

FOUNDED 1887

FEBRUARY 2012

# THE JOURNAL OF



# THE WORTHING WHEEL



# 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 BN1 7EU 01273 558597  
([tony.wecc@virginmedia.com](mailto:tony.wecc@virginmedia.com))

Chairman: Robert Downham 93 Chippers Rd, Worthing BN13 1DG  
0 1 9 0 3  
268380  
([rjdownham@btinternet.com](mailto:rjdownham@btinternet.com))

Secretary: Adrian Palmer 46 Priory Road, Burgess Hill RH15 9HB  
01444 244717  
([adrianp.wecc@tiscali.co.uk](mailto:adrianp.wecc@tiscali.co.uk))

Treasurer: Allan Langham 38 Lenhurst Way, Worthing BN13 1JL  
01903 261058  
([allan.langham@sky.com](mailto:allan.langham@sky.com))

Club Coaches: Vern McClelland 31 Downland Rd, Upper Beeding BN44 3JS  
0 1 9 0 3  
814351  
([macbike2@googlemail.com](mailto:macbike2@googlemail.com))

Peter Eldridge 2 The Street, Clapham BN13 3UY

0 1 9 0 3

871502

Club Events Secretary: Mel Robertson      30 Pines Avenue, Worthing      BN14  
9JQ    0 1 9 0 3  
214489

([melwecc@aol.com](mailto:melwecc@aol.com))

Social Secretary, Press & Magazine Editor: Don Lock  
7 Welland Road, Worthing BN13 3LN  
([dandmlock@ntlworld.com](mailto:dandmlock@ntlworld.com))

Membership Secretary: Mick Irons 36 Phrosso Rd, Worthing BN11  
5 S L  
01903 240280  
([mickirons@btinternet.com](mailto:mickirons@btinternet.com))

Child Welfare Officer: Clive Lett

## TALKING BIKES

Prince Charles it is, I think, who talks to his flowers and his vegetables, believing it encourages their growth. Well, I don't know about plants but I do talk to my bikes. I'm not concerned over their growth but I do like to feel that they are contented and are giving of their best to aid my modest aims; I always have. In years gone by I would sometimes swear at them for not going faster or, of course, for puncturing or behaving in some other totally outrageous manner, and thereby denying me some fantastic glory, like 3<sup>rd</sup> handicap in the club ten.. That has changed over the years as I slowly began to accept that it wasn't always the bike's fault. Failure to properly maintain the machine, continuing to use that racing tubular when it should have been thrown out weeks ago, and, sometimes, just occasionally, accepting that maybe it was my legs that had not managed the required rate of revolution. On the other hand I would tell it "well done" and pat the saddle affectionately after I had achieved a personal best or some other satisfying performance. But conversation is always important. To speak is better than to war, so I've always discussed strategy and technical matters with the bikes. In the old days (although possibly making a bit of a comeback) of fixed wheel machines, I would tell the bike about the upcoming event, and what I knew of the course, so that we could together decide on the right gear selection. I found that to talk to the bike while giving it a really thorough check over and clean and even a bit of a polish would be more likely to produce the best response, "O.K. go for the bigger gear then" or that kind of thing.

I don't race now and I don't even "do fast" and this is causing problems with my chats with my bikes. I sold two bikes in recent months, one a road bike adapted for time trials and a touring bike, ensuring that both were going to good homes. So I'm left with just the two road bikes, both fine machines but one is a very new, very state of the art, all carbon, and all everything else. It cost a lot of weeks housekeeping and, well, I suppose the truth is that it's far too good for an old guy well past his best before date. You see, well, I thought I could pose around on it, but it's not that simple. The other day I was out and going along really well, and I distinctly heard it ask "when are we going to get going then?" I was doing 18mph at the time, but I'm beginning to understand that it is designed to do nothing less than 20mph and isn't really happy under 25mph! I did get it over 35mph down Bury Hill, but it wasn't deceived, just asked me why I wasn't pedalling!

I'm concerned also that it is now getting lazy. I've started thinking, "I know what it is thinking" and that goes round forever. Because 18's is about my top speed it has clearly decided that it is no longer going to try up hills. Previous machines have always responded to a good effort on the first half of a climb with a strong spurt over the top. Now, I'm sure it's thinking "If that's all he can manage, I'm not going to bother" I'm getting no help at all.

One thing I am working on though is a jealousy factor. Leave it in the shed and use the number 2 machine. Then when you come back and return it to the bike shed, talk to No.2 nicely and make a point of thanking it for a super fast ride. See what number 1 thinks about that! The only drawback to this is my guarantee to my wife that the new bike will be so cost effective. When I've done the promised 20,000 miles I can show how it only cost me 10p per mile. I've still got 19000 miles to go!

I've often wondered if bikes talk to each other. Do mine talk about me and my current rather pathetic form when I'm not there. Also I can imagine No.2 calling No 1 rude names like "Fancy Pants " or "Pretty Boy" with a response of "Who goes out most then." As they are both Italian they at least have a common language. Now is that I wonder my problem ..... no I don't think so, I'm assured that English is the common language of the peloton.

Ah well! If I fail to get through to them I shall have to start blaming my legs again which is where I came in really.

Don

~~~~~

### SUSSEX CYCLISTS ASSOCIATION LUNCHEON AND PRIZE PRESENTATION

Only three WECC members attended on 27<sup>th</sup> November 2011 and after the quite awful "Dinner " that was put on for the 2010 season that is perhaps no surprise. Mel Roberton had once again to collect an armful of trophies and needed some club support. Only some 30 or so from all the member clubs made the effort to get to the Dinner in 2010 over at Waterhall at the back of Brighton, paid over the odds, were left cold and badly served so something had to change. The SCA committee, principally through the efforts of Chairman Robin Johnson certainly swung things around, for this new time and venue was a great success.

The excellent new Village Hall at Dial Post was the venue and an outside caterer provided a superb buffet meal which at just £10 per head was excellent value. The numbers attending, in excess of 70 also bore witness to the generally welcomed changes. There were no boring speeches just the distribution of the silverware and a raffle but the social chit chat went on for some time. It was also good to see that nearly all the champions had made the effort to be there.

SCA committee man Steve Dennis of the East Grinstead C.C. organised a 40 mile ride before to encourage the appetite but it wasn't necessary. We are unable to report on the ride itself as Steve's speedy reputation rather frightened us off.

Next year, whether we have armfuls of trophies to collect or not, hopefully the Club can have a greater presence. In this format it is to be recommended.

~~~~~

### CYCLE LONDON

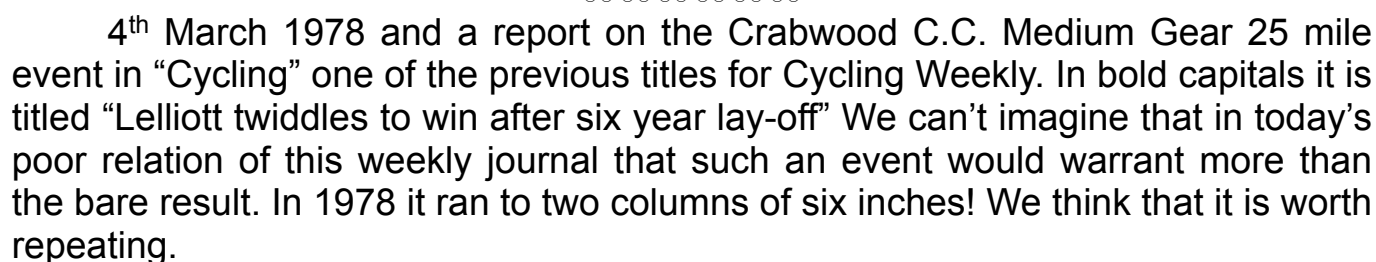
Cycle London reveals thirty two great rides in London and the surrounding countryside. Six are described as “Short and Sweet”, like the five mile ride between Soho and Stratford via towpaths. Seven are “At Your Leisure”, from eleven miles – such as from Kew Bridge to Hampton Court – to twenty eight miles from Limehouse across country to Hertfordshire.

The book includes maps and lots of illustrations and detailed and informative write-ups, covering the sights and secrets of the capital, pubs and cafés to stop at, and a list of London's key bike shops

The book is published by Time Out the official travel and tourism brand for London 2012 and is priced at £12.99.



Noting that the objects were to promote cycling and social events in areas to the east of the A23 makes us assume that special dispensation must have been sought for the recent National 24hour event, where riders spent much of the night in West Sussex.



Page 4

Lyndhurst course National Pursuit Champion Tony Doyle had revved his 72-inch gear round in 59.19 the previous year and with his name down on the start sheet only cautious appraisal was given to Lelliott's chances in his first competitive ride since the major spinal operation which halted his career. But some of the sparkle seemed to go from the race as news filtered through that Doyle was a non starter. Antelope RT's Ken Ruffell and Bournemouth Jubilee's Nick Frewin now assumed "favourite" category. An aggressive start by Lelliott though went almost un-noticed

As the event began so did a series of cold showers, and riders came back from the Hardley first turn enveloped in spray as strings of petrol tanker drivers set out to catch up on their overtime.

Early leader at 13 miles John McCarthy R.A.F.C.C. was later equalled by Chard Wheeler Bob Maslen and then Ruffell came steaming by looking good and 90 seconds faster.

Frewin's gangling style proved 29 seconds faster still, and Ruffell's supporters took off towards Lyndhurst to warn him. But 15 minutes later a real upset appeared to be in the making as Lelliott sped past in the pouring rain, 40 seconds faster even than Frewin.

Ruffell regained some of the initiative in the second half, and his 1.3.49 was 17 seconds too good for Frewin; but knowing Lelliott of old, "He wouldn't be here without being fit for it", commented Ruffell on hearing of Lelliott's halfway progress, and he was the first to greet his former Whitewebbs team-mate as the 25year-old Worthing man turned round at the finish to hear his time confirmed as a sparkling 1.1.50.

"I always used to be more of a pedaller", said Lelliott. "It's jolly good to be back."

Oh. what a joy it would be if the current weekly comic could devote more space like this to events and less to the adverts and, we suspect, the heavily sponsored articles on fitness, nutrition and technical articles.



1972. Worthing Herald reports: "STEEP RISES FACED BY CYCLISTS"..... Subscription rises of as much as 300 per cent were approved by members of Worthing Excelsior at their AGM. The annual subscription for senior members went up from 50p to £1.50. But for many members belonging to the Club will now be cheaper than before. This is because the 2½p club-night fee was abolished. That was 30 years ago but a number of our present membership were mentioned in the election of officers: John Mansell Assistant Secretary, Dave Funnell Social Secretary, Tony Palmer Assistant Time Trials Secretary, Dave Hudson Runs Secretary, Colin Miller, Press Secretary and our Ed as "Youth Council" ... something that happened at the Town Hall !



Letter from Lloyds Bank to our then Treasurer the late Ray Douglass.

This indicated that our current account was overdrawn to the extent of £23 and the Manager could not see that it had been authorised. Mr. Douglass was asked to attend at the Bank to explain. Oh dear! We still have our account there so we assume we must have been forgiven!



We also found a whole file of receipts, nearly all from Cycle shops for the supply of all kinds of accessories. We were reminded that in those days we had to

be extremely careful not to be in breach of the rules of amateur sport. It was not permissible to give money as awards, and to accept it would have made the rider a professional! So, as with all rules, there had to be a way round it. This was achieved by giving the winning rider a voucher which he could exchange in a bike shop. The club then compensated the shop. In the 1970's we promoted a number of seafront kermesse races, often in conjunction with the Council's Seafront Fair, so several races and several prizes meant we received all these shop receipts. Either, we did not have good bike shops locally or most of the winners came from other areas, if the receipts are anything to go by. Several of the shops are quite famous and many are still providing service today. It may date you a bit but how many of the following do you recognise:



Skittles at The Spur at Slindon on Friday 23<sup>rd</sup> March. A Buffet is included and the price is expected to be £13 per head.

Fish and Chip Supper at the Clubroom on Tuesday 24<sup>th</sup> April price expected to be around £6 per head.

Annual Dinner and Prize Presentation at The Worthing Rugby Club at Roundstone Lane, Angmering on Friday 16<sup>th</sup> November.

More details in due course but make your bookings with our Ed as soon as you like.



### THE DREADED QUIZ

At the Annual Dinner and Prize Presentation it has become something of a regular feature to find a quiz on the table when you take your seat. The format has varied but while the organizer insists it is not compulsory it does seem to have been taken quite seriously. At the Dinner on 18<sup>th</sup> November there were over 30 entries and no less than three fully correct. The cryptic nature of the clues does come in for complaint though and it has been suggested that if those attending the dinner had to put up with it then so should the rest of the membership.

The author had endeavoured to be helpful this year, giving answers to the clues, indeed he went so far as to give 47 answers when there were only 40 questions and it was hardly his fault if his “Secretary” managed to mix them up! Here is how it was presented:

There’s 40 numbered clues and there’s lots of club surnames. All you have to do is put the right numbers and names together.

Clues

1. Used to have long hair, rimless glasses and an oriental partner.
2. What is this just arrived heavyweight measure
3. From the chain gang
4. Als in the cash
5. O.K.Les
6. G don’t go on so
7. To court the T’s could be on the Isle of Wight
8. Tied up at the moment it seems
9. Almost one of Ken Dodd’s little folk
10. Pedestrian
11. Be careful if he passes you the cards
12. Try hard and mix the letters up
13. Sounds occidental
14. Nets but in apparently
15. Pees are out
16. Sir Terry but with a learner up front
17. A little forest
18. . . . . . at heart
19. Kiss me Hardy
20. When it comes to hills we all enjoy going.....

21. Use your loaf to solve this one but forgive the spelling
22. Quarter pint
23. Like the U.S. eagle and never comes second
24. Heavyweight thief
25. Certainly no OAP but a Man.Utd connection
26. Head or tail, he's always got the wind
27. Could just be reversed indigestion
28. A bright light
29. Might be type D but secure
30. Dusty grinder
31. It is the nearest we've got to Spiderman
32. Only one of number 14
33. Short stab of pain but the G force is removed
34. It's a watershed
35. Sounds like part of the old biscuit company
36. He is a map nut and a puzzle
37. Not Harold MP
38. Rower
39. The Bay Coy that founded Canada
40. Has a number in the fire

The surnames offered were: Sepe, Logan, Doe, Gill, Trafford, Lucas, Nelson, Young, Bernhardt, Miller, Smytherman, Irons, Lennon, Baldwin, Twine, Wilson, Trevis, Maloney, Orman, Lock, Knott, Hudson, Newton, Letts, Palmer, Klose, Wootton, Walker, Downham, Weston, Putnam, Weir, Grant, Freat, Lett, Dodman, Gale, Robertson, Wood, Reynolds, Funnell, Langham, Toppin, Coulson, Feest, Barber, Atkins.

One couple were particularly cross with themselves for they managed 39 out of 40 but were unable to solve the clue for their own surname. Mark and Diane Bernhardt have though promised to come again!

That's probably put off 20% of the attendance for the 2012 Dinner, but we repeat it is quite voluntary.

~~~~~

### NEW LIGHTWEIGHT

Eat your hearts out all of you with the expensive carbon fibre bikes, they weigh a ton in comparison with what is to come.

Scientists have created the world's lightest solid material, a metal which can sit atop a dandelion without crushing its seeds. The substance is made of tiny hollow metallic tubes – the walls of which are 1000 times thinner than those of a human hair – arranged into a criss-crossing diagonal pattern with small open spaces between them.

The researchers say the material, which consists of 99.99 per cent air, is 100 times lighter than Styrofoam and has 'extraordinarily high energy absorption properties'.

The research, published in the latest edition of the Journal Science, was carried out at the University of California, and the Irvine and HRL laboratories. The engineers say the material's strength derives from the ordered nature of its lattice design. William Carter, of HRL, said: "Modern buildings, exemplified by the Eiffel Tower or the Golden Gate Bridge, are incredibly light and weight-efficient by virtue of their architecture. We are revolutionising lightweight materials by bringing this concept to the nano and micro scales."

Enquiries at both The Bike Store and Quest Adventure reveal that they anticipate an enormous amount of interest and early deposits in the region of £20,000 will be accepted.

~~~~~

## THE EAST SUSSEX RELIABILITY TRIAL

### Sunday 20<sup>th</sup> November 2011

*A strange event this one, with riders having to declare their ride time before the start and being only allowed a 10 minute window of finish time. Too early or too late is punished as a no-finish.*

*With only 1 W.E.C.C. rider having qualified last year it is pleasing to be able to report a much greater degree of success this time around. We had 11 official entries (not counting the 2 no-shows) and this resulted in 9 successful rides. Only Lewes with 23, and Eastbourne with 10, beat this score but each of these clubs had far more riders than us. Of the 103 starters overall only 53 were successful which indicates that the course and conditions were tougher than might have been anticipated from the target speed. The route itself is 65 miles with some 4900 feet of climbing. It is mainly along unfamiliar narrow country lanes that are remarkably free from cars, so very well chosen by the host club Lewes.*

*The day itself did not provide a promising start. A dense cold fog, with very limited visibility, enveloped the county and made the prospect of riding a bike somewhat unappealing. At registration Barrie Le Grove collected the target card for another of our riders by mistake and then promptly lost it in the car park. Fortunately this was spotted and resolved before departure. The cards showed the route map in such a small scale as to be useless and the accompanying directions looked daunting and certainly difficult to follow whilst riding. So it is a very heartfelt thanks to Robert Downham who had come prepared. He strapped the directions to his left forearm so that they were visible and led the route quite splendidly just as though it was a club run.*

*So we set off into the gloom, following both Robert's directions and the natty bright flashing light that Kevin Doe had strapped to his right arm.*

*After 12 miles we very slightly overshot the turning for the first checkpoint and had to retrace about 100 yards and this was to be the only off-course excursion for us. The second checkpoint was bizarrely placed in the middle of an uphill country lane T-junction. Chaos reigned with riders stood all over the road and cars trying to negotiate around them all. As we waited there for our squad to regroup I commented to John Baldwin "what a silly place to have a checkpoint". His abrupt reaction was a surprising one and he rushed off. It turned out that in the confusion he hadn't even realised that it was a checkpoint and had I not*

mentioned it then he would have missed getting his target card stamped for that stage. Now that would have been a frustrating thing to have found out later on.

The first half of the route was conducted at a leisurely pace. This was in part due to the climbs in that section, in part due to the riders stopping to regroup, and in part due to several of our squad continually chatting up two slower female riders from Bexhill as we passed and then re-passed them on a number of occasions. Easily distracted indeed!

As we regrouped at the highest point in East Sussex, and surveyed the wonderful countryside spread out below us, we seemed to be too far behind the target pace to qualify. But at that point Rocco Sepe sent us all on without him so that he could remain and assist his slower companion Jason who had been struggling for some time, especially on the ascents. This, combined with a comparative downhill run-in and being lucky in avoiding mechanical failures meant that our average speed picked up steadily from then on. We passed the Bexhill ladies for one last time as we sped on our way. We also passed an entrant who was walking his Cervelo bike after two punctures to his tubs and who was possibly regretting using tubs on a reliability trial. By the third checkpoint we were nearly back on track. A concerted effort got us to the fourth checkpoint in good time albeit the group was slightly split, and we were cheerily asked if any of us had fallen on the descents because apparently several others had. We were pleased to report that we had not and headed off for the last few miles to the finish. Very well done to Robert for pacing us so that our group arrived just a few seconds after our 10 minute finishing window started. Tony Knott and Pete Logan finished successfully just a few minutes later so well done all round.

Many thanks are due to Lewes for organising the event and to their ladies who baked and provided an enormous amount of cakes for the finish.

My personal highlight of the day was being able to say that I had ridden in the same event as Sean Yates. My low point turned out to be not having seen him as he shot by us on the course. Ah well.

For the record W.E.C.C. qualifiers were Simon Atkinson, John Baldwin, Kevin Doe, Robert Downham, Phil Frean, Tony Knott, Pete Logan, Phil Walker and myself. Ken Newton also completed the course in the qualifying time but had not entered. Barrie Le Grove and Rocco Sepe just missed out, and Clive Lett and Nicole Patterson were no-shows.

Mike O'Gorman

~~~~~

A person who is nice to you, but rude to the waiter, is not a nice person.

~~~~~

### SUSSEX CYCLISTS' ASSOCIATION

The results of the Association's 2011 Championships and season long competitions, Best All Rounders and Points and SPOCO have now been fully completed and distributed. Over previous editions of the Worthing Wheel we have tried to keep you up to date on results as they happened but with the season long competitions involving many events around the County only now can we fully present the details.

It was, once again, a superb season for Mel Roberton, our sparkling veteran who just seems to go better with each birthday. Only the 100mile event was a bit disappointing for him, so we can look to see that corrected in 2012. Not many other riders from WECC made the results, but if you did then here they are:

LONG DISTANCE BEST ALL ROUNDER (1 x 25, 1 x 50, and 1 x 100)

Nick Dwyer, Lewes won with a new record speed of 27.26 mph. Mel finished 6<sup>th</sup> in the senior competition on 24.2 mph. He did, however, head the list in the veteran category to win the Stephen Easter Cup with an aggregate plus of 2hrs 19mins 57secs. Nathan Gale finished in 12<sup>th</sup> place in the senior table with 22 mph.

MIDDLE DISTANCE BEST ALL ROUNDER (2 x 10, 2 x 25 and 1 x 50)

Mr Dwyer again triumphant with the speed now up to 29.15 mph. Mel though creeps up one place to 5<sup>th</sup> against the seniors with 25.87 mph. He remained uncatchable in the veteran's table though running out the winner with an aggregate plus of 1hr 37mins 12 secs. For this he collected the Glazebrook Cup.

SHORT DISTANCE BEST ALL ROUNDER (3 x 10 and 3 x 25)

Getting ever closer to 30 mph., it was Dwyer again at the head of affairs, this time on 29.44 mph. Mel, against the seniors was 5<sup>th</sup> with 25.95 mph. And, yes, you guessed it, in the Veterans section he still led the way beating standard times by 1hour 21mins 49secs, to pick up yet another trophy.

POINTS COMPETITION Here points can be earned in the six SCA Championships, that is from the Hill Climb to the 12 hour. 20 points for 1st place and reducing to 1 point for 20<sup>th</sup>. The winner this time was another Lewes rider, Tom Glandfield who amassed 81 points well clear of all opposition. Mel was 6<sup>th</sup> (41pts), Jeremy Wootton 9<sup>th</sup> (34 pts), Chris Twine 11<sup>th</sup> (33pts), Mark Bernhardt 27<sup>th</sup> (16pts), Paul Outhwaite 31<sup>st</sup> (14pts), Chris Putnam 35<sup>th</sup> (13pts), Nigel Reynolds 43<sup>rd</sup> (9pts), Kevin Doe 48th (6pts), Carl Trevis 55<sup>th</sup> (4pts), Nathan Gale 58<sup>th</sup> (3pts), Stuart Jago 58<sup>th</sup> (3pts). In the team competitions we finished 4<sup>th</sup>, 11<sup>th</sup> and 15<sup>th</sup>. The first three qualifiers in each being totalled as a team.

SPOCO (The sporting courses competition) It consists of a series of sporting type events broken down into three categories – Short, Middle and Long distance. For each qualifying event ridden you will be awarded points based on your position in that event – 120 points for first place to 1 point for 120<sup>th</sup> place. The competition is decided on your highest scores from six qualifying events which must include: 1 x Group A – short distance, 1 x Group B – middle distance, 1 x Group C – long distance and any other three events from any of the distances. Any number of events can be ridden .

East Grinstead C.C.'s ace Steve Dennis with four first places and two second places was the winner with Nick Dwyer 2<sup>nd</sup> with 1 first, 1 second, 3 third, and 1 fifth, in second place. Jeremy Wootton finished 11<sup>th</sup> but has declared an intention to have a serious go at this in 2012. He just pipped Mel (12<sup>th</sup>). In the veteran's section these positions were reversed with Mel 2<sup>nd</sup> and Jeremy (not old enough!) 11<sup>th</sup>.

We had Kevin Doe in the 5 rides only section and Stuart Jago in the four rides only section. Chris Twine scored over 300 points from just three rides. If we can organise our events better we could figure well up in the final tables.

## 10 MILE CHAMPIONSHIP

Mel Robertson (Veteran's category) 2<sup>nd</sup>

## 25 MILE CHAMPIONSHIP

Mel Robertson (Veteran's category) 1<sup>st</sup>.

## 50 MILE CHAMPIONSHIP

Mel Robertson (Overall) 3<sup>rd</sup> and (Veteran's) 1<sup>st</sup>. Plus new record, beating standard by 39 mins 55 secs.

## 100 MILE CHAMPIONSHIP

Mel Robertson 2<sup>nd</sup> (Veteran)

## HILL CLIMB CHAMPIONSHIP

Paul Outhwaite (Veteran's category) 2<sup>nd</sup>.

It is clear that Mel needs a lot more support in 2012.

~~~~~

## MY FIRST ANNUAL DINNER

Friday 18<sup>th</sup> November 2011

*Being a newbie this was my first Annual dinner and I attended with my wife Jean. At the time of booking she expressed a hope that she wasn't going to be stuck with a load of people who talked about groupsets and gear ratios and cadence rates. However the successful skittles evening some three weeks earlier had more than allayed her fears. I hadn't been making it up when I had told her throughout the year that it was a cheery, social, friendly bunch and she had enjoyed herself thoroughly at the Spur.*

*This event proved to be just as good. A good turnout once again was evidence that it remains a popular event.*

*The raffle table was groaning with prizes, many donated by the members. Of course I never win raffles – but on the night I found a variation on not winning. Mine was the very last ticket drawn and I got the 'prize' that had been ignored by all who preceded me to the table. If only I had a VHS tape player and if only I liked mountain biking then that would have been just the prize for me. It seems that I won the joke prize that gets returned to the table each year. With my luck I'll probably win it again next year though!*

*The quiz was an enjoyable challenge. Being regular pub quizzers we tackled it determinedly. Despite our best endeavours we couldn't quite get all the answers right though, but then again only four people did. The Mark Bernhardt answer stumped us, although like all these things it's obvious when someone points it out.*

*Well done to all those who did the organising. A lot had clearly been done and it all seemed very polished. It was just the right amount of time for the presentations. Congratulations to those who carried off the big prizes and to those who carried off lots off prizes. The rest of us will just have to try harder and/or adjust our horizons.*

*Lots of food. Lots of good company with plenty of banter, and a convivial atmosphere. All in all a splendid night out.*

~~~~~

### BARRIE LE GROVE

It was only in November’s issue of the Worthing Wheel that we welcomed Barrie as a new member, but from the moment that he signed up he became involved. He was a regular to our clubroom and, as will be seen from the club runs attendance update (see later in this issue), also a regular on the club runs. With no qualms at all he rode the inter-club 25. At the Club Dinner he was first on and last off the dance floor showing stamina of a special kind, and he has recently given the club some new bike bits, for, as he put it “a pound or two to the club coffers”. That is the way we would like to see all new signings take part and so get great value for money on their subscription.

What we didn’t know previously was that in August Barrie with three others completed the ride from John O’Groats to Lands End. Tackling a route to Dornoch and on to Fort Augustus and Oban they then passed through Kilmarnock and Longtown to Kendal. Malverley, Stroud and Taunton before the last leg from Launceston to the south western tip objective. Not the shortest route but they managed the journey in ten days and covered a magnificent 936 miles. They had other riders for company on other sections of the route including the final miles.

The whole enterprise was organised by ex-professional boxer Alan Minter and others in an effort to raise money for a new specialist mini-bus to transport disabled children to Palatine School in The Boulevard in Worthing.

Barrie reports that they had just two wet days on the ride, one from John O’Groats and the other in the Devon/Cornwall area. He appears to have enjoyed it, just like any other long ride! But the real satisfaction came from the near £20,000 raised and the handing over of the new bus.

Good on you Sir.

~~~~~

### PETER WESTON

We learned recently that Peter has passed the three score years and ten, which means, of course, that he is still quite a youngster. Unlike others of 70 plus years he scorns the slippers and couch potatoes brigade. Not for him a life to be spent lazing about, and we know of some of his previous mile-eating epics. So what will he do to celebrate this milestone? It has to be something challenging, and it sure is; he has plans to attack the dreaded Angliru, that climb in the Giro that all those professional pusses were complaining about.

We shall be pleased to receive your full report Peter, Oh! And by the way, do be careful on the descent!

~~~~~

### NEW MEMBERS

Mike Irons our Membership Secretary has been scouring Worthing for more new members as his attempt to get our numbers up to 125 during our 125<sup>th</sup> year proceed with energetic efforts just holding short of actual press - ganging. Here is his latest report:

Dean Amos. Welcome Dean; Mike tells us you've been a cycling courier and bike mechanic "in a former life" but are now a "Happy plumber". We believe you have ridden criteriums and have competed at the Eastway Circuit, these will be good training for our Club runs! It will be good to have another British Cycling licence holder and increase our involvement at the Goodwood meetings in the summer. We tend to ride mainly time trials at the moment so there will be plenty of opportunity for you there, but we can put you in touch with a few others who have ridden crits and Goodwood.

Darron and Joely Muggeridge. Husband and wife who have already attended our Annual Dinner and have sampled a good number of the Sunday runs. Joely admits to enjoying them despite Darron's efforts at the head of the fast group! Darron expresses an interest in riding some time trials and sportives.

Lesley Miller. In our November issue Mike listed our "Law" members and regretted that "we do not have a prison warder", well now we do. Lesley gets good mileage riding to Ford Prison where she is employed in that capacity. She manages to break out for the ride home later. She has inspected the club clothing stock and hopefully will soon be out in our colours.

Spencer Kemp. Our Ed knew of Mr.Kemp years ago for he lives at 7 Welland Close (Don's at 7 Welland Road just across the way) and they use to exchange wrongly delivered mail and Kenco Coffee parcels. Spencer worked for them we believe. Never knew though that he came from a triathlon background or that he is a swimming instructor at the Aquarena ... he must know Peter Eldridge ..... Anyway Spencer's tried the Sunday runs and hasn't resigned yet!

Jack Shepherd. Jack started with the slower group on the Sunday club runs but is ready to go with the faster group. Jack is a welcome addition to our junior ranks. We understand he rides to school at Steyning which should provide some good training miles. He plans to ride time trials and will use them as the Sporting part of his work towards his Duke of Edinburgh Gold Award.

George Parker. A juvenile when he joined but another birthday puts him into our Junior group and this is really good news giving us a nice size group to work with. He is another who started with the slower club run group but soon moved on to the faster. He also has expressed a wish to ride time trials.

Debbie and Simon Boxall. Brother and sister and recommended to the Club by their friend Nicole Patterson. They are triathletes having jumped in at the deep-end by competing in the 2011 Ireland half-ironman! Wow! We mustn't mention that Debbie was quickest! Apart from their friends we know nothing against them!

Dave Walker. A social member recruited when he found a copy of the Worthing Wheel in Andrew Lock's loo..... no it wasn't perforated or hanging on a hook..... but could he subscribe ? Yes we said and signed him up. He lives up near Rutland Water, does ride a bike a bit, and makes an occasional excursion on his tandem with the Missus.

Rick (Richard) Stringer. Rick is a life long stalwart of the Brighton Excelsior and when he asked if he could have copies of the Worthing Wheel we signed him up as a Social Member as well. It pays for the Mag.

Welcome to you all. We hope you have a long and happy membership.

Mr.Membership Secretary you are doing a tremendous job and we have no doubt that you will hit your target before the year is out.

~~~~~

### BEHIND WITH HIS READING ?

John Grant sent us this extract from the Worthing Gazette of 11<sup>th</sup> June 1894.  
“The recent heavy rains have been most welcome to cyclists generally, for the roads were breaking up, and any number of loose stones made riding a somewhat exacting pastime. If one has to be forever stone dodging, it certainly militates against the enjoyment of the ride, and observation of the surroundings furnished by Dame Nature is out of the question.”

All we heard on the ride home from RSPB at Wiggonholt on January 1<sup>st</sup> was complaint about the rain! Has something changed?

~~~~~

### INVENTORY OF CLUB PROPERTY

We think this may have appeared in a much earlier edition of the Worthing Wheel. However, it will probably be amusing for younger and more recent members. We are again indebted to John Grant for drawing this from one of our ancient minute books.

We hasten to say that the present committee have no idea where these items may have vanished to although there are suspicions over the whereabouts of the Police Coat! As to the revolver, the less said about that the better.

One tent complete	3 Scrub brushes	1 whitewash brush
Dozen iron stakes	Box of tent pegs	Box of assorted flags
12 large advertising boards	Club Notice Board	Club revolver
3 ticket boxes	Stand and iron hoops	Megaphone
Quantity of wooden stakes	12 wooden posts	1 Table and 2 forms
Number board	7 lengths of rope	10 ticket boards
6 Trumpets	12 Hoops	12 hoop sticks
10 eggs and 10 spoons	Fancy clothing various	2 Pairs of Trousers
1 Police Coat	1 Soldiers Coat	

We thought we might find a prize for the best description of a Club event involving all or most of these items. Not more than two pages please, although we must reserve the right to refuse publication if the submission is not considered suitable for a magazine reaching all age groups.

~~~~~

## THE DEVIL IN THE DOWNS

Well, we promised you a new Sportive for 2012 to celebrate the Club's 125<sup>th</sup> Anniversary and here it is. We've got a new route; new name; new HQ, in fact it's nothing like the last one and, if we're lucky, we won't have any rain either. We've set the date for 12<sup>th</sup> August, 2012 so all the important Olympic stuff will be over and you'll be home in time for the closing ceremony to celebrate all those gold medals that Team GB are going to win! And you'll be a winner as well.

We may not have the Alps or the Pyrenees in Sussex, but there are enough hills to get you out of the saddle and test those legs. Long grinding climbs and short sharp hills that are enough to get your heart pumping, the lungs bursting and sap the energy from even the fittest thighs. And, when you get to the Devil's Dyke, you'll find that even the views will take your breath away.

There are three routes and the longest is 'The Devil' - a Devilishly designed 125km route with plenty of climbing. On the way, you will tackle some of the finest hills that the High Weald has to offer. Few may have heard of Bonfire Hill, Brantridge Lane, Cobb Lane or Saddlescombe Hill, but you'll know it by the time you've finished.

'The Little Devil' is just like his big brother, but a bit shorter - about 85 km. This route follows 'The Devil', but misses out on some of the longer, more tortuous climbs, yet is still enough of a challenge for any rider. You'll get to go up Bonfire Hill and Devil's Dyke and you'll have the bonus of riding up through Warninglid before you re-join the route of 'The Devil'

And for those who don't feel up to doing the longer rides, but still want to take part, there is 'The Imp' - about 50km. Sounds a lot but it is really only 30 miles or thereabouts. It's a ride for the solo or the social rider. Ride it by yourself or with a group of friends. It can be family option for those who are keen on a fun day out. It can be whatever you want it to be. Perhaps for the less experienced cyclist or those wanting to give a sportive a try for the first time, this shorter route will allow you to ride at your own pace. Yes, you'll take in Bonfire Hill, but, when you've got to the top, it's downhill almost all the way back - almost! It's a ride to be enjoyed. A day to be enjoyed.

It's a celebration because it celebrates the 125<sup>th</sup> anniversary of Worthing Excelsior Cycling Club. Come and celebrate the 125<sup>th</sup> Anniversary of one of the oldest clubs in the UK. We don't have any founder members still about, but we can celebrate an active, healthy lifestyle that's good for the individual and the environment and provides a good source for social or competitive cycling. Speed or social – it's whatever you want it to be.

It's also a celebration of Sussex viewed through the highways and byways seldom travelled. The route will take you through a picturesque landscape, along quiet country lanes, open fields, forests and woodlands. There are some short, punchy climbs and some long, slow drags. The positive aspect is that there are also some long easy downhill stretches as well as some steep, hairy descents. En route you'll travel past Shipley Mill, home of Hilaire Belloc and the setting for the TV detective series 'Jonathan Creek'. The longer route will take you past the Grade II \* Listed Balcombe Viaduct – a stunning piece of engineering with 37

*semi-circular arches created from 11 million bricks! You'll also pass ancient hammer ponds - evidence of the County's ancient iron industry, but now just a spectacular sight. And, if you've got the time to spare, take a moment to absorb the views from Devil's Dyke. On a clear day you can see forever.*

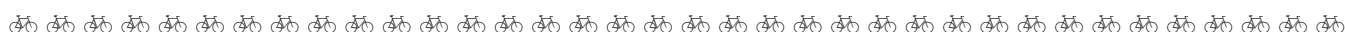
*The majority of us can celebrate in good health, but there are many not so fortunate. So, whichever route you take, as well as having a great day out, you'll be helping support the Chestnut Tree House Children's Hospice in its work of caring for local young people. <http://www.chestnut-tree-house.org.uk>*

Chestnut Tree House is the only children's hospice in Sussex and offers specialist palliative care to children and young people suffering from life-limiting and life-threatening illnesses. The hospice also provides support for the whole family, offering psychological support, care following bereavement, end of life and respite care, and sibling support.

*It costs £2.5 million per year to provide care services. Families are never charged for their care and the hospice receives hardly any government funding at all, so it relies completely on the generosity, help and support of people like you.*

**Don't forget - 12<sup>th</sup> August 2012.** Don't just write in your diary and forget it. Book your place now. Bring along a group of mates. And if you don't want to ride, you can always volunteer to give us a hand. You know you want to!

*Adrian Palmer*



## STEYNING AND BACK

Not very far, just 11½ miles in fact, that is from the Clubroom in Broadwater to the Clock in the centre of Steyning High Street and return. It is the climbing in the middle though that makes it a serious ride if you are trying to do it as quickly as you can.

This is one of the Club's junior and schoolboy's place to place records and is perhaps another that is destined to remain "on the shelf" in view of the road changes that have taken place in recent times.

We recently found a schedule prepared in 1982 for Andrew Lock, when he planned to attack the existing schoolboy's record of 46 minutes 49 seconds. The points of reference on the schedule were: "Junction", "Summit", "Turn", "Summit", "Junction", and "Finish". He was to aim for a modest new time of just 49 minutes. We had to think of the course; did he go up to the Warren, was the roundabout there? There were certainly no traffic lights. By "Junction" we have assumed the left turn off the A27 at Sompting Church and the turn in those days was simply a "U" turn in the centre of the road, observed and marshalled, of course.

He was always well ahead of his schedule, making the turn in 17 minutes 34 seconds, back to the A27 in under 34 minutes and home to the finish in 37 minutes 19 seconds. A record which still stands.

A year later he tried again, this time as a Junior and managed 36 minutes 23 seconds for another record still on the books.

He recalls three marshals were there to see him turn right across the A27. Nowadays you are not able to turn right at this point.

Anyone under 18 who thinks they can improve on these times please let us know. You can go any route you choose as long as the Clubroom and the Clock in Steyning are the terminals. You also have to obey all traffic lights and the rules of the road. You could easily lose a couple of minutes at the Downlands Lights, something else that did not exist 30 years ago.

Andrew wasn't happy at the reminder of how many years have passed since those exploits!

~~~~~

### RUNS ATTENDANCE COMPETITION

Oct 2011 – Sept 2012

Points up to and including 29<sup>th</sup> January 2012

For those members with 15 points or more

Tony Knott	36 pts	Peter Rowe	21 pts	Guy Musgrove	16 pts
Barry Le Grove	32 ...	Kevin Doe	21 ...	Dominic Maxwell	16 ...
Mike Irons	31 ...	Mike O'Gorman	21 ...	Pete Logan	15 ...
Robert Downham	27 ...	Joely Muggeridge	18 ...	Simon Atkinson	15 ...
Phil Frean	26 ...	Jon Turner	18 ...	Nigel Gardiner	15 ...
Graeme Gill	23 ...	Rocco Sepe	17 ...		
Lee Barber	22 ...	Martin Wood	17 ...		

Lots of new names in the list and some of our newer members as well. We reportedly broke our club run record with a turnout of 33 a few weeks ago.

There are lots of other names on the list and we must be on course to smash last year's overall attendance.

~~~~~

### ONE HUNDRED MILES

How many of our current members are up to riding a time trial of this distance? There have been years when we have had as many as 15 hundreds completed in a season and some have ridden two and three, some local and some farther afield. There was a time when the events available locally were numerous, you could ride the Kentish Wheelers, the Medway Road Club, the Southern Counties, the East Sussex, the Sussex C.A. the Bournemouth Jubilee, the Hounslow, the Southampton Wheelers and the De Laune, just to name those that our Ed has ridden. If you were prepared to travel there were many more north of London and in Essex but now the choice is so limited. In Sussex we have just the S.C.C.U. and the E.S.C.A. some of the others are still run but you have to be prepared to travel.

As we have noted previously in this magazine it's the traffic and the increase in road furniture in the form of traffic lights and other restrictions which make it so difficult to find suitable courses and to promote at safe times and with safe conditions that have so reduced the choice.

Notwithstanding this, Worthing Excelsior has had a good tradition of performance at the longer distances and 100 miles is the first of those before you venture on to the 12 and 24 hour marathons. In recent years the Club's best performance was in 2008 when we had eleven finish in the S.C.C.U. event and five times under 4 hours 30 minutes were posted. The following year we were down to eight and only one beat that standard. 2010 saw the finishing number down to five although there was better quality with three under 4.30.00. Finally, in last year's event while we were still at 5 riders, we only had two under 4.30.00, so the rot unfortunately continues.

It is certainly not an event for juniors or for those whose riding is mainly short and social, but nowadays so many cyclists and that includes a good number of our members have no difficulty in riding far greater distances over sportive and charity challenges and frequently over far more demanding courses, that a ride of 100 miles over a flat course taking less than five hours should provide no problem at all.

So what can we expect in 2012? A questionnaire sent to those interested in time trialling in the Club asked members to indicate in the degree of 1 to 10 whether they might ride a 100 this year. A 10 meaning definitely and a zero meaning "no way". The result is not very encouraging with only 4 x 10's but we had 1 x 9, 2 x 8, 1 x 7, and 1 x 6. so with a bit of "encouragement" that would give us 9. On top of that we have three "sitting on the fence" answering "5" and all of those are definitely in the category of "could do it very comfortably". You all know who you are and once you've ridden one or two 50's beforehand you will know that just that one 100 in your season should not be omitted. It will ensure your completion of Club, S.C.A. and S.C.C.U Best All Rounder competitions and properly complete a season's time trialling.

If anyone wants any help as to how to ride them our Ed will be pleased to assist. It may have been with only modest success but he has finished 54 of them so he has experience at least.

Newer members may find it interesting to note the Club's 100 mile champions since the Mason Cup was introduced in 1934. The gradual increase in speed is obvious but there's also one or two jumps in standard and that ride in 1994 of 4 hours 9 minutes 33 seconds by Paul Toppin remains our Club record.

If they could do those times in the 1930's with the machines then available and with the roads that existed one wonders what they could do now.

#### J.A.MASON TROPHY 100 Miles Championship

|      |              |         |      |           |         |
|------|--------------|---------|------|-----------|---------|
| 1934 | C.Alford     | 5.31.01 | 1978 | R.Shipton | 4.25.16 |
| 1935 | A.Manktellow | 5.14.34 | 1979 | R.Shipton | 4.27.53 |
| 1936 | C.Alford     | 5.11.08 | 1980 | K.Dodman  | 4.23.12 |
| 1937 | A.Manktellow | 5.10.02 | 1981 | R.Shipton | 4.15.03 |
| 1938 | R.Steers     | 5.03.58 | 1982 | R.Shipton | 4.23.45 |
| 1947 | D.Dean       | 4.40.02 | 1983 | R.Shipton | 4.21.18 |
| 1948 | W.Fitch      | 4.49.21 | 1984 | R.Shipton | 4.20.15 |

|      |              |         |      |              |         |
|------|--------------|---------|------|--------------|---------|
| 1949 | W.Fitch      | 4.43.05 | 1985 | R.Shipton    | 4.21.44 |
| 1950 | W.Fitch      | 4.41.58 | 1986 | D.Lock       | 4.33.30 |
| 1951 | F.Antram     | 4.46.14 | 1987 | P.Danckwardt | 4.17.39 |
| 1952 | F.Antram     | 4.34.16 | 1988 | V.McClelland | 4.40.36 |
| 1953 | F.Antram     | 4.37.28 | 1989 | M.Roberton   | 4.37.29 |
| 1954 | R.Douglass   | 4.46.20 | 1990 | No Winner    |         |
| 1955 | D.Lednor     | 4.47.20 | 1991 | R.Shipton    | 4.11.34 |
| 1956 | R.Douglass   | 4.49.38 | 1992 | P.Toppin     | 4.25.49 |
| 1957 | R.Douglass   | 4.43.09 | 1993 | J.Wootton    | 4.18.24 |
| 1958 | F.Antram     | 4.34.25 | 1994 | P.Toppin     | 4.09.33 |
| 1959 | R.Douglass   | 4.44.24 | 1995 | C.Bacon      | 4.46.40 |
| 1960 | R.Douglass   | 4.47.14 | 1996 | C.Bacon      | 4.26.15 |
| 1961 | D.Lock       | 4.35.15 | 1997 | R.Shipton    | 4.25.02 |
| 1962 | D.Lock       | 4.34.48 | 1998 | K.Roberton   | 4.36.52 |
| 1963 | R.Bardouleau | 4.35.44 | 1999 | P.Carruthers | 4.27.19 |
| 1964 | D.Lock       | 4.37.15 | 2000 | No Winner    |         |
| 1965 | D.Funnell    | 4.25.21 | 2001 | D.Lock       | 4.44.39 |
| 1966 | K.Dodman     | 4.43.43 | 2002 | S.Trott      | 4.15.20 |
| 1967 | K.Dodman     | 4.41.16 | 2003 | T.Reeves     | 4.50.24 |
| 1970 | M.Venner     | 4.37.03 | 2004 | T.Reeves     | 4.18.31 |
| 1971 | D.Lock       | 4.36.22 | 2005 | No Winner    |         |
| 1972 | K.Dodman     | 4.49.36 | 2006 | R.Downham    | 4.55.50 |
| 1973 | K.Dodman     | 4.34.32 | 2007 | A.Rodgers    | 4.42.54 |
| 1974 | K.Dodman     | 4.41.13 | 2008 | M.Roberton   | 4.20.01 |
| 1975 | K.Dodman     | 4.36.05 | 2009 | N.Reynolds   | 4.21.22 |
| 1976 | G.Matthews   | 4.23.37 | 2010 | M.Roberton   | 4.24.21 |
| 1977 | R.Shipton    | 4.25.16 | 2011 | N.Reynolds   | 4.21.54 |

~~~~~

### VETERANS' TIME TRIALS ASSOCIATION

An Association for riders over forty and wishing to continue with time trialling. Its main aim has been to provide a set of standard times for all the standard time trialling distances for every year of the rider's age. This allowing competition between differing age groups. A 40 year old beating his standard by say 2 minutes would have been beaten by a 65 year old beating their standard by 4 minutes even though the older rider's time might have been 6 minutes slower. It has gradually become apparent over the years that if you can keep good fitness into your forties you can still compete with the younger riders, especially at the longer distances. However, while there will almost inevitably be some loss of both speed and endurance over the years, if you can keep a good standard of performance then 60 to about 68 is the best period for really getting among the veterans standard awards. Our Events Secretary Mel Roberton is the perfect example of this winning awards at all distances and filling his cupboards with trophies.

It seems that younger veterans must have been complaining for at a recent meeting of the Association it was resolved to alter the standards. Our Mel is not

happy to find that his allowances are being trimmed and the younger rider will be pushing him much closer. (see page 27)

We have copies of these standard tables but you can easily download them from the VTTA website. If there is a veteran's prize it is these tables that are normally used. You do not have to be a member of the VTTA except if it is a VTTA championship . Membership incidentally is only £11 and we recommend it.

They have what they call standard medals that anyone of any calibre can have a go at. You enter (a very small fee) and in your first season just have to beat your standard time. In the second and subsequent years you have to beat your standard and by a bigger margin than in the previous year. Nice medals too.

Mel in the 2011 season picked up no less than four handsome trophies in events within the Surrey/Sussex Group of the VTTA. He collected the Jim Ballard Trophy for the three distance Best All Rounder (25m, 50m, and 100m), the Aubrey Wenman Trophy for best standard in the Bec C.C. 25m, the Aldershot Cup for best standard in the Anerley 50m and the Mick Burgess Trophy for best standard in the Lewes 30m.

Looks like the going gets tougher!

~~~~~

### GIRLS ONLY RIDES

These rides are the idea of John Saville at Quest Adventure and take place on Saturday mornings. They generally depart from his shop at Broadwater at 10 a.m. and will cover around thirty miles. On the 18<sup>th</sup> February it was led by our own Nicole Patterson. A moderate level of fitness is required so, apart from that you just need a road bike and a helmet. Contact John at Quest for further information.

~~~~~

### GONE MISSING

Our Ed. is concerned and confused; nothing unusual there, but as someone else's property has seemingly gone astray this is a plea for help. Don borrowed a DVD called "The High Life" about Robert Miller, he thought he borrowed it from Rocco Sepe, he thinks that somewhen before Christmas he passed it on to someone else but he can't remember who, he feels sure that he was asked to pass it on. Anyhow, the thing is we don't know where it is and others are waiting to borrow it. Anyone knowing of the current whereabouts of this DVD is asked to contact the Editor. No great reward but he'll certainly buy you a drink next time out.....tea or coffee?!

~~~~~

### STRAWBERRY TEA

In the Club's early years the strawberry tea was quite a feature of the social side of the Club when members and their whole families were welcomed by the

President to his lovely house at Findon. Well in this our 125<sup>th</sup> year it is being resurrected. Not at Tony Palmer's Hollingbury address, but at the Franklands Arms at Washington. Tony and Mike Irons are in charge and we shall keep you informed of arrangements. It is intended to be a family affair so put the date in your diary **.21<sup>ST</sup> JULY.**

~~~~~

### OLYMPIC ROAD RACES

The ladies road race is on 28<sup>th</sup> July and is followed by the men's event on the 29<sup>th</sup>. There has been lots of media publicity and some controversy over the use of Box Hill which is lapped 11 times and will undoubtedly provide magnificent viewing. As we understand it the National Trust have now agreed that up to 15000 will be granted access and we are trying to find out how access will be dealt with.

In any event there will be club runs organised to that area and if not to Box Hill then to some other vantage point hopefully on the same circuit. More details in due course so watch notice board and website. Meanwhile it might be an idea to put two more dates in your diaries. **28<sup>TH</sup> and 29<sup>TH</sup> JULY.**

~~~~~

### THE DEVIL IN THE DOWNS

You will have read the organiser's report but we make no apology for reminding you to get your entries in real soon for the 125 Sportive as the event has a limited entry and we most certainly need a good showing from Worthing Excelsior riders. Full details are on the Club's website so don't delay. There are the three distances to choose from so nobody should feel left out whatever your ability.

Why not try and get a team together where you work, and remember the aim is to assist a most worthwhile charity in the Chestnut Tree Childrens' Hospice. You can be making a difference to a youngster's life while you are out enjoying the Sussex countryside. The DEVIL, THE LITTLE DEVIL, or THE IMP, come on, get those entries in.

~~~~~

### GOODWOOD CIRCUIT RACES

Mark Newnham showed the way last season but he did not have much support. If you want to ride these events or indeed any "massed start" road races you will need to get a British Cycling licence. These events are held nearly every Tuesday in the summer and are frequently handicapped to give beginners a chance and there are separate races for juniors and schoolboys. The closed circuit is perhaps the best way to learn the art of bike handling in a fast moving bunch.

You can get your licence through the Club Secretary and for any further information about road racing as against time trials we would aim you in the

direction of Vern McClelland (see opening page for details). The Tuesday events are put on by the Surrey Racing League and we are affiliated members.

Each of the member clubs has to take a share of the promoting responsibilities and our evenings for 2012 are 5<sup>th</sup> June and 21<sup>st</sup> August' On those evenings we need some help at the circuit so if you are able to help give your details to Vern he will be pleased to hear from you.

~~~~~

## SCHEDULES

A lot of riders find it helpful to have schedules for their time trials. These can vary from a one point mental check as you race through the half way point of a ten mile event, to a carefully printed schedule providing hourly checks for a 12 hour ride. In long distance events it enables one to keep a close check on progress. It can be tight if you're pushing for a personal best or a record, or it can be more relaxed if perhaps it is a debut ride at the distance or your challenge is simply to try and finish and not "blow up" before the end. Some find that they help to make longer distance events more interesting. Some riders like to have the schedules tight to keep them focussed on their particular target, while others prefer that they are within their perceived ability and then draw motivation and momentum from the "your 2 minutes up" call.

Anyway, you saw earlier that the practise was used in 1982 for a schoolboy's place to place record attempt, well we also know for certain that it was used in 1908 for a 12 hour ride by Worthing Excelsior's W.G.Stephenson on 27<sup>th</sup> September of that year. This would not have been a 12 hour time trial as we know them today. It was almost certainly a "Standard Ride" for which a club medal would have been the aim. Mind you the medal might well have been a gold one!

Have a look at this schedule dug from our archives by Club Historian John Grant and think about it against today's conditions. Riddlesdown is up near Oxted and if any member would care to estimate the mileage we would be interested to hear. We reckon it was in the region of 170 miles.

Up until our Annual General Meeting in 1902 these standard rides were often paced but in line with National changes it was resolved that in future they would be unpaced. At that time Worthing Excelsior were awarding a gold medal for a 12 hour distance in excess of 170 miles. A second standard carrying a gold medal but with a silver centre was awarded for a ride in excess of 155 miles and a silver was on offer for 140 plus.

~~~~~

Proposed 12 hour ride by W. G. Stephenson September 27<sup>th</sup> 1908:

Offington	5.00 a.m	Hickstead	10.25
Arundel	5.35	Buck Barn	10.50
Chichester	6.10	Horsham	11.15
Fareham	7.10	Crawley	11.45
Chichester	8.10	Riddlesdown	1.15

Arundel	8.45	Crawley	2.45
Findon Road	9.20	Horsham	3.15
Buck Barn	10.00	Findon Road	5.00

~~~~~

### SIMON ATKINSON CHARITY RIDE

A recently joined member Simon is nevertheless a veteran of charity distance rides and this is his latest : He tells us that it is a Lejog trip, touring and camping 1000 miles in just 12 days and he will be starting down in the south west corner on May 12<sup>th</sup>. "I'm heading straight out of the West Country as directly as possible and travelling up the west side of England near the Welsh border, Hereford etc. I will be going across Scotland up to Stirling and then veering left to ride the length of Skye and the Isles of Harris and Lewis, back on to the mainland and up the west side of the Highlands and over to John O'Groats.

It's for Marie Curie Cancer Care. I have set up a Just Text Giving page and I can be contacted via email ([siatkinson925@yahoo.co.uk](mailto:siatkinson925@yahoo.co.uk)) and Facebook. I'm hoping everyone will give a little and I could raise a fair sum. I'm hoping to reach £1000. All my expenses are funded personally with a little help from my work so all proceeds go to the Charity "

Donations [www.justgiving.com/Simon\\_Atkinson2](http://www.justgiving.com/Simon_Atkinson2). Just Giving sends your donations straight to Marie Curie Care and if you are a UK tax payer automatically claiming gift aid on the Charity's behalf making the donation go further.

Have a great 12 days and we look forward to a report for the mag on your return.

~~~~~

### THE SOUTHDOWN BIKES "ONE" DAY

What was intended to be a two event weekend to open the local time trialling season was reduced to just the 18 kilometre event on the Saturday afternoon. The proposed 34 kilometre race for the Sunday morning was called off on safety grounds, a descent of Houghton Hill while it was icebound being considered inadvisable. That race will they hope be re-arranged for another date in the not too distant future. The promotion this early in the season (February 4<sup>th</sup> and 5<sup>th</sup>) is always going to tempt the wrath of the meteorologists and they certainly didn't play ball this year putting on a blanket of snow north of the Downs .

Worthing Excelsior had five riders on the Saturday which was dry but Arcticly cold. Mel Roberton when questioned about the conditions refused to comment apart from saying that he does not usually use blue language but that was the only colour he was left with, and this despite five layers under his skin suit. Chris Twine, (must be Alaskan blood) found the conditions O.K. with just his racing jersey and a tee shirt!

As to the racing, Chris opened his season with a really strong ride to record 29 minutes 37 seconds and should be pleased with that. He was placed tenth. Mark Bernhardt recorded 31.09 and with Mel on 31.41 these three finished in

second place in the team competition. Kevin Wilson clocked 34.36 and Stuart Jago 35.02. Mel's effort was only good enough for second place in the Veteran's category where he was beaten by Eastbourne's Geoff Smith.

These efforts have to be set against the winning ride of Doug Dewey of Team Tor 2000 who lopped a couple of seconds off the course and event record going round in just 24 minutes 29 seconds !

~~~~~

### FROM THE LOCAL PRESS Circa 1905 (When Time Trials were referred to as Road-Racing)

Dick Long first used the expression "time-trial" to describe Mungeam's and Hooker's medal rides in September 1905 - but in July of the same year while out for a Sunday potter he saw something new. Let him tell .....

"Road races have changed since the early nineties. The competitor who entered a big road race in those days without at least three or four tandems at his disposal usually wasted his efforts.

In one case I remember a little army of wheelmen was engaged to feed and pace one rider who was on a twenty-four hours 'jaunt'. This rider revelled in the luxury of riding well-sheltered behind tandem tricycles, which were in their turn paced by the more easily propelled tandem bicycle. Such was road racing in the good old days.

Things altered suddenly when pacemaking was generally disallowed, and a day or two ago, when out in the early morning, I saw a good example of the new road racing.

A hundred miles race was in progress, but there was little to attract the attention of an outsider. A couple of wheelmen stood at Offington corner; a little group waited further on; and at awkward corners on the road to Arundel I noticed other watchers. I knew the badge they wore - that of the Southern C.C.- and recognised the club colours in the dark and light blue ribbon, at the same time observing that bottles protruded from the pockets of many of the wheelmen.

Presently the scent grew warmer, and one by one about thirty competitors came along, quietly and unobtrusively, at intervals of half a mile or so in most instances. They looked like scorched, and only checked their pace to hurriedly take speed-drinks, rice or fruit, and perhaps to sponge their faces before resuming the stern struggle. With a cheery word of encouragement from their clubmates, many of whom had ridden out fifty to sixty miles to perform their slight but welcome services, they vanished down the road.

An hour of this, and the string of dusty riders had passed and were on their way back to Crawley, where after much arithmetic officials would ascertain who had won the race.

No noise, no tandems, no gangs of speedmen, and consequently no police interference. Arundel had hardly finished breakfast when the road racers had been and gone. Such is the new road racing. It is harder work than the old, and the new road racer is a sportsman right through.

~~~~~

### A YEAR IN THE LIFE OF KEITH DODMAN

This should surprise Keith when he opens this edition of the Worthing Wheel. Among papers found when Jean Smallman cleared out some of Roger's cycling club papers we found Keith's time trial records for 1977. They were presumably passed to Roger who was then Race Book Writer and possibly Club Time Trials Secretary.

Keith does not drive or own a motor vehicle but a look through his results for this year shows that it did not prevent him from travelling a lot, to ride in areas all over the country. We believe he may have sometimes travelled with a friend, the late Cliff Sharp of the Eastbourne Club, but otherwise he would have included events away from home during a touring holiday or would have made use of the railways, as he still does.

Bearing in mind that these results are 35 years ago they show some very impressive times and performances. He rode 29 events and managed 11 first places including that years Sussex C.A. 50 mile championship. There were also 4 second places of which one in the Bognor Regis C.C. Hardriders is particularly impressive. Keith was always very strong on the hills regularly winning our own club Hardriders and in '77 taking the Hill Climb Championship .

It is apparent that he several times competed in Essex and his fastest 25 of the year was a rapid 56.43 in the Southend and County event. We note also back to back 50's on the 18<sup>th</sup> and 25<sup>th</sup> September in Yorkshire. These gave him a modest 2.12.54 in the Yorkshire Road Club event and a very much faster 1.59.31 in the Harrogate Nova 7 days later. The '100' that he chose to ride in that season was the Hounslow & District Wheelers on the famous Bath Road course. He finished that with 4.33.05.

At Club level that year he was our champion Best All Rounder (25, 50, and 100 miles), our Champion at 25 and 50miles, the Hill Climb, the Hardriders and he won that years 10 mile series.

He always pushed big gears, but still proved he could make the high cadence if necessary, recording a time of 1.8.12. for second place in the Club's Medium Gear 25 in early March. Medium Gear means fixed wheel 72" usually achieved with a 48 tooth chainwheel and an 18 tooth rear sprocket.

He was nearly pulled out of retirement this year when Mel Roberton was looking for a partner for the Sussex C.A. 2-up 28m event, but ruled it out after considering the necessary return to hard training, "especially at this time of the year"

Sorry to dig all this up Keith, but you have to admit that '77 wasn't a bad year.

~~~~~

### VETERAN STANDARDS CHANGING

As we “Go to press” – like that expression – sounds very professional – means as we bung the stuff over to Mel Roberton for printing, we learn that the VTTA are changing the veteran standards which have been fixed and worked very well for about 70 years. We do not know when they come into force or why they are being changed. We have obtained a copy and it now seems that they have been heavily loaded in favour of the youngsters in their forties. Just to give one example: Comparing the difference between the standards for 100 miles of a 40 year old and a 65 year old, the old times were 4.54.02 and 5.54.10. Now they will be 4.46.07 and 5.13.28. The older rider’s allowance has been cut from 1 hour and 8 seconds to just 27 mins 21 secs. a savage 32 mins.47 secs. How this will encourage riders to continue their racing into their 60’s goodness knows. Are they telling us to pack up and put the slippers on? The 40 year old still capable of getting among the scratch prizes will now be scooping the lot.

~~~~~

## YOUR 2011 CHAMPIONS

If you were able to attend the Annual Dinner and Prize Presentation you would have been able to applaud the members who came and conquered and took home the silverware for our competitions last season. If you were not there or maybe not even a member at that time here’s a complete list of the Trophy winners for 2011.

The Senior Best All Rounder This is the rider with the fastest average speed over 25miles, 50 miles and 100 miles. The winner of this one was Mel Roberton with an average speed of 24.199 mph.

The Veteran’s Best All Rounder This is a more complicated calculation but Mel was again the winner. The distances are 10miles 25miles and 50 miles and in the result he beat his average standard mph by 6.632mph.

The Ladies Best All Rounder This one is calculated on the fastest average speed over two 10 mile events and two 25 mile events. The winner was Joan Lennon. There was no 12 hour event as that requires three riders but the 12 hour Trophy goes to the best performance and that was by Stuart Jago who recorded 215.23 miles.

We don’t very often have a 24hour Champion but Stuart Jago rode heroically after crashing early on to finish the National Championship covering a distance of 391.23 miles.

The One hundred mile championship was taken in an excellent time of 4 hours 21 minutes and 54 seconds by Nigel Reynolds.

The Shipton Cup for the Fastest 50 miles of the year went to Jeremy Wootton.

The Welch cup for our 50 mile Championship also went Jeremy with that same ride. Nothing like nicking two trophies with the one performance.

Our 25 mile champion was Jeremy Wootton recording 58 minutes 31 seconds. He did, of course, go on to take a new club record with his 52 minute ride.

Top Hardrider of the year was Paul Outhwaite winning the Pulborough, Arundel, Fittleworth event in an excellent time.

The Clapshaw Handicap Trophy for best on handicap in the 25 went to Lee Barber.

Champion at 30 miles was Mr. Robertson again. just outside 25mph with a time of 1.12.48.

Evening Ten Series Champion was Jeremy Wootton making sure by winning every time he rode.

The Alan Matthews Trophy for the SPOCO (Sporting Courses) events went to Mel Robertson.

Phil Frean was a new name for the Points cup awarded for handicap placings in all the Club events.

Chris Twine was triumphant in the Hill Climb Championship which was incorporated in the Sussex C.A. promotion with a climb of the north side of Steyning Bostal.

The Club's Road Race Champion was Mark Newnham after good rides in the Lewes Criteriums and a win at the Goodwood Circuit.

Chris Twine ran off with the Most Improved Rider Award after the 57 minute ride in the September Inter-Club event.

On the non-racing front it was Mike Irons heading the list for Club Runs Attendance.

Adrian Palmer conquered all in the Tourist Trial.

The Audax Distance Trophy went to Paul Outhwaite who covered 2085 miles.

And last but not least Adrian Palmer was awarded the Club Person of the Year award for all the work he had put in as Secretary and in connection with the planned 125 Sportive.

~~~~~

Anyone seeking assistance in solving the Quiz can phone Don on 01903 531877 who will be pleased to help. Calls from landlines will be charged at £5 for 20 seconds and from mobiles it will cost considerably more!

~~~~~

The Photographs appearing in this issue are: Inside front cover – Phil Frean. Inside back cover – Phil Walker. And adorning the back cover – Mike O’Gorman.

~~~~~



