

FOUNDED 1887

NOVEMBER 2012

# THE JOURNAL OF



# THE WORTHING WHEEL





Club Hill Climb  
Championship and  
Sussex C.A Open.

Joan Lennon,  
Kevin Wilson and  
Chris Putnam on the  
north face of  
Steyping Bostal.

Saturday 6<sup>th</sup> October.

See report inside this  
issue.

Photos courtesy  
John Lucas



# WORTHING EXCELSIOR CYCLING CLUB

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Meeting every Tuesday 7.30 – 10.00p.m

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THE 125<sup>th</sup> ANNIVERSARY SPORTIVE  
12<sup>th</sup> August 2012

*Well – that’s another one over and done with. Should we start planning for another? The general answer seems to be a big, fat positive YES!!!*

*What am I talking about? ‘The Devil in the Downs’ of course. There has been so much positive feedback that it would be wrong to let an opportunity like this that promotes both the Club, and cycling, slip through our fingers. The Club even had compliments paid to it on the British Cycling website. In fact, as I recall, we only had one whinger, but more of that later.*

*Those of you who rode ‘The Devil in the Downs’ knew what a challenge it was to be. I know that some who rode ‘The Imp’ – and we are talking about the ‘Lock peleton’ – timed and tested the course beforehand; rode hell for leather on the day and went back to knock further minutes off their time the following week! Don – you’ll be racing again soon. Better warn all those new members.*

*Those who rode ‘The Little Devil’ had to ride just a little bit outside their ‘comfort zone’, but it was a challenge they signed up for and they rose to the challenge. They might not have beaten their target time – this time, but next year they will know what to expect and will be determined to be at their best.*

*As for those who rode ‘the Devil’ – ‘chapeau’ . . . . . it wasn’t easy was it? But it was never meant to be. For some of you that first feed station couldn’t arrive at a better place. From what I have been told – bearing in mind I’ve never ridden the course (ho ho!) – the long slow drags and the short sharp hills did prove a bit of a test, and some were cramping up, and in pain, by the finish. You know who you are.*

*But, from an organiser’s point of view, there were many sleepless nights and sleepless days just putting the thing together. Mrs P is now speaking to me again! Most importantly, the whole event would not have taken place if it were not for all those who helped out on the day. Special thanks go to all those who are not members of the Club, but supported us anyway – Denise and Andy Thornton of Chestnut Tree House Children’s Hospice, who willingly volunteered without knowing what they were getting into; my friends Kay and Roger who helped with the timing and admin; Maureen Lock who took registrations on the day; my daughter Alison and granddaughters Melissa and Gemma who worked the canteen; my other daughter Louise and husband Martin, who operated the feed station at Cuckfield, and Will and his mate from Quest Adventure who ran the feed station at Devil’s Dyke. We mustn’t forget Jo Taylor of Sussex Nomads who helped the start timekeeper for most of the morning just for a bacon buttie and a Tee shirt. My son-in-law Martin also produced the Tee shirts, at a special price, to benefit members and the Club’s chosen charity.*

*With regard to Club members, a special ‘thank you’ to Dave Hudson for getting up early and sending everyone on their way with a nice cuppa. Special mention must be made of Ben Barden who produced some fantastic warning signs for the Club, at no charge, and then hung around nearly all day with his rescue van. Fortunately we only really needed his services once – didn’t we*



Rocco? Someone with a burst tyre has special reason to thank Neale Maloney who provided a breakdown service. Those of you on the 'Imp' will have been grateful for the presence of John and Sheila Lucas at the feed station at Partridge Green. I know most of you could have done the whole route without having to stop, but we mustn't forget that some people are not such experienced cyclists as yourselves. And we mustn't forget the President, Tony Palmer, who sent everyone on their way with a kind word and a cheery smile – at least that's what he told me he did! I must also publicly thank him for helping to put up and take down the signs – 9 hours it took to put them up and, I guess, just as long to take them down.

On the subject of signs, I think it was agreed that the signs were better this year than last. We tried to put them out in all the right places, but it is clear that there were a couple of points that could have benefited with some more signs, or at least, slightly re-located. This time signs were, apparently, only 'unofficially' re-located at one point, which is better than last year. This is probably because I wrote to every Parish Council I could think of to tell them of the event, that it was for charity and that the signs would be removed within five days of the event. It seemed to work because we got very positive responses from some Parish Councils who obviously care for their community and, like me, dislike the amount of litter left behind following some events. The majority of riders thought that the signage was pretty good. One rider (American) reported that the signage was 'atrocious'. But this was immediately countered by one rider (Aussie) who said that 'he always got lost going upstairs' and as he rode sportives regularly, he was convinced that the signs were the 'best ever'.

Apart from the Yank and the Aussie, we had riders from Germany, the Channel Isles, Wales, Chester, Leamington Spa, Norfolk and Cowfold. It was a truly international event and apart from the Yank, so many said that they had enjoyed the day and would love to ride again next year. One couple enjoyed the day so much that they stopped off at a pub for lunch!

When you are normally catering for two people, it becomes a bit of a challenge to have to feed nearly 200. The organising group was determined that no feed station should appear 'mean'. Many sportives limit their riders to half of a banana and a bit of flap jack. There was no way that Worthing Excelsior was going to let riders go hungry, so it was agreed at an early stage that whole bananas would be available. Not only does half-a-banana look 'mean', it also looks unappetising and unhygienic. With regard to flapjack, I didn't know it was so hard to source. OK, in the end I got it at Tesco, but the hunt for the ideal flap jack was incredible. I tried all the usual supermarkets – I even tried my local market and Poundland. I even made enquiries at a local bakers and was told that 200 portions of flap jack would cost £117+. The Tesco deal was a lot better and I got 25 trays for under £20. Cakes came from a number of sources including a little place near Maidenhead. Unfortunately the car bringing the cakes broke down on the M25 and had to be towed away. Fortunately the President drove all the way up to Maidenhead and rescued the cake. To be honest – what is a cyclist without cake?

The comment from one of the riders recorded on the British Cycling website made reference, not only to the cake, but to the 'fantastic route, friendly

organisation and participants'. As for the 'fantastic route', I think we were blessed with good weather and that riders saw Sussex at its best. For those that wanted a challenging route, they got it. For those who didn't want a challenging route, they got one anyway. The 'friendly organisation' was nothing to do with me, but a reflection of a willingness of so many people to help out on the day and support the event. As for the 'friendly participants' I hope that means you, because this event was not just an event to be ridden, but was a way of advertising to non-Club members the benefits of belonging to a cycle club.

I think that the day can be summed up in an e-mail I received from a Club member . . . . . 'Just want to thank you for an excellent days riding, the event was 100%, great course, signage was perfect, helpers were spot on, great food on return, and I have saved the course so will probably ride it again sometime. For all your hard work organising this event, from my perspective, it all seemed to go off to a tee!

I have looked at my Garmin stats. – average HR 145 – Max HR 206\* \* \* \* (expletive deleted!) thanks to that \* \* \* \* (another expletive deleted!) hill in East Hoathly, didn't get off though! – Average speed 23.9kph – Max speed 59.3kph – Climbing 1467m – 125.19k covered'.

Well all I can say, John, is that if you had gone to WEST Hoathly and not EAST Hoathly, you would probably have been a Gold Standard!  
See you all next year ??????????

Adrian Palmer



The Club has recorded its thanks to promoter Adrian Palmer and his committee and helpers for a super job. The Chestnut Tree Children's Hospice has benefited to the tune of £1,080 and there's a profit to the Club as well.

The General Committee has a number of ideas as to worthwhile expenditure for club and members benefit, and all are being considered. A marquee for Club event HQ's and catering out of the rain. Vertical banners to erect at events to promote the Club name and maybe a big spend on clothing stock so that members requirements can be dealt with more speedily. Watch this space.

For the record the following Worthing riders were successful in completing the challenge:-

The Devil 125km.

Jeremy Wootton	George Parker	Phil Walker
Dean Amos	Barrie Le Grove	Dominic Maxwell
Simon Atkinson	Chris Day	Mike O'Gorman
John Baldwin	Paul Outhwaite	Nicole Patterson
Kevin Doe	Chris Putnam	Tony Knott
Tony Eveleigh	Jon Turner	Nathan Gale
Phil Freaan	James Wastell	J o e
Klose		

The Little Devil 80km

Mike Irons Alan Langham

The Imp

Andrew Lock Don Lock John Mansell Dave Walker



Next year's Sportive will be on August 11<sup>th</sup> 2013.

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### NEW PROMOTER FOUND FOR THE OPEN 25

With John Baldwin unable to promote the Ray Douglass Memorial 25 mile Open Time Trial next May there has been some searching for a replacement and Graeme Gill has put himself forward. Well done Graeme we have no doubt that John will give you all the details. It will though be a first promotion for Graeme and he will need all the help he can get from members. Many marshals and other helpers are required on the day so give him your support to ensure that this event continues with the fine reputation that has been built up over the years.

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### SURREY LEAGUE AND ROAD RACING

We have made several attempts to get road racing news into the Worthing Wheel but we have had little success, it must be that roadmen are particularly shy or unable to communicate.

This past season all we had was a brief burst in early May. "1st May 27miles Mark Newnham 15th, Darron Muggeridge 36<sup>th</sup>, Dominic Maxwell 40th, Simon Atkinson 92nd." Goodwood, we believe.

"Surrey League Goodwood Gallops 65 riders 29 miles Darron Muggeridge and Dominic Maxwell" No positions or other information. "15th May 27 miles Darron Muggeridge 32nd Dominic Maxwell 40th"

There must have been other events ridden, indeed we gather that Dominic secured more points in the Goodwood series than any other Worthing rider and by reason of that fact is our Road Race champion for 2012.

Would one of you British Cycling license holders like to take it upon yourself to give the Mag some reports as well as results in 2013. Please!

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### SPORTIVES AUDAXES ETAPES

Rumour has it that a good number of you are riding these events probably as many as are riding time trials but again we have so little in the mag about them.

The Pyrenees have been conquered, the Alps flattened and the Dolomites have delighted but you who have enjoyed these adventures have not told us about them. No need to write too much but it would be good to be able to record some details.

Let's be hearing from you for future issues for we do want to be covering the kind of cycling that you are into.

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Do you know what an Arachnoleptic fit is?

It's that frantic dance performed just after you've walked through a Spider's web.

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### EASTBOURNE WEEKEND

Clive Lett is organising another two day in February following upon the successful rides in 2011 and this year. The Hotel will be The Langham which has accommodated us so well on the two previous trips and at really reasonable rates, still under £40 for an excellent Dinner Bed and Breakfast.

Probably 65 miles on the Saturday and 45 on the return on the Sunday. Baggage will again be taken in the four-wheeled transport of our Ed and with a bit of luck he will meet up with the riders en-route.

Contact Clive very soon if you are interested. (07786528636 or [clivelett@aol.com](mailto:clivelett@aol.com))

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### BOB WITHERS

A good number of you will remember Bob, a member of the club for a good number of years and a strong rider tackling all distances. The amazing thing is that it is now almost 25 years since he departed to live in the Bristol area. Also amazing is the coincidence that led to him collaring our Ed in the middle of the Bay of Biscay! What quirk of fate we wonder prompted them both to select that particular cruise. "Hey Don, Don, it is Don isn't it?" Well Ed kept walking ... we've mentioned the old fella's hearing before haven't we. Anyway a couple of quick chats on board and an exchange of letters has roped in another Social member not put off by the past copies of the Worthing Wheel since supplied.

After a long lay-off and retirement Bob is now back on the bike, stepping up the miles and knocking off the weight. We just have to include the following quote from his letter "I have very fond memories of the Worthing Excelsior and all of the members. It is in my opinion one of the great cycling clubs in U.K. (the Bristol Clubs, I tried three) are a poor comparison"

As well as enclosing a cheque for Social membership he added another £50 as a donation to Club funds. Thanks Bob and if you do get back down this way anytime in the future it would be good to meet up again.

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### SOUTHERN COUNTIES and CLUB HUNDRED (A postscript)

On receipt of the official result we noticed that Paul Outhwaite won the second handicap award worth £40 and Mark Bernhardt collected fourth prize in the same category worth £20.

In the field of 75 riders our riders were placed: Mark 17<sup>th</sup>, Kevin 18<sup>th</sup>, Paul 33<sup>rd</sup>, and Nathan 47<sup>th</sup>. Not sure why Kevin didn't figure in the prizes, maybe it was because he had no previous time on his entry form.





There was no repeat entry from Paul but an under the hour ride from Chris was confidently expected.

From Pulborough just south of the mini roundabouts the course is straight down the A29 and up Bury Hill to Whiteways. It stays on the A29 to Fontwell, the fastest part of the route, and then heads east along the A27 to Arundel. From there it's the long hard ascent back to Whiteways and then north back along the A29 towards Pulborough. The final sting is from the left fork through to Fittleworth.

Ten were entered but only nine started and with Phil Frean having a puncture only eight were to finish. The full result below shows what form can do as both Chris and Kevin Wilson powered their way over this really hard circuit and in doing so took 5 to 8 minutes out of all others. Chris's ride is yet another club and course record and one which we feel may stay on the shelf for a while.

The handicapper was pleased with the overall net times but was once again just a little too generous towards Phil Walker, as indeed Mike O' Gorman pointed out.

|    |                |         |         |       |
|----|----------------|---------|---------|-------|
| 1. | Chris Twine    | 55.36   | Scratch | 55.36 |
| 2. | Kevin Wilson   | 57.46   | 2.30    | 55.16 |
| 3. | Mike O'Gorman  | 1.03.46 | 9.00    | 54.46 |
| 4. | Chris Putnam   | 1.05.57 | 7.00    | 58.57 |
| 5. | Phil Walker    | 1.06.28 | 12.00   | 54.28 |
| 6. | Nathan Gale    | 1.07.14 | 11.00   | 56.14 |
| 7. | Simon Atkinson | 1.07.30 | 8.00    | 59.30 |
| 8. | Guy Musgrove   | 1.18.56 | 20.00   | 58.56 |

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### SUSSEX CYCLISTS ASSOCIATION - HILLY WEEKEND

Brighton Mitre's veteran promoter Robin Johnson put these on for the SCA on the Bank Holiday weekend of 25th/27th August. A ten mile event on the Saturday afternoon and a 25 mile on the following Monday afternoon.

They do not name the events as hilly but they are definitely "Sporting". The two courses are in the Loxwood and Plaistow area and there's certainly no drag strip quality to these.

Worthing only had one entry and that was Chris Twine and we are not sure that he knew the nature of the courses when he entered. Enough to say he performed very well making 5th place in the "10" with his 22.57 effort, which was just 50 seconds back on Steve Dennis's winning time for the East Grinstead Club. On the Monday he did even better finishing fourth with 1.00.30 but 3½ minutes down on Mike Coyle winning for Brighton Mitre.

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Fred Dumbo was driving on the motorway when his hands free phone rang. His wife's voice came on sounding very worried. "Fred" she said, "Do be careful I've just heard on the news that there's a car going the wrong way on the M25, please be careful!" "Heck" said Fred, "It's not just one, there's hundreds of them!"



2nd September

With the form that he brought into this one and without a possible challenge from Jeremy Wootton, Chris Twine was undoubted favourite. How much time would be allowed to the rest? The handicapper thought at least 3½ minutes; Kevin Wilson had a lesser margin in mind.

From Washington it's the usual Ashurst circuit 25 mile course and then another 5miles is made up by sending the riders on to the Shoreham flyover before retracing back to a finish at Wiston. Tony Palmer timekeeping at Wiston was able to provide an intermediate time check with approximately 5 miles to go and we have included these in the result below.

What is noticeable is the amount of time that Chris was able to take out of all others in that last five miles. Thirty three seconds added to his lead on Kevin, 1 minute 44 seconds taken out of Mel and 2 minutes 27 seconds from fourth placed Simon .He was maintaining a plus 25 mph average over the final stretch and was coming home in what amounted to a club championship and club course record. We have had some plus 25 mph times before but no one has bettered a “12” let alone a “10”. Another excellent performance.

| <u>Full Result</u> |                | <u>20m</u> | <u>30m</u> | <u>H'cap</u> | <u>Net time</u> |
|--------------------|----------------|------------|------------|--------------|-----------------|
| 1.                 | Chris Twine    | 46.08      | 1.09.59    | Scr          | 1.09.59         |
| 2.                 | Kevin Wilson   | 47.02      | 1.11.24    | 3.30         | 1.07.54         |
| 3.                 | Mel Robertson  | 47.45      | 1.13.20    | 4.00         | 1.09.20         |
| 4.                 | Simon Atkinson | 49.04      | 1.15.22    | 7.30         | 1.07.52         |
| 5.                 | Mark Newnham   | 49.54      | 1.16.11    | 6.00         | 1.10.11         |
| 6.                 | Chris Putnam   | 52.12      | 1.19.46    | 8.00         | 1.11.46         |
| 7.                 | Phil Frea      | 53.09      | 1.21.08    | 12.00        | 1.09.08         |
| 8.                 | Lee Barber     | 53.58      | 1.21.31    | 14.00        | 1.07.31         |
| 9.                 | Phil Walker    | 54.26      | 1.24.20    | 10.30        | 1.13.50         |
| 10.                | Allan Orman    | 55.36      | 1.25.42    | 10.00        | 1.15.42         |
| 11.                | Peter Rowe     | 1.00.21    | 1.33.33    | 13.00        | 1.20.33         |

So Lee Barber and Simon Atkinson nick the handicap awards. Simon Letts rode a private trial and recorded 1.14.55. It is such a shame that so many of Simon's efforts do not count because he has not entered.

Working people frequently ask retired people what they do to make their days interesting. Well, for example, the other day, Mary my wife and I went into town and visited a shop. When we came out, there was a warden writing out a parking ticket.

We went up to him and I said, 'Come on, man, how about giving a senior citizen a break?'

He ignored us and continued writing the ticket. I called him an \*\*\*\*\* He glared at me and started writing another ticket for having worn-out tyres.

So Mary called him a \*\*\*\*\*. He finished the second ticket and put it on the windshield with the first. Then he started writing more tickets. This went on for about 20 minutes. The more we abused him, the more tickets he wrote.

Just then our bus arrived, and we got on it and went home.

We try to have a little fun each day now that we're retired. It's important at our age.

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## The Tourist Trial 2012

*It was just after 7am. Low cloud was on the horizon. The temperature had dropped to 2 degrees. I had scraped the ice from my windscreen. The sun wasn't even up yet, so why was I? Why wasn't I snuggled up in a nice warm bed looking forward to a satisfying Sunday morning fry-up for breakfast? The reason - the annual Tourist Trial was taking place that morning and I knew that the challenge was on. Could I retain the trophy? I knew that competition was going to be fierce with a number of past champions and eager challengers lining up at the start, anxious to get their hands on the best looking, most valuable trophy that the Club has on offer.*

*I got to the start early, bike and map at the ready. I knew the start was at Washington and that the halfway point was at Southwater Country Park so it would be easy to predict the route wouldn't it? I spread the map across the car and worked out that the route was going to go up to the west of the A24 and back down the east side. Simple!!! How wrong I was.*

*While I waited for the organiser, Tony Palmer, to arrive, I sat and studied the map and all the fancy codes that go with it 'cos, in the past, these had always been a part of the test. This could be the element of the competition that could make winners and losers so I needed to get every advantage because I knew that winning is never easy.*

*It wasn't long before past champions and challengers, including Allan Matthews, Mike Irons, Graeme Gill, Barrie Le Grove, arrived and we all got our initial route sheet to lead us on to elevenses. This is where I made my first mistake. In the false knowledge that I was going to travel around the circuit in a clockwise direction I was dumbfounded when I suddenly realised this was not the case. Ordnance Survey references led us down to Wiston and along Spithandle Lane until we got to a Bridle path - yes, a Bridle path - and down country lanes to Ashurst and down past 'a church with a steeple'. Joining the Partridge Green road we had to head northwards to Mill Lane at Littleworth and turning northward yet again towards the A272 crossing this road by Clock House and in to Burnt House Lane and on to Maplehurst and Copsale. It was here that we took our second departure from the tarmac and headed off to Southwater Country Park along the Downs Link route.*

*Believing that I had now identified the correct route, I had to have it checked*

out by Tony Palmer. If I hadn't got it right then it would be back to the drawing board and try all over again with points being deducted. Fortunately my luck was in and I was OK, but I couldn't be let loose on the ride until I had first identified to our President a series of Highway Code symbols. Fortune smiled on me again but not everyone identified the sign for 'No Cycling'. A bit surprising really because this same question cropped up a couple of years ago in the same event.

I still wasn't allowed to start my ride because I was then given a series of photographs that were part of an observation test. The idea was that once we had identified where the photographs had been taken along our route, we had to write the Grid Reference from the Ordnance Survey map.

Mounting my bike I rode off in pursuit of Phil Frean who was first on the road. Everything went well until I got to the Bridle path. Now, I knew that there were several Bridle paths leading off the Spithandle Lane, but which was the right one? Several stops and several checks of the O.S. map later and I thought I had the right one. I turned off the road and pedalled a few yards before I came to a complete stop. Surely we weren't expected to cross this sea of mud? There was no way I was going to ride my bike through this quagmire. I must have taken the wrong turn. But, in the distance, I could see the back of Phil Frean disappearing into the distance. Either we were both wrong or we were both right. Mud up to my ankles I pressed on. And I now know why Stinging Nettles are called Stinging Nettles – and I wasn't even wearing shorts! These nettles had been bred especially to attack unwary cyclists.

At the end of the track I met up with Phil riding his Pinarello. It must be some sort of cardinal sin to be riding a fancy Italian job off road. I'll have to check that with Rocco. Around the corner I met up with a couple of ladies on horseback. With a tin full of plums in her mouth she shouted down to me, 'Young man! You're not going to ride your bike through that mud are you?' Tugging an imaginary forelock I replied, 'No m'lady. I've already ridden up it', then I rode off as fast as I could before I was horsewhipped!

The route had, of course, been thoughtfully designed so that the mud that had accumulated on my bike from the off-road experience was washed off in the flood waters that lay at convenient locations around the remainder of the course. In Mill Lane I found 'Checkpoint Tony' where I was subjected to another interrogation. This time I had to answer questions on the Ordnance Survey codes. How glad I was that I had taken the opportunity to study the map before the start. How glad I was that my map was a recent edition. The codes have changed since 1997, haven't they Mike! Not only that, but we had questions on wildlife as well. I understand that everybody got this bit right. Trust Excelsior members to know their birds.

By the time I got to the turn to the Downs Links track, I realised that I had missed out on a question on the observation section so, about turn, and off I went back through Maplehurst passing Mike on the way until I managed to find the right answer. At this point in the competition all points are valuable. Then it was back again to the Downs Link path, risking punctures along this flinty track, before I got to Southwater Country Park for a well deserved cuppa and the biggest lump of chocolate fudge cake I could find.



Here Tony marked the observation stage and, much to my annoyance, I realised that I'd got one of the answers wrong. I had transposed a couple of numbers and put Burnt House Lane in the middle of nowhere. Too late to change now.

Another route sheet and another list of questions and off we went again.

This time it was off through Southwater and down country lanes through Barns Green, Coneyhurst, Broadford Bridge, West Chiltington and back to the Frankland Arms. It was along this route that I must admit to my greatest shame. I was burnt off by the CTC!!! Now I know I'm not the raciest of bike riders, but I thought I had been going along quite nicely. However, I suddenly heard a woman's voice approaching from behind. This voice just kept jabbering and jabbering and got louder and louder as she got nearer and nearer. She was the only woman in the group and the thought occurred to me that the men were riding faster and faster just to get away from her. This was the reason I was overtaken – not because I was riding exceptionally slowly, but because all the male riders were trying to escape.

By the finish I was ready for some sustenance and with a plate of cheesey chips and a pint of cider in front of me, I was ready for the next exam paper. In the main they were questions about Sussex, although Barrie said that there should have been questions about Yorkshire and then he'd have a chance. However, the first one threw me completely. If you knew where Offa's Dyke was you'd have had no problem because the question was, basically, 'What separates Wales from England?'. Some answers were totally inappropriate. One was 'Common sense', and another was 'An ability to play rugby.' Another question was 'What are people who live in Arundel called?' Well we all knew that one, didn't we? They're called 'Mullets', Allan, not 'Rich b\*\*\*\*\*s'! And who knew that there is a mining industry in East Sussex? Apparently there is a flourishing Gypsum mine at Brightling, although I know that locals will tell you that there is a treacle mine at Heathfield.

All in all it was good day out. No one got a puncture, although one had to retire just after the start with a broken rear mech. Everyone came back with a smile, and everyone now knows a little bit more about Sussex.

It was good to get the trophy back again for another year because I've still got some silver polish to use up. The Tourist Trial was an entertaining event over an interesting route with challenging questions that were sufficient to test the 'little grey cells' AND end up at a pub with your Clubmates. What more could you ask for on a pleasant Sunday morning.

Thank you Mr President.

Adrian Palmer



Well thank you Mr Secretary Adrian and our congratulations.

There should be lots more members having a go at this. Maybe it will help if they have an armchair perusal of the instructions, so first arm yourself with the OS map No 198 'Brighton & Lewes'.

The outward riding section was:-

From Washington, start by proceeding east on A283 through spot height 63, follow a route that passes the following:-

Spot height 35

*Fair Oak Farm on your left*

*At map reference TQ167154 take the shortest route to map reference TQ165162*

*Pass the nearest church with a spire on your right*

*Cross the River Adur at spot height 5*

*Continue through spot heights 8 & 23*

*Whilst riding north, pass a telephone box and pub on your left*

*Continue to cross A272 at Clock House*

*Spot heights 25 & 64*

*Pass Old Park Farm on your left and Shuckers Farm on your right*

*At map ref TQ 170249 join the Downs Link Cycleway*

*Continue to 11's at Southwater Country Park*

The homeward section was:-

*From Southwater Country Park proceed to road junction at map reference TQ161254, where turn right.*

*Continue to turn left into Church Lane adjacent to The Cock Pub*

*Pass a cemetery on your left and continue to descend Bonfire Hill*

*Turn right and continue to go through spot height 56, continue to pass Richmond Farm on your right and then take left turn into Trout Lane at TQ133268*

*Take 1<sup>st</sup> turning right and in 300 metres right again to LC where left*

*Continue to Tee junction where left, and continue to A272 at Coneyhurst where left and 1<sup>st</sup> right to Broadford Bridge where left and 1<sup>st</sup> right to West Chiltington*

*At village crossroads turn left to join B2139 at Picketty Cottages*

*Right on to B2139 passing through spot heights 66 & 36, continue to junction adjacent to college, where left through to spot height 71 where turn right onto unclassified road and continue to spot height 56 at junction with A283. Turn left*

*Continue to finish at Frankland Arms, Washington.*

The organiser makes sure you know where you are going before you set off. He will check the route you plan and possibly deduct points for errors. You may be asked some questions en route on the countryside, cycling, the environment and highway code. You may need to spot requested information – like the name of a vicar or licensee of a pub. This year Tony produced some photos taken on the course and you were asked to say by giving a map reference where, exactly they were. Photos of birds and bugs were shown as well and he needed these identified.

But it's all a bit of fun. Think about it for next year

Official Result of the Tourist Trial was :-

Adrian Palmer 44 points

Alan Matthews 39 ...

Graeme Gill 37 ...

Mike Irons 36 ...

Barrie Le Grove 36 ...

Rick Hughes	36	...
Phil Freat	33	...

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## RUNS ATTENDANCE COMPETITION RESULT

For the Runs Attendance Trophy

(October 2011 - September 2012, members with 20 points or more

|     |                  |        |      |                   |        |
|-----|------------------|--------|------|-------------------|--------|
| 1.  | Tony Knott       | 92 pts | 20.  | Dominic Maxwell   | 40 pts |
| 2.  | Mike Irons       | 85 ..  | 21.  | Simon Atkinson    | 39 ..  |
| 3.  | Barrie Le Grove  | 72 ..  | 22.  | Ken Newton        | 38 ..  |
| 4.  | Phil Freat       | 70 ..  | 23.  | Guy Musgrove      | 36 ..  |
| 5.  | Robert Downham   | 68 ..  | 24.  | Darron Muggeridge | 35 ..  |
| 6.  | Jon Turner       | 62 ..  | 25.  | Eric Baker        | 32 ..  |
| 7.  | Mike O'Gorman    | 61 ..  | =26. | Don Lock          | 30 ..  |
| 8.  | Peter Rowe       | 59 ..  | =26. | Mark Field        | 30 ..  |
| 9.  | Graeme Gill      | 57 ..  | 28.  | John Baldwin      | 28 ..  |
| 10. | Nigel Gardiner   | 56 ..  | 29.  | George Parker     | 27 ..  |
| 11. | Kevin Doe        | 54 ..  | =30. | Nicole Patterson  | 26 ..  |
| 12. | Phil walker      | 49 ..  | =30. | Joe Klose         | 26 ..  |
| 13. | Rocco Sepe       | 48 ..  | 32.  | James Nelson      | 23 ..  |
| 14. | Lee Barber       | 47 ..  | =33. | Allan Orman       | 22 ..  |
| 15. | Martin Wood      | 46 ..  | =33. | Spencer Kemp      | 22 ..  |
| 16. | James Wastill    | 45 ..  | 35.  | John Lucas        | 21 ..  |
| 17. | Peter Logan      | 43 ..  | =36. | Sheila Lucas      | 20 ..  |
| 18. | Joely Muggeridge | 42 ..  | =36. | Richard Klose     | 20 ..  |
| 19. | Ken Wheeler      | 41 ..  |      |                   |        |

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## CLUB RUNS REPORT

*Club runs attendance during the past year has shown a marked up turn over the previous 12 months, a total of 991 rides were made out on club runs as opposed to 776 over the 2010-2011 competition period, a 27.7% improvement. 86 different club members gained points during the year, a 38% improvement on the previous period when the number of attendees was 62.*

*Maximum attendance on any one ride was 33 members, this occurred on 2 occasions, there were 4 rides with more than 30 attending, 17 rides with over 20 taking part, 9 rides with more than 10 and only 7 rides with less than 10 a wheel. The greatest attendance on a run during the previous year was 21.*

*We attended 23 different venues for 11's during the year ranging from Chichester in the west to Ditchling in the east and to Horsham via the inland routes. The most breaks were taken at Amberley Tearooms at Houghton Bridge - 4 visits. Camelia Botnar Garden Centre, Ditchling Tearooms (aka Dolly's Pantry), Hilliers Garden Centre at Horsham, Sumner Ponds at Barns Green, RSPB at Pulborough - 3 visits. In addition to the club runs, additional events which contributed to members competition points were, the Tourist Trial, Winter Warmer*

*Audax, Devil in the Downs Sportive, Eastbourne weekend, Isle of Wight trip and the ESCA Reliability Trial.*

With their being an increased number of people now out on runs, we unfortunately cannot use the smaller venues that we have traditionally visited, for example those in Petworth or Henfield. Towards the end of the 2011-2012 competition period we introduced the Newbridge Garden Centre at Broadbridge Heath and The Conservatory Café in Horsham Park to our list. The 2012–2013 runs list shows that we have now added a tearoom in Washington village for future use.

*If any members can offer suggestions for additional 11's venues, please forward the details to Tony Palmer or Mike Irons.*

Tony Palmer

## NEW MEMBERS

Paul Reid joined us in August and has done some club runs. Says he enjoyed the slower run, giving him a chance to meet people and have a 'natter'. According to Mike Irons he's no slouch and is quite quick enough for the faster group if and when he is so minded. Paul adds to our Littlehampton based contingent.

Sadie Cumberland has joined and rides very strongly on the Sunday morning runs. Gave our Ed a hard time on the ride home from Southwater Country Park. She has a fitness training programme going at the Worthing Leisure Centre and seems keen to have a go at some form of competitive riding next year. Mike Irons seeking other information on the lady has discovered that she works in her Mum's bakery. Now where is that? Noticing the address is in Worthing presumably the shop is not far away. Do they do teas as well!

Spencer Kirkham has joined. He was at one time a member of the Finchley Road Club before spending two years in France. He might well have a go at time trials next season.

Rick Hughes tried a very wet Sunday Club run (we do sometimes do dry ones as well Rick) and seemed to enjoy it so signed up. He wants to try and improve his fitness and when he has done so might have a go at a time trial .....”just to find out what it’s like”. Rick, time trials are hard but very satisfying. Rick is yet another hailing from Littlehampton. There’s Keith Dodman, Martin Wood, Phil Frean, Paul Reid (above), Barrie Le Grove, Clive Lett and Nicole Patterson and Simon Letts, “crikey”! They could organise their own club run to the club room on Tuesday evenings. Say meet at the Wick roundabout at 7.15....just a thought.

Tom Davis is a new junior member and is nice and local (Offington). He has ridden with the Club's faster group and seems quite comfortable. He is another who says he would like to try a time trial next year.

Welcome to you all. Involve yourselves in the Club's activities as much as you can. It is the best and quickest way to get to know everyone and generally we are quite a friendly bunch. Apart from a few occasions in the year when there may be something special on the Club room does not offer anything particularly



exciting but it is that vital base for the Club it's kind of our home, and it has been for almost one hundred years. It's a place to meet and chat have a cuppa and find out what everybody's been doing or are planning. It keeps us in touch far more so than your twitters texts and websites.....although we've got them as well.

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## HISTORY LESSON

Back in 1901, Brighton wasn't the place to be if you had any thoughts of being a competitive cyclist. Court records show that, according to the defendant, Henry Gates, he didn't think that he had been going more than 8 miles an hour, whilst PC Sicklemore insisted that the defendant had been riding his bike 'furiously at quite 12 mph.' PC Sicklemore also pointed out that the defendant not only had to duck under the head of a horse pulling a van out of Ship Street, but, as a result, had collided with a sandwich board man and both rider and sandwich board man had been thrown to the ground!

On the same day, George Hogarth was convicted of having ridden in Ditchling Road at an even faster speed for which he was fined 5 shillings and costs.

The following month, Cope Cornford was fined as much for his insolence as for the offence of riding his bike without lights. He was fined £1 and costs. He would probably not have been summoned had he not been excessively rude to the policeman who stopped him. He insulted the officer and swore at him and finally jumped on his machine and rode away.

Rudeness does not always pay.....

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## CLUB CLOTHING

Will Santa bring you what you really want this Christmas? Well there is a way to ensure that you do get what you really want..... buy it yourself, wrap it in festive paper, put a gift tag on it saying, " to you" " from Father Christmas", and pop it under the Christmas tree. Then when opening it on Christmas Day be very pleasantly surprised. If anyone questions the origin you simply tell them that they are spoiling Christmas for the people who believe in Father Christmas .

Graeme (see page 1) has the following items in stock : short and long sleeved road jerseys, training tops, Bib shorts, short and long sleeved skin suits, winter bib longs, gilets, shower proof lightweight packables and shorts. A new order was submitted to the suppliers Endura some while back and delivery is promised by mid November so he would hope to have all sizes. If you are not able to get to see Graeme at the Clubroom you can telephone or call on him at home (out of working hours)

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Beware, if everything seems to be going well,  
you have obviously overlooked something.

## MISCELLANEOUS MIKE

We are always asking riders to let us know their results. Mike never fails so this space is dedicated to the O’Gorman efforts back in September. On 15th he travelled to the eastern parts of Sussex for the East Sussex C.A. 10mile. There were 80 riders and he was placed 36th with a time of 24.44 . He was 16th on age standard. He kindly informed us that Mel Roberton clocked 23.53 for 25th overall and 4th on standard.

He was back there the following day for the Association’s 25 mile event, no Mel this time. Mike recorded 1.3.56 placing him 42nd in the 74 strong field. He was 24th on standard and 21st on handicap. On 24th September he competed in the Festival Road Club’s 10 mile time trial on the Holmwood/Capel course in Surrey. It was his first outing on the course and he recorded 24.45 being placed 29th out of 56 and 25th in the veterans category.

## BOGNOR REGIS C.C. “BATTLE OF BRITAIN MEMORIAL” 25 9<sup>th</sup> September

If anyone needed confirmation that the Fontwell based 25 mile course used for this event was the fastest in Sussex they need look no further than the result. It was a good morning and the Worthing riders did not miss the golden opportunity to produce some outstanding rides. With nearly every outing Chris Twine has been breaking records and in this one it was more a question of smashing them than merely breaking them. Not content with a personal best in the 57 minute bracket recorded on the same course last year he demolished that to finish fourth, right in amongst the elite with a time of 54.41. Three minutes improvement when you are already down to a “57” is some achievement.

Not to be outdone though, Kevin Wilson who had not previously been under the hour knocked off some 5 minutes to finish 8th with a superb 56.26. Mel Roberton who has not had the best of seasons in 2012 also managed a very satisfying return to form to clock a season’s best of 57.50. This was good enough for 15th place and third in the veteran’s category.

Ed was getting very excited, well, with these three rides there must surely be a chance of a team win, something which we have been missing of recent times. First he became doubtful because V.C. St. Raphael had posted a “52” and a “53”, but then ..... they didn’t have a third man. With the arithmetic done, yes, W.E.C.C. had the fastest three man team aggregate and had won the team prize..... No, there was no team prize! When did you ever see an open time trial promotion without a team award..... Meaney ol’ Bognor!

Well that’s the fastest three, but we also had Mike O’Gorman in the field and he was also in the process of lopping minutes from his P.B. Mike finished with a new P.B. of 1.00.29 and his biggest standard plus of 9.25. The only hard luck story was with Simon Letts who had some mechanical trouble before the start and was unable to ride and who knows what he could have done.

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## SOUTHERN COUNTIES C.U. 25

9th September

While some had opted for the faster Bognor course Lee Barber stuck to the one he knew up at Broadbridge Heath. On the same day, enjoying the same good conditions, Lee joined in, albeit at a distance, with the smashing of PB's. He knocked a big chunk off of his and can now show a 1.4.24 on his entry forms. As of course, he joked, he could probably have taken another 5 minutes off on that "drag strip" course that the others were on!

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## SUSSEX C.A. AND CLUB HILL CLIMB

Mel Robertson promoted this for the Association and bearing in mind that it was an "Open" event just 19 entries was rather dismal. Not Mel's fault of course, but the Association must surely consider whether it is worthwhile continuing with something that no longer seems attractive. A week later a double promotion by Brighton Mitre was only marginally better.

The north side climb of Steyning Bostal is a good test for the anti-gravity merchants with differing gradients including a couple of very steep sections. There is also a good viewing area for all the masochists to stand and cheer or to try and extort even greater pain for the participants.

The Excelsior entry was only four in number Chris Twine, Kevin Wilson, Chris Putnam and Joan Lennon. Kevin had been unbeatable in the evening series but now they had a real big hill to tackle so could he continue the winning streak? The answer was a somewhat resounding "No". Chris T was far too strong and was the only one to get under 5 minutes. Chris P also managed to turn the tables on Kevin having followed him home each time on the smaller Washington climb. Chris T recorded 4 minutes 45 seconds, Chris P 5.14.7 and Kevin 5.36.7. Their respective positions in the overall event were respectively 3rd, 7th and 11th. They were just pipped for the team prize by Lewes.

Joan who admitted that her performance had not been her finest hour returned to the H.Q. not to examine the results but to dash into a neighbouring room and console herself with a bout of choir practise. She did finish the climb but it was she claims only because she had to run the gauntlet of Club members cheering (daring her to stop!) at the half way chalk pit. Her time was 8.4.1. but we ask, did any of the others have time to view the scenery! Well done Joan.

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## INTER-CLUB 25

Incorporating the Club Championship and the Clapshaw Handicap event

23rd September

Could have, should have, but didn't, sums up the Club's effort to regain the Clonmore Inter-Club Trophy in the 2012 edition of the event. We were thrashed last year after several years when we were unbeatable. The thought was though that we could comeback strongly this year. Firstly we were on our home course the Ashurst Circuit with the Shoreham add-on which all our riders know so well. Secondly we would make sure that all our fastest riders would be present.

Well despite efforts to rally everyone into entering and despite incorporating into the event the Club's own championship and the Clapshaw Handicap Trophy we were still lacking a number of our fastest riders and we were thrashed again. We would never make the point to Southdown Velo who were deserved defenders of the trophy or to Hants Road Club who came second, for it would be seen as sour grapes, but just for the purpose of the Worthing Wheel, you can't deny the realistic forecast that if we had been able to field our best team things would have finished very differently. Jeremy Wootton was absent through illness, a certainty for at the very least a time of say 61 minutes. Another who could without doubt have recorded something similar was Mel Roberton, but he was busy organising the whole event. Mark Bernhardt after a holiday seemed to bring his racing season to an early end and again 61 minutes would have been easily within his ability. If you add those three to our best three on the day you get a six man aggregate of around 6 hours 2 minutes and, there!, we've won by three minutes. We could also name a few more who would have been excellent reserves and the trophy could still have been ours. So, in that respect, a rather disappointing morning.

On the brighter side Chris Twine continued his sparkling form and at least gave us the fastest rider in the event and there were excellent rides from Kevin Wilson and from Simon Atkinson.

#### The Club Championship result:

1.	Chris Twine	57.23	Scr	57.23
2.	Kevin Wilson	59.46	2.30	57.16
3.	Simon Atkinson	1.01.55	5.15	56.40
4.	Darron Muggeridge	1.04.02	6.30	57.32
5.	Chris Putnam	1.05.58	7.00	58.58
6.	Nathan Gale	1.06.54	8.00	58.54
7.	Phil Walker	1.07.28	10.00	57.28
8.	Phil Frean	1.09.32	8.30	1.01.02
9.	Barrie Le Grove	1.12.43	15.00	57.43
10.	James Nelson	1.19.28	11.30	1.07.58

So, Chris is our 2012 champion and Simon takes the Clapshaw Trophy. Mike O'Gorman shed a crank and could not finish, (didn't explain why), Jeremy Wootton had entered but was, as explained unable to ride, Lee Barber and Simon Letts had entered but did not show. James Nelson rode and finished but was 3½ minutes late which is included in his time.

#### The Inter-Club result

1st	Southdown Velo	6.05.34
2nd	Hants Road Club	6.12.29
3rd	Worthing Excelsior	6.15.58



Now perhaps next year.....!

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### HOW TO MAKE AN ITALIAN BOW TO YOU.

Our Ed was recently in Sardinia and stopped to admire a smart road bike from the Coppi stable. The Italian owner approached; Ed indicated that he was English and the Italian confirmed his nationality, neither had the language of the other. Ed indicated that the Coppi was a nice machine and then told the Italian that he was the proud owner of 2 Italian marques, namely a Colnago and a Pinarello. So impressed was the local he put his hands together and bowed deeply.

Only right too!

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### RESULT OF THE HANDICAP POINTS COMPETITION FOR 2012

Did you know that there was such a competition and did you know what it was all about anyway? O.K., so to start with let us explain the details.

We usually run nine or ten Club events each time trial season that are handicapped which is all of them except for the evening tens and the hill climbs. These were for 2012: 10m March, Ashurst Circuit April, Long Furlong circuits April, 50 mile championship June, Pulborough circuit July, 100 mile championship August, Hardriders August, 30 mile championship September, 25 mile championship September and sometimes, if there are at least three entries, a 12 hour championship. The 50, the 100 and the 12 hour being incorporated in open or association promotions.

At this point we might explain for those new to the sport that from the information which you have to put on your entry forms and from any other information which he may have the handicapper tries to work out who, from those entered, he thinks is going to be fastest and how much slower each other rider is going to be. Not an easy task especially in the case of new riders. In our opinion in Open or even Association competition it is a mere lottery and is best not continued. However, in club competition where the handicapper will have available a lot more knowledge as to each rider's form it does provide a method of rewarding the slower rider and encourages improvement. At the end of an event a handicapper probably dreams of looking at the net (handicap) times and finding that they are all exactly the same.

The Points Competition should continue the ideal of giving the slower rider something to aim at but it doesn't always work out like that. 2012 is just such a case, for the winner was so constantly improving that the handicapper never really caught up with him! Kevin Wilson will not, we are sure, be given nearly such generous time allowances next year. There is though another aspect of the competition which affects the result and that is the completion of everyone of the qualifying races.

The result is a simple aggregation of the placings, on handicap, and if you did not finish the event you will be given a score of one point more than the last

Result:

Easy really, just consistency and improvement, no problem!

## AN URGENT APPEAL

A list is prepared for about four or five months ahead with names and telephone numbers and address. This enables the small bag of money and the keys to the club room to be passed on to the next on the list. The money never usually amounts to more than about £15/£20 and Treasurer Alan Langham regularly removes any surplus. You open up the room by 7.30 put the gas and the lights on (if dark) get the supplies out of the cupboard (in the main hall) and the

key for this is with the hall key. Get cups and glasses out and make tea or coffee as required. Chocolate bars are for sale and a price list will be found there. Tea towels, electric kettles and the all important tea pot are also in the cupboard. You wash-up and clear up and when everyone has gone you lock up, cash-up and go home. You would not normally be there longer than 9.30. Other people help, as they arrive, with jobs like putting out a few tables and chairs and putting the two notice boards up. Frequently others will help with other jobs especially when it is particularly busy. Oh, yes and take a litre of milk with you and take the money out of the kitty.

A piece of cake really, and sometimes kind members do donate goodies of that nature.

Seriously could you not spare about four Tuesday evenings a year. Contact Graeme on 01903 531069 or in the Clubroom he would be pleased to hear from you.....he really is appealing!

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### BOMBSHELL DIFFUSED?

In the August issue we informed you of the resignation of Mel Robertson from his Evening Tens Secretary's duties. We were worried that the much enjoyed series could be threatened. We are pleased now to advise that Peter Logan, Nathan Gale and Barrie Le Grove are going to do it between them. Originally we understood that it was just Peter and Nathan but there was concern that they, while sharing the "on the night" duties would not be dealing with the "off the night" administration, perhaps this is where Barrie comes in.

Someone has to apply for the courses, do the traffic counts, organise the officers and get the results on to the website and to the press secretary and magazine editor. Reading the general committee meeting minutes for October it is not clear how it is going to work, but hopefully it will. Maybe Mel Robertson, will as part of his "Club Events Secretary" job continue to do the applications for courses and lodge the necessary details with the police. Our Ed is happy to continue with organising a rota of timekeepers.

We also noted from those October minutes that Barrie "might be willing in due course to take over the "Club Events Secretary's job from Mel as well. That sounds as if it might be at least another season away but again he has done it for a very long while and it is good that these posts change hands from time to time.

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### IT'S INEVITABLE

Perhaps it shouldn't be, but in the very amateur world of journalism, in which we work mistakes occur in every issue. Our computer is always helping us with spelling checks and these we can accept. It is though also frequently correcting or, at least underlining in green, sections of grammar that it clearly does not like. We sometimes try to improve on what has been written and sometimes IT is satisfied. However if that is the language and mannerism of speech that

cyclists frequently use then that is where we will stay and the computer can lump it. Fortunately the green underlining does not occur on the printed article. We draft a piece and we read it, we may amend and amplify the piece and it is “filed” and “saved”. Later it is transferred from Ed’s laptop to Chief Editorial Secretary’s computer where it is incorporated into the Worthing Wheel format. The Secretary has a beady eye and there’s not much that is missed, and plenty gets questioned!

A draft is printed of the whole magazine and is given a final reading. All seems O.K that is until the printer, (Mel Robertson), has run off and stapled up the required 140 (currently) number of copies and Ed sits down to read. It is at this point that errors leap from the printed page screaming Hi, here I am, look at this you missed etc, etc.

Anyone looking for work as a proof reader can apply but the rates of pay are extremely poor.

In the August issue there was a joke, well it was meant to be, but it didn’t work. It wasn’t funny and nobody could understand it. We are probably making it worse, because nothing spoils a joke more lethally than having to try and explain it, but here goes:

Talk about sizes: Did you hear about the dwarf fortune teller who escaped from Ford Prison – A small medium at large.

Yes, well anyway.....and where for goodness sake did the “footballer come from.....Oh! Never mind.

~~~~~

### BEST ALL ROUNDER COMPETITION

This competition is decided by taking the average speed achieved over the three distances of 25, 50, and 100 miles. It used to include, like the National competition, the 12 hour event as well. Fewer rides at the longer distances have meant that we have dropped the half day ride from the Club’s competition, and it is very disappointing to see that we had only four rides at the 100 mile distance in 2012. One of those being by Paul Outhwaite who did not ride any of the other distances to qualify!

While Club membership has increased enormously and while long distance riding of sportives, etapes and audaxes has also shown to be more popular than ever, our Best All Rounder competition shows a dismal deterioration. In the last five seasons the numbers finishing are: 8, 6, 5, 4, and now 3. We hear of members doing thousands of miles training and yet it seems that all they spend it on is evening tens and a handful of 25’s. What a waste.

We did though have two excellent 100 mile rides and some good 50’s and after the Southern Counties/Club 100 Mark Bernhardt led the way, his “100” was a brilliant 4.17.39 but it only shaded Kevin Wilson’s ride in the same event, with Kevin producing a super debut ride of 4.19.09. At 50 miles Mark had, at this point, a few seconds over Kevin but on the 25 where Kevin’s best was about two minutes slower had a big advantage. Things changed later though as Mark went away on holiday and seemed to bring his season to a premature close. Kevin did his aqua lung thing in the later Club 50 and clawed a few seconds back. Then in the Bognor 25 he knocked 5 + minutes out of his personal best to give himself a



three minute lead at this distance, which when you are thinking in miles per hour, is enormous.

Third in the competition was Nathan Gale who can not perhaps devote as much time to training as he would like. He was more of a “determined” rather than a “competitive” finisher.

The three rider performances were:

|        |     |         |     |         |      |         |
|--------|-----|---------|-----|---------|------|---------|
| Kevin  | 25m | 56.26   | 50m | 2.04.10 | 100m | 4.19.09 |
| Mark   | 25m | 59.34   | 50m | 2.04.27 | 100m | 4.17.39 |
| Nathan | 25m | 1.06.54 | 50m | 2.22.57 | 100m | 5.04.24 |

The average miles per hour were: Kevin 24.631, Mark 24.192 and Nathan 21.040  
Let's hope that 2013 can see a revival in the fortunes of this competition.

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### VETERANS BEST ALL ROUNDER

This competition is for the over 40 year old and the winner is the rider who can achieve the highest plus average miles per hour against the standard times for each distance as set by the Veteran Time Trials Association. The qualifying distances are 10, 25 and 50 miles.

The VTTA have recently made dramatic changes to these standards and they now very much favour the younger veteran. Mel Roberton has however, managed to hang on to his title for another year. He has not had as good a year and did not ride above the 50 and was disappointed with his performances, the “57” in the Bognor 25 probably saved it for him. Mark Bernhardt does get closer though. There would probably have been a number of other finishers in the competition had it not been for the deluge conditions which saw nine out of our ten entries fail to start in the Southern Counties 50 and who could blame them for that.

Mel remained ahead of his standard by 4.300 mph and Mark moves up to plus 3.588 mph.

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### TWINE CLIMB

On Saturday 13<sup>th</sup> October Brighton Mitre C.C. promoted two hill climbs. The first in the morning was on the Steyning Bostal, measured at 0.95 mile with some steep gradients up to 17%, and the second in the afternoon on the much longer climb of Truleigh Hill from Shoreham. Not nearly so steep with a maximum gradient of 9% and a distance of 2.66 miles. The weather conditions were dry and sunny and very reasonable.

Chris Twine who had finished third in the Sussex C.A. climb of the Bostal a week earlier had decided to use his road bike rather than the tri-bar time trial machine. It did not work and he was to finish in 4 minutes 48 seconds, back just 3 seconds and eighth in the 30 strong field. This one was won by Peter Tadros of the In-Gear squad and co-incidentally also 3 seconds back on his S.C.A. winning time.

The choice for the longer, less steep climb, in the afternoon, was the time trial bike and with times likely to hover around eight minutes and a speed of nearly 20 mph. This set up suited Chris much better. He looked much more comfortable and was able to use his power and speed more effectively, something which is clearly shown in the photograph in this issue. There are in fact some stretches of this climb that are downhill and such was his speed into the tight right hander that he very nearly overcooked it. His time was 8 minutes 33 seconds and this gave him fourth place. Tadros could not repeat his morning ride and had to be content with second place behind his team mate Conall Yates home in 7 minutes 51.4 seconds.

Chris seems to have taken to the hill climbs and has been expressing interest in the classic Bec and Catford climbs for next year.

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### THE SPOCO COMPETITION

What's that? New members will no doubt be asking, so let us start with an explanation. SPOCO stands for Sporting Courses Organisation, "Sporting" courses being those which are away from dual carriageway, "drag strips" and if not outright hilly are certainly more interesting, including more lumps and bumps and country lanes. It was started in Essex which is not exactly a hilly county but it does have lots of the drag strip type course and events were often oversubscribed because riders were attracted from a very wide catchment area all chasing fast times and personal bests. By encouraging the use of the less fast but more "sporting" courses the emphasis was changed from time to position, not what time you managed but where you came in the overall result. Points for placings and a season long competition over selected qualifying events was the outcome.

Worthing Excelsior decided to adopt a similar idea based on their more "sporting" events and the following were selected: The Long Furlong Circuit, the Club 25 on the Ashurst/Shoreham course, the Pulborough Circuit, the Hardriders Championship and the Hill Climb series. Points are awarded on the basis of 20 points for first reducing by one point for each lower placing. If more than 20 riders all other finishers receive one point.

As with the points cup it is vital if you aim to do well in the competition that you ride all the events. This is made clear when the final table is looked at. Kevin Wilson was the only rider to complete all the five events and to score 96 out of a maximum possible of 100 shows a fine consistency of never being outside of the first two places. Chris Putnam and Mike O'Gorman both missed one event and Chris Twine despite having two wins was a non starter in the other two and finished fourth.

Final table:

1.	Kevin Wilson	96 pts	6.	Phil Walker	53 "
2.	Chris Putnam	67 "	7.	Nathan Gale	45 "
3.	Mike O'Gorman	65 "	8.	Lee Barber	38 "
4.	Chris Twine	60 "	9.	James Nelson	36 "
5.	Phil Frean	54 "	10.	Mel Roberton	34 "
11.	Darron Muggeridge	33 pts	16.	Mark Newnham	17 "

12.	Simon Atkinson	32	“	17.	Barrie Le Grove	15	“
13.	Jeremy Wootton	20		18.	Guy Musgrove	13	“
14.	Mark Bernhardt	18	“	18.	Graeme Gill	13	“
14.	Tom Coulson	18	“	20.	Peter Main	11	“

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## RACING –FORWARD

To look forward to the 2013 season has to start with a look back at what we've had during 2012 and a look at what we have waiting in the wings.

The road racing scene has not attracted many of our riders maybe half a dozen but the thoughts are that next year may see an increase. We know only of the few mentioned earlier who have ridden the Surrey League races, but they at least have tried it and are enthusiastic about it. It is fairly clear also that the cut and thrust of road racing helps in time trial performances so there is every reason to mix it up a bit.

On the showings in the 2012 time trial scene we can provoke a few comments perhaps by suggesting who might or could do what next year. Who would we put at the top of the tree for example? Well here goes and we will see what happens.

1.Chris Twine. He has the benefit of age over most, a mere youngster still in his 20's, and we feel that he has only just begun to scratch the surface of really top class performances. We are also confident that he can take his demonstrated ability well into the longer distances.

2.Jeremy Wootton An “old man” but a very fast one. His season this year has been interrupted somewhat and was brought to a premature end due to illness. He is still our fastest at 10 and 25 miles and we think he will be rather determined to continue as such. Let's hope for a full evening tens series next year for it should give some close competition. It would be good to see him riding longer distances too.

3.Kevin Wilson. At number three because of his demonstrated talent at 25 miles his aqua lung ability in the 50 and his debut 100. We believe he will get better at all these distances. We've not mentioned it to him but he looks to us like someone who could turn out a good 12 hour as well.

4.Mark Bernhardt. A brilliant 100 but at 50 and 25 he has been a little disappointing. He finished his season early but reports indicate that this was just to enable him to start training for 2013 earlier than others. He has to get a 12 hour in next year and should be looking at a ride of 250 miles. His aim must be to get the Club's Best All Rounder trophy. Beaten by Mel Robertson in 2011 and with Mel not doing a 100 he finds himself pipped by Kevin in 2012.

5.Mel Robertson. Mel has had an unhappy season finding that his veteran standards have been slashed by the Veterans Time Trial Association changes. At his grand old age he has felt uncompetitive against those only in their forties. He has raced less and significantly did not enter the 100. He is though by no means a spent force and we hope that next year will see a reinvigorated rider. He can now ride the evening tens having shed the promoting duties, and we expect that he will still be heading our veterans B.A.R. at the end of next season. If he rides the 100 he will still be hard to beat in the senior B.A.R. as well.

6.Simon Atkinson. His first year with the club and he remains pretty much unbloodied but from some of his few performances we are expecting a break through in 2013. He has a knee operation (November 2012) and reckons that should pave the way for some serious training and faster times. Simon has some long distance riding behind him and should not be afraid of the 50 and 100 mile distances either.

7.Mark Newnham. Mark promises much but only occasionally delivers. He has stepped his toes into road racing and enjoyed it, and has benefited from it, but he needs a full season with targets and could then enjoy greater success. He could press the top club riders in the 10's and 25's and if he had the inclination and dedication would produce some good rides at the longer distances

8.Peter Main. It has been Peter's first year with us but he has raced before. We do not know how much racing he will have in 2013 but we noted a 22 minute 10 this past season and he clearly could be an addition to our team strength.

9.Mike O'Gorman Mike has been a revelation in 2012 winning our "Most Improved " rider trophy. Old man he may be but this one is not yet past his best before date. He has been constantly updating his personal records and came so close to getting inside the hour in the Bognor event. We feel sure that he is set to continue in the same way next year and it would be a great pity if he did not ride at least one 50 and so complete our veteran's B.A.R.

10.Darron Muggeridge Another in his first full season with us. He regularly rode the evening tens and produce a spate of 22's and 23's to finish in 5<sup>th</sup> place overall. In just a few other outings he has shown potential with a "4" in the inter-club and a "44" in the Pulborough circuit. He has also dabbled with the Surrey League road racing scene A serious go next year would we think make him another to aid our team strength.

Ten then and if you've been left out then prove us wrong. We have not mentioned Carl Trevis who given a full season would be pushing the top four but domestic and work commitments do not seem to allow. No mention either of Paul Outhwaite who only pops up now and again like his ride in the 100. A serious time trial effort from Paul would also be pushing the top six. Finally a mention for Simon Letts who rides occasionally, usually a private trial having not entered. Simon would be under the hour if he could get to ride regularly.

On the fringe are the likes of Chris Putnam, Nathan Gale, who does at least complete the B.A.R distances, Phil Frean, Phil Walker, Lee Barber and Dominic Maxwell who has been our most successful rider in the Surrey League events.

Looking down the membership list to see who we might have forgotten we are reminded of our London resident Nigel Reynolds. Additions to the family have kept Nigel out of competition this year but if he can rejoin our racing strength that would be great for at all distances he has proved himself to be among our top three or four.

Whatever you do next year, may you have favourable winds, be fully fit and fast.

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**WORTHING EXCELSIOR CYCLING CLUB**

[www.worthingexcelsior.co.uk](http://www.worthingexcelsior.co.uk)

**AUDAX UK**

[www.audaxuk.com](http://www.audaxuk.com)

## ***WORTHING WINTER WARMER***

***100K BP***

***SATURDAY 9<sup>th</sup> FEBRUARY 2013***

***START 09.00***

***HQ Dial Post Village Hall***

***Old Worthing Road, Dial Post RH13 8NS***

***ENTRY FEE £5.00***

***(Plus £2.00 insurance if not Audax or CTC member)***

*Tea/coffee and biscuits available from 08.15*

*Food and drink provided en route*

*Hot soup and roll at finish*

*Route outline, Adversane, Wisborough Green, Kirdford, Plaistow, Shillinglee, Blackdown, Lickfold, Lodsworth, Selham, Burton, Sutton, West Burton, Coldwaltham, Greatham, Thakeham, Ashington, Dial Post.*

***Entry forms available at [www.audaxuk.net](http://www.audaxuk.net) or from the organiser***

***Mick Irons 36 Phrosso Road Worthing BN11 5SL (01903 240280)***

***Completed entry forms to Mick Irons by Saturday 2<sup>nd</sup> February 2013.***

### **GOODWOOD HILLY 28m**

Sunday 21<sup>st</sup> October saw the regular promotion of this very tough time trial. It was for years a Bognor Regis C.C event but since 2011 it has been run by the Southdown Velo.



The course crosses and re-crosses the South Downs in the Goodwood area and if you know that part of West Sussex you will know that involves some very serious climbing.

Chris Twine decided it would be a good final event for his 2012 season and, as they say, gave it some 'welly'. In a first class field he finished 6<sup>th</sup> with a time of 1 hour 11 minutes 23 seconds. This was only just over 3 minutes down on the winner.

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## BRIGHTON MITRE 25 Sunday 28<sup>th</sup> October

The Mitre's regular season ender was way down in numbers this year. Promoter Robin Johnson has regularly achieved a full field, but this time only about 70. It coincided with the first real cold snap and bodies, especially old ones did not like it. It was also damp and the two do not go well together. Mark Newnham managed 1.5.32 and Mike O'Gorman 1.8.06 both recording their slowest for the year and agreeing it was time for a winter break. We did notice that the winner, one Andy Topham from the High Wycombe C.C recorded 53.58. (Yes Wow!) but then he is 2012 British Best All Rounder.

Mike was not interested in explaining where he spent that extra 15 minutes!

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The guy at the cycle shop said he couldn't repair my brakes so he had fixed a large bell to the handlebars!

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OK clever clogs, so what's the speed of the dark then?

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## TECH TIPS - 3 Braking News, Pressure Points, Wheel Alignment and Tyre/Tube Removal Musings!

### Pressure points

*No universal tyre pressure formula quoting a respected expert. "What's important is to respect the pressure required to maintain the overall structure and shape of the tyre under load. It should support your weight and minimise squirm while cornering, and prevent pinch flats and rim damage when hitting bumps and potholes. At the same time there should be enough give in the tyre to make the ride comfortable over rougher surfaces while still maintaining good traction and rolling resistance". Phew! A general guideline for **minimum** pressures based on average adult sizes would be about 75psi for a big 32mm tyre or larger; 85psi minimum for 28-32mm, and at least 90psi for 20-25mm tyres. Running a little more pressure at the rear with a slightly softer front (5-10psi less) is valid because ideally you want equal or slightly better traction at the front. Always refer to the*

pressure range printed on the side of the tyres, get a good gauge and try to adjust pressures before every ride.

#### Tyre care....

Whilst you're at it look out for nicks and cuts in the tyre rubber. On smooth road tyres, running your finger along the surface can expose where the tyre has worn particularly thin and needs to be changed.

#### Check before riding off...

A few checks before riding off is a good strategy; have you had a go removing your wheels, tyres and tubes using the tools you carry? No, well I suggest you do as a) sod's law a puncture may befall you b) are those tyre levers you carry up to the task c) can you manage or do you need to seek further help / guidance d) I'm not always available to hand

#### Tyre removal / re-fitting

Try NOT to use tyre levers; especially don't when replacing an inner tube. Like a lot of things there is a knack in doing so. To remove, simply break the tyre seal from both sides of the rim, rest the wheel on the ground with the valve at the bottom, pinch in the tyre from the top to the center of the rim and rollover tyre and tube off the rim. Easy? (Well no, not always). **Do** remove a tyre to replace an inner tube because you should fully inspect the tyre and rim (check-out your rim tape) before replacing with a new or patched inner tube. When putting back I recommend placing the inner tube inside the tyre first (slightly inflate to get some shape), aligning the valve with a 'detail' on the tyre. In this way should you get another puncture and you can locate it on the inner tube the relative position on the tyre can be determined.

#### Wheel alignment

Wheels must be properly mounted to the bicycle frame (centrally between stays). Misalignment can result in problems with shifting and bike handling. If the wheel is not securely mounted in the dropouts, it may come out when the bike is ridden, possibly causing injury to the rider.

If a wheel fails to adequately center in frame, either the frame or wheel may be miss aligned.

#### Brake alignment

With the wheel centered check rim centering to brake pads; it may be that your brakes need re-aligning / adjusting (brakes should be done up securely). The top of the brake pads must not strike the tyres (spin the wheels and check, plus pull on your brake levers and check this action also).

#### And finally...

A number of things have been raised above, not least of which might be 'how do I do that' simply knowing how tight, for example, should I do up the mechanism securing my wheels (quick-release skewer or 'old-fashioned' nuts). We ran a couple of 'how to' club evening sessions so if there is a demand we could repeat. Also, check out on-line tutorials / video demos. I quite like 'Bike Radar' go to Gear / Workshop. Oh and along with cleaning your transmission (Rocco tells me he is now a reformed man, this is now part of his maintenance plan) clean your rims and brake pads; especially check your rims for wear ie shouldn't be concave (some rims are softer than others – why have fulcrum 3's got such a following...) and add a touch of light oil to the top of spoke nipples but

*remember to clean rims after. That said at a recent Dr Bike event a lady had oiled her brakes because they squeaked. Well that stopped the squeaking but she couldn't stop the bike in a hurry!*

*Nigel Gardner – Cycle Matters*

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## SEAFRONT KERMESSE – REMEMBERED

Why, in this lousy summer, did we agree to promote these races again? Because we were asked by the Council, and because we had a very willing organiser in Paul West, are the answers. But the races were a disaster, entirely brought about by the most vile weather conditions that you could imagine for July. The wind howled in from the sea, hit Heene Terrace and, without much abatement, howled back again. The rain was indistinguishable from the sea that crashed on the promenade and threatened to put beach huts where we only wanted cones, and the skies were only slightly lighter than one would expect – for a December evening. Fifty, or maybe 100, hardy souls hung grimly on to the more permanent features of Marine Parade to watch 80 or so even more hardy nuts race up and down in the five event programme.

Public address systems were erected and performed remarkably well, bearing in mind that they were never underwater tested. Machines were examined for rust and apart from water in the tubes, all were passed fit. Soggy licences were peered at through the narrowest slit between balaclava, cagoule hood and golfing umbrella and dumped in separate boxes for each event. Riders signed on at the registration desk and inks ran joyously together. Chaos reigned (or should that be rained?) to a point where even the paper boys could have ridden, and probably did.

Up high on an open lorry trailer sat yours truly with pages of carefully prepared notes to keep the public fully informed in this, his first go at announcing. The only problem was that Mr & Mrs Public had either all stayed in bed or gone to the south of France. No, to think about it, that wasn't the only problem. There was the job of keeping warm, the impossible task of keeping dry and, of course all his inks were also leaping around to make merry, soggy patterns on his programme.

Judges peered through goggles in an effort to spot the passing riders and every now and again someone would change the lap board and remember to ring the bell, which occasionally happened while a race was actually in progress.

I could have been dreaming, but twice I could swear an open-top bus went by – hallucinations perhaps. A gentleman with a chain of office, first thought to be Neptune himself but later found to be the Mayor of Worthing, came along to present the awards and Brian Hutton, hidden under a pile of Evening Argus newspaper bags, took notes of these strange happenings.

Throughout it all Paul West performed the job of organizing with commendable nonchalance – “It's really only a question of telling Carol what to do” he is reported to have said – from underneath the lorry. “Here are 500 programmes, go and sell them – if necessary make them buy 10 each” was one instruction.

According to Radio Sussex – were they there? – The Laker Cycles Schoolboy scratch race over 20 minutes and 3 laps was won by Rowan Shepherd of the Wessex Road Club, Oliver Davies of Lewes was second and John Bridger, Sydenham Wheelers was third. David Priest from Worthing rode well to finish fourth. The Lloyds Bank sponsored race for veterans provided Andy Swanson, Festival Road Club (1<sup>st</sup>), Arthur Ellis VC Elan (2<sup>nd</sup>) and Alan Limbrey Sussex Nomads (3<sup>rd</sup>) with useful supplements to their pensions.

Forty minutes plus 3 laps was the duration for the John Spooner Cycles Junior road race and this went to Robert Jeffries from the Festival with Stuart Hopkins of the GS Stella second and Crawley's Peter Jackson third.

If anyone would like some programmes . . . . .

IN OUR NEXT EDITION – probably February, we will hopefully bring you the Sussex C.A Best All Rounder competition results and their season long points table.

A good number, we believe are entered in the East Sussex Reliability Trial so we will try and commission someone for a full report.

It is though, the Winter break and there is not so much for us to work on. It would be great if we could have some unsolicited articles.

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Chris Twine on the ascent of Truleigh Hill,  
Shoreham





September 2012 Presentation to Chestnut Tree House