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THE JOURNAL OF



THE WORTHING WHEEL



The Eastbourne Run crosses Ditchling Common

WORTHING EXCELSIOR CYCLING CLUB

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

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THE WORTHING WINTER LESS WARMER

February 11th 2012

Gone are the days when you could sit at home with some 'Bart's' maps (Bartholomew's 1 inch to the mile), a map measurer (a gadget held between finger and thumb with a small wheel that is run over a map) to give you a distance. Everything is done on the computer nowadays. When I submitted the 2012 route to Audax regional controller for approval their computer said NO. The computer works out the shortest route between controls. Having understood this I got the 2012 route accepted.

I asked around for help on the day and enough willing volunteers came forward. Everything went quiet for a couple of months until I got my first entry last December. I thought I had better do more to promote the event so a quick(ish) trip by bike around the local bike shops to ask them to display an advert.

Route sheets, letter and info sheet were printed by Mel Roberton. Then the entries started flooding in. Managed a ride round the route a couple of weeks before the event with 6 others from the club (a good day out).

All was going so well until I had a text, on the Wednesday before the event, from Dave Hudson who had gone by bus to Haslemere and walked up Blackdown Hill for a picnic with his mate, a robin. He reported that there was 3 inches of snow on the road near the top. A quick decision about where to site the first feed station and first control. I then contacted Tony and Adrian Palmer who were going to man the first control.

It thawed a bit on Thursday, good I thought, but then it snowed on Thursday night. A drive round the route on Friday, went well until I got to the turning for Blackdown Hill where there was snow on the road. I didn't fancy driving up the hill in a front wheel drive car so had a look up Quell Lane (the steep descent on stage two) in the car. Got up the first steep bit and saw snow right across the road. I wouldn't have liked to ride down that hill so I cancelled the trip over Blackdown as the temperature that evening was due to be sub zero. The rest of the route had no snow on the roads but there was snow on the verges. It looked as though the County council had gritted the route.

A quick note done on the computer (they have their uses) to all riders of a route change and where I thought the first feed station and first control would be.

I had asked the entrants, in a letter to them, to bring their cycling weather with them. The day dawned with not a cloud in sight. The sun shone all day long but the temperature was not that bright. I heard it was minus 10 degrees C when cyclists left Worthing to ride to the start at Dial Post. I was surprised to see 60 (of the 115 entrants) wanting to ride. At the start the temperature had risen to a balmy minus 6 degrees C.

Dave Hudson was busy at the first control issuing not only hot drinks and food to the riders but also hot water to unfreeze the contents of their bidons. If the bidons were only 75% full would the contents take longer to freeze?

The intrepid riders carried on to the second control and feed station. Paul and Angela Toppin who manned the station said when they arrived there the temperature was even hotter at minus 4 degrees C.

And still the riders carried on. I did not see anybody shivering or having icicles hanging from them when they finished but they all enjoyed getting indoors at Dial Post and having some hot soup and then some more hot soup.

I congratulate everybody who turned up and started. Those from the club who finished the ride were Dean Amos, Simon Atkinson (who rode 100 miles that day, in training for his Land's End to John O'Groats for charity), Ben Barden, Alan Cooper, Robert Downham, Phillip Frean, Graeme Gill, Tony Knott, Barrie Le Grove, Darron Muggeridge, Joely Muggeridge, Mike O'Gorman, Paul Outhwaite, Chris Putnam, Peter Rowe, Jon Turner, Phillip Walker and Kevin Wilson.

Three of the starters were beaten by the cold and one mechanical problem. Eric Baker got as far as Ashington, about 5 miles from the finish, when he suffered his third puncture of the day: he only carried two spare inner tubes. I gave him a lift to Dial Post so he could arrange to get a lift home.

My thanks go to those without whom there would not be any event, Tony and Adrian Palmer at the start and first control, Paul and Angela Toppin at the second control. Chris Beckingham manning the finish control and the Ladies, my wife Stella for making the soup, Jean Smallman for her delicious home made cakes and Barbara Long for washing up and being good company.

Special thanks go to Dave 'El Supremo' Hudson who has called it a day on helping out at winter Audax's. He will be missed not only for his food and drinks but also for his help and guidance over the years. Has he had one too many picnics in the snow? (Thanks Dave for taking the time out to check the state of Blackdown Hill).

I had asked the riders to bring their cycling weather with them for the event. Who was the entrant who likes riding in a freezer? The sun shone all day; the following weekend it was cloudy but the temperature was plus 10 degrees C.

Next years event will be on Saturday 9th February 2013. I have booked the Dial Post Village Hall. Hopefully by the time you read this I will have the route approved by Audax UK.

Mick Irons

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### CENTRAL SUSSEX C.C. 17.5 MILE Saturday 25<sup>th</sup> February

Was it really February? The weather for this very early season sporting event was really docile and four Worthing Excelsior riders enjoyed their outings. Chris Twine continued his sparkling start to the year covering the course in 38 minutes 55 seconds. Mark Bernhardt managed a rare win over Mel Robertson recording 40.11 to Mel's 40.58 and Stuart Jago finished in 43.00. This Ashurst circuit course is not usually so benevolent, watch out for harder days ahead!

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THE BEARDED ONE

Did you hear how Mike Irons narrowly avoided doing himself serious injury? He was planning to give himself a bit of a hair cut when he realised that his mirror was upside down and the scissors were poised to cut his head off.

SOUTHDOWN BIKES ONE.....er....TWO DAY

Eighteen kilometres on Saturday 4th February and thirty four kilometres on the following morning was the intention, but with Houghton Hill resembling a tipped up ice rink the second part of this event was rescheduled to 26th February. We had four riders in Chris Twine, Mark Bernhardt, Mel Roberton and Stuart Jago. Despite the rearrangement of the dates they all managed to complete both sections.

The eighteen kilometres is from Storrington up to the Whiteways roundabout junction with the A29 and then return. While the longer event has the same start but from Whiteways goes on down the A29 to Fontwell, east on the A27 to Arundel, back up to Whiteways and finally home again to Storrington. In most people's eyes with all the climbing involved these are definitely "sporting courses" so qualify for the Sussex Cyclists' Association Sporting Courses year long competition.

We were able to report in the last edition of the Worthing Wheel on the result of the short event and can now update you on the 34 km and the overall result. Chris Twine led us home with another strong ride. He recorded 55.04 to finish 8th on the Sunday and 8th in the combined events, taking a few notable scalps on the way. Mark Bernhardt did a good one, His time of 56.54 gave him 14th place but 12th overall. Mel Roberton completed the team with 59.06 in 18th place and 16th overall. Stuart Jago was 22nd with 1.04.31 and finished 20th in the two event aggregate. The combined times of our three fastest gave Worthing Excelsior second place in the team competition ahead of Brighton Mitre but somewhat adrift of the very fast rides from the promoting club.

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### MARSHALS AND MARSHALLING

A rotten job, you get up very early, ride or drive some distance to a remote roundabout or junction and stand there for hours putting up with the curious looks of motorists as though you were loitering with intent. Frequently it seems to rain and nearly always it's cold. The job though is really important and everyone who rides time trials should try it sometime and get to appreciate what's involved.

What does the duty comprise? Simply, one thing and one thing only, to point the way. Never ever must a marshal try to direct or hold up traffic There are though some things which can be helpful to both the riders and the passing traffic.

Firstly, wear a, hopefully warm, but definitely bright yellow fluorescent jacket. The club does have a supply of these. Wearing one of these means that both riders and the motorists will get much earlier warning. The motorist, if he hasn't already woken up will also get the idea that there is an event on.

Secondly, stand in the most prominent position (consistent with safety). If the course takes a left turn stand on the far side of the turning. Ideally, as the rider approaches have both arms outstretched with something in your right hand. The



start sheet which will have been given to you by the promoter is good enough, then as the rider gets closer use your left arm to wave him in to the left turn.

At roundabouts with multi-turnoffs there will hopefully be more than one marshal or the organiser will have signs placed strategically to indicate the route to be taken. If you are the only marshal then the same advice for the left turn applies and you position yourself on the far side of the exit road that the riders are due to take. An exception to this is where the exit road is a dual carriageway, obviously you would not stand on the far side in this case, and to stand at the end of the central reservation might be rather vulnerable. So standing on the near side of the exit wave the approaching rider into the turn off with your left arm and have the right arm extended with the start sheet pointing the way.

It's O.K. on local courses with just local riders, like our club events, for here everyone knows the course, or should do and they will not have travelled far. Also the importance of the event will be much less, it is different if the event is an open competition, probably forming part of some year long series or a championship. But whatever and wherever, if you are asked to do the job do it properly. Shooting into a cul-de-sac or riding completely round a roundabout twice due to poor marshalling can wreck a good ride. Just imagine you've covered 97 miles of a "hundred" and you go off course because the marshal was getting his coffee out of the car or was sheltering under a tree and could not be seen! You may be lucky enough to have company, if so use that wisely. Two positioned carefully can help the rider and the motorists even more. It may be that your point of duty does not give you a long view of the riders coming so if there are two of you position one at a viewing distance to warn you of the approach. It does not help if you are both at the same point and idly chatting about the forthcoming Tour de France!

It is an unsung and usually thankless task, sometimes there are problems with the traffic building up. Some motorists will slow right down just out of curiosity. Some drivers will even stop, frequently in a stupid place and ask you what is going on, maybe even ask you the way!

Do what you can to help riders, but remember no traffic direction. A marshal seen in good time can assist the rider in choosing the best line and so save a valuable second, and avoid that break in focus and concentration that is so vital.

The start sheet gives course details and the onus is certainly on the competitor to follow the correct course, but modern roads, dual carriageways, slip roads, and multi-point junctions can be quite complicated and it is not reasonable for the promoter to consider his duty done when he pops the start sheets into the mail box. In open events riders travel long distances and it is these visitors who are most likely to need the help of good marshalling. Do the job well and take the satisfaction from that. You may even get a gasped 'thanks' as a rider goes by. Much better that, than to have complaints from competitors who have disappeared up the wrong road due to lack of attention

Finally a word for the promoter. It is unlikely that you will have people queuing up for the job, but nevertheless, try and make sure that they know what is expected, especially if they have not marshalled before. It should avoid stories like "but I had three young lads on that roundabout"..... " Oh I saw them they were playing football".



All this is applicable to time trials and to road races as well although in the bunch racing they are usually on circuits and you are only really there to make the public more aware of what is going on. British Cycling are gradually introducing a new "Stop Event" signage programme where duly accredited marshals have a sign rather like a school crossing patrol sign and with these they are empowered to stop traffic. The introduction is being piloted and will not be in general use for some time. With the very nature of time trials with riders coming along every minute their use will not extend to time trials.



## ANNUAL GENERAL MEETING 21<sup>st</sup> February 2012

A double header, a siblings' soiree, whatever, the worthy Palmer brotherhood, El Toni (Presidenti) and Adriano of the Secretariat were very much in control of this one. To be fair they made a reasonable job of it too; all was done and dusted in 1 hour and 5 minutes.

There was a goodly attendance with more than forty ready for the off at 8 p.m. Adriano called the hall to attention and amazingly inside 30 seconds all were seated, silent and for the most part sober. Only tea and coffee had, wisely, been offered from the canteen.

Some on entering the hall thought they were seeing double for there is something of a twin-like quality to these brothers. There was even alarm when they put their heads together to discuss some devious point daringly raised from the hall. It looked as though one head had fallen off! It should be explained that Club Chairman Robert of Downham was absent attending to something called work, so El Toni took the chair. As he has done this for a number of years, it is believed that he now has one for each side of his dining room table. We were also missing Treasurer Alan Langham rumoured to have been called by the IMF to Greece to help plug a black hole which had apparently appeared under the Parthenon, fortunately no details of this were to be apparent on his perfectly produced accounts

Digressing momentarily, Estate Agent and club member Stephen Feest was interested to see the Parthenon and other Greek buildings of great antiquity on his TV. Thinking that maybe Greece was thinking of selling to raise funds he immediately started jotting down "Estate Agent" particulars describing the Parthenon as 'Architecturally and Historically significant and exceptional but in need of some TLC and refurbishment'. Studying the picture more closely he also wondered if maybe it was "listed"

The Duo Palmer ran down the Agenda very quickly but had to climb back up again because our Ed was still on last year's minutes. Nobody could remember last year let alone the minutes so they were soon nodded through.

The report from the Secretariat on last year's activities (as far as he knew them!) and Mr Treasurer's accounts were passed with hardly a murmur and the evening rattled on into election of Officers and Committees. Not a lot of change here so page one remains unaltered. A system of "election en bloc " seemed popular with Adriano so most are in for another year without fully realising what

had happened. Our Ed was in trouble again here for he kept miss-hearing “elect Don Lock ”rather than elect-en-bloc” Poor old fella he’ll have to go.

An omnibus approval of events for 2013 gives the General Committee bods an option, not an obligation, to promote from a wide variety of cycling disciplines. No, Mr.Gill, there will be no Old Ordinary races (Penny Farthings, you heathens).

Serious business followed with a change of rules. In future “Members with 21 years continuous membership or with a total of 25 years interrupted membership shall receive a recognition of long service medal, but will continue to pay annual subscriptions”. At present they simply become Life Members and pay no further subscriptions. While many of our present “Lifers” make donations, some of them very generous, it was felt that with more than 20% of total membership in this category it was becoming a bit top heavy. The change does not affect those who had attained the Lifer category before 2012. A question from the floor asked if it was a full subscription that had to be paid or could the subscription be a Social Member subscription? Pointing out, in reply, that Social Members could not ride with the Club or race then if that was all that the member required then it would undoubtedly be recognised as a continuing membership.

In any other business John Baldwin our Open 25 mile event promoter was given the floor to try and chase up some volunteer marshals. He took the floor because all the chairs had gone, but he also attempted to sit on the table which cracked and groaned violently and the Palmers were seen hurtling backwards in much alarm. Fortunately JB managed to shift his weight over the two remaining table legs still offering some support and a complete disaster was narrowly avoided. He certainly achieved the necessary impact though as several “volunteers” came rushing forward.

Don Lock (never heard of him!) asked to be relieved.... (wait for it) ...of his duties in dealing with the stock of club clothing and Graeme Gill kindly agreed to take on this task from April 2012. Graeme is already in charge of the Clubroom canteen and is on the general committee. We will include his contact details at the end of this Magazine.

There was a plea from Adriano to get entries in for the 125 Sportive, it is all on the website, and it is felt to be really important to get club entries on to the list early and thereby encourage others from outside to enter.

Pretty good evening with a couple in their teens attending, why the average age could have been down to the 40’s.

Very pleasing that 18 year old Matt Bushby has agreed to stand on the committee (lack of chairs again!) He will be our junior representative a position that has not been filled for a number of years.

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SUSSEX CYCLISTS’ ASSOCIATION HARDRIDERS

4th March

Dreadful conditions and road works were just two of the problems for the organiser of this one. He was able to deal with the road works by cutting out 5 miles of the planned 23 mile course but the weather had to be contended with. It

poured with rain, seemingly trying to avoid the drought with a couple of hours deluge.

The course comes south from Handcross to Cowfold then east to Bolney and on to Ansty where it heads back north through Cuckfield and Balcombe and finally west back towards the Handcross H.Q. There are some fast stretches but the last few miles up through Cuckfield and Balcombe are very tough.

We had three entries Mel Roberton, Chris Twine and Mark Newnham but unfortunately Mel was not well and could not start and Mark, set for his first outing this season was to puncture after riding three miles to the start. Chris though was up for it and continued his fine start to the season. Despite the awful conditions he covered the 18.5 miles in an excellent 49 minutes 13 seconds to finish in 9th spot. The winner was Peter Tadros of the In Gear Squad with a quite remarkable time of 43 minutes 2 seconds.

TEN MILE TIME TRIAL SUNDAY 11th March

As the old timer was heard to say, they didn't do mornings like this in March when I was racing. A pipe opener is what they used to call the first event every year and it was traditionally wet and windy and always very cold. The 2012 edition was nothing like that, it was sunny and warm and the wind was described by Jeremy Wootton, who always takes good note of these things, as being nothing more than a slight northerly drift.

Organiser Mel Robertson had made alternative arrangements in the event that the road works on the A24 were still in progress, but these were removed on the previous Thursday and everything seemed set for a good event. Especially, with what must, for some years at least, have been a record entry of 26 including a number of new members making their debut time trials.

It was indeed a good morning's cycling for the club and a good number of members were there to enjoy it. With 26 on the start sheet and about a dozen guest riders plus supporters and officials the Washington H.Q. area was a bustle of activity. Around 15 congregated and departed for the club run and with more riding over to the RSPB café at Wiggonholt after the finish of the "10" 20 or so were to record points for the attendance trophy.

But back to the “10”, Mel who needed to get back quickly was off at number 5 and by a margin he was first home. By the time others were reporting back the kettle was boiling and the table was arranged with a great selection of cakes. The cost of time trials has gone up because we have to pay more to Cycling Time Trials, but with the tea and cakes thrown in (not literally) you couldn't get a better T/T deal anywhere.

Mel had been a doubtful starter as he had been suffering from the rather painful complaint of shingles. Something which we gather he diagnosed himself because he had not bothered with the old GP. In view of the time he recorded his treatment whatever it was certainly did the trick. John Lucas was very impressed with this and suggested we should refer to him as Dr. Mel. 30 Pines Avenue for all your future medical diagnostics perhaps!

It was soon clear that riders were appreciating and taking advantage of the conditions for some rapid times were being recorded. Peter Logan checking numbers at the finish and taking the Mike Irons/Tony Palmer timekeeping master class so that he can move up to a full timekeeper next year was beginning to wish that he had not decided to give racing a miss this year. Why on such a morning he could certainly have done a PB,

Let us at this point put in the full result and pull out a few points afterwards:

<u>Pos</u>	<u>Name</u>	<u>Time</u>	<u>H'cap</u>	<u>NetTime</u>	<u>Awards</u>
1.	Chris Twine	22.05	0.30	21.35	First
2.	Jeremy Wootton	22.30	Scr	22.30	Second
3.	Mel Roberton	22.33	1.10	21.23	Third
4.	Kevin Wilson	23.04	2.10	20.54	4 th H'Cap
5.	Mark Newnham	23.11	1.45	21.26	
6.	Mark Bernhardt	23.25	0.45	22.40	
7.	Mike O'Gorman	24.12	3.20	20.52	3 rd H'Cap
8.	Phil Freaan	24.47	2.30	22.17	
9.	Chris Putnam	24.57	2.50	22.07	
10.	Lee Barber	25.13	4.50	20.23	2 nd H'Cap
10.	Pete McDermott	25.13	4.00	21.13	
12.	Darron Muggeridge	25.24	4.00	21.24	
13.	Simon Atkinson	25.30	4.00	21.30	
14.	Aiden Main	25.37	2.25	23.12	
15.	Phil Walker	26.10	3.00	23.10	
16.	Allan Orman	26.19	3.45	22.34	
17.	Barrie Le Grove	26.22	6.30	19.52	1 st H'Cap
18.	James Nelson	26.29	3.30	22.59	
19.	Peter Rowe	26.36	4.45	21.51	
20.	Nathan Gale	26.43	2.40	24.03	
21.	Robert Downham	26.51	4.20	22.31	
22.	Stephen Feest	27.03	5.00	22.03	
23.	Tony Knott	27.43	3.40	24.03	
24.	Phil Young	28.45	4.40	24.05	

Well done Chris but watch out, we reckon Jeremy is still warming up and that was his first outing this season. As to Mel well we've already remarked about his shingles, incidentally he is now selling them at £25 for 100 milligrams if anyone's interested, they come gift wrapped. Great ride by Kevin Wilson and if he keeps his wrist out of trouble this year he is clearly going to be a force to be reckoned with. Mark Newnham has promised a serious go this year and that's not a bad start. The other Mark (B) has a fantastic new bike and once he gets to sort the gears out there should be no stopping him. He tried to tell us how he lost around 40 seconds but we couldn't really understand where on our ten mile course you would need to use the small ring ! Mike O'gee did a good one and he's another who needs to keep his hands out of trouble so that he too can put in a full season. Congratulations to the three debutants, Pete McDermott, Darron

Muggeridge and Simon Atkinson. These times are excellent for starters and you should be knocking out 23's by the end of the summer series. It was Barrie Le G who knocked the biggest hole into the handicapper's deliberations and walked away with the first prize in that section. James Nelson has lost weight over the winter but does not appear to have lost that sit up and look around the countryside style which is costing him minutes. Get down on them tri-bars Sir!

There were 11 guest rides with the fastest coming from Andy Langdown of Hants Road Club with 21.23 showing that we have still some way to go. Simon Letts a club member did not enter the event so is not included in the result, which is a shame, but the private trial he did, recording 23.03 would have put him in 4th spot overall.

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### HIGH SOCIETY

We do try and keep ourselves acquainted with the activities of all the fine ladies and gentlemen of the area and never miss a copy of the magazine "Sussex Society", well it is a freeby. Anyway, we spotted one of our members photographed at the "Not the New Year's Eve" charity ball at Worthing Golf Club. Admittedly she looked very attractive in a little black number but we were disappointed that she was not wearing a club outfit. If Michelle Feest gets in touch we can supply a nice number in thermal biblongs which with an off the shoulder gilet would have looked very fetching. Could have been a good advertisement for the Club as well.

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ULTIMATE HUMILIATION

The Editor received a number of comments on the "Talking Bikes" article that appeared in the February issue. Some were understanding, even sympathetic, there was empathy and from one young lady, the thought that maybe there was an element of nostalgia. Well she's right of course, but there's bound to be until we get a new and younger Editor.

Anyway, you'll be pleased to know that he had the best bike out the other day. You'll know which day that was because we've only had the one which was warm and sunny and without any noticeable wind. So what happened? Well as he left Littlehampton homeward bound and maintaining something in the region of 14 m.p.h. this young lad less than a third of the age of the Old guy, according to Ed, "tore past". His reaction to this kind of thing has mellowed a lot over recent times, and now it's usually a case of "Fair enough" and let the nostalgia wash over. But, hold on, this was just too much. It appears that this young guy was (1) riding a rather battered mountain bike. (2) He was wearing football type shorts. (3) He had a loose shirt flapping gaily in the wind and coming nowhere near his shorts. (4) He was wearing trainers. And (5) His feet were positioned akimbo, one pointing north east and the other north west! It really was adding insult to injury, it was more than Ed could take.

Over the years he has often staggered indoors after getting involved with some stranger in a senseless burn-up, only to be met by his wife with that “stupid boy” or “when are you going to grow up” look, even worse she would tell him to remember how old he was. But this sort of thing hasn’t happened much lately as those who have gone past, have mostly disappeared up the road at a rate which allowed no time for the thought of “chase”.

On this occasion though, the bait was just too much, the lad even looked back to gloat. So the pace increased, the computer was showing close to his maximum and beyond that was a red area. Ed. would not steep so low as to actually get on his wheel but managed to maintain a distance of around 25 yards. But then the pace went up some more. Ed had to change up, twice! He was now in a gear that was bringing back vague yet painful memories of time trials past. The chain was complaining for it had never before needed to wrap itself round such a small cog. Ed, now definitely in the red zone just had one thought, he wasn’t enjoying it a bit, but perhaps the bike was!

Two or three miles were covered in a blur until, remarkably, Ed found himself getting closer. Either someone was tiring up in front or he was nearing his turn off. Thankfully the latter was the case and Ed was able to continue his ride home at a steady 14’s.

As he returned the bike to the bike shed he asked if it was more satisfied with the performance, but he only got a grunt and some Italian spiel. It was Rocco Sepe who translated it for us.....L’ultimo umiliazione.....seems the bike thought that it was the ultimate humiliation after all.

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## LONDON MARATHON

### Letter from our member Joan Lennon

Hi Don

*Yes, I managed to survive the marathon. I was ill for 11 days leading up to the marathon and even a few days ago I was really in doubt as to whether I would be able to take part. I felt well enough to do it in the end but took it very conservatively, finishing in 4h 22m 32s, having race-walked the first three miles and most of the last 6 miles. It was a very emotional day, as my sister's husband and family all came down to support me. I'm still not recovered from the virus and am taking it very easy for a week or so now. So far I have raised an amazing £5,425.20 for the Butterwick Hospice which is where my sister had respite care during her illness.*

*I'm glad to have done it but will take some time to recover. Thank you to all the WECC members who supported me. I'll be back out on the bike once I feel I have some energy again.*

Joan

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IT'S A FACT

Graeme Gill has a large collection of strange implements which he informs us are special clips, some of them very ornate, for the lifting of ladies skirts!!!!

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## THE SEVENTIES -1979

During a recent search for old minute books Secretary Adrian Palmer discovered two books of press cuttings covering the period from 1970 to 1979. We used to get very good coverage in the Worthing Herald in those days and we think you will find some of them to be interesting. We hope so anyway. For a start we pick a couple of reports from the very end of that decade, October and December 1979.

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FAST FIELD FOR 25

Only the fastest among Worthing Excelsior Cycling Club's racing men could get into last Sunday's 25 mile promotion of the Brighton Mitre Cycling Club, for such was the class of the entry that only the top 120 (the maximum permitted field) of the enormous entry received were selected.

Worthing with their eyes on the team award had Richard Shipton, Keith Dodman, Paul Toppin and Roy Holden to represent them against some of the fastest 25 milers in the South of England.

The morning started with thick mist which meant the putting back of the starting time from 8 a.m. to 9 a.m. for safety reasons. As the mist lifted riders were soon leaving the Hammerpot start for the ride out to Westhampnett and back in some of the best conditions to have been enjoyed at any time this season.

Early times were soon showing the quality of the field. Rides around the hour mark were commonplace and several were recording their best personal times. Among these was Worthing's Paul Toppin with a fine 58 minute 34 seconds. Shortly behind Paul came Richard Shipton with his fastest on this course of 57.57 which with half the field home left him in third spot. Keith Dodman was another to record his fastest ever on his home course with a time of 58.07 and just ten minutes later Roy Holden improved his personal best ever with a superb 58.28. This was a really great team effort producing some of the fastest times ever in Excelsior colours and all within 37 seconds. What competition this must promise in the future.

The event was won by former National Junior Champion Tim Stevens of the 34th Nomads with a time of 55 minutes 16 seconds. Roger Nicholls, Kingston was second in 55.50 and senior National medallist Jon Burnham of the Velo Club Slough was third in 56.07. Worthing's quartet were eventually Richard (11th) Keith (12th) Roy (17th) and Paul (18th) and after all that they had to be content with second team place going down to Kingston by just eight seconds over the fastest three man aggregate. In the supplementary junior and woman's event Robin Holden recorded 1 hour 2 minutes 39 seconds.

HILL CLIMB

In the afternoon the Club held their annual Hill Climb Championship with an ascent of the formidable Bury Hill. Run over a slightly shorter course than in previous years (only the really steep part) the result and leading positions were: First Keith Dodman 3 min 42.4 sec. Second Paul Toppin 3.54.6. Third Robin Holden 4.17.8. Fourth Duncan Waghorne 4.37.6. Fifth Greg Hill 4.58.6. Sixth

David York 5.35.6. Both Greg Hill and David York deserve special mention as they are still juvenile riders (under 16).

This Sunday sees the final championship of the Worthing Club when the 33 mile hardriders event from Findon Valley out to Arundel and back via Storrington starts from the Borough boundary. All four of those who completed last Sunday's team are entered and it looks like being close indeed.

RIDERS SET OUT TO CLAIM A RECORD

A Christmas Supper run on Saturday evening saw Worthing Excelsior Cycling Club out in force when some 20 members set out to claim a record.

In a little over an hour they managed no less than 14 crossings of the railway line between Lancing and Goring. A dry evening was a relief after the awful weather of previous evenings and, despite a strongish wind from a westerly quarter, about 17 miles were covered, sufficient to give all a hearty appetite when they met up with another 18 or so members and friends for a supper of Christmas fare at the home of one of their members in Durrington.

On Sunday morning there was a break back into a racing mode for veteran Roy Holden who has remained in training since the end of the season proper, with a view to producing a good performance in the Dulwich Paragon 25 mile event on the Portsmouth Road near Guildford. In cold conditions with strong winds he managed 1 hour 4 minutes 4 seconds to finish 10th in a field of 112, a fine effort.

There was a good turn-out for the Sunday run when members met up with the Brighton Excelsior for elevenses at Cowfold. Light winds and generally pleasant conditions made for an enjoyable ride, some returning for lunch and others taking advantage of a few more hours of light and going on to Worth near Turners Hill and getting back around tea time.

Over the Christmas there is a run from the Clubroom tonight (Friday) described as a "mystery" run and another on Sunday morning to Arundel. On Christmas Day there will be a morning run leaving from the Clubroom and returning, of course, by lunch time. Members attending this are requested to decorate their bikes and bring their own flasks.

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#### SOUTHERN COUNTIES C.U. Events weekend 24<sup>th</sup> and 25<sup>th</sup> March

Just Barrie Le Grove entered the 10 mile event on the Saturday. We knew that these events were on sporting courses, Barrie didn't! Still he said he "quite enjoyed it" and covered the course in 29 minutes 39 seconds. We don't think that he wanted to know what the winner did, but we found out. A Mr Burbridge it seems took just 22 minutes 32 seconds!

For the 25 on the Sunday Barrie had the company of Chris Twine and Kevin Wilson. Chris clocked a very respectable 1 hour 1 minute 54 seconds and Kevin exactly 2 minutes back on 1.3.54. Barrie was happy to beat 20 mph ducking under that with his time of 1.14.18. Just to spoil it all, again, the winner was Jerome Walters of Team St,Raphael in a rapid 54 minutes 13 seconds.

Both of these are hard courses. The "10" mainly on the A29 in the areas of Ockley,Forest Green and Walliswood. While the "25" is on the A24 and A29

covering two laps of a circuit in the Kingsfold and Clemsfold areas. Both events qualify for the South East (SPOCO) sporting courses competition.

## ASHURST CIRCUIT 16.4 MILES

Lovely and sunny but cold and at the Washington start at 8 a.m. there was still a frost on the grass. The choice of longs or shorts varied and the warm up took on extra significance. One entrant was observed riding up from Worthing with bare legs but when he was pushed off at the start of his race he had longs on, but then it is always colder north of the Downs. The job of pushing off had to be shared to avoid hands remaining frozen to ice cold seat stems.

There wasn't much wind but what there was came from a north easterly point and made the first part out towards Steyning and then up through Ashurst and Partridge Green the hardest section. Once they were headed west to the A24 and then south down that road back to Washington there was some assistance and generally the times recorded were good.

Those who did well in the handicap section will no doubt have their allowances trimmed back for the next event, but well done to Nathan Gale, Chris Putnam, Phil Walker and Kevin Wilson who picked up the prizes in this category. Simon Letts again rode a private time trial and his time of 42.27 would have put him in the top six. Ben Barden also made one of his rare appearances and clocked a very reasonable 46.31. The fastest ride of the morning though came from our second claim member Brian Molloy with a sparkling 39.37. We calculate that 39 minutes 24 seconds equates to a 25 mph average speed for this sporting course, so, "sparkling" indeed.



| <u>Pos</u>                                                                                                                              | <u>Name</u>       | <u>Actual</u> | <u>H'Cap</u> | <u>H'Cap Time</u> |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------|--------------|-------------------|
| 1.                                                                                                                                      | Chris Twine       | 40.09         | Scr          | 40.09             |
| 2.                                                                                                                                      | Mark Bernhardt    | 40.59         | 1.20         | 39.39             |
| 3.                                                                                                                                      | Mel Robertson     | 41.32         | 1.00         | 40.32             |
| 4.                                                                                                                                      | Kevin Wilson      | 41.37         | 2.20         | 39.17             |
| 5.                                                                                                                                      | Mark Newnham      | 41.50         | 1.50         | 40.00             |
| 6.                                                                                                                                      | Chris Putnam      | 43.54         | 5.00         | 38.54             |
| 7.                                                                                                                                      | Mike O’Gorman     | 44.49         | 4.00         | 40.49             |
| 8.                                                                                                                                      | Peter Main        | 45.46         | 6.20         | 39.26             |
| 9.                                                                                                                                      | Phil Freat        | 46.01         | 4.40         | 41.21             |
| 10.                                                                                                                                     | Nathan Gale       | 46.03         | 7.50         | 38.13             |
| 11.                                                                                                                                     | Darron Muggeridge | 46.07         | 5.40         | 40.27             |
| 12.                                                                                                                                     | Phil Walker       | 46.12         | 7.00         | 39.12             |
| 13.                                                                                                                                     | Lee Barber        | 46.37         | 5.30         | 41.07             |
| 14.                                                                                                                                     | Alan Orman        | 46.47         | 7.10         | 39.37             |
| 15.                                                                                                                                     | Simon Atkinson    | 46.50         | 6.00         | 40.50             |
| 16.                                                                                                                                     | James Nelson      | 48.11         | 7.40         | 40.31             |
| 17.                                                                                                                                     | Stephen Feest     | 48.19         | 8.30         | 39.49             |
| 18.                                                                                                                                     | Barrie Le Grove   | 49.25         | 7.20         | 42.05             |
| 19.                                                                                                                                     | Robert Downham    | 49.37         | 8.10         | 41.27             |
| 20.                                                                                                                                     | Tony Knott        | 51.33         | 9.30         | 42.03             |
| 21.                                                                                                                                     | Phil Young        | 52.48         | 11.00        | 41.48             |
| 22.                                                                                                                                     | Ted Wixon         | 57.28         | 12.00        | 45.28             |
| Awards: 1 <sup>st</sup> Chris Twine      2 <sup>nd</sup> Mark Bernhardt      3 <sup>rd</sup> Mel Robertson                              |                   |               |              |                   |
| H’Cap: 1 <sup>st</sup> Nathan Gale      2 <sup>nd</sup> Chris Putnam      3 <sup>rd</sup> Phil Walker      4 <sup>th</sup> Kevin Wilson |                   |               |              |                   |

## I'M A BIKE

When I was made it was a 23 inch frame with 75 degree parallel angles, quite short wheel base and almost a straight rake to the forks. Pretty trendy at the time, I was cool man. You will know, of course, that we are made, not born, but it can still be something of a painful experience. What with brazing all the bits on and sticking a thread on my bottom bracket.....makes your eyes water that does! In due course I was placed in the bike shop window and although I say it myself I did look pretty flash; not cheap but definitely desirable. For a while I watched the world go by and dreamed of racing over the road that I could see. Then one afternoon a teenager came in flashed a small deposit and promised x number of payments on the never-never and I was sold. Well, that is after all the necessary accessories had been added. Pretty good stuff in the main and I looked forward to showing what I could do. Unfortunately teenager turned out to be just a poser and

he never lasted for more than a handful of miles before finding some excuse to pack and would then frequently blame me, quite unfairly. If I had been human I would have sued him for slander. He was soon losing interest, finding that any pursuit that involved the expenditure of energy did not appeal. I was to find myself frequently left unlocked in some obvious place, I think he was hoping to cash in on his insurance policy.

Not surprising then that I was one day whisked off by he in dirty jeans and a hoody and Oh, Those mucky hands on my down tube! I was thrown into a shed with a load of rubbish and it was dark and dirty and I was doubting that I would ever be ridden again. Then after a long while Hoody took me out. He put no air in my tyres, and talk about a boneshaker of a ride that was. Still it was fortunately very short, just to the nearest pub where I was lent against some empty beer crates. A little later P.C.Plod and his mate came by and gave me more than a cursory glance, indeed rather embarrassingly they turned me upside and read the number on my bottom bracket. They then removed me to a compound where I was left amidst dozens of old wrecks of bikes of all types.

Well what do you know, soon I'm back in the bike shop. Not the front window this time and with a rather demeaning notice on the handlebars announcing "second hand". This experience was though short lived for this old guy came in and bought me for cash. It seems he was making a bit of a comeback into cycling and was of an age to recognise my traditional qualities. We did not cover any great distances and we certainly did not go very fast but I liked Mr.Comeback. We seemed to enjoy each others company and we were out a great deal, just pleasantly getting slower together. Those were my happiest days but nothing lasts for ever.

The fateful day came when he set to stripping all my accessories and rubbing my tubes with something very rough. He then painted me with something bright red and smelly before I was re-assembled. I was then taken indoors where I had never been before and hidden behind a curtain. Next morning to shouts of "Happy Birthday" I was given to his son. The lad rode me gently for a few days but then he couldn't be bothered and spent most of his time playing with his "raspberry", or was it " blackberry"? I'm still used occasionally but not a bit like it was with his Dad. I've been bounced off so many kerbs that my ball bearings have cracked. Tomorrow I gather I'm on a paper round!

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LAST OF THE SKITTLES

For those who came it was the usual enjoyable evening but support for these events from club members has become less and less and a loss this time of over £20 is not what we were aiming at. We have to have at least 20 so that the hire fee of £50 is taken as part of the cost of the buffet. Thirty is a nice number but the March evening was, 24 booked, 19 attended and of these only 8 were club members. The other 11 were friends and relations.

Anyone have any other ideas for a social evening?

SUSSEX CYCLISTS' ASSOCIATION 28 MILE 2-UP TEAM TIME TRIAL

Easter Sunday 8th April 2012

Drizzle greeted riders as this event got under way at 8 a.m. The Headquarters was at Washington Village Hall and there was a nice warm-up ride of about three miles to the start on the Ashurst Road B2135 near Wappingthorn Manor.

From all of the twenty or so clubs in the Association only thirty four teams were entered and nearly half of these were from outside of the SCA which doesn't make much of a vote of thanks to the organiser Dave Abbott of G.S.Stella and his officials and helpers for all the work they put in to ensure a first class promotion.

Worthing Excelsior put together five teams, not bad, but with twenty plus riders in our recent club events surely we could have done better. Chris Twine paired up with Mark Newnham and they rode well together. Chris probably doing slightly more of the work up the front but with Mark still making a strong contribution to the team effort. Their time of 1 hour 9 minutes 14 seconds looked good to start with but all the elite teams were placed at the back end of the field and finally they were placed 7th.

We despair at the efforts of some riders who seem totally unable to accept that it is the time of the second rider at the finish that counts. Numerous teams were seen 50 to 100 yards apart. One was shouted at to wait for his partner but did not take any notice and at the finish was heard to say that he did not know what had happened to his partner. Can they not communicate? One rider off the back after only three miles was later observed riding disconsolately back towards the headquarters. What is the point, nothing is gained by showing off as to how strong you are.

Fortunately all Worthing Excelsior teams stayed together although Ed's observations noted both James Nelson too far back from Lee Barber and Mike O'Gorman a bit adrift at times from his partner Phil Freaan. The tightest combination was from the old experienced heads of Mel Robertson and Alan Orman. Alan clearly knew the best place, like a team pursuit, it was just three inches back and echelon where necessary to keep out of any wind.

Mel was after another of this promotion's distinctive trophies and while their time of 1.19.18 was not going to figure in the scratch result it did secure 5th place in the veteran's category. Well done Alan, Mel's back wheel is not an easy one to follow we know.

Phil Freaan and Mike O'Gorman were close up with 1.20.04, Chris Putnam and Ben Barden finished in 1.21.15 and Lee Barber and James Nelson in 1.21.29. Lewes Wanderers super fast duo of Nick Dwyer and Rob Pelham blitzed their way round in 1.4.02 but that was one and a half minutes down on their course record ride last year so perhaps the conditions were a little harder.

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The roundest knight with King Arthur was Sir Cumference. He apparently acquired his size from too much Pi!

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CLUB CLOTHING

From the middle of April the handling of ordering and sale of clothing will be in the hands of Graeme Gill who will normally bring the stock into the Club room on Tuesday evenings. You can however always contact Graeme at 36 Ontario Close, Durrington, Worthing BN13 2TE, by telephone on 01903 531069 or by email at val.gill@ntlworld.com

Stock has to be ordered in large quantities to obtain some discount and with all the different items and sizes it is impossible to hold everything at all times. Unfortunately orders, especially during the summer take up to 10 or 11 weeks to come through. So if you can anticipate your requirements and let Graeme know then it can be included in the next order. There is a good stock at the moment so from now on, Graeme's your man.

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### SUSSEX CYCLISTS' ASSOCIATION Sporting Courses competition for 2012 as at 25<sup>th</sup> March

These rankings are only provisional until the long distance events begin with the Crawley Wheelers 41.9m on 3<sup>rd</sup> June. For the time being Peter Tadros of In Gear is way out in front with 598 points. Dave Shepherd of G.S.Stella is second on 569 and Worthing's Chris Twine is in third place with 540. Peter Tadros does not usually ride the longer events but Dave Shepherd certainly does. It is though an excellent start for Chris and providing he gets in the rest of the necessary qualifying events he could really make an impact on the season long competition. We also have Mark Bernhardt in 18<sup>th</sup> place, Mel Robertson in 20<sup>th</sup>, and Kevin Wilson in 38<sup>th</sup>. In the team rankings we are currently 5<sup>th</sup> but not that far down on total points so it is well within the riders ability to push for the top when the longer distance events come along

In the veteran's competition Mel is 12<sup>th</sup>, Mark Bernhardt 14<sup>th</sup> and our only other counter at the moment is Barrie Le Grove in 31<sup>st</sup> place. Mel who has won this competition before, despairs of repeating his success in the light of the crippling changes that have been made to the Standard times, by the Veteran's Time Trial Association. These now greatly favour the younger veterans and as those between 40 and 50 are still capable of winning scratch awards it all seems unfair and does not provide the encouragement for the older riders.

Just to remind you, to qualify you have to ride 1 x short distance event, 1 x middle distance event, 1 x long distance event and any other three events from any of the distances.

Remaining events are: 3<sup>rd</sup> June Crawley Wheelers 41.9m (long) 6<sup>th</sup> June Redhill 14m (short), 10<sup>th</sup> June Sussex C.A. 50 (long), 1<sup>st</sup> July Lewes 30m (middle), 15<sup>th</sup> July East Sussex 50m (long), 5<sup>th</sup> August Southern Counties 100m (long), 19<sup>th</sup> August East Sussex 100m (long), 25<sup>th</sup> August Sussex C.A. 10m (short), 27<sup>th</sup> August Sussex C.A. 25m (middle), 16<sup>th</sup> September East Sussex 25m (middle), 7<sup>th</sup> October a3crg 38km (middle) and 21<sup>st</sup> October Southdown Velo 27m (Middle).

So make sure you get those events into your calendar.

### GROUP RIDING

Once upon a time, as the fairy stories tend to start, you could happily ride two abreast on almost any road. Now, only in the quietest lanes is it possible and even then you have always to be ready to “single-up”. With our club runs now regularly having an attendance of 20 or more this is a big group and even if we go “single” it is then a very long line of riders to be overtaken. Those at the front need to shout out at the first sign of anything which may present a hazard and likewise those at the back should do the same. If a vehicle is coming by the usual shout of “oil-up” gives everyone a warning.

The bigger group can have its problems but it can have benefits as well. If it is an orderly group then it will frequently be shown more respect. If everyone is in club colours it looks really good too.

Try to point out pot holes so that others may have a chance to miss them. Be careful though of swinging violently around them for this could be as bad as hitting them. You could still find yourself on the road and have the rest of the Club run on top of you.

Never, if you can possibly avoid it, brake suddenly, do not snatch at your brakes, it is so much better to squeeze them gently, remember there's someone else just a couple of feet behind you. When braking a call of “steady” is a useful warning again to those behind that you are slowing down.

Do not allow the bike to wander around as this will automatically cause front wheels to overlap back wheels and that is another sure way of putting a pile of bikes and bodies on the road. This needs to be watched when you are taking a drink or struggling to get something out of your back pocket, and don't try any “mobile mechanics”, if there is something wrong then give a warning and pull off the road.

A few other tips, and forgive us if we are preaching to the converted, but there are always new and young and inexperienced riders joining us. Wear club colours if you can, if not then something that is suitable to cycle in and is bright. There does appear at the moment to be something of a fashion for black clothing, which is the worse possible choice if you want to be seen. At night wear bright fluorescent and reflective clothing or belts, although this is unlikely to be a club run it is still so important.

When in a group keep in a sensible gear, it IS so upsetting to those around him when someone, half way up an incline suddenly lunges out of his saddle in an effort to turn his 52 x 13.

Keep tyres in good condition, check them regularly for cuts and flints and keep them fully inflated. Carry a pump and at least two inner tubes as well as a puncture outfit. Mending a puncture at the side of the road is a pain whatever the weather. If there is a puncture in the group try and help the victim, it may after all be you next time and in any case the soonest mended the sooner you can get back on your way again.

The Club strongly recommends that all members should wear a helmet. It is not compulsory but while they will not save broken legs or cracked ribs, those can be mended, the head though is a far more serious matter.

A lot of riders now carry flashing red rear light even in daylight.... Not a bad idea if it avoids the “lorry up the rear” scenario.

If you are shown courtesy by motorists, yes it has been known, then acknowledge that. If on another occasion you can be helpful to them, perhaps by waving them through when the road is clear and to let them know that you are ready to be overtaken, that is good, Mutual respect and understanding will benefit everyone.

When the group is taking a turning signal both at the front and the back so that traffic is in no doubt as to the intentions of the whole group.

Carry a mobile telephone and have your name address and home telephone number with you.

Finally remember that the club run is not a race, and it is not a training run either. We have “regular” and “slower” groups so seek that which leaves you most comfortable. A club run is a social thing. It has been the backbone for all good cycling clubs for more than 125 years and long may it continue.

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LONG FURLONG CIRCUIT 17.1 MILES CIRCUIT Sunday 15th April

Brrr! A far too fresh wind from the Siberian north east made the efforts of the sun to warm the scene quite fruitless. O.K. so it was dry, not icy on the road, there was no thunder or lightning and we didn't have hailstones, you can tell that we are searching for a comforting description for the morning and frankly there isn't one. It was described succinctly by Jeremy Wootton as “hard” the words being rasped out in a manner that did not bear questioning. There were other descriptions such as “not a morning for old men” but we will refrain from embarrassing the speaker by pinning him with the quote.

We had twenty two entries which continues the excellent support for these early season club events. Particularly noteworthy is the fact that there were three junior riders on the start sheet which is something we have not had for a long while. With five guests riders on the end of the field it was another good event.

It was a shame that Chris Twine did not start for it would have been interesting to see if he could live up to the scratch mark awarded by the handicapper. So we had one DNS, and we also had one DNF in Darron Muggeridge. Darron will contribute a separate article to the magazine somewhen to explain where he went to. An anti-clockwise circuit to be covered twice was obviously far too complicated. Asked where he had been, mention was heard of Angmering! But after starting in the right direction he was later seen travelling clockwise towards Findon roundabout, then after that, making another attack on the hill up past the cricket ground. Somehow he then managed to pass the chequered flag in the right direction. He managed a creditable time of 51 minutes but for what course we do not know!

Jeremy Wootton back from sojourns in Scandinavia did not appear to have missed his training routines. He kept warm before the start by wearing his overnight duvet and posing for camera as the Michelin Man. Some laughed but others were just envious. He stormed round his two laps with just a slight slowing on the second, 20.31 and 21.19. His time though, like most of the others was a bit slower than for 2011 which we recall was a good deal warmer. The notable

exceptions to this were Mark Newnham clearly benefiting from the professional coaching over the winter, who improved by 1½ minutes and James Nelson benefiting from a loss of weight and from listening to some of the advice that he has received. It was something of a gamble to put James off on the number one spot for he has been known to choose his own preferred route on occasions. It was alright this time though. Perhaps he has passed this mantle to Darron!

The handicap section becomes something of a lottery when the conditions are so hard and when so many are riding for the first time. It was nevertheless a very promising ride from 16 year old George Parker to finish in 52 minutes 16 seconds and with his (11 minute) allowance he just pipped Jeremy to first spot in that category.

The tea table was awash with hot tea, as much needed to warm hands as to quench thirst, and with an excellent Mel spread of cakes and biscuits the catering was as always very much appreciated. Most were soon recovered from their efforts and a group were seen to be tackling the climb from the cricket ground for a third time as they headed off to support the club run.

The Full Result:

<u>Pos</u>	<u>Name</u>	<u>1st Lap</u>	<u>2nd Lap</u>	<u>Time</u>	<u>H'Cap</u>	<u>H'Cap Time</u>
1.	Jeremy Wootton	20.31	21.19	41.50	0.20	41.30
2.	Kevin Wilson	21.29	21.53	43.22	1.20	42.02
3.	Mark Bernhardt	21.34	21.49	43.23	0.50	42.33
4.	Mark Newnham	21.50	22.05	43.55	1.30	42.25
5.	Mel Robertson	22.10	22.24	44.34	1.10	43.24
6.	Chris Putnam	23.23	23.28	46.51	3.30	43.21
7.	Mike O'Gorman	23.36	24.22	47.58	4.30	43.28
8.	Phil Frean	24.00	24.33	48.33	5.50	42.43
9.	Lee Barber	24.14	24.38	48.52	6.40	42.12
10.	Peter Main	24.10	25.38	49.48	5.30	44.18
11.	Ben Barden	24.24	25.45	50.09	6.50	43.19
12.	Phil Walker	25.07	25.13	50.20	6.10	44.10
13.	James Nelson	25.27	25.22	50.49	8.20	42.29
14.	George Parker (Jun)	26.19	25.57	52.16	11.00	41.16
15.	Peter Rowe	26.59	27.25	54.24	8.30	45.54
16.	Robert Downham	27.34	27.07	54.41	9.40	45.01
17.	Tony Knott	27.38	29.02	56.40	11.40	45.00
18.	Barrie Le Grove	28.10	28.57	57.07	9.30	47.37
19.	Mark Field (Jun)	29.55	30.35	60.30	11.00	49.30
20.	Matt Bushby (Jun)	Not Recorded		65.47	9.00	56.47

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I wondered why the cricket ball kept getting bigger. Then it hit me!

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CHISH AND FIPS

(No not us, the fish were dyslectic)

It was just an idea from “them on committee”, and after catching a couple of dozen North Atlantic cod and digging up a hundredweight of spuds, it seemed to come out O.K.

We are referring, of course, to the Fish and Chip supper in the Club room on Tuesday 24th April when 48 members and friends assembled for a bit of a social do! A couple who had booked were unable to make it so we flogged off their meals to two new members that Mike Irons managed to enrol between mouthfuls. We did make a point of explaining to these new guys that we do not gorge ourselves in this way every Tuesday.

Adrian Palmer tried his best to spoil the evening by giving everyone a quiz sheet and some were taken in sufficiently to actually have a go at it. We fear though that many of the sheets were just used to mop up the grease and the tartar sauce. However as we do with the Annual Dinner quizzes we repeat it here (see elsewhere in this issue and for answers as well) for anyone who could not attend to have a go at, and not feel left out. The winner was Marten Matthews who received a book for his efforts. There was also a presentation to Leslie Miller of a “No Cycling” sign. It did not have the pole that goes with the signs usually and we have no idea where Adrian nicked it from or what the significance of this is. We suppose Leslie could incorporate it into some quirky interior decoration at home. Ed did check the passageway at the side of his house and was relieved to find that the sign there was still in place.

Ed’s wife Maureen started climbing on chairs, and as she still could not reach the light bulbs, decided instead to take some photographs. We may even squeeze one in here if there’s anything worth printing.

Graeme Gill brought part of his ancient bike collection into the hall and these attracted a lot of attention. An avid collector, Graeme was happy to answer questions about them. We overheard “No they are not carbon fibre” and “No that brake would be a bit dodgy in an emergency going down Bury Hill”. The photographer for the night wanted someone suitable to pose with the Old Ordinary and the only one who looked old enough was Ed. (which snap will not be included here! Ed.)

All in all quite a good evening which even resulted in a small profit for Club funds. Many thanks to all those who got the tables and chairs out and put them away afterwards and generally assisted in a surprisingly smooth service. Should we make this an annual evening do you think?



TECH TIPS (BICYCLE MAINTENANCE)

This is the first of a series, maybe, of ‘tech tips’ to help you get along that little bit better in between services at the ‘pro-stop’...but maybe you can do just a little more with some confidence in what you are doing and why. I received a very nice email from a tri-athlete customer recently following a basic service to her friend’s bike. ‘Have you replaced Martin’s cassette with a small motor’ she said ‘... for he was passing us uphill and singing to himself’. Well, no, Martin kept his bike clean especially the transmission parts which include the cassette, chain, gears and front chain rings. All I did was to check that the tyres were ok and pump up

the pressure. Ok, re-index the gears and re-align the brakes plus checking the correct tightness of everything after a bit of assembly grease in a couple of places. Oh and the front wheel needed slightly truing. The point is that most of the checks and corrections (with a little bit of guidance) is not beyond most of you; but the gain in terms of how your bike goes is massive. 'Keep it clean and tidy' then is the first mantra. I know this can be a bit off-putting just knowing what to tackle, but any journey begins with a single step so here goes.

(In future articles we will present a service schedule and how-to tips).

Cleaning (see web for Weldite podcast 'Washing and lubing Your Bike')

Cleaning your bike after every ride is not always practical or possible. Assuming regular use, a weekly clean, or after every really mucky ride ensures that dirt and grime never build up. It will take far less time and effort if done regularly. Regardless of what kind of bike you have the principles remain the same. The majority of your efforts should be focused on the drive chain, particularly if you are short on time. Better to do a really spotless job on cleaning just the chain, cassette, chain-rings and rear derailleur (jockey wheels) and leave the rest of the bike a bit dirty than to do a quick "half job" on the whole thing. Never re-lubricate the chain whilst it is still dirty. The dirt and grit on the chain will simply combine with the lubricant and leave you with a black, filthy mess, which forms an abrasive paste that will wear away at your chain and sprockets at an alarming rate.

Having the correct tools for the job will make it much simpler and the job can be done in a fraction of the time. Invest in a good set of brushes. A wide, soft brush can be used for getting rid of the majority of muck from the larger surface areas, a stiffer brush is good for working round rims and tyres and smaller brushes for getting into the gaps between components and your frame. Some brushes are specifically shaped to get into the really hard to reach places, such as the tiny gaps between the sprockets on the cassette. Make sure brushes are good quality and nothing metallic that could scratch your bike. Using a cleaning product to help break down the grime will make this part of the job easier. Several relatively inexpensive products are available in a simple to use trigger spray that are safe to use on all parts of the bike.

Cleaning the chain itself can be a major chore unless you invest in a chain cleaner and some degreaser. A chain cleaner is a hand held device that fits onto the chain. By back pedalling, the chain is passed through a small bath of degreaser over a series of stiff brushes that clean the chain on all sides. With a few turns of the pedal the job is done effortlessly and the muck from the chain held within the cleaning device and not flicked all over your frame. Water-soluble degreasers can be rinsed off with plain water to remove any residue. Any degreaser left behind on the chain after cleaning will begin to break down any new oil that is applied. Some sources will not recommend products such as white spirit, petrol or paraffin for chain cleaning and to use Bike specific cleaning products to help protect the components of the bike. True, unless you know better. (Ask me). The use of car cleaning products like wash and wax can cause loss of performance to mountain bike disc brake systems and washing-up liquid contains powerful cleaning agents that may harm paintwork and some vinyl graphics. Like

all things, read the label as some non-bike specific products may be fine and cheaper.

Post Cleaning After cleaning, your attention should be turned to drying and lubing. A water disperser such as 'GT85' - is used to help drive moisture out of components where it could sit and cause harm. These products are generally aerosols to force it into hard to reach areas. Water dispersers are not recommended as lubricant, but they can be used to protect components by wiping over the exterior surfaces. The lubricant on your chain is its only defence from the elements and helps it to run more smoothly, with no irritating squeaks! Chain lube comes in many different forms. (Including sun-tan oil if you run out of lube!). Modern oils are synthetic and often Teflon based, they are often referred to as a dry lube as they are not sticky to the touch. This stops the chain picking up grit. It also means that the adhesion to the chain is not so good in wet conditions. Wax based lubes fall into a similar category, dry to the touch, clean but not as resistant to water wash-out.

When deciding on the correct type of oil to use, a number of factors should be considered, mainly the type of bike, the time of year and the conditions in which the bike is predominantly used. For example road bikes do not require heavy oils even in the worst conditions and the cleaner wax or Teflon based dryer formulas are sufficient all year round. A mountain biker will need to choose a different type of oil to cope with mud but will need to consider whether the oil will 'fling' which can cause problems with modern disc brake systems. (That said I'm a big fan of 'wet lube' it may be stickier and attract dust but if you clean your chain regularly....and believe me it makes for silent running). Very little oil goes a long way on a drive train, as it is constantly turning, and the oil will transfer to each of the components. By only applying fresh oil to a cleaned chain the life can be extended. Apply your oil sparingly across each link in turn on the top of the underside part of the chain, rotating it backwards through the mech. to reach a new row of links, and finally, wipe any excess off with a rag.

Compiled by nigel GARDNER of Cycle Matters www.cyclematters.co.uk

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## EASTBOURNE AND BACK - 25 / 26 February 2012

*Ooh la la, c'est deja vu!*

*Well almost but not quite! Having headed off in to the wind (and snow) a couple of years ago to Salisbury and back, a repeat of last years venture out to The Langham Hotel in Eastbourne was a more favourable option for this year's trip. Thanks again to Clive Lett for making it all happen! I appreciate his sort of organisation skills, by way of example, I think I responded to a Facebook invitation some months earlier saying I may be interested in riding the event. I then left it until a couple of days before when I confirmed my attendance by email. So far as booking a room at the hotel is concerned, I casually mentioned this to him on the day and telephoned the hotel en route to book my room for the night!! All very well organised on his part and very casual on my part.*

*The riders were;*

John ( Garmin/Bulldog) Baldwin  
Peter Logan  
Robert Downham  
Kevin Doe  
Stephen Feest

Clive Lett  
Nicole (Maglia Rose) Patterson  
Ken Newton  
Phil(how many k's can I log) Walker

Plus : Alan Cooper to 11's, Nigel Gardner to Eastbourne, Michelle Feest ( by car) and Don and Maureen Lock, our stalwart support vehicle providers.

We set off to a slightly damp start under grey skies, the highlight of our departure could have been my discussion with a pedestrian who took exception to us gathering on the pavement outside the club room for a 'team photo'. I was persuaded it wasn't worth it!

So, the salient details, the route out took us down to the seafront and past Brooklands, then up Grinstead Lane to the A27 and out to the Sussex Pad, through the Botolphs to Bramber, then along the north side of the Downs past Edburton, Fulking and Poynings to Hurstpierpoint. After that it was Hassocks, Ditchling and South Chailey. Uckfield, Framfield and Horam, followed by Hailsham and Eastbourne. All sounds rather dull, indeed my Garmin showed 3 hours and 55 minutes moving time, with a total journey time of 6 hours and 46 minutes, an average moving speed of just under 15 mph and a HRM average of 121 with a distance of 94 kilometres.

The first highlight was the inevitable visit to Dolly's Pantry in Ditchling. After last years visit and the long lasting effects of the scones, you'd have thought that the group would have learnt their lesson? At this point I need to explain that the scones are delicious, the only issue is the size, they say that Tour de France cyclists burn 6000+ calories a day, that's about the same as one of these scones. I was ridiculed for ordering a bacon sarnie whilst the rest of the peleton all ordered the scones. Let's just say that my bacon sarnie was the lower calorie option (I did though finish off Nicole's scone after she admitted defeat).

At some point prior to our next stop, carrying some speed from a descent up the other side of a slope I found myself in an impromptu sprint with Rob Downham. These sorts of sprints are rarely planned and when they occur, have to be fought hard. Despite getting the jump, I just held off Rob, who then declared that he'd used up his sprint effort for the day and we wouldn't be doing the same again today (more on this tomorrow).

Next up was our stop at Wessons Cafe Horam, this was a Rocco recommendation and it didn't disappoint! What a Cafe! Great food and service. The highlight was Mr Garmin's ( John Baldwin) comment on departure, we had planned to follow the Cuckoo Trail to Eastbourne, the Cuckoo Trail is one of the rare positive benefits of the Beeching cuts when our local rail network was axed in the '60's. John's Garmin had been the source of navigation expertise thus far for the trip, so when stood on the steps of Wessons Cafe, I was a little surprised to hear John question the location of the Cuckoo Trail, apart from the obvious physical presence of a disused railway cutting some 40 metres away there was the even more obvious signpost pointing the way.

It was at this point we abandoned our back up team of Don and Maureen and headed off south to Eastbourne along the bridleway that makes up the Cuckoo Trail. The surface is a narrow tarmac track, but with a fair bit of mud to



make it an interesting challenge. Eventually we arrived at the end of the trail and just the main roads to navigate into Eastbourne.

It was at this time a couple of notable events occurred, firstly, having been liberated from the confines of the Cuckoo Trail, I found the temptations of an open A road too much to resist and swiftly got into time trial mode with the peleton lined up behind, it's surprising how easy it is with good surface, slight downhill and a following wind you can get along at the high 20's. However, John Baldwin's second puncture of the ride called a halt to the team TT and Peter Logan complained that this event had ended his hopes of logging a PB for the mile glued to my back wheel. I took the opportunity to ridicule the 'put the bike upside down to fix the puncture technique' demonstrated by JB for the second time that day. I think someone must have done something similar to me in the distant past. It's a technique I have an unhealthy aversion to!

The evening at Langham Hotel was as good as last year, great value and good food. My en-route last minute booking had seen me pay a £5 supplement for a seafront room, this was to catch me out about 3.00 am Sunday morning! I'd woken for my usual middle age male visit to the bathroom, but instead of getting out of bed and getting on with it, I laid there in bed wondering what was going on? The mysterious experience which kept my lying still was an orange flashing light illuminating my room, had I been abducted by aliens? Of course not, my seafront room on the first floor was adjacent to a pedestrian crossing and it was nothing more than that!

Sunday, a little bit rough round the edges despite a hearty breakfast, saw us roll out homeward bound. Don and Maureen made the routine check of our route home, YES, we are turning left at the top of the hill coming out of Eastbourne and heading along the coast road past Birling Gap! Needless to say, exactly the same as last year, we ignored this and stuck to the mainroad! Maybe next year Don? Not long after setting off, we said 'good-bye' to our triathletes, Michelle and Steve, they were off for a run in Friston Forest.

We wound our way homeward via an elevenses stop at Isfield private railway kept alive by enthusiasts. Mixed reports on coffee/egg sandwiches, well the previous day had set the standard high. At least we could watch a real train run up and down the line, well, when I say real, for those who saw the BBC Top Gear when the three presenters created their own trains, this was their inspiration! The 'Train' was a sort of motorised porta-cabin!

The run home was very pleasant, dry and sunny and good humour all round, but underneath this thin veneer there was lurking a single question, when and where was Rob going to unleash his daily sprint? I cannot quite remember where this happened, I am sure JB's Garmin data will show a sudden vicious surge of speed to 70kmh. The reality of what actually happened next is far more important. I think most of you can visualise the scene, peleton rolling along at a comfortable pace, nice terrain, quiet roads, favourable wind, etc. Suddenly, he's gone! Rob dropped all of us bar one! I have to say it was a damn fine attack, well done. But one rider was not caught out, Nicole spotted the sprint, the road was rolling and the obvious 'finish line' was a crest on a small rise. The rest of the well beaten peleton sat up and watched the sprint from behind. The outcome could not be mistaken, Michelle wearing a bright top clearly crested the rise ahead of Rob!

*Peleton 2 Rob 0. Ho hum! The rest of the ride back was largely uneventful, great roads and company.*

*This event is now firmly fixed in the WECC calendar and I highly recommend it, the pace is not too taxing or challenging, the social side is great and as tough as you want to make it!*

*Thanks to everyone again for a great trip.*

*Jeremy Wootton*

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RUNS ATTENDANCE COMPETITION

Points up to 29th April 2012 – Leading positions

Tony Knott	64 points	Nigel Gardner	30 points
Mike Irons	54 ..	Rocco Sepe	29 ..
Barrie Le Grove	47 ..	Joely Muggeridge	29 ..
Phil Frean	42 ..	Guy Musgrove	28 ..
Mike O’Gorman	40 ..	Kevin Doe	28 ..
Robert Downham	39 ..	Ken Newton	26 ..
Jon Turner	36 ..	Phil Walker	24 ..
Peter Rowe	36 ..	Martin Wood	24 ..
Lee Barber	33 ..	Peter Logan	24 ..
Graeme Gill	32 ..	James Westill	24 ..
Simon Atkinson	30 ..	Dominic Maxwell	22 ..

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### FISH & CHIP SUPPER QUIZ

Courtesy Adrian Palmer

1. If WECC is celebrating it's 125<sup>th</sup> anniversary, when was it established?
2. What was the original name of 'Worthing Excelsior Cycling Club'?
3. What year was the clubroom – Broadwater Parish Rooms - built
4. The figure portrayed on the WECC badge is the Greek Goddess Hygeia. What is she goddess of?
5. How many fish feature on this badge?
6. The first Tour de France took place in 1903. Who was the winner?
7. In what year was the first yellow jersey awarded in the Tour de France?
8. The Tour de France has the yellow jersey – what is the equivalent jersey in the Giro d'Italia?
9. Which 5 times winner of the Tour de France based his race preparation on 'A pheasant with chestnuts, a bottle of champagne and a woman'?
10. Who was known as 'the Cannibal'?
11. Tommy Godwin holds the record for the greatest distance ridden in one year with a total of 75,065 miles. How many miles did he ride on Christmas Day 1939?
12. What, in cycling terms, is the meaning of 'Lejog' or 'Jogle'?

14. Where in Sussex was the greatest number of deaths caused by an avalanche in the U.K?
15. WECC is celebrating a significant anniversary this year, but how old is Worthing Pier?
16. Where in Sussex did King Canute try to halt the tide?
17. Which Sussex building was described as being 'a Norfolk turnip with four onions'?
18. In what year was the first motorway in Sussex planned?
19. Who wrote the song 'Sussex by the Sea'?
20. Which monarch reportedly said 'Bugger Bognor' on his deathbed?
21. If Bognor F.C are 'the Rocks' and Lewes F.C are 'the Rooks', what are Arundel F.C called?
22. How many gold medals did team GB win in the 2008 Olympics?
23. If the 2012 Olympics are held in London, where are the next Olympics in 2016?
24. The Queen is celebrating her Jubilee this year, but in which year was she married?
25. On what day is the Jubilee 'Big Lunch'?

(We could not find No 13 either – perhaps Adrian is superstitious!)

Answers later in this issue

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THE STRAWBERRY TEA

As mentioned in our last issue this event is being revived and Tony Palmer and Mike Irons are in charge. Planning is at an early stage but two things have been fixed, they are the date and the venue. It will be held at Washington Village Hall and the date is Sunday 22nd July. Please note "Village Hall" not "Franklands Arms as previously indicated.

More details will be provided in due course but Tony would like it to be free, he wants it to be for members and their families. Lots of strawberries and lots of cream were also mentioned.

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### JOHN GRANT REMINDS US OF THE ORIGINS OF THE STRAWBERRY TEA

*During the 1890s the Excelsior grew rapidly, with a greater proportion of lady members. The captain's task became more and more a social one. There were still two club-runs each week during the summer season, but as the years passed, other gala days were added to the calendar.*

*First came the "Secretary's Tea". Charles Fibbens owned and edited the Worthing Gazette, and was Excelsior secretary. In 1896 he invited the club to tea at his home, "Thistledown", at Nepcote. Despite the ladies' long dresses and dainty boater hats, there were novelty races, party games and off-the-cuff entertainment, including a heavyweight foot race between Charles Fibbens and*

Councillor G.H. Warne, when, according to Dick Turpin's report "the ground shook under their thudding hooves". "Thistledown" still stands today.

Soon after taking over the captaincy, Alf Chilton realised that "scorching" by a few faster members was spoiling the runs, particularly for the ladies, and suggested that members go to the rendezvous in smaller groups, at their own pace.

In July 1897, as an experiment, he set up a strawberry tea at Ashington. The newspaper report doesn't say where in Ashington, but my money is on the garden of the Red Lion, the coaching inn. Twenty two went, it was a success, and "a return match with the strawberries" was arranged for the following year.

The 1898 event was a further success, but Alf couldn't get the Ashington venue for 1899. He approached the Franklands Arms at Washington, and the Strawberry Tea took place there every year until the outbreak of war 1914. If rain intruded, they used the club-room at the rear of the Franklands, but good weather was the rule, and for years Duffield's captaincy became famous for it.

Usually the piano was manhandled into the large field which then lay behind the Franklands, and there you ate "King Strawberry" smothered in cream, topped up with bread, butter and tea, all for nine pence (old money of course!).

Singing and dancing ruled, and for those who could still move, novelty races and competitions, although, reading between Turpin's delicate lines, some stole off for romantic walks in Washington's lanes. Alf's whistle (where had the club bugle gone?) sounded all too soon for the walk up the Bostal and the ride home. It can't have been as idyllic as Dick Turpin painted it, but I had a huge lump in my throat when first I read his description of the long line of twinkling rear light (at the time cyclists were the only road users required to carry lights) as three and more impromptu and perhaps slightly bilious choirs wheeled happily to Worthing.

John Grant

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NATHAN GALE OUR MARATHON MAN

Hopefully Nathan's run in the recent Brighton Marathon will have eased off his running obsession and soon we will have him back on his bike again.

Our information is that he completed the run in 3 hours 31 minutes and finished 814th out of an entry in excess of 9000. Wow! That's not bad, top 10%. Well done, now does this mean you will be riding the 12 hour this year?

Can't stop to write anymore, have to run for the bus and it's a good 50 yards!!!

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Two silk worms had a race . . . .they finished up in a tie!

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MISCELLANEOUS RESULTS

21st April (Saturday) East Sussex 10 mile. Mike O'Gorman was the only WECC member to tackle this one and made his way over to East Hoathly for a 7 a.m. start. He had hoped to duck under 25 minutes but the wind and rain were not

22nd April (Sunday) Southern Counties 25. This was up on the Broadbridge Heath course and conditions were described as reasonable. Jeremy Wootton was our fastest rider recording a good season opener of 59.08. He only just kept clear of a very much in form Mark Bernhardt who recorded 59.34, a personal best. Mark must be really looking forward to the season ahead if has started so well. Peter Main clocked 1.07.06 and Barrie Le Grove in his second "25" of the year again just beat 20 mph with his 1.14.13.

You will know that the Olympic Road Race is going to go dashing around the Box Hill area and we all hope that everything goes to plan and that Mark Cavendish, or one of Team GB, is going to get the first of many Gold medals in this year's Olympics. However, there are many cyclists who want to give the course a try, just to see if they can do better than their idols. Nothing wrong with that!

However, (and no one is pointing any fingers) not all riders are as competent on the road as Team GB. Not only that, when they have their official race, there's nothing coming the other way!!! British Cycling has issued a note of caution to anyone who is a 'wannabe' Olympian that they should exercise due care when riding around the circuit.

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## EVENING TEN MILE SERIES NO.2

April 26th

Number one was washed out on the first evening with heavy squally rain and so much water on the A24 as to make it quite unsafe. A shame because despite the conditions a good number were there but the organiser had no option.

So what about number 2? Well, there were gale force winds, but somehow we escaped the rain and the roads were dry. Once again there was a really good turn out and those towards the end of the field benefited to an extent from the wind dying down a bit. Thirty eight signed on but unfortunately two, both juniors planning their first rides do not show on the result (below). Joe Klose was a puncture victim before starting and Jack Shepherd turned into the car park area at the finish instead of continuing to the chequered flag, so was technically DNF (did not finish). The timekeeper was able to give him an unofficial estimate of his time (30.10) so he'll have something to aim at next time out.

Full result:

|      |                   |       |      |                  |       |
|------|-------------------|-------|------|------------------|-------|
| 1.   | Mark Bernhardt    | 23.25 | =10. | Clive Lett       | 26.07 |
| 2.   | Mark Newnham      | 23.44 | 12.  | Ben Barden       | 26.36 |
| 3.   | Kevin Wilson      | 23.50 | 13.  | Allan Orman      | 26.38 |
| 4.   | Chris Putnam      | 24.16 | 14.  | Phil Walker      | 26.43 |
| 5.   | Chris Twine       | 24.19 | 15.  | Robert Downham   | 27.26 |
| 6.   | Mike O'Gorman     | 24.26 | 16.  | Phil Young       | 28.30 |
| 7.   | Peter Main        | 24.52 | 17.  | Tony Eveleigh    | 29.49 |
| 8.   | Simon Atkinson    | 25.26 | 18.  | Nicole Patterson | 30.12 |
| 9.   | Darron Muggeridge | 25.33 | 19.  | Graeme Gill      | 31.38 |
| =10. | Phil Freaan       | 26.07 |      |                  |       |

There were 17 guests and five of them were faster than Mark B. We missed Jeremy Wootton but rumour has it that he's planning some rides on fixed wheel which should be interesting.

A disappointing ride from Chris Twine, did he have a problem or was it just an off form ride? Another rider catching the eye is Chris Putnam who has put together a string of decent performances this year. Is it all down to the new (ex Mark Bernhardt) machine, or some serious training.

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NEW MEMBERS

Mike Irons is still pulling them in and signing them up. We only have brief details about you but if you happen to be a world champion or in the GB squad for the Olympics let us know and we will try and give you a bit more space in the next issue!

Eric Baker has been enjoying the Sunday Club runs. He tried the Winter Warmer but had two spare inner tubes and three punctures to retire within sight of the finish. He is currently planning a ride from Chester to Worthing with a friend just for fun. Looks like a good candidate for the Sportive in August (see our website) and the longer Audax events.

Malcolm Hales has experience of mountain bike racing but is now getting into road bikes and did well in a recent sportive. He plans to get out with the Club on Sundays and is thinking about some road racing and possibly time trials as well.

Peter McDermott joined so that he could ride in the March 10 mile event. A time of 25.13 was not bad either. We hope he will ride many more. He is also into triathlons so maybe we can help him improve on the cycling discipline.

Martin Spring has already completed a number of sportives so we trust he will be entering our event in August. He plans to use our club runs to keep in trim, which may mean you go with the fast group!

Colin Usher is a prison warder from HMP Ford and will be out on Sundays as soon as he has his new bike. He says he is going to get fit before he commits himself to anything else.

Robert Naylor says he wants to have a go at time trials. Not sure what previous riding experience you have but the club runs on Sunday are the place to start and get to know other members.

Joining second claim we have Alan Cooper who has been with us before. He is first claim now to Brighton Excelsior but has enjoyed some of our club outings and ridden as a guest in our time trials. Also with Alan we have his daughter Sarah who is first claim with Brighton Phoenix and has already done some time trials.

We hope you will enjoy a long and happy membership. Try to take part in as many of our activities as you can. That is the way to get your money's worth.



QUIZ ANSWERS

1. 1887.
2. Worthing Working Men's Excelsior Cycling Club.
3. 1889..
4. Hygeia – Greek Goddess of Health.
5. 3.
6. Maurice Garin.
7. 1919.
8. Pink.
9. Jacques Anquetil.
10. Eddy Merckx.
11. 59 miles – Exeter to Cardiff.
12. Lands End to John O'Groats.
14. Lewes.
15. 150 years.
16. Bosham.
17. Brighton's Royal Pavilion.
18. 1906 (West Sussex Archives).
19. William Ward-Higgs (1866 – 1936).
20. George V.
21. The Mulletts.
22. 19 Gold Medals.
23. Rio de Janeiro.
24. 1947.
25. Sunday 3rd June 2012.





Fish & Chip Supper



SCA 2-Up Chris Twine & Mark Newnham
and below Chris Putnam & Ben Barden

