

FOUNDED 1887

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THE JOURNAL OF



THE WORTHING WHEEL



W.E.C.C June 1987 (Photo by Roger Smallman)



Chairman Robert Downham & Lesley Miller with the Queen's Letter Congratulating the Club on its 125th Anniversary

WORTHING EXCELSIOR CYCLING CLUB

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

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VIEW FROM THE BACK END  
(Of the TT Field)

Yesterday I read an article in *The Big Issue* about Chris Hoy. Apparently his thighs measure 27 inches around. I had a think about this and wondered what size my thighs are and if there is any correlation between this measurement and speed on a bike. So I checked, and my thighs measure 19 inches (not bad, I thought) which is only approximately 2/3 of the size of his. Sadly I can probably only cycle at about 1/10<sup>th</sup> of his speed when he is flat out so there must be other factors at work too – age, gender, lack of fitness ..... etc.

Anyway, I was thinking about cycling as that's about all I have managed to do this year (thinking, that is rather than doing) and I thought I should get out there and do my first 10 mile TT of the season. As I was riding to the start this evening, 3<sup>rd</sup> May, in the drizzle, my mind was wandering, thinking about Jeremy Wootton and how he often writes up an account for the *Worthing Wheel* of how he did in TTs during the season, recording his PBs and first placings, and battles for supremacy against other fast WECC riders. For a change, I'm writing about the battle at the other end of the race. To me, my struggles seem no less intense or hard fought but the outcome looks a whole lot less impressive.

Tonight I was the first starter, the glorious No 1 (I drove to the start from work so I could get an early number, then drove home again). I was well warmed up, having ridden from Steyning, but not convinced that I would do a good time (good for me, that is) as I have had a virus for three weeks (now 99% recovered) and have only been out on my good bike twice this year. So I was more concerned about how many people would overtake me, rather than how many minutes I would take.

As No 1, I really hope that I won't be overtaken on a 10 mile TT by No 10. It is entirely possible as, if I manage a reasonable time for me early in the season (say 29 – 30 minutes), someone like Nick Dwyer could finish in 20 minutes and so come past me at or near the finish line. I really didn't want that to happen so I checked with John Baldwin (pusher-off) and No 10 was Chris Putnam. So I thought I was safe from No 10 and at least Chris wouldn't be able to catch me over the 10 miles (no offence Chris, but Nick IS faster than you). I didn't have a chance to see who else was in the first bunch of riders unfortunately.

At 7:15pm I was off (nearly missing the start though because I was chatting to Johnny B about cycling and we got distracted), and I thought I was flying on the way down to Findon. My speedo had never read so high a number. I was doing 43 miles an hour!!! Oh no, I wasn't; I forgot that the battery in my bike computer had been changed and somehow it got reset into kph rather than mph. Quick re-calculation and I realised that I was doing something quite fast but not sure exactly what. It's downhill to Findon of course. No sign of No 2 coming past yet which was good. At the turn-round I was still in front and couldn't even see No 2 coming up towards the roundabout on the opposite side of the road. I must be doing well. Then he suddenly shot past me at speed (he must have been on the roundabout not far behind me at Findon so I didn't see him). One down, how many more will pass me? I pushed on, back up towards Windlesham School, groaning in my usual way, avoiding the potholes, desperately trying to keep the



legs pumping before No 3 went past..... and he didn't pass me. Hurrah!!! Down the hill towards Washington roundabout and still only No 2 has gone past. Something must have happened.

Dammit – cars at the roundabout. I had to apply the brakes, nearly coming to a stop and, as I was starting off again (in the wrong gear of course), No 4 came past with a cheery comment (Mark Bernhardt, fast as ever). I surged forward onto the northbound stretch to Ashington, watching Mark's tail-light vanishing and finally No 3 came past me with an encouraging 'Well done'. Thanks, it really helps. My goal then was to not let him get too far away and I worked even harder, pushing down and pulling up on the pedals, ignoring the searing in my lungs and the lactic building in my legs, and straining to keep No 3's rear light in my sights. And I didn't do too badly. At Ashington turnaround, he was just on the return stretch of road passing under the A24 between the roundabouts as I was turning left towards the first roundabout. Not bad, not bad, not bad, keep going.

Once I got back onto the Southbound stretch of carriageway, thoughts of the finish kept me pushing away at those pedals, down on the tribars, gasping for air, and trying to keep ahead of all those riders I knew must be amassing behind me. I was momentarily distracted by the sight of a cycle helmet on the grass verge to my left, about level with Kate's Cakes. And I wondered whose helmet it was. What type of helmet were No 2, 3 and 4 wearing? Actually I think No 5 had been past at this stage too. Could one of them have veered off the road and fallen into the ditch leaving nothing but a helmet visible on the roadside? Unlikely, I know, but possible. The helmet looked in good nick. By the time I'd thought about all this, and primed myself to check at the finish if all of them had made it round safely, I was at the highest point of the return route and pressing on downhill to Washington roundabout. And of course I realised yet again that it's all an optical illusion. It's not downhill, it can't possibly be, as my legs burn and scream and suffer while I try and keep the cadence up. Thankfully I get to the roundabout, turn the corner, and urge my weary legs on for the last few hundred metres to the (as yet unseen) finish line. And this bit is strangely uphill too – not seriously, but enough to make me want to change down a gear but my pride says I can't. I have to keep pushing all the way to the line. And finally I'm there, freewheel a few metres once past the flag, and start a lung-bursting coughing fit for the next 10 minutes. Sorry guys, I know it was unpleasant.

So it's all safely over, I don't know what time I did as without my glasses I can't read the time on my computer. Also as it's a dark and dreary evening it's too dark to hang around waiting for results, so I ride home, full of a virtuous glow and rather wet up the back from the spray off the road.

Did I break 30 minutes? I have no idea, but I know I tried hard. And more importantly, only FOUR people overtook me tonight. No 6 didn't come past, so I rate that as success. Roll on next week's TT and another challenge. And can I just say a huge Thank You to Mel and all the others who make these happen each week. It's all very much appreciated.

Joan Lennon

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26th April

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 Frea	26.07			

3rd May

1.	Mark Newnham	22.26	9.	Peter Main	24.46
2.	Chris Twine	22.29*	10.	Nolan Heather	25.02
3.	Mark Bernhardt	22.35	11.	Lee Barber	25.06
4.	Kevin Wilson	22.54	12.	Phil Young	27.17
5.	Chris Putnam	23.39	13.	Tony Eveleigh	27.54
6.	Mike O'Gorman	23.44	14.	John Lucas	28.48
7.	Darron Muggeridge	24.36	15.	Joan Lennon	29.00
8.	Phil Frea	24.45			

* includes 15secs late start

Chris Twine's time penalty could be vital come the end of the series and the aggregation of each rider's best 6 placings. Good to have Mark Newnham back towards his potential.

Two events (No 1 washed out) and we have two different winners. Looks like this year's series could be more open than previous years.

LETTER FROM BUCKINGHAM PALACE

Secretary Adrian Palmer dropped Her Majesty a line from W.E.C.C to offer our congratulations on the 60th Anniversary of her Accession. Not wanting to miss an opportunity he thought she would be interested to know that we were celebrating 125 years and planning a Charity Sportive in August.

We include a copy of the reply received. Continuing on this initiative he then did a Press release to all local media and more general cycling publications. Again we show a copy and elsewhere in this issue a copy of the photo referred to. Media response as we write has been zero so far, but there's still time. A very worthwhile effort anyway.



BUCKINGHAM PALACE

11th May, 2012.

Dear Mr. Palmer,

The Queen has asked me to thank you and the Members of Worthing Excelsior Cycling Club for your kind letter containing a message of congratulations to Her Majesty, sent on the occasion of the Sixtieth Anniversary of The Queen's Accession to the Throne.

Her Majesty was interested to learn that the Club is celebrating their one hundred and twenty fifth anniversary this year and you will be holding a charity bike ride and sportive event on 12th August. The Queen has asked me to send her best wishes to all concerned for a most successful and memorable day.

Yours sincerely,

Christopher Sandamas
The Chief Clerk to The Queen

Adrian Palmer, Esq.

PRESS RELEASE

In a letter from Buckingham Palace, Her Majesty the Queen has recognised the 125th anniversary of the Worthing Excelsior Cycling Club. The Club was established in 1887, Queen Victoria's own Jubilee year, as the 'Worthing Working Men's Excelsior Cycling Club'.

Whilst the Excelsior has always had a prominent social side – an attribute which makes it the popular club it is today – it is still in keeping with its primary aim which is the promotion of cycling as a sporting, recreational and social activity open to all.

To mark their Anniversary, Worthing Excelsior is promoting a charity bike ride/cyclo-sportive under the title 'The Devil in the Downs'.

This year the Club is using this event to support The Chestnut Tree House Children's Hospice, which is the only children's hospice in Sussex and cares for children and young adults from 0-19 years of age with progressive life-limiting and life-threatening illnesses from all over the county.

The event will take place on Sunday 12th August over three distances with three routes, so there is a challenge for everyone. The shortest route is about 30 miles, which is fine for those who just want a ride out along Sussex roads less travelled. The longest route is about 85 miles and, although more challenging, is proving the most popular.

In her letter, Her Majesty sends her best wishes to all concerned for a most successful and memorable day so, those who want to take part in this splendid event should get their entries in soon.

Attached is a photo of the Club Chairman, Robert Downham, and Club member, Lesley Miller, with the letter from Buckingham Palace.

There is also a photo of a meeting of the Founders group.

In addition, there is a copy of the 'flyer' to advertise 'The Devil in the Downs'

Check out the details on www.worthingexcelsior.co.uk

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### 'WOOTTON REPORT' – No 1

*Finally, I made it to the start line of an Evening Ten in 2012! It was number 5 and I had missed the first 4! Number two saw me at a client event, one and four were rained off ( I did turn up for number four) and number three I decided I didn't fancy the wet conditions!*

*Wow, what a mixed bag considering previous years! Last year there had been a handful of PB's by now.*

*So I finally rode a Club Ten this year, on a fixed wheel!*

*My Fixed Bike has attracted a bit of Facebook interest, Dave Hinde frame, TT bars and 52 x 13 and 15 set up depending on wheels/ event. It was the Corima race wheels in the bike and a 13 on the back for a TT. Years ago when the Bike Store were in Broadwater, Martin and Andy refused to fit a fixed on a single speed MTB I was building up, they were right of course! The concern was I would have*



*an accident, I've covered quite a few miles on the fixed over the winter and aside from a couple of moments when I tried to freewheel, I've enjoyed it.*

*The bike all came about because I brought the Zipp base bars on eBay, I just liked the look of them and won the auction, they sat on the side of the garage for several months, eventually I decided to do something with them, either sell or build a bike. Most of the parts were also sourced from eBay, eventually, my son Paul nailed it all together for me. With my eBay specials in the dropouts it was "Off", well sort of, I had an ongoing issue with the Tri Bars and one of the outcomes of this evening was that I discovered the source of the problem, that's now sorted, however, I needed to ride the event with a wobbly left Tri Bar.*

*The great thing about riding a fixed is regardless of the size of gear, you have to pedal it. You can't change gear, you can't take your feet off etc, you just have to get on with it!*

*Light northerly wind.*

*So how was it?*

*Well, no jumped gears at the start!*

*Down to Findon RAB and I soon run out of gear inches, just keep spinning, back up past Windlesham School with the wind the gearing was OK, held it around 20 mph all looking good. Actually felt like I held a decent pace up the slope, no option really, keep the pedals turning or get out the saddle and honk. I know from past experience as soon as you stand up, speed goes down.*

*Into Washinton RAB and for the first time in years, I came to a complete halt, not one but three cars taking the Storrington exit, unclipped a pedal and prepared to put a foot down, please bear in mind this is all not very natural with a fixed hub! Getting going again is an effort, just how many seconds lost is unknown, perhaps we should do a study? After the Washington RAB moment, all was OK northwards to Ashington, the 13 sprocket was a little too large on the rise up to the slip road off the A24, heading southwards after the turn, all was good once the out of saddle effort was over.*

*Wind behind and the run South was quick the final few hundred metres from Washington roundabout to the finish are always telling. It may only be less than a minute's effort but the cadence and apparent speed always tells the truth! For once the gear ratio was perfect and to the assembled onlookers, so was my finish. On the Tri Bars, cadence high and speed apparently obvious to all!*

*Not a PB by a long way, but an interesting effort. 22.41*

*A lot of learning to be done!*

*Jeremy Wootton*

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A doctor on TV said that to have inner peace we should always finish things we start and we all could use more calm in our lives.

I looked around my house to find things I'd started and hadn't finished, so I finished off a bottle of Merlot, a bottle of Chardonnay, a bottle of Baileys, a bottle of wum, the remainder of Valiumun scriptins, and a box of chocletz. Yu haf no idr how fablus I feel rite now. Sned this to all who need inner piss. An telum u luvum.

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## EVENING TEN SERIES – No 5

17<sup>th</sup> May

|     |                |       |     |                   |                  |
|-----|----------------|-------|-----|-------------------|------------------|
| 1.  | Jeremy Wootton | 22.41 | 11. | Darron Muggeridge | 25.22            |
| 2.  | Kevin Wilson   | 23.08 | 12. | Phil Frean        | 25.49            |
| 3.  | Mark Bernhardt | 23.11 | 13. | Nathan Gale       | 25.59            |
| 4.  | Mike O'Gorman  | 23.36 | 14. | Joe Klose         | 26.29            |
| 5.  | Simon Atkinson | 23.48 | 15. | Peter Rowe        | 28.03            |
| 6.  | Mark Newnham   | 23.50 | 16. | Phil Young        | 28.07            |
| 7.  | Carl Trevis    | 24.18 | 17. | John Lucas        | 28.22            |
| 8.  | Chris Putnam   | 24.23 | 18. | Joan Lennon       | 29.51            |
| 9.  | Peter Main     | 24.28 | 19. | Jack Shepherd     | 48.36*           |
| 10. | James Nelson   | 24.29 |     |                   | *went off course |

Good entry and reasonable conditions after another 'unsafe conditions' cancelled last week. Three events now and we've three different winners. Is Jeremy back to dictate another successful title defence?

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MY CHESTER to WORTHING BLOG

By Eric Baker

"I want to cycle from Chester to Arundel. Fancy it?"

And there it began. My good friend, Simon, wanted to cycle from his home in Chester to Arundel where he was holidaying with his family. I instinctively said "Yes". Only when I got home that night did I think about what I was letting myself in for. We were to start on April 16th and to get to Worthing in 3 days. Simon, a very keen Tri-athlete, originally wanted to do it in 2. I'm glad I talked him out of it.

I set about plotting the route. The first 2 days were simple; just follow the National Cycle routes with slight deviations into Birmingham, Reading then to Worthing. Simon sorted the accommodation and during a visit came and fixed my Bike to the top of his car and drove back up the M6. All I had to do now was to take the train to Chester. Ticket booked, first class, (only £6 more), quiet coach. Yeah right! It was the day after the Liverpool – Everton FA cup semi final. The coach was filled with joyous Red Scousers.

I had to change at Crewe to get to Chester. Crewe is a strange station; I liken the platform to the station in the Harry Potter films. My next train was leaving in 2 minutes from platform 9, I was on 6 so walked through to the next platform to find I was on 11!!! Where were the platforms in between? A quick enquiry and was directed up the platform. Platform 11!!! What's going on? I just ran in that direction and then they appeared. The missing platforms were at the end of building. I made the train and was in Chester in 20 minutes.

That night after a big roast dinner, we sorted our bikes and kit out. Racks, mudguards attached. Panniers, or in my case rucksack, attached, which more than trebled the bike weights. Tyres pumped, lights fitted, fuel food packed. We were ready to go. Excited yes! Nervous, double yes!!

After a hearty breakfast the next morning, we set off. 15 minutes of cycling through Chester city and then we were in the countryside. Our first planned stop was to be Whitchurch, approx 28 miles away. The sun was shining, the wind a little breezy, the roads quiet. Cheshire has some great country roads to cycle on. Halfway to Whitchurch, we hit our first hill of any significance. I climbed it well, Simon, followed shortly after.

After a couple of small stops and wrong turns, we got to Whitchurch. We had a 20 minute break with a welcome Hot Chocolate and flapjack and we were ready to continue. The battery on Simon's phone had already run down so we were on to my phone. We set off again, taking it in turns to go in front. 20 miles later, my phone died!!! We were effectively cycling blind now. Luckily we were following a National Cycle route down and it was sign posted, although we still took a few wrong turns. We stopped near Shawbury for some lunch and could see Shrewsbury in the distance with a huge hill in the direction we were going. We were coming into the West Midlands and the hills were getting longer and steeper.

A huge steep hill, which we both managed slowly, and we were in Ironbridge where we stopped for a better meal. We were fed up with Flapjack by then. It was about 3.30pm and the sky was clouding over. We stopped in a café and had a hot sausage sandwich and got chatting to a man. "Oh yes" he said, "Me and Wiggins go way back". Not exactly true but he told us about his cycling exploits, LE-JOG, across the USA etc etc. Always good to talk to a fellow cyclist.

On our way again, we were getting concerned about the time and light. More big hills, more stopping to turn on the phone and work out the next part of the route. We followed the cycle path along the river for what seemed like miles. Bridgnorth came and went with more long steep hills! At this point we still had energy to cycle them. We were close to Stourbridge by 6.30pm and decided to stay on the main road to save time. The hills on this main road even tested the cars. In Stourbridge I had my first mishap. Coming up to some traffic lights, I took my foot out and then without realising, clipped it straight back in again. Went to put my foot down and just fell sideways. No injury other than to my pride as there were plenty of cars around.

After Stourbridge was Halesowen. This was the town next to where we were stopping that night. We stopped to check the route. "Let's go up this road which has Hill in its name." said Simon. We did and we were beaten for the first time. We had to walk. Down the other side and onto the Hagley Road. A signpost saying Quiton 2 miles. We high fived each other with delight. This very quickly turned to despair as it was another steep hill. How can large towns have such steep hills? It makes Salvington Hill look flat. We had to walk again. For about 30 minutes.

The hill ended eventually and we cycled the last half mile to our hotel. Time – 8.30pm. We had been out for 12 and 3 quarter hours. We were ecstatic! Not too tired but our backsides were very sore! We showered and changed, phone calls back home and then off to eat. A carvery, fantastic! We managed to blagg extra meat and piled on loads of vegetables.

106 miles successfully accomplished. Now for Day 2. More very steep hills on the main road which we managed ok and then we were on a cycle route for a while. I had mapped a shortcut (using Google) from the M42, avoiding Redditch and going straight to Stratford. Big mistake! We went through the grounds of a

private school before ending up on a farm track and eventually into a field. We had to lift our bikes over gates to get back onto proper roads again, they were extremely heavy and now our shoes were caked in mud.

We reached Stratford about 2 hours later than planned so we changed our route to go straight down the A3400 to Oxford. A main road but not too busy. It was quite windy at the top of the hills outside Stratford. We lunched in Shipston on Stour at about 2.00pm. Found a café and got talking to a local. "Oh yes, me and Hinault go way back." Not exactly but we were barraged with his tales of cycling. We wanted to relax and eat but he kept talking and talking.

A nice meal then we set off again. At this point we thought we wouldn't reach Reading today and phoned the hotel to cancel but they said we would lose the money as you couldn't cancel. We had to stop a few times as Simon's back was in agony. My toes were killing me and my knee was a little painful but we both soldiered on. The road was predominantly flat with a touch of downhill from here to Oxford.

We reached Oxford and there were cycle paths everywhere all the way into the city centre. At this point we still thought we wouldn't get to Reading that night. We were looking at our phones trying to work out a quicker route when a student stopped and showed the way to go. With many thanks we set off again and then saw a sign saying Reading 19 miles. We thought we still had 28 to go! This energised us as we knew we could do it now. We rode the busy A423 out of Oxford as cars whizzed by, it was quite scary. In the distance I saw a massive hill and I knew Reading was the other side. This hill was about 2 miles long and very steep but we made it.

It was nearly 9.00pm when we arrived. Bikes locked away, we showered, changed and made phone calls. Then food. We had steak which went down very well. The journey was 96 miles, 19 less than originally worked out, thank goodness for that!!!!

Day 3, Reading to Worthing. It was raining hard! The wind was coming from the south and was very strong. We had no choice but to go for it. Reading has some great cycle paths once you can find them. Simon's back was better now but my toes were still in agony and our back sides were very tender.

The route through Farnborough was a strange one. On more than 1 occasion we had to cross a railway line. So what I hear you ask! To cross the line we just opened a gate, looked left and right and then just walked across dodging the speeding trains.

In Guildford, the rain still pouring down, we stopped for lunch at Frankie and Bennys. After a nice meal, we set off again, cycling through the city centre which was busy. Finally back on to quieter roads, the pressure was on to get home. We were both tired and wet and approaching the hills of Sussex. Big deal!! We rejoined the A281 and cycled down it for ages until the turn off for Alford. We stopped for 20 minutes outside a pub, relieved that we were nearly home.

Onwards through Loxwood then Adversane, towards Ashington. A wrong turn took us up Jackets Hill, not what we wanted at this stage. We eventually made it to Rock Road, through the tunnel and onto the bus stop in Washington. We stopped and I said "One last climb". And then it was all downhill to home. The A24 was busy with lots of spray being thrown up, we just wanted to get home.

After 270 miles and 33 hours of cycling, zero punctures, we arrived home. My wife and daughter waiting and pleased to see us. Showered and changed, we sat down and enjoyed a nice cold beer and a home made curry.

Did I enjoy the ride? No! Would we do it again? No chance. It took me 4 days to change my mind to "Hell yeah!" for both questions.

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### EVENING TEN SERIES – No 6 24<sup>th</sup> May

|                   |       |                    |       |
|-------------------|-------|--------------------|-------|
| 1. Jeremy Wootton | 21.38 | 11. Joe Klose      | 25.30 |
| 2. Mark Bernhardt | 21.42 | 12. Robert Downham | 25.35 |
| 3. Kevin Wilson   | 22.31 | 13. Phil Walker    | 25.37 |
| 4. Mike O'Gorman  | 23.08 | 14. Phil Young     | 26.33 |
| 5. Simon Letts    | 23.09 | 15. Tony Eveleigh  | 26.46 |
| 6. Peter Main     | 23.13 | 16. Tony Knott     | 27.34 |
| 7. Chris Putnam   | 23.30 | 17. John Lucas     | 27.42 |
| 8. Phil Frean     | 23.57 | 18. Joan Lennon    | 28.06 |
| 9. Lee Barber     | 24.18 | 19. Ben Toovey     | 28.20 |
| 10. Allan Orman   | 25.17 | 20. Graeme Gill    | 28.55 |

Nathan Gale in charge as Mel's deputy, and we were vastly oversubscribed. Having to turn away riders. We are limited to the numbers we can take and we may have to consider in future delaying the acceptance of entries from other clubs until club members have had a chance to sign on. To turn away a potential winner of the series in Chris Twine and to thwart the enthusiasm of youngster Jack Shepherd was particularly unfortunate.

So Jeremy gets his second win but look at Mr Bernhardt, that's really close and excellent competition. Good to see Junior Joe Klose moving up the finishing order as well. Must have been a good evening with Nick Dwyer (Lewes) going round in 20.05!

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BICYCLE-POLO (more from our historian John Grant)

Some years back John was prompted to write to the Daily Mail in response to letters published on the subject of bicycle-polo. He had to inform them that Worthing Excelsior Cycling Club no longer fielded a bicycle-polo team, but did boast of having pioneered the sport in this country. In August 1896, we ran a festival of cycling competitions, which we billed as the "Grand Cycle Tournament", in the Peoples' Park (now Homefield Park).

It featured a bicycle-polo match between E.Laker's team and "Professor" G.Lucas' team, five riders per side. Worthing Gazette proprietor Charles Fibbens refereed it, his newspaper reported it, but he apparently forgot to tell them to record the score.

"Cyclist" magazine excitedly reported the competition as the first civilian match played in the U.K. It is not known quite how organiser Laker, a Worthing cycle dealer, had discovered the sport, but "Cyclist" reported that British soldiers regularly played it, imitating the "real" polo played by their officers. Did they perhaps bring it back from India?

In the 1930's there was a massive following in London and the suburbs, with league competitions reaching out into Surrey. Special bikes evolved, and they even tried out disc wheels (a "new" invention of more recent years) to prevent "ball-in-front-wheel" crashes.

Such tumbles weren't a problem to the Victorians with their wider forks-when the ball lodged in S.J.Baker's front wheel in 1896, he made for goal with the opposition in hot pursuit. Amidst uproar from the crowd he scored, but Charlie Fibbens flatly refused to allow it.

'RAY DOUGLASS' MEMORIAL OPEN 25 Mile 20th May – Broadbridge Heath

John Baldwin again stepped up to the call and put on an excellent promotion. The start sheet provided some statistics ; these were 108 entrants, there were ten riders from WECC, but there were 25 other members officiating in various capacities both around the course and at the Broadbridge Heath HQ. All being equally important, whether timekeeping, marshalling or working in the canteen.

The course was the Cycling Time Trials course numbered G25/53. Starting at the Robin Hood roundabout west of Horsham on the A24, it takes riders north then east on the A264 to the Broadfield roundabout on the outskirts of Crawley. It then comes back about a mile and turns up to the Tollgate Hill which is a nasty drag to the 9 mile point. There's then a fast descent back to the A264 and west to Great Daux roundabout and back south through the start and straight on down the A24 (but not under the Farthings Hill interchange) to the Pollards Hill roundabout south of Southwater (21 miles). The last stretch goes back to Broadbridge Heath finishing just before Farthings Hill.

Apart from the Fontwell (A27 based course) it's arguably the fastest course around here and used for competition most weekends.

Thanks in no small way to generous support from sponsors there was a prize list of £450, well spread between scratch, veteran, lady and team categories.

Let us here record our thanks to : THOMAS EGGAR Solicitors, TARGET TIMBER SYSTEMS Ltd, COUNTY INSURANCE BROKERS, OAKWOOD CARPENTRY and JOINERY and QUEST ADVENTURE. If you have the opportunity give their businesses your support.

We didn't field our best '11' and Jeremy Wootton and Tony Knott were unable to start, so our 8 finishers with placings were:-

Mel Robertson 1.01.42 (34th), Simon Letts 1.02.55 (41st), Mike O'Gorman 1.04.23 (51st), Darron Muggeridge 1.04.56 (56th), Phil Frean 1.05.22 (61st), Lee Barber 1.06.19 (67th), Allan Orman 1.10.05 (79th) and Barrie Le Grove 1.16.53 (87th).

The winner was East Grinstead C.C's veteran star rider Steve Dennis who took just 52 minutes 56 seconds to cover the distance. Ben Fielden of G.S Stella headed the veteran's category with Mel Robertson picking up the 3rd place award. London Dynamo collected the team award with a three man aggregate of just 2 hours 50 minutes 37 seconds. In the ladies section and only 3 places and 12 seconds behind Mel was Elizabeth Brama of Brighton Phoenix A.C and Tri on 1.01.54.

Another good promotion in memory of a 'good bloke'.

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### EVENING TEN SERIES - No 7

31<sup>st</sup> May

|                      |       |                   |       |
|----------------------|-------|-------------------|-------|
| 1. Chris Twine       | 21.36 | 9. Phil Walker    | 25.59 |
| 2. Jeremy Wootton    | 21.49 | 10. Phil Young    | 26.37 |
| 3. Mike O'Gorman     | 23.32 | 11. John Lucas    | 27.19 |
| 4. Darron Muggeridge | 23.58 | 12. Jack Shepherd | 28.28 |
| 5. James Nelson      | 24.06 | 13. Colin Miller  | 28.49 |
| 6. Nathan Gale       | 24.46 | 14. Joan Lennon   | 28.53 |
| 7. Allan Orman       | 24.56 | 15. Graeme Gill   | 29.23 |
| 8. Joe Klose         | 25.25 |                   |       |

Notable for a first defeat for Jeremy. Is this to be a serious challenge from Chris Twine? Read on . . . . .

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TIME TRIAL ENTRY FORMS

We've been asked to once again explain and beg all riders to try a little harder when completing these forms which have been considerably simplified in recent years. The information requested is required for a purpose and a properly completed form is helpful to the event Secretary/Promoter and for Handicapping and Field Placing.

The current form is mostly self explanatory. The first event line is for your fastest time at the distance or near the distance, in the current and last 3 years, so for 2012 you have to go back to the start of 2009 season. The next event line is just for the current and last season. Some seem to think that you insert here the name of the event you are entering. No, we want to know something of your ability so that handicap allowances can be fairly calculated, and so that in placing the field riders of a similar ability can be kept apart.

'District'. This gets some funny answers, it is in fact 'London South' because that is the Cycling Time Trials district in which W.E.C.C is situated. Not Adur, Arun or Worthing!

Please try and complete the forms fully and accurately. If a promoter has an over subscribed entry he's not going to bother with poorly completed forms and you could then have your entry returned.

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## NAMES ON TROPHIES

### THE WELCH 50 MILE CHAMPIONSHIP CUP

In our last magazine we looked at the 100 mile trophy which started in 1934. It was just one year later that we had a new trophy presented for the '50'. There are a number of past winners who still turn the wheels round and look at the Dodman domination throughout the 1970's.

|      |             |         |      |                |         |
|------|-------------|---------|------|----------------|---------|
| 1935 | G.Leonard   | 2.27.34 | 1977 | K.Dodman       | 2.08.22 |
| 1936 | C.Alford    | 2.24.00 | 1978 | K.Dodman       | 2.05.39 |
| 1937 | C.Alford    | 2.19.53 | 1979 | K.Dodman       | 2.03.51 |
| 1938 | R.Steers    | 2.17.38 | 1980 | R.Shipton      | 2.00.21 |
| 1939 | R.Steers    | 2.13.56 | 1981 | R.Shipton      | 2.01.37 |
| 1946 | D.Dean      | 2.10.09 | 1982 | R.Shipton      | 1.59.46 |
| 1947 | D.Dean      | 2.09.35 | 1983 | P.Toppin       | 2.01.17 |
| 1948 | W.Fitch     | 2.20.59 | 1984 | R.Shipton      | 1.59.04 |
| 1949 | W.Fitch     | 2.14.37 | 1985 | R.Shipton      | 1.59.07 |
| 1950 | W.Fitch     | 2.11.03 | 1986 | P.Toppin       | 2.00.41 |
| 1951 | F.Antram    | 2.11.52 | 1987 | P.Danckwardt   | 1.58.19 |
| 1952 | F.Antram    | 2.12.46 | 1988 | R.Shipton      | 2.05.58 |
| 1953 | D.Lednor    | 2.12.37 | 1989 | A.Smith        | 2.04.10 |
| 1954 | D.Lednor    | 2.07.26 | 1990 | A.Smith        | 2.06.15 |
| 1955 | D.Lednor    | 2.11.48 | 1991 | R.Shipton      | 1.59.42 |
| 1956 | D.Lednor    | 2.16.03 | 1992 | P.Toppin       | 1.56.59 |
| 1957 | P.Andrews   | 2.12.49 | 1993 | P.Toppin       | 1.58.20 |
| 1958 | R.Funnell   | 2.18.06 | 1994 | J.Wootton      | 2.00.35 |
| 1959 | R.Funnell   | 2.09.38 | 1995 | R.Shipton      | 2.02.21 |
| 1960 | R.Funnell   | 2.09.08 | 1996 | R.Shipton      | 1.58.19 |
| 1961 | D.Lock      | 2.11.18 | 1997 | R.Shipton      | 2.03.09 |
| 1962 | D.Lock      | 2.10.17 | 1998 | R.Shipton      | 2.04.17 |
| 1963 | M.Ford-Dunn | 2.07.27 | 1999 | M.Roberton     | 2.07.32 |
| 1964 | J.Lucas     | 2.13.27 | 2000 | P.Thorp-Hincks | 2.05.14 |
| 1965 | D.Funnell   | 2.09.59 | 2001 | P.Thorp-Hincks | 2.05.22 |
| 1966 | K.Dodman    | 2.08.17 | 2002 | P.Thorp-Hincks | 2.09.07 |
| 1967 | D.Funnell   | 2.08.42 | 2003 | T.Reeves       | 2.05.24 |
| 1968 | D.Funnell   | 2.11.43 | 2004 | T.Reeves       | 2.10.00 |
| 1969 | M.Venner    | 2.11.47 | 2005 | M.Roberton     | 2.10.31 |
| 1970 | M.Venner    | 2.10.32 | 2006 | M.Roberton     | 2.06.38 |
| 1971 | D.Lock      | 2.07.55 | 2007 | M.Roberton     | 2.04.39 |
| 1972 | K.Dodman    | 2.14.31 | 2008 | M.Roberton     | 2.03.27 |
| 1973 | K.Dodman    | 2.09.37 | 2009 | N.Reynolds     | 2.03.52 |
| 1974 | K.Dodman    | 2.14.49 | 2010 | J.Wootton      | 2.03.58 |
| 1975 | K.Dodman    | 2.11.35 | 2011 | J.Wootton      | 1.59.55 |
| 1976 | K.Dodman    | 2.12.37 |      |                |         |

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### EVENING TEN SERIES – No 8

7<sup>th</sup> June

|    |                   |       |     |                |       |
|----|-------------------|-------|-----|----------------|-------|
| 1. | Chris Twine       | 22.28 | 7.  | Phil Frean     | 25.21 |
| 2. | Jeremy Wootton    | 23.09 | =8. | James Nelson   | 26.17 |
| 3. | Kevin Wilson      | 23.50 | =8  | Joe Klose      | 26.17 |
| 4. | Darron Muggeridge | 24.40 | 10. | Phil Walker    | 27.07 |
| 5. | Chris Putnam      | 24.57 | 11. | Robert Downham | 27.58 |
| 6. | Simon Atkinson    | 25.02 |     |                |       |

Chris gets another win over Jeremy. The series looks like culminating in a close contest this year.

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SUSSEX C.A.50 MILE

10th June

The awful Summer continued with heavy rain showers and blustery winds, but there was a break, and for a few hours early on this morning some reasonable conditions prevailed. Roads were a bit wet and there was some rain over the latter stages but the air was good, full of oxygen and the winds stayed in bed until late in the morning.

This is run over a tough course involving legs from West Grinstead out to Bolney and Henfield then down to Washington, Shoreham and to Findon before the last leg back to Dial Post. We decided that it would not incorporate our Club Championship preferring to use the Southern Counties race two weeks later on the faster and more favoured course based on the Broadbridge Heath 25m course. In retrospect this proved to be a shame but then we don't have foresight.

We had five riders, Mel Robertson, Mark Bernhardt, Chris Twine, Kevin Wilson and Nathan Gale. Intriguingly Mark was to start a few minutes in front of Kevin and Chris was again just a few places behind Kevin. From the start Kevin inched his way closer to Mark and Chris was gaining on both. With four turns in the course all were aware of these developments and it probably pulled them all into very good rides. By 35 miles Mark had restored his earlier losses to Kevin but Chris was storming ever closer and eventually caught Kevin within the last 10 miles. Mel was doing his usual double act going off early and getting back in time to help in the canteen and Nathan was towards the end of the field, so neither were involved with the other three.

Despite a tremendous final effort Chris could not quite beat the two hour mark but a personal best of 2 hours and just 36 seconds was a superb effort. Mark managed a 13 second advantage over Kevin by the finish but their times 2.4.27 and 2.4.40 were fine efforts.

Mel was disappointed with his performance, he finished in 2.7.26, and pointed out that he was 4 minutes quicker last year. He forgets his recent illness and that extra candle on the birthday cake! Nathan fresh out of football and marathon running finished in 2.22.57.

It rather spoils things to say that Steve Dennis, East Grinstead won for the 11th time and showing no signs of slowing up. This year he recorded 1.48.56!

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### MAY BANK HOLIDAY RACING The Wootton Report No 2

*Well, it was Mrs W's Birthday weekend so I missed the SCA 10 and 25 TT's on Saturday and Sunday as we were away for the weekend in Bath. I love UK weekends away, all it takes is less than 2 hours 20 minutes and you're on holiday, it's about the same amount of time I allow from arrival at Gatwick Car Parking to take off for a European flight! Bath is a stunning city about 105 miles away, we're very lucky to have so much on our doorstep.*

*However, checking the CTT handbook, I noted, for the Bank Holiday weekend, all was not lost, the VTTA (London and Home Counties) CC were holding a ten mile time trial on Bank Holiday Monday, fantastic! We all know, locally, we race on 'G' courses and just up the road, somewhere northwest of Horsham are the 'H' courses! Entry form completed, cheque signed, stamp affixed and entry form off.*

*A day or so before the 'off' to Bath I checked the CTT website for entry details, not unusual, with too many 'o's' and 't's' in my surname, emails often never make it to me. There was no sign of the start sheet. I found the start sheet for my Bank Holiday Monday event on the CTT website and noted the 'H' course code. A minute or two later I was pondering my wisdom, the H10/181 was on the A40 Witney by-pass and I had a start time of 7:15 am on Bank Holiday Monday. My Sat-Nav advised around 2 hours 30 mins for the 110 miles to the HQ! Strewth, the round trip for a 10 TT was going to be more than my weekend away in Bath!!*

*So Bank Holiday Monday, 3:30 am, I was up and off about 10 minutes later. As I headed north up the A34 the temperature gauge on the car headed south, the low point was 2.5c! Ho Hum, by the time I arrived at the HQ it had climbed back up to 4c, after all this is early May and Mid-Summers Day is less than seven weeks away!*

*So why all the effort? I'm quite partial to a bit of due diligence, it goes with my job, the course has a short '19' record and looked promising. Notwithstanding all the positives, the trip was a challenge, firstly it was damn cold. The course is out and back on the A40, however a rising easterly meant the homeward leg got harder.*

*Net outcome, an initially disappointingly 23:10, once the results were through, the winning time was 22:04 and my 9th place meant 44 seconds separated me from 4th place!*

*To put it all in to perspective, by 8:20 am I was on the way home and back in Worthing soon after 10:30 despite a stop. I will not own up to the mileage covered for a 10TT, however, that's racing and it made my weekend!*

*Jeremy Wootton*

~~~~~


CLUB 50 MILE CHAMPIONSHIP

We incorporate this championship with the Southern counties event held on the Broadbridge Heath course because it is considered faster. The other option is the S.C.A event on a much lumpier course. For 2012 it would seem this was not a good choice. The S.C.A event (see earlier report) was a good one and held in reasonable conditions. The morning of the 24th June for the Southern Counties was diabolical.

We had 10 entered which was brilliant and it looked good for club times and close competition. The first difficulty was getting out of Worthing, flood negotiating ability needed at Findon, the second aqua-planing on the A24 to Broadbridge Heath. The rain was sheeting, the roads were flooded and understandably only about 30% of the field started with even some of those calling it a day before the finish.

Of our 10 just one started and Kevin Wilson, new nickname Aqua Kev, completed the event clocking a quite remarkable 2 hours 4 minutes and 10 seconds for 11th place overall. This was achieved by the use of a medley of strokes, mostly freestyle and a skin suit with scales!

That was one hell of a ride and Aqua Kev you fully deserve the Club Championship Trophy and we're throwing in the handicap award as well a pair of flippers!

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## MISCELLANEOUS RESULTS

We will always include brief details of time trials or road races that individual members ride. We can however, only do this if you let us know the details. A short email to the Editor giving event name, distance, time, placings, awards if any and a note about conditions is all that is required.

12<sup>th</sup> May Old Portlians 10 on the Rusper based course and Mike O'Gee, sorry 'Gorman records 24.43.

13<sup>th</sup> May Norwood Paragon 25 at Broadbridge Heath and O'Gee obviously rewarded for his previous day's warm-up 10 produces a personal best of 1.3.49, knocking 3¾ minutes off his previous could put him in line for the most improved rider of the year award. He had company in this event with Kevin Wilson clocking 1.1.10.

2<sup>nd</sup> June Veteran's Time Trial Association 10 on the A22 course from East Hoathly in East Sussex. Jeremy Wootton gets 22.44 for 7<sup>th</sup> on scratch and 3<sup>rd</sup> on veteran's standard. Mike O'Gee clocks 24.58.

9<sup>th</sup> June Axiom 10 mile on the A3 near Liss. Jeremy W finishes in 22.20 (24<sup>th</sup>) and Peter Main in 22.26 (26<sup>th</sup>) Wow! Where did that come from? Is that a P.B? It's surely his best in W.E.C.C colours. Mike O'Gee was 37<sup>th</sup> with a good effort of 23.22. A good course, keep an eye open in the CTT handbook for events on P881/10 or 25 (A3 road) and H25/8 or H50/8 (A31 road) good undulating roads mainly dual carriageway and safe. The traveling to them is also quite easy especially early on Sunday mornings.



1<sup>st</sup> July Lewes Wanderers 30. Not many events at this distance and Mel Robertson and Chris Twine gave it a go. Chris did well to beat 25mph with a time of 1.11.22 and Mel was pleased to have a return to form clocking 1.13.57 for 4<sup>th</sup> on standard.

7<sup>th</sup> July South Eastern Road Club 10 on the Rusper course. Mike O'Gee manages 24.14 his best for the course, 32<sup>nd</sup> out of 56 and 10<sup>th</sup> on standard.

8<sup>th</sup> July Bec C.C 25 at Broadbridge Heath and doing a 10 the previous afternoon seems to work for Mr O'Gorman for he gets another P.B down now to 1.2.39, another 1 minute 10 seconds knocked off and his veteran's standard is now up to +7 minutes 15 seconds.

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EAST SUSSEX C.A 50

15th July

W.E.C.C riders do not seem to be overly attracted to the East Sussex courses. Probably because the A22 stretches which comprise most of the routes are so 'crap' as Chris Twine put it, after his effort in their 50.

He had produced an excellent effort in the Sussex C.A event some weeks earlier and only just missed out on a sub 2 hour ride (2.00.36), and that course was definitely a 'sporting' course, much hillier. He was up for a better one on the faster Southern Counties course but, well, except for Aqua lung man Kevin Wilson that was washed out. We were convinced that he could go 'under' but where without travelling too far? Only the E.S.C.A event was left.

He was given a schedule for exactly 2 hours and he was shouted at like he's not been shouted at for a long while! At 10 miles he was 15 seconds up, at 25, 30 seconds down. The decibels from the roadside increased! At 36 miles, 15 seconds down at 43, we said he was level but it was probably still 10 seconds down. The last few miles were a little wind assisted and this, along with another upturn of the volume control was enough.

He passed the chequered board in 1.59.50. Phew . . . I'll hand your number in for the cuppa, my throat's sore!

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### THE STRAWBERRY TEA THAT NEVER HAPPENED

Set for July 22<sup>nd</sup> at Washington with hall booked and strawberries, cream, cakes and sandwiches all organised, this was cancelled for lack of interest. SHAME. Out of 132 members only 23 put their names down and with a few wives and children making just 38 in total it was clearly a non-runner. SHAME

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You will all, we are sure, be pleased to know that the member who unfortunately fell into the upholstery machine is now 'fully recovered'.

~~~~~



14<sup>th</sup> June

|    |                |       |    |                   |       |
|----|----------------|-------|----|-------------------|-------|
| 1. | Chris Twine    | 21.20 | 5. | Darron Muggeridge | 23.46 |
| 2. | Jeremy Wootton | 22.02 | 6. | Mike O'Gorman     | 23.48 |
| 3. | Simon Atkinson | 22.54 | 7. | Robert Downham    | 26.59 |
| 4. | Chris Putnam   | 23.34 | 8. | Jack Shepherd     | 30.19 |

Another dirty evening that obviously put off a lot of riders but that winning time shows conditions were not so bad.

EVENING TEN SERIES –No 10

21<sup>st</sup> June

|    |                   |       |
|----|-------------------|-------|
| 1. | Simon Atkinson    | 24.47 |
| 2. | Darron Muggeridge | 25.03 |
| 3. | Robert Downham    | 29.08 |

The ghastly weather continues. The decision to start in just passable conditions clearly invoked the wrath of the weather gods for the heavens opened and the gale increased to a point where 9 who had signed on were unanimous in saying 'no way'. Still Robert got his first top placing!

EVENING TEN SERIES – No 11

28<sup>th</sup> June

|     |                   |       |     |                |       |
|-----|-------------------|-------|-----|----------------|-------|
| 1.  | Mark Bernhardt    | 22.09 | 11. | Joe Klose      | 24.57 |
| 2.  | Chris Twine       | 22.18 | 12. | Robert Downham | 26.24 |
| 3.  | Kevin Wilson      | 22.30 | 13. | Jamie Wastell  | 27.14 |
| 4.  | Mark Newnham      | 23.22 | 14. | John Lucas     | 27.26 |
| 5.  | Mike O'Gorman     | 23.28 | 15. | Peter Rowe     | 27.38 |
| 6.  | Simon Letts       | 23.31 | 16. | Phil Young     | 27.55 |
| 7.  | Darron Muggeridge | 23.39 | 17. | Colin Miller   | 28.09 |
| 8.  | Chris Putnam      | 24.07 | 18. | Joan Lennon    | 28.53 |
| 9.  | Nathan Gale       | 24.43 | 19. | Jack Shepherd  | 28.54 |
| 10. | Phil Frea         | 24.55 | 20. | Graeme Gill    | 28.56 |

And up pops Mark B to nick one from Chris. A good evening at last. Joe Klose moves up to a '24'.

Talk about sizes:

What about the footballer who escaped from Ford Prison – a small medium at large.

Those who get too big for their britches will be exposed at the end.



## ANNUAL DINNER DANCE and AWARDS EVENING

16<sup>th</sup> November 2012

In our 125<sup>th</sup> year we are trying to make this a really special do. It's been an enjoyable evening with attendances between 70 and 80.. Let's beat the record in 2012. The venue, once again is the WORTHING RUGBY CLUB in Roundstone Lane, Angmering. A good three course meal and an opportunity to applaud the award winners. The price is expected to be £22.00 which will include a subsidy from the Club. It's your club and your money so don't miss out.

Applications to Don (Our Ed) – just names for now can be as soon as you like. He's started the list and there's six down already.

Looking at the accounts for last year's dinner we had moneys in and out in excess of £2000 which made us smile when we compared it with the account from Warnes hotel in 1972 which is copied below.

|                                                                                                                                                                                                                                                              |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <h1 style="text-align: center;">Warnes</h1> <p style="text-align: center;">Warnes Hotel Limited · Marine Parade · Worthing · Sussex<br/>         telephone Worthing 35222 · telegrams Warnes, Worthing<br/>         Resident Manager : John R. Nettleton</p> |  |  |
| <p>15th November 1972.</p>                                                                                                                                                                                                                                   |  |  |
| <p><u>Worthing Excelsior Cycling Club</u><br/> <u>Dinner and dance.</u><br/> <u>Saturday 11th November 1972.</u></p>                                                                                                                                         |  |  |

## TECH TIPS – 2

## MAINTENANCE

*Just like a car, certain components on a bike are prone to everyday wear and tear and need to be changed frequently. Cables will need to be changed or lubricated to ensure smooth operation when changing gear and braking. Brake pads and tyres will wear out and chains, no matter how well looked after, will only*



last so many miles. Some of this can be done at home with the right tools and know how, but if you are in any doubt get your bike serviced by a qualified mechanic. Poorly fitted components are a major cause of costly damage to your bike and put your safety at risk.

An understanding of the basics of bike maintenance is an invaluable skill for any cyclist. A number of books and 'How to' podcasts (see Bike radar) are available that offer a great introduction and, combined with a good tool kit will prove to be a valuable investment.

There will be some times when a fully qualified technician who has specialist knowledge, and access to specific tools must carry out the work. Being a fully qualified mechanic takes years of experience and training and so naturally there is only so much you can do at home.

Table 1 - Maintenance Schedule

| EVERY RIDE |                                                                                      |
|------------|--------------------------------------------------------------------------------------|
| 1.         | Check tyre pressures. Use a tyre gauge if available. Squeeze sidewalls as a minimum. |
| 2.         | Check tyres for tread cuts.                                                          |
| 3          | Grab brake levers with force, note any differences between rides.                    |
| 4          | Bounce bike, listening for rattles and odd noises, such as a loose headset.          |
| 5          | Spin pedals backwards, note any squeaky or dry chain.                                |
| 6          | Clean / wash if very gritty and dirty.                                               |

| EVERY 100 MILES (160 KILOMETERS) |                                                  |
|----------------------------------|--------------------------------------------------|
| 1.                               | Check chain stretch.                             |
| 2.                               | Inspect cables for cuts.                         |
| 3                                | Clean chain if necessary or dirty.               |
| 4                                | Inspect brake pads for wear.                     |
| 5                                | Inspect tyres for tread wear, replace as needed. |
| 6                                | Check hand pump for ability to create pressure.  |
| 7                                | Check for bearing play in wheel hubs.            |

| EVERY 500 MILES (800 KILOMETERS) |                                                      |
|----------------------------------|------------------------------------------------------|
| 1.                               | Grab cranks and pull side to side checking for play. |
| 2.                               | Lubricate pivot points.                              |
| 3                                | Lubricate brake and shifter cables.                  |
| 4                                | Check crank bolts.                                   |
| 5                                | Full suspension bikes, check swing arm bolts.        |
| 6                                | Inspect frame for cracks or other anomalies.         |

| EVERY 1000 MILES (1,600 KILOMETERS) |  |
|-------------------------------------|--|
|-------------------------------------|--|



|                                            |                                                                     |
|--------------------------------------------|---------------------------------------------------------------------|
| 1.                                         | <i>Inspect rims for wear if using rim calipers.</i>                 |
| 2.                                         | <i>If ridden in muddy and hard conditions, overhaul bearings.</i>   |
| 3.                                         | <i>Inspect shoe cleats and replace as needed.</i>                   |
| 4.                                         | <i>Remove seat post and clean. Re-grease as appropriate.</i>        |
| <b>EVERY 3000 MILES (4,800 KILOMETERS)</b> |                                                                     |
| 1.                                         | <i>Grease bearings if non-cartridge.</i>                            |
| 2.                                         | <i>Remove tyres and inspect rim strip.</i>                          |
| 3.                                         | <i>Install new cables and housing, especially shifting systems.</i> |
| 4.                                         | <i>Replace cartridge bearings if worn or play is present.</i>       |
| 5.                                         | <i>Inspect tyres for tread wear, replace as needed.</i>             |
| 6.                                         | <i>Check hand pump for ability to create pressure.</i>              |
| 7.                                         | <i>Check for bearing play in wheel hubs.</i>                        |

Compiled by Nigel Gardner of Cycle Matters. [www.cyclematters.co.uk](http://www.cyclematters.co.uk)

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### EVENING TEN SERIES – No 12

5<sup>th</sup> July

|    |                   |       |     |                 |       |
|----|-------------------|-------|-----|-----------------|-------|
| 1. | Chris Twine       | 21.35 | =9. | James Nelson    | 25.00 |
| 2. | Kevin Wilson      | 22.02 | =9  | Phil Walker     | 25.00 |
| 3. | Mark Newnham      | 22.46 | 11. | Robert Downham  | 26.00 |
| 4. | Darron Muggeridge | 22.47 | 12. | John Lucas      | 26.14 |
| 5. | Simon Letts       | 22.54 | 13. | Barrie Le Grove | 26.34 |
| 6. | Mike O’Gorman     | 23.18 | 14. | Colin Miller    | 27.16 |
| 7. | Chris Putnam      | 23.38 | 15. | Jack Shepherd   | 27.57 |
| 8. | Phil Freat        | 24.27 | 16. | Graeme Gill     | 28.04 |

Jeremy Wootton DNF with Tri-bar problems could ruin his chances of winning the series again.

\*\*\*

### TOUR de FRANCE TRIP 2012

*Was this the year that an English rider would win the greatest cycle race in the world? A group of us made plans to give some vocal support to Bradley and co by travelling to Belgium and France and standing at the side of the road, a tough job but someone has to do it. The club members involved were Pete Logan, Rocco Sepe, Kevin Doe, Graeme Gill, Mark Robson and Allan Orman. Making the number up to a magnificent seven was my son Steven.*

*We all met at Pete’s house at six in the morning. We were using two vehicles, Pete’s camper van and Rocco’s car. Pete turned the key in his camper only to discover that the battery was flatter than a pancake that has been run over by a steamroller. No problem, we thought, Pete lives on a hill, we’ll bump start it. We shoved him out of his drive and he descended at a pace but it refused to start*



and was now sitting at the bottom of the hill. Jump leads were connected to a suitable source and eventually the engine burst into life. We were off to Liege!

The only problem encountered on the drive to the first campsite was the appalling Friday evening traffic on the Brussels and Liege ring roads. What is it about ring roads? Each car was using sat/nav. to find the camp site but, interestingly, each system provided a different solution yet against all odds the camper pulled out behind Rocco's car as we reached Wegimont.

The enormous tent that Steve had provided was soon erected, it was so large that it could have doubled as an event headquarters. Four of us would sleep in the tent whilst the royal family, Pete, Kevin and Rocco would slum it in the camper.

Time for Belgian beer, it had to be done. There was a very lively Italian restaurant in the village and Rocco had negotiated a reservation (no Indians). On arrival we ordered a strong beer, 9.5%, so strong that it did not really need a glass for support but it did go down well and sharpened up the appetite. We had a good meal even if the service was a little slow.

A quick walk back to the camp site and we bedded down for the night, that is to say the occupants of the tent did, the trailer trash in the camper next door took longer to say goodnight to each other than the Waltons.

#### PROLOGUE LIEGE

The morning of day two was sunny and looked perfect for the Prologue. Mark had risen early and made a successful search for croissants which went down nicely accompanied by beverages made by Kevin. We dusted the bikes off and set off for Liege. The road had a lot of traffic on it but the drivers were patient and did not put us at risk. We were soon descending into the city, stopping at the first coffee shop to get our bearings. Some of the group decided on cappuccinos that came with so much cream on top it looked like L'Alpe d'Huez in winter. The real cyclists had espresso.

Liege was buzzing in anticipation of the start of Le Tour. We looked around the Prologue course then headed off for a ride but would be back in time to see the later riders go through their paces. Every road out of Liege involves a stiff climb and I think that we found one of the stiffest. How riders like Peter Sagan can sprint up this type of hill at a stage finish baffles me, the fact that he is young and fit might have something to do with it.

Eventually we got outside the city and enjoyed a good ride stopping off at an Italian restaurant for lunch on the way back (are you detecting an Italian theme here?). As we re-entered the city Mark decided to ride into a pothole somehow splitting his rear tyre. It could not be ridden as the inner tube now protruded through the hole in the tyre. Forward planning meant the one thing that we did not have with us was a spare tyre! The brains trust moved into action trying all sorts of remedies, but not acupuncture. Also a local store was visited to try and get some superglue, (to seal the tyre not to sniff) without luck. In the end it was made just about rideable by placing a double thickness of old inner tube between the split and the tube. It could only be pumped up to about fifty psi so progress was difficult for Mark.

We found a good spot on the Prologue course, a place to lock up the bikes and a bar with a television. Mark went off to try and buy a new tyre while the rest



of us felt obliged to retire to the bar where we could see the riders speed by outside then check it out on the television. As luck would have it there was a Decathlon store nearby where Mark purchased a tyre and inner tubes.

Meanwhile back at the bar we were befriended by a very drunk Dutchman who insisted on yelling "Come on Wiggins," over and over again and lighting up foul smelling cigarettes. He was quite a character and added to the atmosphere (especially the smoke). All too soon it was over. Fantastic rides by the pros, especially Cancellara and Wiggins. Now for the ride back to the campsite. The road back was uphill virtually all the way and, not surprisingly; it turned into a burn-up, stirred up by Steve and Kevin, all good fun.

The day was rounded off nicely with a second visit to the Italian restaurant in the village. By the way every meal that Kevin had ended up as DNF. Nobody thought to ask for a "Sac de chien" (doggy bag) so that we could have cold pizza for breakfast.

#### STAGE1 LIEGE to SERAING

We awoke to croissants again, makes a change from alarm clocks, courtesy of Mark. After breakfast we indulged in giant origami as we tried to fold the tent so that it would go back in the bag. On the third attempt it was done. The bikes went onto the racks and we were off to Tournai (still in Belgium).

The campsite in Tournai had smaller pitches than the one in Wegimont which meant that Pete had to do some shuffling with the camper to make enough room for the big top. During this shuffling he clobbered the kerb and started leaking oil from the power steering system. Pete and Kevin stayed at the site to deal with the breakdown service while the rest of us, selfishly, decided to go for a ride. First we went into Tournai where Rocco found an Italian restaurant (there's a surprise) that had a television and would be showing the football final between Spain and Italy. A reservation was made then we headed off to find a bar that had a television showing Le Tour. We had a fast run with a strong tail wind and just followed our noses ending up in a village called Antoing. We quickly found a bar (not Italian) complete with television and, even better the owner opened up his backroom so that we could safely store the bikes. After watching Peter Sagan win the stage we hit the road for the headwind ride back.

On arriving back at the site we were met by John Baldwin and Barbara. They were staying across the border in France at a git, or is it gite? We arranged to meet John the next day for a ride with the promise of riding across some typical stretches of cobbles similar to the ones in the Paris Roubaix.

Dinner whilst watching the football final was a rowdy affair. I actually sat with my back to the screen as I was in the minority in wanting Spain to win. The food was very good and the portions large. Kevin was DNF again and took some stick from the assembled company. The atmosphere in the restaurant was excellent even though Italy lost. In fact after the match a makeshift band came in playing the funeral march. Italy were good losers but Spain were better winners. The end of another good day.

#### STAGE 2 VISE to TOURNAI

Another sunny day and we set off to meet up with John Baldwin. There was a lot of discussion about which direction to take but Steve got us there without any problems. Lo and behold there was a bar open in the village square and it seemed



like the best place to wait for John. Coffees were ordered but the alcoholic members (Pete, Kevin and Rocco) needed a fix of cognac to help the coffee go down.

John arrived and we set off on a magical mystery tour. We crossed between France and Belgium a few times although Mark did not realise it had happened. We rode over two stretches of cobbles. You cannot imagine the sensation, how the pros race over them I cannot imagine. We eventually arrived at John's place where they had laid on a magnificent spread in the courtyard. After eating too much it was time to head back to Tournai to catch the stage finish. Everybody knew the right way to go, trouble was they were all different. After going round in circles for some time with everybody getting tetchy Steve stepped in and got us on the right track. Once back in Tournai we rode down Le Tour route on closed roads just four kilometres from the finish and we were not moaned at by the police. Imagine that in England.

A quick change and out to the roadside where the crowds were eagerly waiting for the riders to arrive. Le Tour caravan seemed to take for ever to go by but suddenly there was the unmistakable sound of rotor blade slap from the television helicopters. Almost immediately the riders were on us moving at incredible speed. In a moment they were gone and we made a mad dash to a temporary bar, that Kevin found, where they had large screen televisions where we watched Mark Cavendish win a thrilling sprint.

#### STAGE 3 ORCHIES to BOULOGNE-SUR-MER

Final day of the trip and we are on our way to Boulogne-sur-Mer. Pete was now driving without the benefit of power steering and was rapidly developing forearms to rival Popeye. We parked up in a village on the outskirts of Boulogne and set out on foot to see the finish, however we were unsure how far we had to go, so decided to have lunch. After much discussion about the best way to get to the finish it was decided to use our favoured transport, bikes. We got changed at the side of the road and set off along the coast road. The road resembled the A27 into Eastbourne and came complete with a stiff headwind. We arrived in the city centre and found a good spot to see the finish. Great atmosphere, very large crowds and another Peter Sagan win on another uphill finish.

All to soon it was over and we headed back to the cars, another change at the roadside and off to the Chunnel.

It was a great trip, good weather, good company and good cycling and Italian food. The one lesson learnt: Never, never choose club run routes by committee.

Post script: as I finished this article Wiggo has just won Le Tour. I wonder how much of this fantastic achievement can be put down to us standing on the route and yelling our support.

Allan Orman

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He had a photographic memory, pity that it was never developed.

~~~~~



## EVENING TEN SERIES – No 14

19<sup>th</sup> July

|    |                   |       |     |                |       |
|----|-------------------|-------|-----|----------------|-------|
| 1. | Chris Twine       | 21.50 | 9.  | Simon Atkinson | 23.54 |
| 2. | Mark Bernhardt    | 22.29 | 10. | Phil Frean     | 25.11 |
| 3. | Kevin Wilson      | 22.47 | 11. | James Nelson   | 25.19 |
| 4. | Chris Putnam      | 23.24 | 12. | Robert Downham | 27.09 |
| 5. | Darron Muggeridge | 23.33 | 13. | Phil Young     | 27.21 |
| 6. | Carl Trevis       | 23.34 | 14. | Tony Eveleigh  | 27.48 |
| 7. | Mark Newnham      | 23.38 | 15. | Graeme Gill    | 29.29 |
| 8. | Mike O'Gorman     | 23.52 |     |                |       |

No 13 lost to unsafe conditions so this was the last one and a good evening at last.

### SERIES RESULT

|    |                   |          |     |                |           |
|----|-------------------|----------|-----|----------------|-----------|
| 1. | Chris Twine       | 7 points | 8.  | Simon Atkinson | 32 points |
| 2. | Mark Bernhardt    | 12 ..    | 9.  | Phil Frean     | 51 ..     |
| 3. | Kevin Wilson      | 16 ..    | 10. | Robert Downham | 56 ..     |
| 4. | Mark Newnham      | 23 ..    | 11. | Phil Young     | 81 ..     |
| 5. | Darron Muggeridge | 24 ..    | 12. | John Lucas     | 85 ..     |
| 6. | Mike O'Gorman     | 28 ..    | 13. | Graeme Gill    | 105 ..    |
| 7. | Chris Putnam      | 29 ..    |     |                |           |

We've never lost more than one event before. This year it made it difficult for some to get the necessary six qualifying rides. There were six who finished just one short including last year's winner Jeremy Wootton. Nevertheless Chris is a deserved new champion with 5 first places and 1 second. It has been a much more open competition with 5 riders achieving at least 1 winning ride. Chris made the 21 minute bracket 4 times and had the fastest ride of the series with 21.20.

A shame that no schoolboy or lady made the six rides. Joan Lennon, Jack Shepherd and Joe Klose all rode just five. There were 161 club rides which is not bad from 11 events compared to 177 from 13 last year. A total of 31 club members rode at least one event which is 2 down on last year.

We again had support from many other local riders with a total of 142 P.T.T's down on last year but still good considering the weather.

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### BOMBSHELL

Our always successful evening ten mile series may be endangered. Mel Robertson who has singularly made these events so attractive both from a racing and the social side is wanting a rest. He has done the job for many years and would welcome the opportunity to have a ride now and again.

He has it very well organised and will happily show a volunteer what is involved.



Do we have a volunteer then, or are these events going to be lost from our calendar?

Contact Mel or any committee member, find out what is involved and now would be a good time. Don't leave it until the 2013 season is upon us.

~~~~~

DID WE STOP TOO SOON?

Our evening 10's finished on 19th July and the 14 week series lost 3 to bad weather. Several other of the events were in rough, wet and windy conditions. On Tuesday 24th July Brighton Excelsior put their club 10 over on the Washington (G10/48) course, which we tend to regard as ours.

Simon Letts gave it a go and clocked a personal best of 22.35. Darron Muggeridge turned out as well and rode round in his best ever of 22.43. Not to be outdone Mike O'Gorman produced his first sub 23 minute squeezing a P.B of 22.56.

As Mike said in his report 'Nice one eh!'

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### BRIGHTON EXCELSIOR OPEN 25

22<sup>nd</sup> July

Chris Twine with 58.51 led us home in 9<sup>th</sup> place, and it was good to see a return to form for Mel Robertson getting under for the first time this season, 12<sup>th</sup> with 59.39. Simon Letts finished on 1.2.34, Mike O'Gorman on 1.4.24 and Lee Barber with 1.7.19.

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JUNE 1987 – THAT PHOTO (inside front cover)

Roger Smallman noted on the back of the snap that it was taken at Washington but Ed believes it was at Cowfold. Anyone like to have their four pinnerth?

Ed's memory names the following (left to right): Wilf How, Mike Stanbridge, Mike Mansell, Cliff Hawkins, Keith Dodman, one obscured, Bradley Walters (unfortunately not Bradley Wiggins), Marvin Lucas, John Lucas, Mike Gibbs, Dave Nightingale, Tony Palmer, Colin Miller, Stuart Gibbs, Reg Searle, one obscured, Dennis Dean, Andrew Lock, John Poland, Don Lock, Jeffrey Antram, John Wiseman, Ray Douglass, Bob Withers, Brian Cox, Bob Grange, Dave Hudson, Mike Poland, Peter Kibbles, Colin Toppin, and seated at the front, Sheila Lucas, Betty Cox, Christine Barnett andcan't remember!

Sadly Wilf How, Dennis Dean, Ray Douglass, Brian Cox, Mike Poland, Peter Kibbles and of course the photographer himself are now deceased, but that snap was 25 years ago.

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RUNS ATTENDANCE COMPETITION  
October 2011 – September 2012 (Up to & including 5<sup>th</sup> August)  
Members with 20 points or more

|                  |           |                   |           |
|------------------|-----------|-------------------|-----------|
| Tony Knott       | 85 points | Rocco Sepe        | 37 points |
| Mike Irons       | 73 ..     | Guy Musgrove      | 36 ..     |
| Phil Frean       | 61 ..     | Pete Logan        | 36 ..     |
| Barrie Le Grove  | 59 ..     | Simon Atkinson    | 35 ..     |
| Robert Downham   | 59 ..     | Dominic Maxwell   | 35 ..     |
| Mike O'Gorman    | 55 ..     | James Wastill     | 34 ..     |
| Jon Turner       | 51 ..     | Martin Wood       | 34 ..     |
| Graeme Gill      | 52 ..     | Ken Wheeler       | 30 ..     |
| Peter Rowe       | 47 ..     | Eric Baker        | 29 ..     |
| Lee Barber       | 45 ..     | Darron Muggeridge | 29 ..     |
| Nigel Gardiner   | 45 ..     | Don Lock          | 23 ..     |
| Kevin Doe        | 43 ..     | Mark Field        | 22 ..     |
| Phil Walker      | 41 ..     | Nicole Patterson  | 21 ..     |
| Joely Muggeridge | 38 ..     | John Baldwin      | 21 ..     |
| Ken Newton       | 38 ..     | James Nelson      | 21 ..     |

Well, with only a few more runs to come Tony looks to be secure in 1<sup>st</sup> place. More important though is the great increase in attendance, now averaging 16, an increase of 505 over last year.

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CANTEEN ROTA

We urgently need more volunteers to take a turn in doing the Club canteen on Tuesday evenings. Duties are simply to open up, make tea and coffee, serve choc bars and wash up and put away. Pass money and keys to next on the list. It will probably not amount to more than 4 or 5 times in a full year so how about it? The more we have on the list the fewer the duties will be.

Don't be shy speak to Graeme Gill or Ed for details.

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NEW MEMBERS

Tony Eveleigh. Not new really he's already knocked the dust off in the evening 10's, club runs and the Sportive. Recently moved down from the Redhill area. He has done a bit of road racing as well.

Rolf Riley. Rolf joined on the Fish & Chip Supper eveing. His full involvement with the Club is on hold at the moment while he does a TRANSAM (ride across America) – No hold on, he was doing that on a motor bike!

Chris Rudd. Has done a Sportive and has joined 'to get fitter'. Has enjoyed the Sunday club runs. Sells musical instruments - if you want to blow your own trumpet, he's your man.



Steve Alexander. Has ridden a bike for a while. Has been on some club runs and has enjoyed them.

John McGrath. A fell runner . . . . can you do that down here? Tackled an early season club run with insufficient clothing, suffered near hypothermia which a toilet hand drier and some cardboard helped to relieve. Warmer now!

Des Crockford. Has ridden sportives and was looking for a club to join to keep his fitness levels up. Did a club run and enjoyed it. Thought we were a friendly bunch (who could have been out that day?) and promptly signed up.

Carolyn Saward. Did some of the Girls Saturday rides from Quest Adventure, probably with Nicole Patterson. Started with the slower Sunday group but soon upgraded to the 'faster'. Maybe some time trials next year?

Bernie Skinner. Joined after a motor cycle accident. He is looking to improve his fitness and could well target Mike Iron's Winter Warmer next February.

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MORE RESULTS

21st July Mike O'Gee records a course best of 23.44 for the Crawley Whs 10mile on the Rusper (A264) course.

4th August Mike O'Gorman reports: "I have ridden through a monsoon (yet again!)" in the Epsom Wheelers 10 mile on the Rusper/Crawley course and made a soggy 24.10 for 3rd in his category.

11th August Eastbourne Rovers 10 mile, East Hoathly. Mel Roberton goes over to the East Sussex course quite regularly and he managed 23.46 for 1st veteran award. Mike O'Gorman clocked 24.36 (best he's done on the course) and collected third veteran's award.

12th August Eastbourne Rovers weekend part 2 and Mel is accompanied by Chris Twine for more success. Chris wins 20-24 age category with 59.21 and Mel wins 60-64 category with 1.00.47.

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### EVENING HILL CLIMB SERIES RESULTS

#### Washington Bostal No 1 – 26<sup>th</sup> July

|    |               |         |    |                |         |
|----|---------------|---------|----|----------------|---------|
| 1. | Kevin Wilson  | 1.43.48 | 6. | Simon Atkinson | 2.06.01 |
| 2. | Chris Putnam  | 1.48.51 | 7. | Phil Frean     | 2.07.09 |
| 3. | Tom Coulson   | 1.52.89 | 8. | Lee Barber     | 2.16.01 |
| 4. | James Nelson  | 1.59.16 | 9. | Graeme Gill    | 2.48.57 |
| 5. | Mike O'Gorman | 2.01.30 |    |                |         |

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No 2 – 2nd August

1.	Kevin Wilson	1.44.83	5.	James Nelson	2.00.32
2.	Chris Putnam	1.52.70	6.	Mike O'Gorman	2.01.06
3.	John McGrath	1.54.76	7.	Darron Muggeridge	2.05.13
4.	Tom Coulson	1.58.12	8.	Phil Frean	2.16.89

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coach who is actively engaged in helping new, young or old in improving their standards. We do have a coach in Vern McClelland but perhaps it is that his other commitments do not allow him the time to set up programmes and training sessions, and so an active qualified coach should perhaps be an aim.

The Club has in the past paid for members to attend British Cycling coaching courses and can afford to do so again. Almost certainly it would be prepared to do so. It would though be fair to ask for a commitment in return, to put to good use the coaching techniques learned.

Is there anyone in the Club who would like to do this? You would undoubtedly learn a great deal and benefit personally.

Give it some thought. Any other ideas as to how we can cash in on the "Legacy"? Please let us know.

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2012 HUNDRED MILES CHAMPIONSHIP

Slightly disappointed in only having four riders for this Club championship which we incorporate in the Southern Counties Open promotion. Over the last few years the interest in the longer events appeared to be growing, but now at a time when we are recruiting more and more riders who regularly tackle long challenging sportives, audaxes and etapes we are down greatly in riders for the 100 and will have no competitor over the 12 hour distance. While we seem to be dropping away in interest the 100 mile time trial, both nationally and locally has got faster and faster and is now regularly completed well under four hours. As for the 12 hour why only earlier this month the National championship was won with a new record distance of 317 miles. Having said all that, we do have, in the result, some rides to celebrate.

The 'Counties' hundred mile course changed a few years back and is not an easy one, and the wrong wind direction can make the last 40 miles very hard. Let's go round the course, at my typing speed it will only take about 20 minutes, or even less if I can avoid the spelling mistakes. The H.Q is at Dial Post Village Hall so you have a nice two mile warm up to the start which is just north of the Buck Barn traffic lights on the A24. We follow the A24 to Broadbridge Heath and at the Farthings Hill junction follow the route for Guildford as far as the Nowhurst roundabout. This is just under 8 miles and we have now to retrace to Farthings Hill before heading out on the favoured 25 mile course to Broadfield at Crawley (17miles). Fortunately in the 100 we do not have to ride that steep incline up towards the A23 and can come straight back to the A24 and south to the Southwater roundabout (29 miles). This is definitely the faster part of the course so let's go round again and by the time we get back to Southwater the second time we've clocked up 57 miles. If we were riding to a schedule it would probably be wise to aim at a higher mph over this first part and to allow a little more time per mile for the remainder. So what of the remainder, well we know it as the Ashurst circuit and we are required to go round twice plus a third trip down the A24 to Washington and the finish just round the corner at Buncton. This circuit might be part of another 25 mile course but it is significantly more 'sporting' than

the earlier one and when we've 75 miles in the legs can quickly lose its appeal. If you have a strong southerly wind then the challenge becomes severe, might even be called painful.

We have had some awful weather this season, but the forecast for Sunday 5th August did not sound too bad. Light winds was the first favourable mention, but they could not leave out the possibility of heavy showers. For once the boffins at the meteorological office had it about right and conditions against 2012 weather generally were good. There was one ten minute deluge which some caught and others missed but riders were given a fair chance to show what they could do.

Our four riders were Nathan Gale, Paul Outhwaite, Kevin Wilson and Mark Bernhardt. Nathan had not done the miles and was riding to finish. Paul Outhwaite had on the other hand had covered thousands of miles on his long distance etapes and sportives and felt that he should put the fitness to good use. He fancied improving his c.v. which presently showed a 100 time of almost 5 hours. Kevin Wilson was making his debut at the distance and whilst he expressed some apprehension at the distance he was not fooling the handicapper who had noted his fine 50 mile rides. He carried a schedule for 4.30.00 but this was just for interest we suspect! Mark Bernhardt has a number of rides at the distance and never seems to do a bad one. He carried a schedule of 4.26.00, just to try and beat his personal best.

So much for schedules for both Mark and Kevin were tearing into them as if they had early lunch appointments. It was a problem for their helpers to keep up, and they had four wheels! Mark was always a little up on Kevin but the margin was small and both hammered into the harder second part of the course as if they had just finished their warm-up. Paul Outhwaite rode like he always does powerfully and consistently. He might not have been troubling the Marks and Kevins but he was certainly going to improve his time trial c.v. Nathan meanwhile was doing what he promised, he was riding to finish, but he was regretting the lack of form and was struggling.

At the finish by Bunton Church we gathered that Mark had a 4.18 and Kevin a 4.19, back at the H.Q. we learned that Mark's effort was in fact 4.17.39 knocking over 9 minutes off his P.B. and Kevin had clocked 4.19.09 both brilliant rides and certainly beating any previous W.E.C.C record for this course. Paul was home with a very satisfactory 4.34.03 and we wonder how much faster he could go if he was able to devote a full season to time trials. Only Nathan went home somewhat disappointed he would have liked to have beaten 5 hours but it wasn't to be. It was 5.04.24 that appeared on the result board.

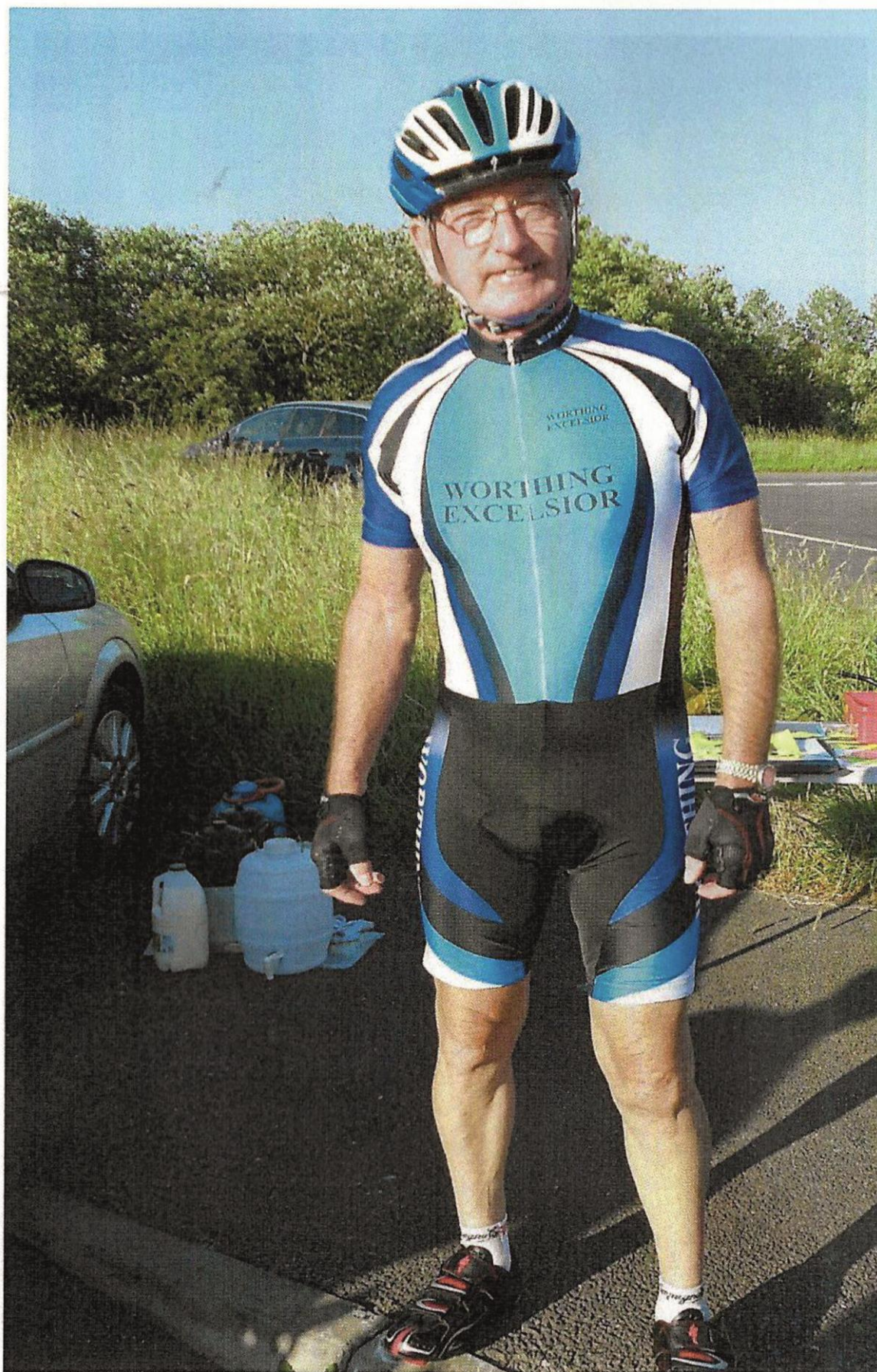
Full result

1 st	Mark Bernhardt	4.17.39	8.00	4.09.39
2 nd	Kevin Wilson	4.19.09	12.00	4.07.09
3 rd	Paul Outhwaite	4.34.03	20.00	4.14.03
4 th	Nathan Gale	5.04.24	30.00	4.34.24

So Kevin wins the handicap. Let's have more of you riding these longer distances next year they are far more interesting than the 'boys' events of 10 and 25 miles!

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John Lucas in his new Club strip  
(his first skin suit!)





22<sup>nd</sup> July 2012 –Club 11's at RSPB Wiggonholt Common