4413282)

January 2007

Mr/Mrs/Miss/Ms	Forename(s):-	Surname:-
	FRED	BLOGGS
Club:-	WORTHING EXCELSIOR C.C.	District:- LONDON SOUTH

Address:-	A1 HIGH RD LOW TOWN WORTHING	Postcode :- BN
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Tel:-	Mob:-	D.O.B:- 10/6/71	Age on day of event:- 40
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E-mail:-	Emergency Contact Details	Name:-	MRS BLOGGS
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Address:-	AS ABOVE	Mob:-	
Tel:-	AS ABOVE		

For Veterans Only			
Best Plus for distance in current and past three seasons.		Age at that time	Yrs.
Current Standard time for event entered.		Member of VTTA Group	

## HELL BENT ON HENFIELD

From their encampment at Broadwater they had tracked east towards Shoreham and then north across open land. They then followed up the valley of the Adur river, keeping close to its western bank and emerged through the hamlet of Coombes into the township of Steyning. The undulations and the strong northerly wind were seen to be taking their toll, with some in danger of losing touch with the main body of the group.

Their leader, now back in touch with his men but blowing hard, continued to press north taking the track through the villages of Ashurst and Green Partridge.

Graeme of the Gill making his separate way would doubtless arrive first – and so it was to prove. Anthony-le-Knott was suffering some unpleasantness of the kidneys and decided on a deviation of route which brought him in late, but not too late to grab a morsel and a mouthful.

Littleworth was despatched at a brisk pace as Guy de Musgrove headed the bunch and Robert the Downham attempted to restrain him. A flanking movement to the west brought them into Cowfold and now with the wind favourably from the rear, the charge to Henfield was on. This was led by a rampant Neale Maloney and Phillip de Willier Walker stretching themselves something of a gap on arrival.

A reception committee, whose arrival in the village is believed to have been assisted by the use of motor vehicles, consisted of the Irons of Michael and the worthy and honourable Adrian the Palmer.

The Ladyship of the Norton House eating and refreshing establishment was in good form and knuckled to to provide this sudden and unexpected bonus to her anticipated Sunday morning earnings with a selection of sweetmeats breads and liquids. It was quite adequate to sustain them on their return to Camp Worthinge, which was something of an “Every man for himself and last one home’s a cissy” sort of thing. Such was the break-up at the Shoreham entanglement that it is thought some may even have taken to the river!

The Don measured the morning’s circulatory at 41 imperial miles and spent the rest of January’s daylight recovering.

Others to perform in this outing were: Admiral James Nelson, Peter of Logan, Phillip de Freaan, and Peter le Rowe.

This excursion was on the thirtieth day of January in the twelfth year of the twenty first century.

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## IMPORTANT NOTICE

### THE DOE DOWNFALL TROPHY IS NOT BEING RUN IN 2011

We thought it had been made clear that there would be no further running of this, especially as after the spectacular efforts of 2009, there were very few falls in 2010. It seems however, that some need to be reminded, for on the Club run aimed at Petworth on 9<sup>th</sup> January there were a succession of crashes. All of which were rather pathetic and not in the least spectacular. Leader Ed. toppled over while stationary in Ashington, and Mel Robertson tried to outdo him by a



similar effort at Dan Hill Cross Roads. Between Wisborough Green and Kirdford almost all of the rest of the group decided to do something more akin to synchronized swimming and fell off as a group. Nicole Patterson has been blamed as leading the way, but her interpretation is that the rest saw something soft to fall on! At this juncture some sense entered in the form of a suggestion from Ken Newton that rather than keep falling off in an attempt to reach Petworth, why don't we get a coffee somewhere closer? And so it was that Fishers Farm benefitted from our custom instead of Tiffins in Petworth.

The "Easy Paced" group led by Mike Irons made the scheduled destination without mishap and were heard to ask "Ice, what ice?"

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### JEREMY WOOTTON

Just as we approached the closing of this issue of the Worthing Wheel we received some very worrying news of Jeremy. It seems that he had just returned from a holiday in Barbados, and early in the morning of Sunday 30th January while walking his dogs had collapsed with acute breathing problems. He was able to get himself home but collapsed again and was in considerable distress. Ambulance and paramedics attended and he was whisked into Worthing Hospital. By the time we heard, early in that evening he was apparently sitting up in bed and feeling better. On the Monday we learned that he was at home and ordered to rest awhile. An allergic reaction to something is thought to have been the cause and investigations will hopefully continue to find out just what that was. Or could it have been a Barbados bug? Whatever, we trust you are fully recovered very quickly. A nasty scare!

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### SUSSEX CYCLISTS' ASSOCIATION ANNUAL DINNER AND PRIZE PRESENTATION

A poor do, with only about 30 people attending, and that's from the twenty plus clubs that belong to the Association. It was a shame that many of the prize winners failed to attend. That is like a kick in the teeth for all the hard working promoters, marshals, and others behind the scenes. Without these stalwarts there would be no events and unfortunately many riders are apt to forget that.

The venue at the Brighton Rugby Club was inaccessible, up a long dark track to a rough and totally-pitch black parking area. The room itself was cold. Fortunately the meal was O.K. There was a guest speaker who could not have been greatly inspired by the sparse gathering, so forgive him for the less than interesting few words.

Stuart Jago, Mel Robertson and Don and Maureen Lock attended for Worthing Excelsior. D and M, just to help Stuart and Mel in collecting their silverware.

The S.C.A. Committee have discussed what form the event might take in the future. Return to a luncheon, have a caterer come to a village hall somewhere

more centrally located, or even a fish and chip supper .... might be an idea at that! As an alternative, they could send winners a note saying “ Trophies are here come and get -‘em!” We hope it doesn’t come to that.

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### CHECK FOR ALZHEIMER’S

The following was developed as a mental age assessment by the School of Psychiatry at Harvard University. Take your time and see if you can read each line aloud without a mistake. The average person over 50 years of age cannot do it!

1. This is this cat
2. This is is cat
3. This is how cat
4. This is to cat
5. This is keep cat
6. This is an cat
7. This is old cat
8. This is fart cat
9. This is busy cat
10. This is for cat
11. This is forty cat
12. This is seconds cat

Now go back and read the third word in each line from the top down. Now you can pass it on. It’s hard to resist isn’t it!

~~~~~

### TROPHY WINNERS 2010

So these are your current champions and are the ones to be pushed off of their pedestals in the season ahead.

|                              |                |
|------------------------------|----------------|
| Mens Best All Rounder        | Mel Roberton   |
| Veterans Best All Rounder    | Mel Roberton   |
| Ladies Best All Rounder      | Joan Lennon    |
| Junior Best All Rounder      | Lewis Norris   |
| 12 Hour Champion             | Mark Bernhardt |
| 100 mile Champion            | Mel Roberton   |
| 50 mile Champion             | Jeremy Wootton |
| 30 mile Champion             | Mel Roberton   |
| 25 mile Champion             | Mel Roberton   |
| Hardriders Champion          | Mel Roberton   |
| 10 mile Series               | Jeremy Wootton |
| Fastest 50 mile(Shipton Cup) | Mel Roberton   |
| Clapshaw Handicap 25 mile    | Nathan Gale    |
| Junior 15 mile               | Lewis Norris   |
| Points Cup (dead heat)       | Nathan Gale    |
|                              | Mel Roberton   |

Spoco (Alan Matthews Cup)  
Hill Climb Champion  
Junior 10 mile series  
Most Improved Rider  
Tourist Champion  
Audax (distance) Trophy  
Club Runs Attendance  
Club Person of the Year

Mel Robertson  
Carl Trevis  
Lewis Norris  
Stuart Jago  
Graeme Gill  
Peter Weston  
Tony Knott  
Mel Robertson



## VETERANS' TIME TRIAL ASSOCIATION

Do you belong? Would you like to belong? It doesn't cost much, about £12 per annum and that includes the very readable magazine. You have to be over 40 years of age.

The Association publishes a set of standard times for all standard distances i.e. 10 miles, 25 miles, 30 miles, 50 miles, 100 miles, 12 hours, and 24 hours. These include separate tables for bicycle, tricycle, and tandem and for men and women.

Your performance is measured by comparing your time against your standard, e.g. at age 45 years the standard for 25 miles is 1.8.31 so if you record 1.5.00 then you have a plus of 3mins 31secs. If in the same event an old guy of 70 years records 1.12.00 against his age standard of 1.22.30 then he has a plus of 10mins 30secs and has given you a bit of a hiding!

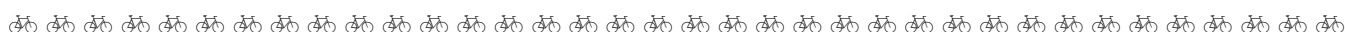
Most events these days receive a big percentage of their entry from the veteran ranks and, accordingly prize lists will provide separate awards for the veterans, on standard, and sometimes on scratch as well. You do not have to be a member of the Association to claim these awards.

The VTTA is divided into regions so there are regional as well as National Championships. Worthing Excelsior is in the Surrey Sussex Group. You do have to be a member of the Association to compete for awards in these championships, although subject to a preference for members you would still be allowed to ride.

They also run an interesting 'Standard Rides' medal award scheme. Any member can compete for a standard award medal in any event which appears in the Cycling Time Trials handbook. Only one award for a ride at each distance will be made during any one year but there is no limit to the number of attempts which can be made. You have to enter for these and the best thing is to send in a blanket entry at the beginning of the season for all distances. There is a small fee.

In the first year of entry you simply have to beat your standard time to win a medal, but in future years you have to beat the performance of the previous year after adding the additional allowance for the year just elapsed. So enter this year when your standard is, say, 1.11.07 and record 1.8.00, then next year when your standard has increased by 32 seconds to get a second medal you would have to beat 1.8.32. They're nice medals.

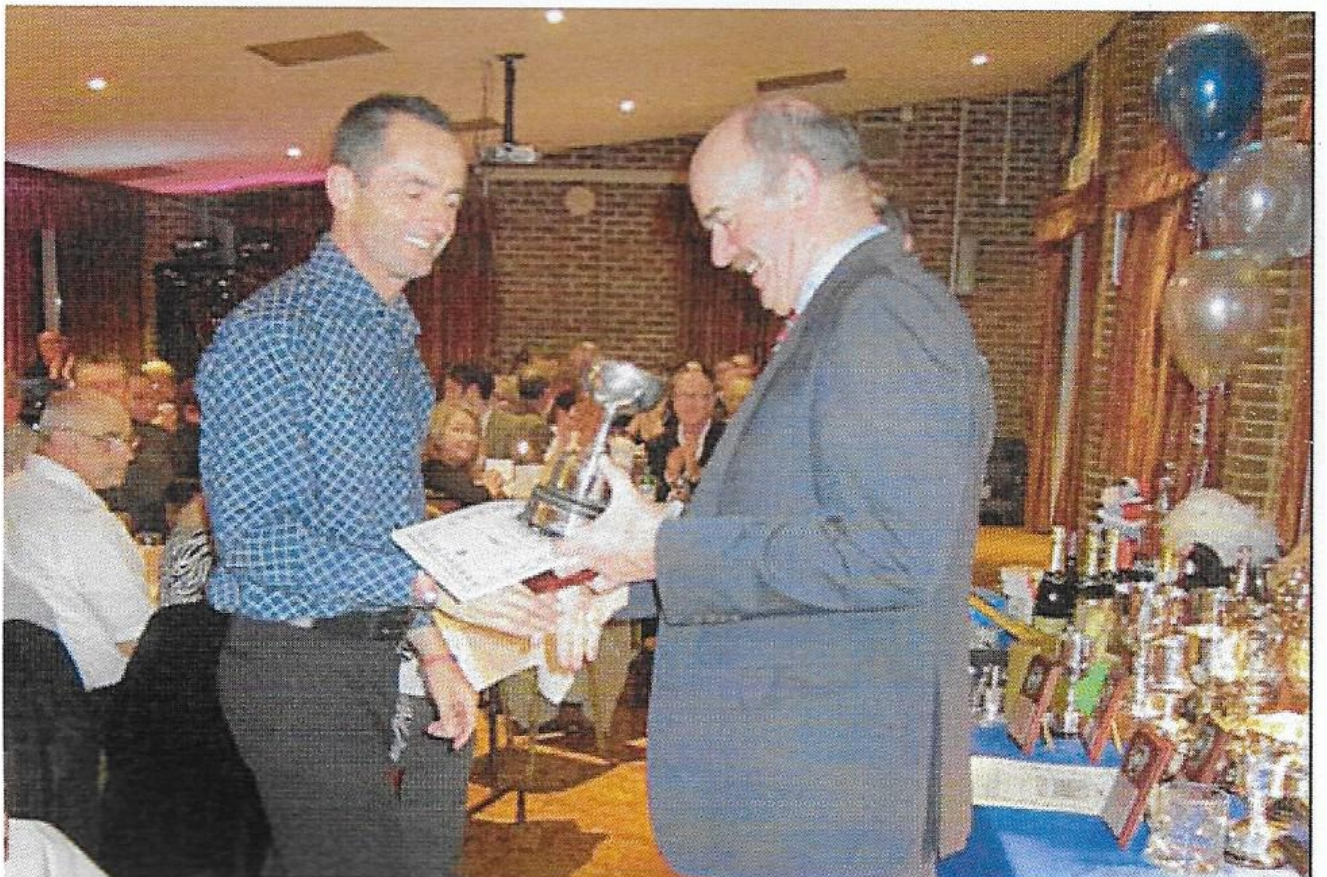
Ed's got the details if anyone wants to join and have go at their standards.







Annual Dinner 2010



Annual Dinner 2010



