

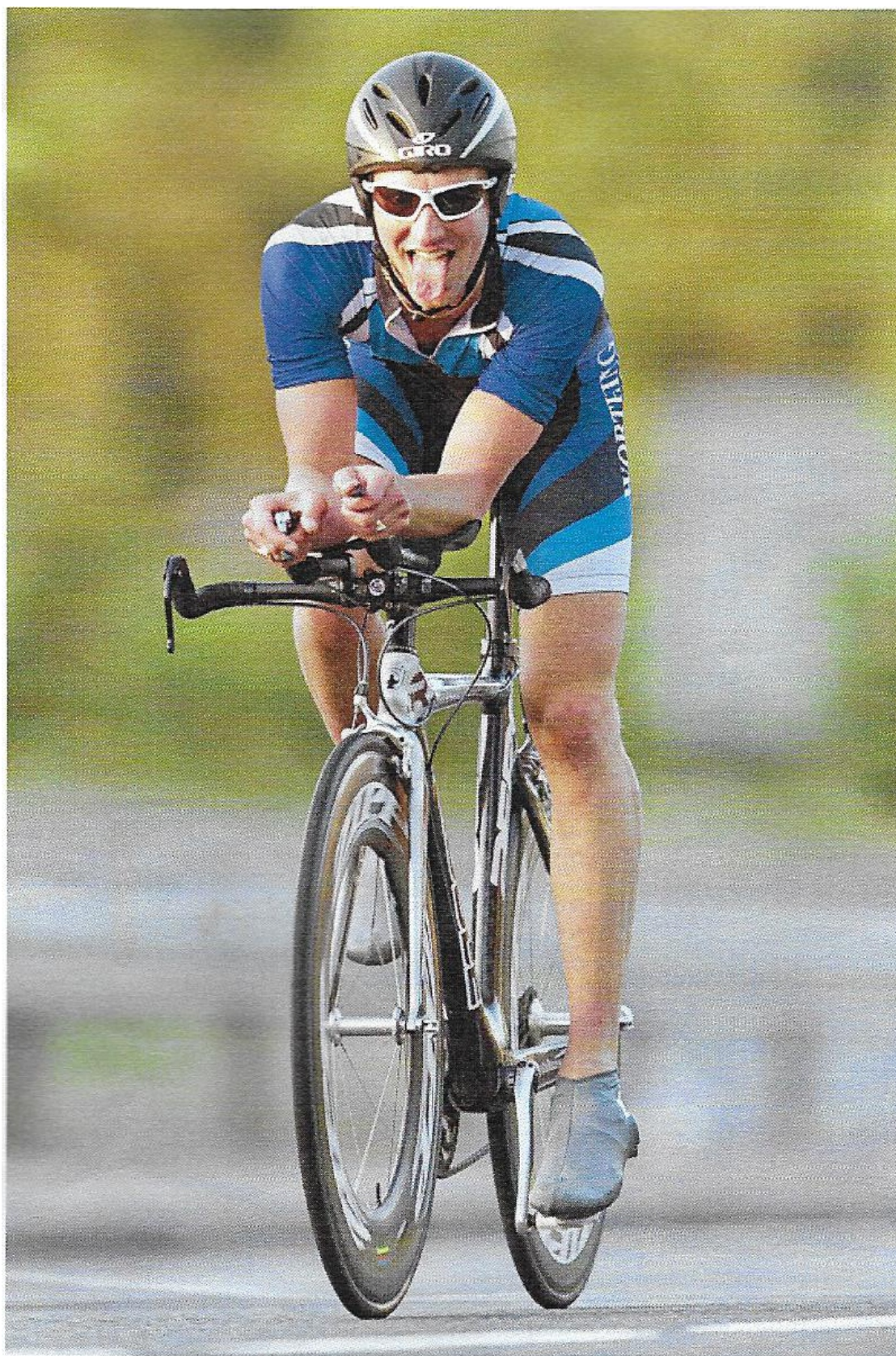
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THE WORTHING WHEEL



CHRIS TWINE
WORTHING EXCELSIOR'S
MOST IMPROVED RIDER 2011

(PHOTO BY MIKE ANTON)

WORTHING EXCELSIOR CYCLING CLUB

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



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LONDON 2012 TEST EVENTS

Being a Volunteer

Back in 2005 when there was a chance of London hosting the 2012 Olympics I decided that I was going to be a volunteer. So I signed up on an early version of the London 2012 website that I was ready and willing. At that stage London hadn't even been awarded the Games so there was a chance it might be in Paris and I wouldn't be up to volunteering there (useless at French). Well, we all know what happened on 6th July 2005 – London was confirmed as the 2012 host city and there was great jubilation all round. At the time, 2012 was still 7 years away and seemed a lifetime.

Now however, we are less than one year from the Games and I have already had the privilege to be involved in three of the 2012 Test Events. I competed in the 20K Race Walk on The Mall, central London on Bank Holiday Monday at the end of May (a near terminal experience as it was incredibly hard. I managed to finish in 1 hr 57 minutes, only 3 minutes inside the 2 hours cut-off time). Then I was a volunteer at the Hyde Park Triathlon test event over the weekend of 5-7 August, and capped this all off with a full weekend of volunteering for the Cycling Road Race on 14th August.

Getting involved as a volunteer was harder than anticipated, as it meant mastering the intricacies of the London 2012 re-vamped website and re-submitting my application. I had to specify which events I was most interested in (triathlon, cycling and swimming were my options), list areas where I had previous experience as a volunteer, say how many days I was prepared to give up (I went for the full monty of 20 days), do a few other things too and then wait to hear. I waited and waited and began to think that nothing would come of this. The website is confusing and when e-mails did come in, they were generic mailshots from London 2012 without any specific information. Then early this year I got an e-mail asking me to come to my 'Gamesmaker Selection Interview' as a Triathlon volunteer on 6th April up in the Excel Centre. I duly took a day off work, caught train, tube (which broke down and made me late), and Dockland Light Railway to get to Excel and had my first introduction to the people involved in Triathlon for 2012. There were loads of familiar faces which was reassuring, and to my joy we were told that as Triathlon volunteers we were all being loaned out to Road Cycling as well (they needed hundreds and hundreds of people). We were also asked if we would volunteer for the relevant Test events being held this summer and (thinking that this would increase the chance of being selected ultimately for the 2012 Games) I said Yes.

The next part of the process was attending training up in Hackney on the last Sunday in July for the Triathlon test event. This was followed by a truly mind-blowing and exhausting three days up at Hyde Park the following weekend for the running of the Test Event, part of the World Championship Triathlon Series. I was a Team Leader and was jointly responsible with another TL for running a feeding station along with a group of volunteers on the run course for the Elite races and for the 4,500 age groupers who were racing that weekend. We had to hand out bottles of water to the elite athletes (much harder than it sounds as there are loads of rules and procedures) and give water and energy drink in cups to the age

groupers as well as pieces of fruit and energy bars. Friday was spent on building the aid station, lugging equipment, erecting gazebos, finding out details of race timings and quantities of provisions, planning for Saturday etc. Saturday was a non-stop, full-on long day (6am to 8pm) and Sunday was similar 5:30am to 6:30pm – on my feet all the time, working without a break and loving every second. I won't go into details of the Tri weekend but it was such a fabulous experience, very hard work, very tiring but worth it in every way.

The Road Cycling test event on the weekend of 14th August was very different. The statistics for this event were staggering: 1 Route Manager, 3 Route Sector Managers, 11 Zone Managers, 30 Sub-Sector Leaders, 100 Field of Play (FOP) Team Leaders, 816 FOP Course Marshals, 523 FOP Crossing Marshals and 90 Flag Marshals. Add to that the Security team (crowd and traffic stewards) who manned EVERY road junction on the course and the numbers become huge, before you started to include the overall event management team, the police bikes, team cars, emergency response teams, volunteers working on the ground in Sandown and The Mall (the two main assembly points for volunteers) etc.

I was a Field of Play Team Leader for a 3.3K section of the course from Weybridge to Byfleet. I worked with two other team leaders and we had roles for about 48 volunteers along this small part of the 140K route. On the Friday evening before the race we had to attend a 2 hour training session in London in Carlton House near The Mall to meet other team leaders and the route sector managers, and find out the details of what we would have to do on Saturday and Sunday. We were given large scale detailed maps of each tiny section of our 3.3K bit of the course which indicated with dots or lines just where volunteers needed to be positioned, either as course marshals or crossing point marshals or flag marshals. We absorbed what we could and started to plan.....

On Saturday we had a whole day at Sandown racecourse. It started with a briefing for all of the team leaders where we realised that we would be responsible for subsequently briefing our sector volunteers later in the day. Half of them were present in the morning session, and we duly explained what would be going on, allocated positions on the roadside, gave them the opportunity to study maps, handed out their uniforms and London 2012 backpacks, answered questions etc. Then we did it all again in the afternoon with the second bunch of volunteers. By the end of the day we realised that we only had about 30 people rather than the 48 we needed for our section, so a small amount of re-jigging was required to space people out appropriately along the route.

Next morning we were all assembled at Sandown by 6am or shortly after (before the road closures bit), and spent an hour or so ensuring that everyone in our group knew what they were supposed to be doing. We collected our packed lunches and 2012 pin badges, and boarded our double decker bus (no 15) which would take us out to our sector of the course (sector 15). It was like watching an army on the move, as buses pulled out from Sandown Race Course to travel to all the different sectors on the Surrey part of the route, all packed with volunteers wearing identical London Prepares T-shirts. We (the 3 team leaders for Sector 15) dropped our volunteers off at their appropriate muster points and then our job was to walk up and down in our pink Hi-vis vests (pink means more important than yellow, but less important than orange!), check that our volunteers on the course

were happy and in the correct location (preferably in line of sight to the next one if possible), befriend the public if they were out, scout out the nearest public convenience or equivalent, and communicate with our sub-sector leader (orange hi-vis vest, ex-police, on a motor bike patrolling the sector). I was in my element.

We had to be in position by 8am, which we were, and then it was a matter of waiting, and waiting, and waiting for something to happen. The roads were closed so there was no traffic apart from an occasional jogger, small bunches of club cyclists taking advantage of the closed roads, and bemused locals walking their dogs or hanging over their garden fence. About an hour before the race was due to come through we had a flurry of activity – an official van came through!! And then about 20 minutes later we had another one. We had an occasional foray from a policeman on a motor bike but basically it was really quiet. Slowly but surely people came out of their houses and began asking questions, drinking coffee from flasks, folding chairs appeared, groups began chatting, there were signs of a few street parties being set up (1000 closed roads gave lots of people the opportunity to organise community festivities), and by 9:45am I really began to feel that SOMETHING WAS ABOUT TO HAPPEN.

And then it happened, and then it was all over. It was so quick that the people on the roadside didn't realise it had finished. First we had an impressive parade of police motor bikes one after the other, seemingly endless, then cars and more vehicles, then came four cyclists pedalling like fury (huge cheers even though we had no idea who they were or which team they represented), then more bikes and cars and then a pause. I was convinced they must have used up all the bikes and cars, but after 3 minutes or so there was another load of motor bikes and official vehicles followed by the awesome sight and sound of the peleton. Words can't describe it: speed, noise, colours, determination, bikes flashing past, lots of cheering and clapping, and then they were gone. We had a few more cars, a couple of stragglers drafting on their team cars and suddenly the roads were quiet again and the London Surrey Cycle Classic of 2011 had gone through. All that preparation for less than 5 minutes of action.

So we waited until we were told to stand down by the police and then set to, took down the road signs and arrows and directional signs for the roundabouts and bollards and traffic islands, gathered the 30 volunteers together and went back to meet the No 15 bus and Isaac, our friendly bus-driver. Don't get me wrong: we weren't disappointed by the brevity of the race experience, we were buzzing. The atmosphere had been electric and the days leading up to it just added to the overall experience. Each and every one of the group of us on our 3.3K of Sector 15 (33 people in all including the Team Leaders) want to be back next year to do it for the Olympics. We had a ball and all I can say is Bring It On.

Happy Cycling in the lead-up to 2012.

Joan Lennon

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I thought I saw an Eye Doctor when I was on an Alaskan island,  
but unfortunately it turned out be an Optical Aleutian.

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EVENING TENS OVERALL RESULTS 2011

We managed thirteen of the scheduled fourteen which was good. Only the last one was lost through unsafe conditions. The first one was perhaps too good as everyone did brilliant times and spent the rest of the series trying for a repeat. That was when Nick Dwyer of Lewes rocketed round in that amazing course record time of 19.28. The series once again ably managed by Mel Robertson has been hugely successful with over 400 individual rides. Significant though is the fact that private or guest rides outnumbered club rides by 219 to 182. The number of Club riders to qualify in the overall result (six rides are needed) was slightly down on 2010 just seventeen this year as against 19 previously. One other statistic which almost deserves a medal is that only one person managed to ride all 13Well done James Nelson.

Full result

1 st Jeremy Wootton	6 points	10 th Peter Logan	41 points
2 nd Chris Twine	10 . . .	10 th Mike O'Gorman	41 . . .
3 rd Mark Bernhardt	12 . . .	12 th Phil Young	50 . . .
4 th Mark Newnham	15 . . .	13 th Robert Downham	54 . . .
5 th Kevin Doe	17 . . .	14 th Allan Orman	62 . . .
6 th Chris Putnam	25 . . .	15 th John Lucas	70 . . .
7 th Phil Frea	26 . . .	16 th Lee Barber	76 . . .
8 th James Nelson	31 . . .	17 th Graeme Gill	93 . . .
9 th Nathan Gale	39 . . .		

Sixteen other club members rode in one or more of the events but failed to qualify . Joan Lennon and Peter Rowe both just missed out with five rides. It was particularly frustrating for Peter for he was there and ready to ride No 14 which had to be cancelled.

There's a prize for the fastest veteran on age standard and as an average of the six fastest rides. Jeremy Wootton still leads the way.

VETERAN'S RESULT

1 st Jeremy Wootton	+ 6.08	7 th Mike O'Gorman	+ 3.58
2 nd Kevin Doe	+ 5.04	8 th Peter Logan	+ 3.01
3 rd Allan Orman	+ 4.55	9 th Chris Putnam	+ 2.38
4 th Phil Frea	+ 4.28	10 th Lee Barber	- 0.35
5 th Mark Bernhardt	+ 4.26	11 th Robert Downham	- 0.41
6 th John Lucas	+ 4.02	12 th Graeme Gill	-1.25

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Experience is something you don't get until just after you need it

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I intend to live for everso far, so good

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## EVENING ALL

*As next year is our 125<sup>th</sup> Anniversary it would be great to have 125 members of the club (106 at the time of writing this)*

*Do we want anymore people from the Police force as we seem to have our own 'force'? Starting at the top we have not one but two Chief Superintendents (even in these times of austerity). Their job appears to be in charge of the other police in our club.*

*If you did, by chance, do something against the law we have a constable to arrest you (Marvin Lucas) who would pass you to our custody sergeant (Nolan Heather) to lock you up in the police station. Whilst 'inside' our CID officer (Chris Merryfield-Day) would investigate your 'crime'.*

*If found guilty of a minor misdemeanour you will not do a 'stretch inside' (because we do not have a prison warder, yet) but have to report to our probation officer (Pippa Smith).*

*Not forgetting our retired policeman (Adrian Palmer) who has probably 'seen it all before' and remembers how the police did things in the 'good old days' when he wore his white pointed hat and his 'walkie-talkie' was a whistle.*

*It has been noted that our 'Police Force' do take their job very seriously and are apparently on call 24 hours a day 7 days a week. I have heard when on club rides they receive emergency calls on 'Hands free invisible' mobile phones (now that is modern technology). Suddenly a blue flashing light comes out of their helmets (must be made by Specialised) and off they go at great speed. This only seems to happen in the last half mile before the elevenses stop. It has been said they have similar 'phone calls' about two hundred yards before a town sign but never when a police car or radar camera is around.*

*Have the Police been told to join a cycling club to get them fitter because in these times of austerity they will probably have to catch criminals using bicycles instead of cars?*

*To help redress the balance we could do with a couple of defence barristers. If you introduce one to the club and not a member of the police I will not ask how you come to know them!*

*I hope you can help the club to reach 125 members in our 125<sup>th</sup> year.*

Mick Irons

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SOUTHERN COUNTIES C. U. ONE HUNDRED MILE CHAMPIONSHIP - 24th July Incorporating the Sussex C.A.Championship and the Club Championship for 2011

We came away from this event somewhat disappointed. Firstly we had hoped for a better entry, but clearly a 'hundred' is a man's event and we only had six. Well six entries, but Stuart Jago did not start having failed to recover fully from the effects of his 24 hour ride, so down to five on the day. That's less than half the number that we managed in 2008. Before anyone jumps onto the 'politically

correct' bandwagon and is cross about 'man's event' we did note several sterling rides from ladies but all alas from other clubs.

Secondly, despite the super morning when course and event records were smashed, the winner recorded 3.42.04 and several riders were inside 4 hours. Our rider's performances were not what had been hoped for. Nigel Reynolds our London based member popped down and was the fastest club rider with a time of 4.21.54. This was only a few seconds slower than his club winning time in 2009. He couldn't ride last year. But even he was struggling over the later miles to a point where he looked as though he was close to packing. Mel Roberton, troubled by a cough was way back on his best form and outside of 4½ hours with a finishing time of 4.30.34. Mark Bernhardt could not match his recent ride in the National Championship 100 and dropped away badly in the last 25 miles to record 4.33.57. Nathan Gale was probably nearer to his personal best than anyone and with 4.47.17 just pipped Nigel for the Club handicap award. Kevin Doe also failed to reach anything like his potential. He blamed a lack of long distance training but his improved form over the shorter distances should have enabled something better than 4.57.05, two minutes slower than his debut last year.

Julian Jenkinson of VTAG-Yamaha (believed to be a non-motorised squad and not something out of Super Bikes Grand Prix) who had finished second in the National Championship had no trouble in disposing of all local opposition finishing with an incredible 3.42.04 which is equivalent of 4 X 55 minutes for 25 miles and bear in mind the last 40 miles were spent circling the lumpy Ashurst Circuit WOW! Perhaps someone should check the Yamaha connection after all .

Mel was relegated to third place in the Veteran's category with plus of 1 hour 18 minutes and 25 seconds. Here the winner was Doug Fox of Crawley who at 55 went round in 4.01.30 for a plus on standard of 1 hour 27 minutes 30 seconds .It was Jenkinson who also picked up the second veteran's prize, being a mere youngster of 44 his plus was only 1.20.30.

CLUB CHAMPIONSHIP RESULT

1 st	Nigel Reynolds	4.21.54	Scratch	4.21.54
2 nd	Mel Roberton	4.30.34	3.00	4.27.34
3 rd	Mark Bernhardt	4.33.57	7.00	4.26.57
4 th	Nathan Gale	4.47.17	26.00	4.21.17
5 th	Kevin Doe	4.57.05	20.00	4.37.05



BAA – BAA and more BAA

Myself and two others turned up at Buncton Crossways to marshal the SCCU 100 mile time trial. Riders were to pass us twice going towards Steyning then on the third time turn into Water Lane to the finish. About five minutes later a woman pulls up in a 4 X 4 and says that she will be moving over 100 sheep from Water Lane across the A283 towards Chanctonbury Ring shortly. A brief description about the time trial was given to her.

Another five minutes passed and the first rider (Nigel Reynolds) went passed us. Shortly after this another 4 x 4 pulled up on the grass verge in front of us and parked. Two men, with long sticks, got out and stood in the middle of the A283. Another person was spotted up the hill towards Washington waving at the traffic to slow down. I had a quick look in Water lane and it was covered by about 150 sheep all running to cross the A283.

About two minutes after the sheep crossed the road the next rider in the time trial passed us.

And you probably thought marshalling is a boring job.

Mick Irons

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## 2011 EVENING HILL CLIMB SERIES

These three evening events just extend the Thursday social meets at Washington, it's possible to squeeze them in before daylight fails. As to the competitive element though it doesn't look as if they are very popular and for the third year in a row the committee will have to consider whether or not it's worth the bother. Since 2008 when we have had a membership of somewhere between 90 and 100 and on average over 35 individual members tackling time trials the Hill Climb series has attracted 13 (2008) 12 (2009) 18 (2010) and now just 8 (2011).

### Results:

#### No.1. 28<sup>th</sup> July

|                 |         |                  |         |
|-----------------|---------|------------------|---------|
| 1. Mark Newnham | 1.46.92 | 5. Mike O'Gorman | 2.06.07 |
| 2. Chris Putnam | 1.52.48 | 6. Phil Freaan   | 2.11.89 |
| 3. Mel Roberton | 1.59.32 | 7. Lee Barber    | 2.35.61 |
| 4. James Nelson | 2.04.26 |                  |         |

#### No.2. 4<sup>th</sup> Aug.

|                 |         |                  |         |
|-----------------|---------|------------------|---------|
| 1. Kevin Wilson | 1.52.36 | 5. Mike O'Gorman | 2.08.14 |
| 2. Chris Putnam | 1.52.86 | 6. Phil Freaan   | 2.11.71 |
| 3. James Nelson | 1.59.61 | 7. Kevin Doe     | 2.12.20 |
| 4. Mel Roberton | 2.00.01 | 8. Graeme Gill   | 2.59.51 |

#### No.3. 11<sup>th</sup> Aug.

|                 |         |                  |         |
|-----------------|---------|------------------|---------|
| 1. Kevin Wilson | 1.45.70 | 4. Mike O'Gorman | 2.06.86 |
| 2. Chris Putnam | 1.48.20 | 5. Lee Barber    | 2.08.31 |
| 3. James Nelson | 2.01.82 |                  |         |

### Overall result (Based on best two placings)

|                 |          |                  |          |
|-----------------|----------|------------------|----------|
| 1. Kevin Wilson | 2 points | 5. Mike O'Gorman | 9 points |
| 2. Chris Putnam | 4 . . .  | 6. Phil Freaan   | 12 . . . |
| 3. James Nelson | 6 . . .  | 6. Lee Barber    | 12 . . . |
| 4. Mel Roberton | 7 . . .  | 8. Graeme Gill   | 14 . . . |

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B.A.S.

Research by Oxford University Psychology Department has recently revealed a pathological condition, which they have called Bicycle Acquisition Syndrome.

Sufferers can be spotted in any good-quality lightweight bicycle shop, and usually present with the following symptoms;

- *A detached or glazed facial expression.*
- *Inability to pass any state-of-the-art bicycle without touching or stroking it.*
- *Sotto-voce muttering of a mantra which sounds like “Colnago nik-nik-nik” or “Campagnolo nik-nik-nik”*

The condition can be confirmed in the surgery by asking a simple question, “How many bicycles are enough”. The answer “Just one more” confirms that the subject is a sufferer.

So far there is no known cure. Some consultants have attempted to treat by providing the subject with a high-quality time-trial or road-racing machine, but this produces only short-term remission. The syndrome returns within a matter of weeks, often reinforced.

A secondary form is E.A.S., i.e. Equipment Acquisition Syndrome, which involves the subject in an obsessive compulsion for ancillary equipment such as derailleur systems, brakes, pedals and handlebar computers.

Onset is unpredictable. A broad statistical sample has disclosed primary attacks during the teen years: acquisition of a wife and children can cause an apparent cure for some subjects. This however is merely remission. Subsequently the chronic form of the condition appears, usually at age 35-40, and persists for the rest of the subject's life.

Confiscation of the subject's wallet and credit cards has been found to have no effect.

This research is continuing, and further papers may appear in this journal at some future date.

John Grant.



WORTHING EXCELSIOR TRIP TO LE TOUR de FRANCE 2011

TUESDAY 5th July

Well the 'grand depart' had arrived; we were all to meet at Clive & Nicole's place in Littlehampton @ 19:00 for a pasta dinner, before setting off for our Tour De France trip.

Kevin Doe and I bundled into Pete Logan's van and off we went, ready for our long awaited trip, whilst the others made their own way there. On arrival, we were greeted with a lovely glass of Clive's best red wine !, Also arriving were Don Lock, Mark Robson and Phil Walker who made up the magnificent seven. The pasta was excellent and set us up for the trip to France via Portsmouth, which we

started after Clive had scrambled around looking for his French money, which he had put in a safe place!

A night crossing was booked, so we were all looking forward to a comfy chair to relax in and enjoy a good kip...., However, on board the ferry, the floor was the best option and I found myself sleeping between a Pete and Kev sandwich! Phil seemed to wander around the boat all night, and we lost Don and Mark somewhere, but all met up for breakfast the next morning feeling on top of the world !

WEDNESDAY 6th July

On safe arrival in France, we set off to Pete's Palace in a secret location in the Calvados region, somewhere near St Aubin Des Bois. Once there, we unpacked and it was off to the supermarket for food and drink.

After eating like kings, we all kitted up, most of us in our Excelsior colours and set off for our Wednesday club run. The sun was shining, the weather was sort of warm, and our ride took us through some lovely countryside on route to a little town called St Pois, which was on the Tour route for the following day. Unfortunately we had to endure Clive Letts "King of the Mountain" and bunch sprints on every town exit - it kept him happy though.

We stopped for coffee in St Pois so I could try out my best French and I ordered coffee for all.... I think Don got water, Pete got something else... well it was all drinkable, and the results of my efforts kept Kevin amused!

After a photo shoot, our ride continued somewhere on the D33, uphill most of the way with Kevin and Phil testing out their hill climbing abilities, so we let them go... At the crest, they waited for everyone to catch up and Pete Logan got the chance to show off his new shoes, which had become detached from the cleat with a loose screw... Obviously like Pete when he bought 'another cheap bargain' whilst Gill was away on holiday !

That evening we all went out for dinner in the local town of Villedieu. A lovely restaurant was found, good company, good food and wine, and we all discussed how to improve Kevin Doe's time trial times on his 10s and 25s; "There obviously wasn't anything wrong with his effort on the bike and apparent fitness and speed", no no no..., it was all Don's fault with poor training skills, so Don was sacked there and then! Kevin began looking for a new D.S. All was said in good humour and tongue in cheek. A great evening was enjoyed, and we drove home. (Please, anyone, don't ask Kevin about the "Shopi")

THURSDAY 7th July

All awoke after a good night's sleep, fresh and fighting fit for the Le Tour De France. A healthy breakfast was eaten and off we went to our spot on a cat 3 climb at "Champ-de-Bould".

On arrival at our chosen road, rounding the bend at the bottom of the hill, the cat 3 climb came a bit quick for some, and those gears wouldn't change down quick enough for the likes of Pete Logan, who had to be pushed up the hill in the big ring by the local Gendarme, "Le Grimpeur anglais"..., NOT.

It wasn't long before things livened up, the TDF busses came by selling quality official souvenirs. Well no one, but no one, could hold me back! I was the first in the queue to make a purchase. "What great stuff!" I thought. However on examining my purchase more closely, I had bought a child's size hat and child's

size high viz vest, which did fit my sleek, slender figure, but only on breathing in though! - What a load of old tat!

The clouds got heavy as the tour approached. We took up our positions, Don under a metal tractor trailer, Phil, Clive, Rob & Mark on top, lightning all around - not much brains here I thought! Then the heavens opened and we were suddenly all very wet, except Don (DS) Lock, under the trailer keeping dry! Suddenly, four breakaway riders came through approx 6 minutes ahead of the main field and then the rain stopped... we waited for the peleton..... up they all came... whoosh..., and that was that! Value for money? At least I had my Le Tour Tat!

Homeward bound we rode, through cars, people, and other bikes but we lost Mark on route, so stopped and waited and waited! He obviously had got inspired and went straight on riding past, into the eye of the storm. So Phil and I set off to find him, whilst Pete, Kevin, Clive and Don went on back home away from the storm. Phil and I caught up with Mark, heading closer to the darkest black cloud you could imagine. I'm sure he had a death wish! By this time we were in the middle of nowhere (and to date I haven't mentioned this)... the trusty Garmin got us home and that's all I'm saying about my precious! We all reconvened at a local café / bar in Vire to watch the race end over coffee and beer.

The evening was ended with a BBQ and suitable beverages, although some had a lion's share of the latter! Pete Logan imbibed and talked for England, Kev did the same sort of thing, and Phil sat quietly in the corner slowly consuming another vat of wine. Only Clive talked sense and held together all conversation, whilst Mark, Don and I listened. A great evening was had and I wouldn't have missed it for the world.

FRIDAY 8th July

The next morning I was awoken by a surprisingly sprightly Kev Doe. "Johnno", Kev said. "Fancy going for a morning ride?" My watch said 5 something, it was early, dark, cold and wet, so I did what any hardened Worthing Excelsior Cyclist would do.., grabbed my gear, Garmin, shoes and bike, and went, creeping out quietly, waking everyone except Don, who was unplugged! The best time of day and a great ride - thanks Kev!

We got back for breakfast, ready for the packing and the journey home.
What a great weekend!

Thanks to :-

Pete Logan, for the accommodation, transport and sundry entertainment.

Clive Letts, for transport and holding us all together.

Kev Doe, for having the time of his life

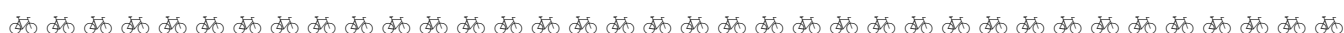
Don "D.S" Lock (the silent sleeper)

Phil Walker – Can there be any more wine left in France?

Mark Robson – Last seen riding into the abyss!

Me – As new TDF tat now for sale!

John Baldwin



V.T.T.A.STANDARD TABLES (The other way up!)

Graeme Gill doesn't race a lot, he may even say he doesn't race, but twice he has gamely put his name down for the Inter-Club 25mile event. It started when our Ed. was drumming up numbers for last year.

After his 2011 ride he was asked about his time, had he managed a personal best? Well, yes he had and what's more he had immediately put his name down for 2012 – no not the Games –silly – the Inter Club.

It was, however, his further comments about the Veteran's Age Standard Tables that were so illuminating. Now Mel Roberton and all our other Veteran riders look up their age in these tables to find out what their standard is. They then try and beat that by as big a margin as possible. But they've all got it wrong, you see Graeme explained to us that when he's finished an event he checks his time against the tables and finds out that he's really 77 years old. His declared intention is to be at least two years younger next year and that is surely a better system! Or do you think you can do better?



THE CLUB'S SPORTING COURSES COMPETITION 2011

This is a season long competition based on five club events, the Long Furlong Circuit, the 25 mile, the Pulborough Circuit, the Hardriders and the Evening Hill Climb series. Twenty points for first and reducing by one point for each lower placing. Last year's winner Mel Roberton has won again but only just, he was unable to ride the Hardriders due to being knocked off his bike the previous weekend and this left it open for Kevin Wilson who only had to finish in the top ten in that event to overtake Mel's points total. Then what happens - Kevin goes and injures his wrist and can't ride. That, as they say, is the way the cookie crumbles. Mark Newnham is another who had the competition within his grasp. If only he had ridden one more of the evening hill climbs it would almost certainly have been his.

<u>Name</u>	<u>L'Furlong</u>	<u>25Mile</u>	<u>P'Boro</u>	<u>Hill Cl</u>	<u>H'Riders</u>	<u>Pts</u>
Mel Roberton	19	19	20	17	0	75
Phil Freaan	12	13	15	15	17	72
Mark Newnham	16	15	17	0	19	67
Kevin Wilson	14	14	16	20	0	64
Mark Bernhardt	18	18	19	0	0	55
Kevin Doe	17	16	18	0	0	51
Philip Walker	11	10	12	0	15	48
Chris Putnam	15	11	0	19	0	45
Nathan Gale	0	12	14	0	18	44
Jeremy Wootton	20	20	0	0	0	40
Mike O'Gorman	0	8	12	16	0	36
Lee Barber	0	7	9	15	0	31
James Nelson	9	0	0	18	0	27

Robert Downham	10	6	10	0	0	26
Paul Outhwaite	0	0	0	0	20	20
Chris Twine	0	17	0	0	0	17
Guy Musgrove	0	0	0	0	16	16
Neale Maloney	13	0	0	0	0	13
Graeme Gill	0	0	0	13	0	13
Chris Day	0	0	10	0	0	10
Peter Rowe	8	0	0	0	0	8
Phil Young	0	5	0	0	0	5

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## MISCELLANEOUS RESULTS

9<sup>th</sup> July Stuart Jago and Mark Bernhardt travelled to Yorkshire to ride The National 100 miles Championship. For Mark the trip proved worthwhile for he had a good ride and came home with a personal best of 4 hours 26 minutes and 29 seconds. For Stuart though it was a ride that he would hope to forget as soon as possible. It was clearly too close after his crash and marathon effort in the 24 hour event. He was always struggling and he had a job to finish. His time of 5.08.02 was half an hour outside of what might have been expected and his exhausted state at the finish was to cause Mark some concern before they could start their return journey.

10<sup>th</sup> July The East Sussex 50 attracted just two of our members Mel Roberton and Kevin Doe. The course is basically twice over the 25 mile course and is mainly on the A22 road. Mel managed 2 hours 3 minutes and 13 seconds to take the Veteran's award and Kevin clocked 2.13.53 just outside of his previous best.

24<sup>th</sup> July Jeremy Wootton searching out the faster 25 courses travelled to the Verulam C.C. promotion on the A.1 road north of Watford! He didn't get a personal this time but finished 10<sup>th</sup> in a high class 120 full field with a time of 55.04.

31<sup>st</sup> July The Brighton Excelsior 25 on the Ashurst Circuit course was to provide some close times for our riders. Mel Roberton led the way but only just with that so close, but not close enough time of 1 hour 0 minutes and 1 second. Chris Twine was breathing down his neck finishing in 1.00.12 , Mark Bernhardt recorded 1.01.02 and Kevin Wilson chipped in with a personal best effort of 1.02.19. Peter Logan was home in 1.07.46.

7<sup>th</sup> August Three riders for the Anerley C.C. 50 up on the Broadbridge Heath course. This counts for S.C.C.U. Best All Rounder and for The Surrey/Sussex V.T.T.A. championship. Very important then for Mr.Roberton and he did not disappoint with a time of 2 hours 0 minutes and 47 seconds. This should stand him in good stead in that B.A.R. especially the Veteran's category and he has once again won the Surrey/Sussex Veteran's 50 trophy. There was also an

excellent personal best ride from Chris Twine who recorded 2.3.37. Our third rider was Kevin Doe who finished a little down on his best with 2.15.29.

13<sup>th</sup> August Mel goes over to East Sussex for the Saturday "10" promoted by the Eastbourne Rovers and finds a really horribly wet day so 23.31 was not bad. He still won first vet. prize beating his standard by almost 7 minutes. It was worth £20 anyway.

14<sup>th</sup> August Next morning and Mel is back for the same promoting club's 25 this time with the support of Nathan Gale and Peter Logan. Must have been a better morning with Mel returning a time of 58.38 to take yet another first vet. prize although only £15, which seems odd – more distance – less prize! Nathan finished in 1.5.20 and Peter in 1.9.56.

20<sup>th</sup> August The Saturday morning "10" promoted by the Epsom club up on the Rusper course between Horsham and Crawley. Jeremy Wootton gets round in a rapid 21.07 and collects £25 for fastest in the 50/59 age group. Mel Roberton whips round pretty smartly too with his 22.26 putting him fastest in the over 60 age group for another £25. Now the sad thing here is that we did not have a third man. Addiscombe won the team award with a three man aggregate of 1.07.44. All we needed was a 24.11 and there would have been another £20 per man for the team. Riders really ought to get together and try at least to put teams into these events

21<sup>st</sup> August Old Portlians 25 at Broadbridge Heath. Just Nathan Gale at this one and he was reasonably pleased with 1.4.30.



## CLUB RECORDS

In the August magazine we welcomed Jeremy Wootton's new club record for 25 miles, having been able to check on the previous best by the late Richard Shipton. Since then, as we noted, Jeremy has come so close to the 10 mile record clocking 20.51 in the last evening 10 which was just one second outside of Peter Danckwardt's time of 1987. Now we are able to give you the current club records for both 30 and 50 miles, both standing to Richard Shipton.

On 16<sup>th</sup> June 1991 in the Hertfordshire Wheelers 30 he recorded 1.6.09. His notes state the course as the E72 which does not appear in the current list but we believe it was in Essex. The winner was Ian Cammish on 1.2.46.

On 28<sup>th</sup> July 1991 in the Essex Roads 50 he finished with a remarkable 1.47.22 behind winner Gary Dighton on 1.41.32. This was on the E82/50 course again in Essex.

Richard travelled a lot for his racing and the Essex area seemed to be a favourite. While these courses may have been fast Richard did not shirk rides on the more sporting courses and was a tremendously loyal Club supporter tackling

ordinary club events and supporting team efforts. His residence in the Hailsham area was not allowed to hinder this in any way.

He started racing in 1963 but was really quite slow and there are some oldies still in the Club who can boast a beating of Richard in those early days. Between 1966 and 1971 he did not race but once he started again he was always improving, going faster and faster and with amazing consistency. His records list 203 rides inside the hour for 25 miles and 58 rides inside 2 hours for 50 miles. These statistics themselves comprise some kind of a record which will also take some beating.

Richard's untimely death at the age of just 51 came on 5<sup>th</sup> July 1998 from a heart attack. He had started in the East Sussex 100 and passed through 50 miles in a modest 2 hours 11minutes but he felt unwell and handed his number to a marshal and it seemed was planning to ride back to his home. He never made it.

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CLUB HARDRIDERS CHAMPIONSHIP

The 28th August was a nice morning for a ride and the scenery around Pulborough, Bury Hill, Fontwell, Arundel and Fittleworth is some of the loveliest to be found in Sussex. What more do you need then to enter the annual 'hardriders', - payment? There were only six riders which could have been seven if Mel Robertson hadn't been on crutches and could have been eight if Kevin Wilson hadn't sprained his wrist. If Chris Putnam had remembered to put his entry in before he went off mountain biking in darkest Wales it could even have been nine. What a difference that little word 'if' can make, and we could go on – what if all our other time triallists had ridden and so on. It would have made the efforts of last minute stand in organiser Nathan Gale so much more worthwhile.

With Mel out of action Nathan became event secretary and was immediately faced with a problem; there were road works traffic lights in Pulborough. He set to and planned an amended course which at 21 miles was a bit shorter but still a good test. The start would be as usual on the A29 just south of the river bridge and would continue as before up Bury to Whiteways. The descent from there though would now take riders all the way to the Fontwell roundabout on the A27 and not cut through Shellbridge Lane at Slindon. Back on the A27 to Arundel and return through Whiteways and down Bury but after Bury the route would fork left to Fittleworth and continue almost to the junction with the Petworth road.

We took Mel out in the car and saw the riders safely through Whiteways. We then deposited him at the left fork (complete with crutches) to make sure no one missed the turning.

Paul (I love the Cols, where were they) Outhwaite powered round to record a win of over three minutes with 1.00.50. Mark Newnham was second and Nathan Gale made third spot.

While Nathan had prepared route plans for everyone to peruse at the start two made a right turn! Into School Lane in Fittleworth about a quarter of a mile from the finish before returning and then finding the finish just round the corner.

Full result:

1.	Paul Outhwaite	1.00.50	1.40	59.10
2.	Mark Newnham	1.04.12	Scr	1.04.12
3.	Nathan Gale	1.06.10	4.00	1.02.10
4.	Phil Freat	1.08.30	5.40	1.02.50
5.	Guy Musgrove	1.23.44	12.50	1.10.54
6	Phil Walker	1.25.20	8.00	1.17.20

Private time trial Chris Putnam 1.19.18. It was Chris and Phil Walker who did the extra bit in School Lane. They reckon they only lost about half an hour!

Timekeeper Mick Irons thought the new finish point was better than the old and the Club may continue to use this amended course in the future. That's if there are riders who want to give it a go!

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### LEWES WANDERERS C.C.GRAND PRIX des GENTLEMEN 2<sup>nd</sup> October 2011 Laughton, East Sussex

Last year we had five teams in this event and three came away with top prizes. A 17 mile undulating circuit gives a good end of season event and we wonder why this year there was only the one Worthing team entered. In 2010 Jeremy Wootton paced Mel Roberton round in 42 minutes 8 seconds and they were fastest on scratch time and fourth on Age Standard. In 2011 they were down to sixth on scratch but up to second on standard and this with the faster time of 41.00. It should be explained that Jeremy had to ride the whole event with just his right tri-bar useable. The left hand one had broken. Mel thinks it could have cost them as much as two minutes and if that's the case then they could have finished third on scratch but it would not have affected the age standard placing.

Now next year Mel you will be another year older so keep going and you'll crack it soon.....sorry what was that you said Jeremy!

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SUSSEX CYCLISTS' ASSOCIATION HILL CLIMB CHAMPIONSHIP Incorporating Club Championship Steining Bostal 1st October

Mel Roberton promoted this on behalf of the SCA. The north side ascent of the Steining Bostal provides a testing climb with gradients varying from the reasonable to the vicious. The weather was brilliant with a full blue sky and sun bringing temperatures up to new October records in the high 20's centigrade.

There were just twenty one entries but they included defending champion Peter Tadros and his In-Gear squad team mate Conall Yates. They were to take the top two places with Tadros keeping hold of his trophy with almost a half minute margin. His time was 4 minutes 5 seconds.

Worthing Excelsior entered five but Kevin Wilson was unable to start. Our best effort came from Chris Twine so he wins the Club Championship Trophy. He was fifth in the County competition.

Club result:	1. Chris Twine	4.46.3
	2. Paul Outhwaite	5.05.5
	3. Chris Putnam	5.17.9
	4. Jeremy Wootton	6.27.2 (on a mountain bike!)

Paul picked up a tenner for second place on age standard and our top three gained SCA medals as the winning team.

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### CLUB RUNS ATTENDANCE POINTS TROPHY 2011 (for 12 months to end of September)

Tony Palmer (Mr. President and chief auditor of the Club runs attendances ) has delivered to us the results for this year. There is no appeal, these are final and binding! We were amused when he informed us that the list was for those members who had collected 20 or more points and that these were 25 in number. Look who creeps in at the foot of the list ..... But then you wouldn't have expected him to stop at 30 points in the circumstances would you .....

Well done Mike Irons: as well as involving himself in the compilation of the list of runs and organising the group that comes home at the more reasonable pace he's managed to get out more times than anyone else.

An interesting statistic is that during this 12 month period there were 776 individual rides averaging 14.6 an outing. In the previous year the total was only 528 a superb increase.

#### The Full Result

|                   |           |                      |           |
|-------------------|-----------|----------------------|-----------|
| 1. Mike Irons     | 86 points | 14. James Nelson     | 45 points |
| 2. Phil Frean     | 83 ...    | 14. Ken Newton       | 45 ...    |
| 3. Tony Knott     | 77 ...    | 16. Martin Wood      | 43 ...    |
| 4. Rocco Sepe     | 73 ...    | 17. Kevin Doe        | 42 ...    |
| 5. Robert Downham | 66 ...    | 18. Richard Klose    | 41 ...    |
| 6. Don Lock       | 58 ...    | 19. Nigel Gardener   | 37 ...    |
| 7. John Baldwin   | 55 ...    | 20. Peter Logan      | 35 ...    |
| 7. Phil Walker    | 55 ...    | 21. Mike O'Gorman    | 33 ...    |
| 9. Graeme Gill    | 53 ...    | 22. Clive Lett       | 31 ...    |
| 10. Peter Rowe    | 50 ...    | 22. Nicole Patterson | 31 ...    |
| 11. Neale Maloney | 48 ...    | 22. Marten Matthews  | 31 ...    |
| 12. Lee Barber    | 47 ...    | 25. Tony Palmer      | 20 ...    |
| 13. Guy Musgrove  | 46 ...    |                      |           |

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MORE PRICE RISES

Cycling Time Trials is finding that more and more riders are simply riding club events or private Time Trials rather than enter Open or Association competition where numbers have decreased worryingly. This has decreased their income and from next season the levy on every ride will go up from £1 to £2. This has left the Club with no option but to increase entry fees by the same amount so

next season Club Event Entry Fees will be £3.50. Junior Fees will remain at the amount of the levy and no more, so in their case £2 instead of £1.

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## WORTHING - EASTBOURNE – WORTHING

### February 25<sup>th</sup>/26<sup>th</sup> 2012

Last year Clive Lett organised this run which was hugely successful and it is planned to repeat it next year. If you are interested get your name and details to Clive on 07786528363 or email at [clivelett@aol.com](mailto:clivelett@aol.com) as soon as possible for the booking of the hotel accommodation must be dealt with very quickly.

The Langham Hotel on the seafront at Eastbourne looked after us brilliantly and with Dinner Bed and Breakfast at £37.50 it was great value. We do not have a figure for next year but it might we suppose be a little more now.

The ride out on the Saturday was around 65 miles while coming home was around 45 miles. There will be a support vehicle to carry all the bags.

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THE INTER-CLUB 25

This event on Sunday 25th September was a bit like Manchester United turning out their reserves because they didn't rate the opposition. No disrespect to those Worthing riders who did ride and in many cases produced personal bests but the fact is we were truly thrashed and finished way down in third spot, and this in an event where we have reigned supreme for a number of years. Last year we entered and finished 26 riders including nearly all our faster riders and we blew the opposition away. Well we know now that we can't afford that kind of mistake again. Southdown Velo and the Hants Road Club now have several rapid performers and we shall be pushed to get back the Inter-Club trophy, but with our best entry we can perhaps restore some pride.

The Fontwell course is generally reckoned to be the fastest around here and 25th September was a good morning so several riders took the opportunity to peg back their personal best times (PB).

The full result (Worthing times and placings only) :

Jeremy Wootton	57.15	6 th
Chris Twine	57.31(PB)	8 th
Mel Roberton	59.51	14 th
Nathan Gale	1.04.56	30 th
Phil Freat	1.05.58(PB)	31 st
James Nelson	1.06.31(PB)	33 rd
Chris Putnam	1.06.37	34 th
Allan Orman	1.07.18	35 th
Phil Walker	1.08.08	37 th
Mike O'Gorman	1.08.27(PB)	39 th
Lee Barber	1.09.46(PB)	42 nd

Phil Young	1.12.55(PB)	46 th
Barrie Le Grove	1.13.03	47 th
Graeme Gill	1.21.43(PB)	50 th

There were 51 finishers and the fastest time was by Darryl Rice of Southdown Velo who recorded 55.58.

Team (six man aggregates) were: Southdown Velo 5.51.53, Hants Road Club 6.03.45, W.E.C.C. 6.12.02. Put in say three of our faster riders who did not ride this year and we reckon the team aggregate time could have been reduced by 15 minutes but that would still have left us six minutes adrift so there's much to be done.

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### A THANK YOU

*I would like to take a small space in the Magazine to say thank you to all our friends from the Worthing Excelsior who gave Roger such a good send off at his funeral, especially Don for his tribute at the Crematorium. Thanks also for all the cards and letters we received they were very much appreciated. I think Roger would have been overwhelmed by it all and I felt so humble. Thanks again.*

*£300 was sent to St Barnabas House and £150 to the Bluebell Railway in Roger's memory. These figures included the donation from the Club and several individual members as well.*

*Thanks again*

*Jean Smallman.*

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WORTHING SPORTIVE (The Rehearsal)

Well, it's over. The Worthing 125 Sportive has finished for this year. What was it like? We got a lot of positive response on a number of riders. We also got some constructive criticism.

The majority loved the route, but there were reservations about riding on main roads. It was certainly a very pretty route for those that bothered to look and, for those who liked riding up hills, there were plenty of hills. A start up the Steyning Bostal certainly got the hearts pumping and separated the men from the boys!

One thing we learnt was that - apart from the obvious - time trials are different from Sportives. Riders in a time trial are responsible for knowing the route but, in a Sportive, the onus is on the promoter to make sure that the route is well signed. That's the reason we had over 500 signs made. It's unfortunate that Mr Mischief was on duty that day because a number of signs had been taken down and others had been re-positioned, so it's no surprise that some riders went astray. Even where signs were displayed riders got themselves lost. At the foot of Steyning Bostal there were at least three signs telling riders to turn left, but a number of riders rode by as if to complete another circuit of Steyning. One rider at Sompting must have got out of bed too early. At this junction there were at least three signs pointing left; there was a West Sussex Highways sign indicating left

NEW MEMBERS

Mike Irons informs us of four more new recruits. We welcome you all and hope that you will have a long and happy membership.

Dominic Maxwell. Dominic lives in Mill Road Angmering and has already ridden a number of sportives including our own recent 'rehearsal' effort. He has indicated that he could well have a go at time trialling next year.

Barrie Le Grove. Barrie comes from Littlehampton and has previously time trialled for the armed forces. We wonder what that was, a sporting course in the Falklands, perhaps. He's already been out on a number of club runs and rode the Inter-club 25.

Simon Atkinson. Simon hales from East Worthing and says he has managed to keep reasonably fit doing charity rides. The last one was from Lands End to Margate wonder what day he did that on! He has joined us to try and maintain his fitness, so watch out. Work permitting he'll be out on Sundays.

Jon Turner. Jon lives just off the seafront at West Worthing and when he saw this happy band of Excelsiors riding past The Sea Lane Café a few Sundays back, he thought, "I'd like some of that", so without further ado he emailed Mike and is now one of us. He's done one club run and apparently enjoyed it. Personal circumstances may keep him away for a few weeks but he promises to be out again as soon as possible.

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## CLUB CLOTHING

We have a good stock at the moment and with Christmas coming up you might care to pop an item or two on your wanted list.

|                                                                                                   |             |
|---------------------------------------------------------------------------------------------------|-------------|
| Road Jerseys (short or long sleeve) three rear pockets and short front zip.                       | £39 and £41 |
| Training Tops (long sleeves full zip and three rear pockets)                                      | £46         |
| Bib Shorts (with chamois)                                                                         | £45         |
| Skin Suits (short or long sleeves)                                                                | £63 and £65 |
| Bib Longs (good warm winter wear)                                                                 | £44         |
| Gilets                                                                                            | £34         |
| Packables (very lightweight shower and chill proof long sleeves, Full zip and three rear pockets) | £44         |
| Shorts (no bib) (with chamois)                                                                    | £40         |
| We also have a good stock of club tee-shirts.                                                     |             |
| These are white with club name in blue.                                                           | £5          |

At present we have most sizes but they go quickly and reordering takes up to 2/3 months. Contact Don on 01903 531877 or email [dandmlock@ntlworld.com](mailto:dandmlock@ntlworld.com)

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A hole has been found in the nudist camp wall. The Police are looking into it

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## 12 HOUR CHAMPION

Stuart Jago is the only club member to have completed a 12 hour event this season. He was disappointed with the performance covering 215 miles against his personal best of 231 miles. Both rides were in the National Championship events, but 2011 clearly came too close to his epic 24 hour ride.

For these very long distance races help is so important, for drinks, food, and simple encouragement. To ride them on strange faraway courses without help is perhaps tipping the challenge too far. Nevertheless, he finished and he's deservedly our Champion for 2011

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ROAD RACING

This is the Mark Cavendish kind of stuff, where you all start in a great big bunch and the winner is the first over the finish line. You need a licence from British Cycling, obtainable through the Club. We only had six licence holders this year and as far as we can make out most of these were simply taken out for the insurance or other included benefits.

That's right, we are not much of a road racing club, yet we belong to all the necessary organising bodies, do our promotion duty for the Surrey League and in the past we regularly promoted an Open Road Race. Several of our older members were regular performers in their youth. Then we could get away with calling it "Massed Start" but that's forbidden now.

In 2011, almost, quietly, so no one would know Mark Newnham crept off on three Thursday evenings in June and road a series of road races in East Sussex called the Lewes Criteriums. By his own reckoning he didn't do too badly, even managed to get in a break on one occasion. He finished all three, wasn't dropped and was clearly encouraged to have another go elsewhere.

At the beginning of September he entered a Surrey League race at the Goodwood Motor Circuit promoted by V.C.St.Raphael. It was over 14 laps giving a distance of 31 miles. It was for 4th Category riders and 25 lined up at the start. A few breakaway attempts were made but all were soon reined in. Sounding a bit like Mark (Cavendish) Mark said "I waited till things really got going in the last 500 metres then I won the sprint" Brilliant, and that without any leadout team!

His rides have meant that he has now moved up to 3rd Category in the British Cycling ratings. Now, if there's more of you wanting to try this type of competition next season, get that licence . We will put you in touch with Mark – (Newnham) – that is.

Mark's rides also make him our Road Race Champion for 2011 and there's a nice trophy for that.

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A rubber band pistol was confiscated from Algebra class  
because it was a weapon of Math destruction

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TOURIST TRIAL 2011

Organising the Tourist Trial and trying to make it a bit different is rather difficult, also there is a need to try to make the event more attractive. In the recent past the event has been held on a Saturday morning and had maybe 6 or 7 competitors, this year it was decided to incorporate it into the Sunday morning Clubrun calendar. This resulted in an entry of 12, so some success there, although runs have recently been averaging 15. The event generally takes in an element of Ordnance Survey map reading, Highway Code, observation and knowledge of the local area.

Entrants arrived at the Washington Village Green for the 9.a.m. start and after confirming their route for stage 1 from the instructions given, started off. They had to proceed through the lanes via Thakeham, Shipley, Brooks Green, Barns Green and The Downs Link to the elevenses stop at Southwater Country Park. En route they had to seek and observe some previously photographed features and identify their relevant O.S. map references. Whilst on the ride they were questioned regarding the equipment that they should be carrying for a morning ride and on their knowledge of O.S. symbols. Most were able to gain near maximum points for the equipment check, however, the symbols were the downfall of many. Adrian Palmer gained a full house whilst others only identified 3 out of 7.

At the elevenses stop the identification of the photographed features was scrutinised. Only Robert Downham and Andrew Lock found all 9 locations, many found 7 or 8 after not seeing a simply massive anchor in the middle of Thakeham! How did that get there! Mike Irons was forced to abandon his attempt at winning the trophy as he got a series of punctures in the Goose Green area. Phil Frean and Graeme Gill stayed to help him for a while but to no avail. Mike was forced to summon motorised transport from home. During this first section Martin Wood, Marten Matthews and Jack Shepherd teamed up together and proceeded to complete the event as a group. It was Jack's first ride out with the Club.

After sustenance at the Country Park the riders had to complete stage 2 to make the return trip back to Washington, going through Southwater, down Bonfire Hill, turning left and continuing south to cross the A272 at Shipley. Then through Shipley village and Broomers Corner and on to Ashington and the hill top hamlet of Warminghurst. Another control point to the north of Washington had riders answering previously written questions about the return route, these obviously were not difficult enough as most completed them with ease. They were based on information to be gained from places visited on the correct route, failure to stay on course would mean that the competitor could not answer the questions below:

1. Name the first pub you passed. (The Cock Inn, Southwater).
2. Who are the brewers at the George and Dragon? (King & Barnes)
3. Name of Head Teacher at school map reference 140221 (Mrs.C.A.Bull)
4. Which two literary talents lived in Shipley? (Hilaire Belloc and Wilfred Scawen Blunt).
5. Where can you get "Traditional fish and chips, fresh from the market, eat in or take away"? (The Countryman Inn)

6. What time are the postal collections on Saturday at Broomers Corner (8.30a.m)
7. Who sponsors the roundabout at Ashington? (Ashington Autos)
8. What does the weathervane at Warminghurst Church depict? (A gold cockerel)

Stage 3 comprised speed judging where riders had to cover a 1.3 mile circuit at a speed previously selected by themselves from a sealed bag. Speeds ranged from 9 to 14 mph, Robert Downham was the best at this completing his ride only 3 seconds from his target. The organiser had incidentally covered the on-bike computers. Alan Matthews and Adrian Palmer riding at 10 and 14 mph respectively were next best both at 13 seconds. Others were up to 1½ minutes outside their targets.

After the speed judging riders had a questionnaire on their knowledge of Sussex, Andrew Lock and Phil Frean fared best with 9 and Don Lock 8. Tony Knott who hails from Lancashire struggled here claiming he had not lived down here long enough!

Questions about Sussex were:

1. Where in Sussex is the Royal Observatory located ? (Herstmonceaux)
2. What was Eoanthropus Dawsonii which was found in Sussex? (The Piltdown Man)
3. Who fought at the Battle of Senlac Field? (William and Harold)
4. What place did the Romans call Portus Adurni? (Shoreham)
5. Which has the largest area East or West Sussex? (West)
6. What is the name of the Roman road that forms part of the A29? (Stane Street)
7. What are the birds on the Sussex County coat of Arms? (Martlets)
10. Where is the tallest man in Sussex at 225 feet high ? (Wilmington)

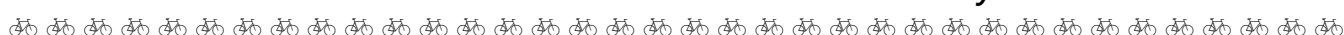
Riders appeared to have enjoyed their morning and many thoughts and observations were made over a lunchtime drink in the garden of The Franklands Arms whilst the results were calculated. The weather had been kind after a grey start, maybe the route and the questions were not so kind.

Overall result:

1.	Adrian Palmer	51½ points
2.	Alan Matthews	49½ . . .
3.	Robert Downham	48 . . .
4.	Graeme Gill	46 . . .
5.	Andrew Lock	45 . . .
6.	Phil Frean	44 . . .
6.	Don Lock	44 . . .
8.	Barrie Le Grove	43 . . .
9.	Tony Knott	40½ . . .
10.	Martin Wood, Marten Matthews and Jack Shepherd (combined effort)	24 . . .

Mike Irons DNF (too many punctures).

Tony Palmer



2011 POINTS COMPETITION
(An aggregate of handicap placings in all club events)

1.	Phil Frean	43 pts	11.	Mark Newnham	91 pts
2.	Kevin Wilson	50 . . .	12.	James Nelson	98 . . .
2.	Kevin Doe	50 . . .	13.	Mike O’Gorman	100 . .
2.	Mel Roberton	50 . . .	14.	Robert Downham	102 . .
5.	Phil Walker	55 . . .	15.	Peter Rowe	103 . .
6.	Mark Bernhardt	59 . . .	15.	Peter Logan	103 . .
7.	Chris Putnam	74 . . .	17.	Colin Miller	107 . .
8.	Jeremy Wootton	77 . . .	18.	John Baldwin	108 . .
9.	Lee Barber	78 . . .	18.	Carl Trevis	108 . .
9.	Nathan Gale	78 . . .	18.	Chris Twine	108 . .

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**SENIOR BEST ALL ROUNDER COMPETITION 2011.**  
(The best average speed over 25, 50, and 100 miles in Club, Association or Open events during the season)

|    |                |             |        |
|----|----------------|-------------|--------|
| 1. | Mel Roberton   | average mph | 24.199 |
| 2. | Mark Bernhardt | . . .       | 23.346 |
| 3. | Kevin Doe      | . . .       | 22.251 |
| 4. | Nathan Gale    | . . .       | 22.004 |

It was a great shame that Nigel Reynolds was unable to ride a 50 this year after riding another good 100. Perhaps next year we can get some more riding the 100. How about it? Chris Twine, Jeremy Wootton, Phil Frean, Stuart Jago, Chris Putnam, Phil Walker and Kevin Wilson. That’s better, why we’re up to double figures already!

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VETERAN’S BEST ALL ROUNDER
(The Highest Plus Average mph on Standard times
Over distances of 10, 25 and 50 miles)

1.	Mel Roberton	Plus 6.632 mph
2.	Jeremy Wootton	6.358 . .
3.	Mark Bernhardt	4.222 . .
4.	Kevin Doe	3.880 . .
5.	Chris Putnam	1.313 . .
6.	Phil Walker	Minus 0.075 . .

Mel is too old and too fast but Jeremy is getting close, the others are still too young!

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## LADIES BEST ALL ROUNDER

Only one contestant and we all thought that Nicole Patterson was going to be riding more. It seems a shame that that lovely bike is just messing around in these triathlon things! If we're not careful she will start making other excuses for 2012 as well. The best average mph over 2 X 10 miles and 2 x 25 miles is not too testing surely. However, we congratulate Joan Lennon on taking the trophy again with an average of 20.518 mph.



## MOST IMPROVED RIDER

Chris Twine knocking out that excellent 57.31 in the Inter Club 25 in September has shown the greatest mph improvement over previous best performances and deservedly takes this trophy. We are pressing him to up his distances next year. There is so much more out there for him to win.



## MY FIRST SPORTIVE

*On Sunday 9<sup>th</sup> October, whilst many of our members were tackling the Tourist Trophy, I headed off to Dorking for the “Cycling Weekly Dorking Sportive”. I had considered doing a sportive for a while and this one had some local legendary challenges that were new and appealing to me. As well as Ranmore Hill and Coombe Bottom Hill, it had Box Hill, Leith Hill and the rather brutal White Down. When I submitted my entry I persuaded myself that it would be a good idea to ignore the Standard route of 77 miles and to go for the Epic route of 102 miles. Not only that but I also set myself a personal goal of achieving a gold standard time of under 6 hours 19 minutes.*

*As the day approached doubts started to erode my previous jaunty confidence. Could I really do that distance? Just how nasty would those climbs be? Was a 25 rear sprocket really going to be okay or should I switch to an older wheelset with a 28 sprocket? What about mechanical problems? How much food should I take to supplement the 3 feed stations? Was one bidon on the bike sufficient? Was the fierce wind that had erupted in the previous week going to continue into the weekend and make things even more difficult than they already were?*

*In preparation I got extra bike packs and loaded myself down with four inner tubes, chain tool and spare links, peanut butter sandwiches, fruit cake, cereal bars and jelly-like energy shot blocks.*

On arrival early in the morning the wind had subsided but it was grey and a heavy rain was settling in and dampening proceedings. With over 750 entrants it was a busy car park and arrival area. So it was good to see an unexpected familiar face. John Baldwin had entered the Standard route.

*We were started in groups and the marshals warned us about the dangers of wet leafy corners and descents and advised that we take due note of the*

warning signs and course marshals on the route. Good advice, that some were to ignore at their peril. Fortunately the rain had ceased and the weather was to continue to improve throughout the ride.

John and I set off together intending to cover the first 30 miles together up to the point where the Epic and Standard routes split. The initial mile was very slow as we were diverted along footpaths in order to get us across the A24 in a safe manner. We then tackled the first climb of Ranmore Hill. With me being a bit quicker than John at this point I decided to kick on as that gold target was still in my mind. In fact the first two climbs were deceptively doable, leading to a false confidence about what was to come. A particularly nasty slick sharp corner on a descent gave a heart stopping split second, despite me having heeded the warning sign. It was probably no coincidence that one of the official photographers was at that point.

The first 25 miles flew by and it was somewhat of a surprise when the first feed station appeared at Hambledon. Soon after the routes split and I found myself on a road devoid of cars or indeed any other bikes. Just as I was wondering if no-one else was doing the Epic route I was startled to hear a voice in my ear. A chap from Cambridge had chased me down in order to pair up. This helped and we set a good pace. There was a brief interlude where we passed four slower riders from one club who then tried, without saying anything, to jump on our tail and form a chain. That would have been fine except their leader then started barking out instructions at us and then berated my companion for being 'too quick' at the front. We decided that this wasn't for us and left them to it. Things were going well at this stage – too well as it turned out. After about 50 miles I found that it was suddenly a lot harder. I sent my companion off with a faster set who had caught us up and set about making it to the next feed station at Forest Green a further 10 miles on.

When I arrived there was a large crowd of riders and a bit of a queue for the bidon refills. Still with the personal goal in mind (and I could see that it was still achievable) I got through there as quickly as I could and set off before some of those who had passed me on the approach. So only 40 miles to go – but what a 40 miles! Leith Hill soon appeared and was a hard grind indeed. But it was as nothing when compared to White Down which soon followed. What a beast of a climb. After a fairly tortuous ascent it then turned into 18% for an extremely long way and many riders failed to negotiate it without walking. There were lots of spectators there roaring on encouragement and generally enjoying watching the pain. Certainly harder and longer than anything in our area.

After that it was off to Westhumble, along some more pavements and under the A24 via an underpass, and on to Box Hill. This turned out to be scenic and steady and a group of about 20 of us headed up there and on to Leigh. The sensible ones then set off for Dorking, whilst those of us on the Epic route had a long dragging detour via Charlwood. On my Garmin I watched the miles count down slowly and the time pass by quickly. More cycle paths and road junctions added to the general feeling of slowness at this stage.

I was so relieved and elated to get to the finish line with just under three minutes to spare for a gold time. The electronic timing measured it to the nearest thousandth of a second. What a major struggle but ultimately rewarding. John was

at the finish line with Barbara who was officiating. He then told me how easy White Down was and how he had 'flown' up it. Hmm – nice one! On reflection, since he only got a bronze time for the shorter Standard route then perhaps he had saved his legs just for that (eh, John?).

As for all the stuff that I'd loaded myself with? Well no punctures or mechanicals so that was good. Most of the food came back with me. My mouth got so dry that eating sandwiches was impossible, and my much loved cake tasted foul and hard to chew on the move. The energy cubes, cereal bars and electrolyte drink did the job just fine.

All in all it was a great day. The organisers did a superb job with the signposting so very clear indeed, before during and after junctions so that one was always sure that the road was the right one. Massages, bike washing facilities and general catering at the end all topped off with a competitor's goody bag of DVDs and the like. Maybe I'll do another one some day, but that's for next year.

Mike O'Gorman

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A WOOTTON DIARY

July

3rd

WECC club 25, 58.31 , pleased with result on a course I really don't enjoy. Feel like you're just going round in circles. Still a very pleasant and warm start to the day, warmed up on rollers with just a vest and skinshorts.

7th

Evening 10 number 12, 21.34 decent ride.

10th

Farnham RC 25 on H25/8, 54.09 and 6th place overall, second fastest 25 I've done, up and down the Bentley by-pass, nice to come away with a decent ride after my DNF in the 50 on the same roads in May.

13th

Evening 10 number 13, 20.51 another PB by one second and a little closer to the club 10 record of 20.50! Knocking seconds off my 10 PB seems a lot harder than improving my 25 PB!

16th

North Hants RC 10, Back to Farnham and the Bentley by-pass, wet and windy, 8th with 22.17, many non starters due to conditions.

24th

Verulam CC on F1/25, requested a late start, off number 15 at 6.45 am! Long way to drive for a 25, 11th and 55.04, getting up at 3.30 am for events and driving hundreds of miles does take it's toll!

August

In Alps Sunday 7 - Saturday 13, despite the objective being a weeks climbing, I did get out on the bike a couple of times. Rode the climb from Serre Chevalier up

to Col de Granon, one time TdeF finish. On Friday, rode a loop taking in Col D'Izoard from Italian side. As usual only took a 42 inner ring, this can make these long alpine climbs damn hard work, trouble is, my SRM cranks are regular size and will not take compact chainrings.

14th

A3CRG 25 56.06 a little jaded after drive back from France. This was a new course, just an A3 variation, however, I did manage to confuse myself and take a wrong turn, probably lost around a minute hobbling back down a slip road and back onto the A3.

20th

Epsom CC 10 on Broadbridge Heath/ Crawley course, 21.07 and 3rd, damn hard effort, still chasing PB, Gave this one a really good thrash and hoped to come away with something shorter than 20.50, all I am looking for is a couple of seconds quicker per kilometer, not a lot to ask for, just tough delivering. Bad news on return to HQ, Mel had been knocked off by motorist at Broadbridge Heath roundabout

21st

Rode to Shoreham on MTB then Downslink to St Martha's near Guildford and then back home 142 km on MTB, ride duration 6 hours 32 mins. Long day on MTB,

29th

SCA SPOCO on Loxwood/ Kirdford circuit, damn hard course, 1.0.47 won by Felix English. Couldn't quite break the hour on a really tough course!

September

3rd

Addiscombe CC10 , Capel by-pass, horrible road surface, 22.26, windy, very slow out to the turn at Capel, felt like I had a windbreak up. Still fast back, don't really like this course.

4th

SCCU 25 56.24 and 12 place

17th

Festival RC 10 again on Capel by-pass, still don't like the course and went even slower, probably because it was even windier than last time!

18th

Sotonia CC on A303, another long drive, felt like keeping going and heading off to the West Country for a holiday! 6th with a 56.10

25th

Interclub

57.15 bit sluggish, decent day, still WECC got a thrashing from Southdown Velo and Hants RC, can't see the Clonmore Trophy gracing our cabinet for a few years!

October

A bit more racing left, GP des Gents etc more to follow.

Jeremy Wootton



THE TOURIST TRIAL 2011 (A Competitor's View)

Phew! Who would have thought that a pint of bitter and a bowl of bread and butter pudding would be so welcome. Well – when you've competed against the best, and won, you feel there is a need to reward yourself, so that's what I did.

We met at Washington – Graeme Gill, the reigning champion, and past champions including Alan Matthews and Andrew Lock and a number of young pretenders, hopeful that their name will be engraved on the best looking trophy the Club has to offer.

Armed with our copies of Ordnance Survey map No 198 and a bunch of questions from Mr President, Tony Palmer, we had to plot our route through the highways and byways until we reached Southwater Country Park for refreshments. Not only that, we were given a series of photographs and had to identify their location en route. Life is never easy!

So off we went southwards – yes, southwards – past The Frankland Arms then a sharp right turn past the church and over the A24 before descending a very gravelly track down to the A283. A bit of a dodgy start if you don't mind me saying so, Mr President! I didn't like that descent on very loose gravel. Perhaps you can tidy it up for next year.

From here it was a trip into the backwaters of Thakeham and beyond passing Tony Knott with a puncture and Mike Irons with a plethora of punctures, and then Mr President pounced with one of his unannounced road checks. All riders had to go through an interrogation requiring riders to produce, amongst other things, a means of identification. How many produced their bus passes? Well at least two – and one of those was me! And then there were questions on Ordnance Survey maps how often do you come across a pipeline when riding your bike?

The route then took us around Dragons Green and Barns Green before turning on to the Downslink track around the back of The Bax Castle pub. Now I had never ridden on this bit of Downslink before and I was a bit concerned about the surface. I had escaped punctures on the ride up to this point, but thought that my wheels were in danger of collapse. As you know, I am not the most sylph-like of cyclists and I wondered whether my weight, combined with the terrain would result in the whole thing falling apart! I can understand why the course instructions said that riders should not take their best bikes.

Well, I finally got to Southwater Country Park hoping for some refreshment but that wasn't to be. No sooner had I got there than I was pounced on by Mr President and given another set of clues and told to get a move on because time was passing by too quickly. (I think Mr President had a lunch appointment and he doesn't like to miss his lunch appointments).

We set off again, back through Southwater and turning left at The Cock Inn before heading off to The George and Dragon. Now I was only following the clues, but why do pubs feature so much in this event??? Later on we had a question that involved The Countryman pub. Should this be telling us something about Mr President?

Now, as you know, I'm no spring chicken, I've had a new hip and I've got one leg shorter than the other, hence stamina and speed are not my forte, so, when it came to riding up hill to Warminghurst Church, I'd just about had enough. There was no one around so knew I wasn't going to be embarrassed if I got off and walked to the top, so I did. The relief of freewheeling down the other side was immense, but what did I see around the corner? Yes it was Mr President ready to do a speed judging competition!!! As I have said – me and speed don't go together so, when he told me that I had to ride around a circuit at 14mph, the most polite comment I could come up with was 'You're 'avin a larf Pal!' So 5-4-3-2-1-GO and I was off up the road at full tilt for about 100 yards – and then I started to slow – and then I started to slow some more. I got to the top and turned left and saw that it was downhill, so off I went again as fast as I could. I'm OK going downhill. Racing up to the left turn, I slowed and started to turn then realized the turn was someone's driveway, so off I raced again, missed the correct turn, slammed on the brakes and skidded to a halt before turning the bike around and sprinting(?) off again to the finish. I didn't exactly collapse, but had to sit down for a while. 'Well done' said Mr President. 'You were only 13 seconds off the pace'.

How glad I was to get to The Frankland Arms and to sit in comfort with that pint of bitter. But the ordeal wasn't over yet. Now I had to answer general knowledge questions about Sussex. OK, I was lucky with 'Eoanthrapus Dawsonii' because not everyone knows that was the Piltdown Man, but my brain went all fuzzy on some of the questions. Still, it was enough to scrape through as the winner.

This tourist Trial was an entertaining event over an interesting route with challenging questions that were sufficient to stimulate the 'little grey cells' AND end up at a pub with your Clubmates. What more could you wish for on a pleasant Sunday morning. A good time had by all. Thank you Mr President.

Adrian Palmer

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### CLUB RUNS - 27<sup>th</sup> November 2011 – 4<sup>th</sup> March 2012

Full details are on the Club website and on the Notice Board. All runs start at 9a.m from (W) Washington, (B) Broadwater or (A) Arundel.

|                          |                                                            |     |
|--------------------------|------------------------------------------------------------|-----|
| Sun 27 <sup>th</sup> Nov | Camellia Botnar G/Centre (1m north of Littleworth)         | (W) |
| Sun 4 <sup>th</sup> Dec  | Goodwood Motor Circuit                                     | (A) |
| Sun 11 <sup>th</sup> Dec | Ditchling Tea Rooms (Aka Dollys Pantry), Ditchling         | (W) |
| Sun 18 <sup>th</sup> Dec | Sumner Ponds, Barns Green                                  | (W) |
| Sun 1 <sup>st</sup> Jan  | RSPB Centre, Wiggonholt Common                             | (W) |
| Sun 8 <sup>th</sup> Jan  | Manor Nurseries, Runcton                                   | (B) |
| Sun 15 <sup>th</sup> Jan | Hilliers G/Centre, 1m south of Horsham on A281             | (W) |
| Sun 22 <sup>nd</sup> Jan | Denman' G/Centre, Fontwell                                 | (B) |
| Sun 29 <sup>th</sup> Jan | Fisher's Farm, Wisborough Green                            | (W) |
| Sun 5 <sup>th</sup> Feb  | Houghton Bridge, Amberley                                  | (W) |
| Sat 11 <sup>th</sup> Feb | Winter Warmer Audax (see notice board/Mike Irons for info) |     |

Sun 12<sup>th</sup> Feb Hassocks G/Centre (W)  
 Sun 19<sup>th</sup> Feb Southwater Country Park (W)  
 Sat 25/26<sup>th</sup> Feb Eastbourne weekend (see notice board & Clive Lett for info)  
 Sun 4<sup>th</sup> March Arundel Sandwich Bar (after Club 10 mile TT) (W)

Note For the Winter Warmer a separate flyer is included with this magazine.

For the Eastbourne weekend Clive Lett will need to have firm confirmation and money (Probably about £40) very soon. The plan like last year would involve a ride on the Saturday of perhaps 60 miles to the Langham Hotel on the Eastbourne seafront (they looked after us excellently last year) and a ride home on the Sunday of probably 40/50 miles. The hotel package includes secure bike storage, a 3 course dinner and an excellent breakfast. But we repeat, if you are interested let Clive know quickly on 07786528363 or e.mail:clivelett@aol.com.

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BRADLEY WALTERS

This past member now a successful businessman was of very small stature and came in for a deal of leg-pull. He was though a popular member. Some moons ago (Jean Smallman may be able to tell you how many) produced this wonderful (soft toy) image of our Bradley – and there were several copies.

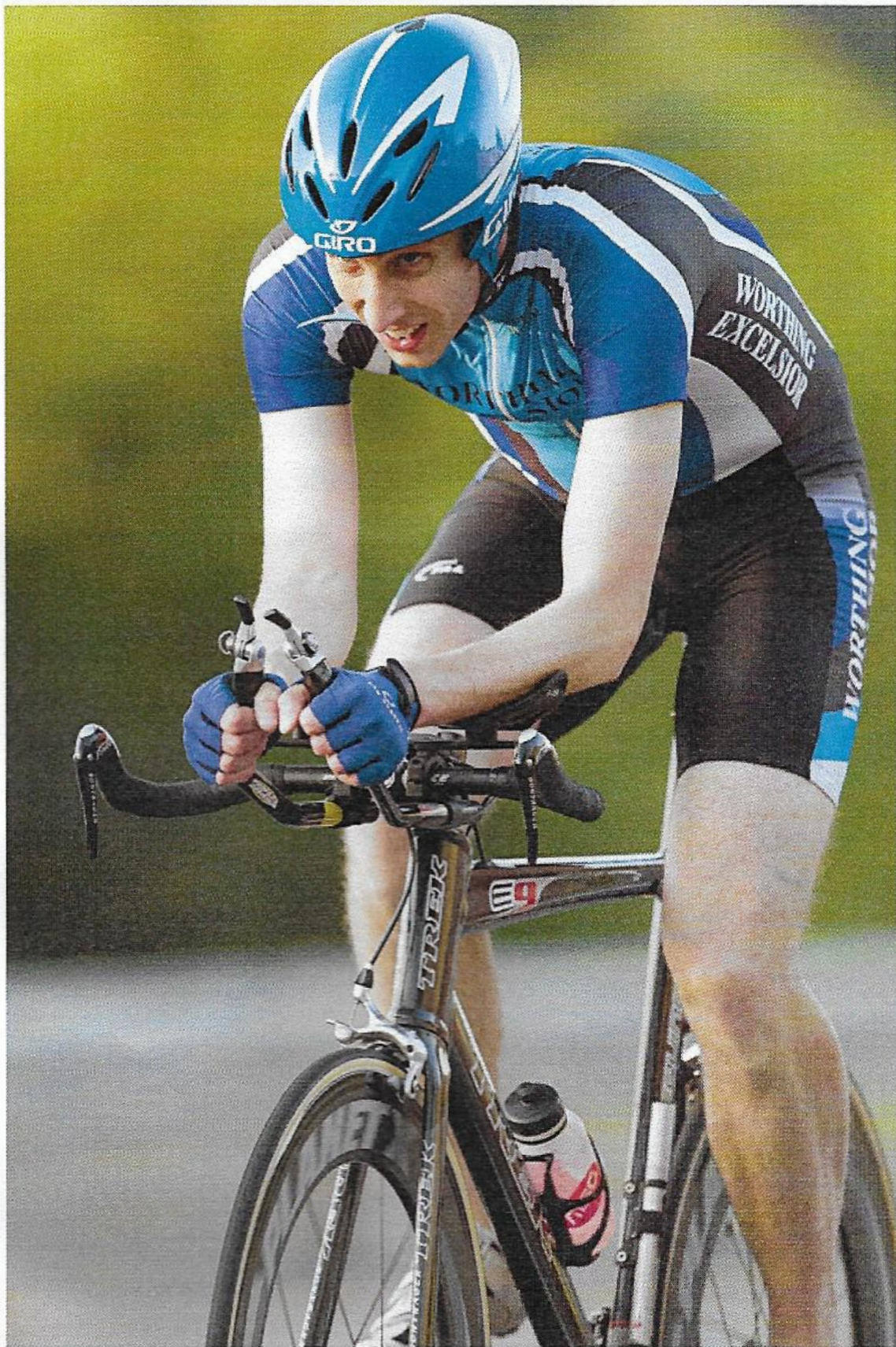
Having a clear out a few weeks back Life Vice President John Grant came across Bradley (No 1 we'll say) and dusted him down. What should be done with this character from the past? Throw him out, certainly not! There was Jean's handiwork to start with and well, as we said, Bradley was a friendly chap and well liked. Fortunately our John then had

a brainwave (it's OK he's fully recovered!) "I know what I'll do. I'll donate him to the John Spooner Cycling Museum in Ferring. First though I'll make a small image/copy of the Worthing Wheel complete, to add authenticity, with the result of this year's Club 30 and place it in his back pocket."

Thank you John for stirring up the memory. Now where's my cuddly Bradley?

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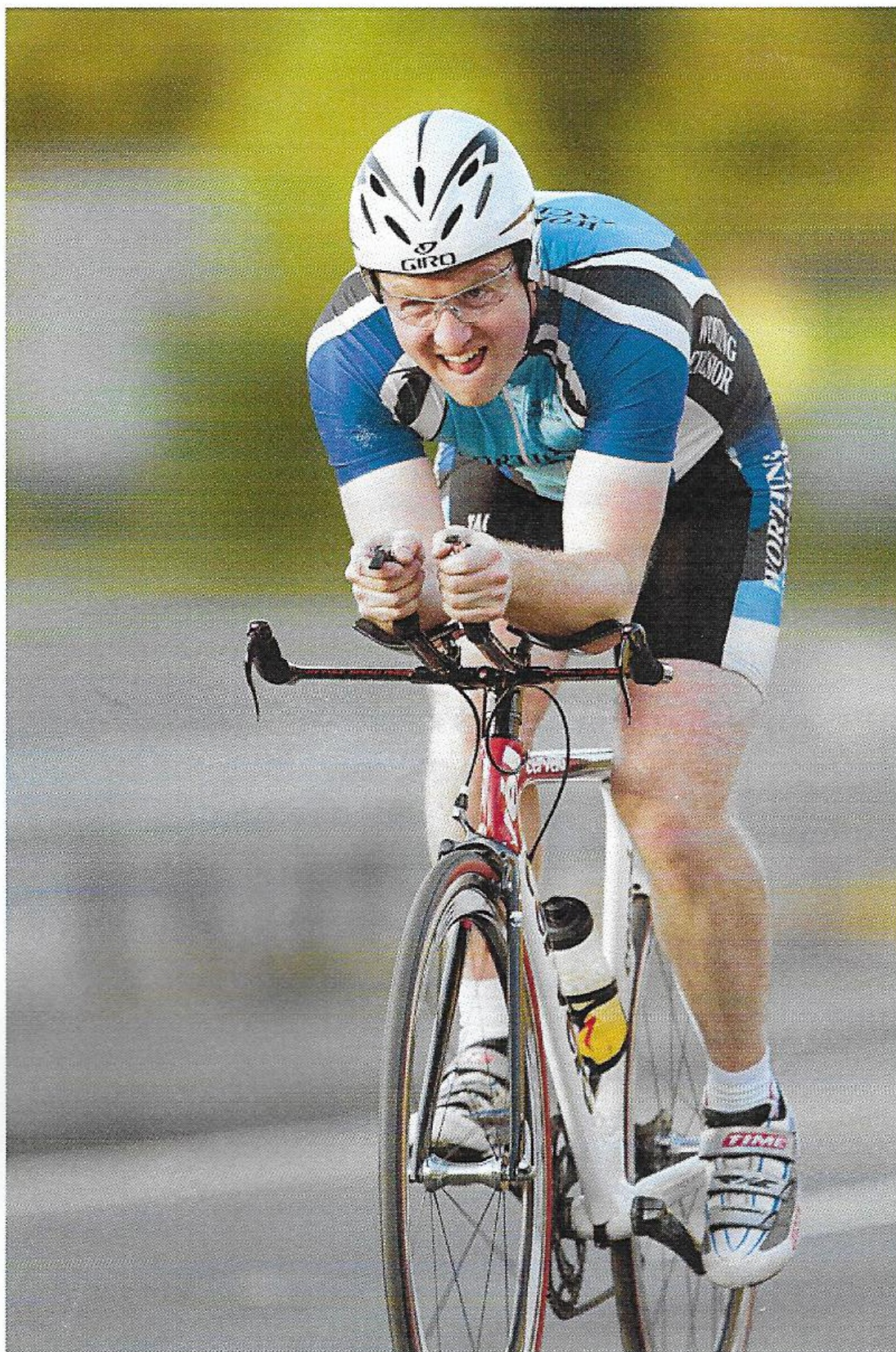




NATHAN GALE  
FIRST HANDICAP 100 MILES CHAMPIONSHIP

(PHOTO BY MIKE ANTON)





MARK NEWNHAM  
CLUB ROAD RACE CHAMPION 2011

(PHOTO BY MIKE ANTON)