

FOUNDED 1887

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THE JOURNAL OF



THE WORTHING WHEEL



Annual Dinner Celebration cakes and 2012 Prizewinners



(N.B The change in Club Events Secretary following Mel Robertson's retirement from the office and the new appointment of Barrie Le Grove has to be confirmed at the Annual General Meeting on Tuesday 19th February)

ANNUAL DINNER DANCE & PRIZE PRESENTATION

(Or a lesson in 'mike' control)

Friday 16th November 2012

We once again held this, the Club's one big social 'Do' of the year, at the Worthing Rugby Club premises in Roundstone Lane, Angmering and eighty four members and friends, the best number in recent years, had what was generally regarded as an enjoyable and successful evening.

Ed. (Don) but mainly his wife Maureen organised it. Don really only collected the money. Don described his M.C. duties as 'Master of Confusion' in the Menu, he is not sure though that the description is totally appropriate, maybe just the 'Confusion' bit. Next time, if he is allowed to do it again he will take a course on how to properly use a microphone. Suggestions extended to using tape to hold it to his chin. He was anxious to address both ends of the room so would keep turning his head, first one way and then the other, but without taking the mike with him. This lead to Tony Palmer receiving, " Welcome.....and friends on..... 125th..... quizzes which are..... and a raffle..... before and enjoy your....." Ah well! he maintains that the evening is meant to be informal and he certainly seemed to achieve that.

The three course meal. Melon as a starter, Beef Carbonnade, main course and a regular appearance of fruit crumble as a dessert, was thought to be good. Only complaint received was the non-appearance of the menu advertised button mushrooms. Ed doesn't like them so he wasn't bothered but his suggestion that there wasn't really 'mushroom' for them didn't go down very well. Anyway, with dishes of vegetables served directly to the tables the service was a little quicker than 2011. As it was the 125th celebration dinner, wine was also supplied to the tables making it very good value at just £22 per head. Coffee on a 'Do it yourself' basis was available and as a special anniversary treat this was accompanied by two special decorated iced cakes (see photo elsewhere in this issue). This obviously went down well (pun intended) and may well be repeated this year for when Mr and Mrs Ed. were clearing up they had hoped to find a slice or two left over, but no chance, not a crumb.

Three ladies, Sue Dray, Ali Lock and Donna Twine, kindly sold raffle tickets, and didn't they do well, their services are definitely reserved for 2013. They charmed some £250 from those gathered which ensured a very satisfactory financial outcome for the whole evening. It has to be said that there were some very generous donations to the raffle prizes with champagne, chocolates, biscuits, tools and the obligatory cuddly toy. Ed's favourite which he did not win was the toilet roll sudoku, apparently an aid to concentration.

When the 'M.C' had achieved a little better grip on the mike President Tony Palmer and Club Event's Secretary Mel Robertson dealt with the presentation of the prizes (See separate article for your 2012 Champions). The efforts of the racing men were roundly applauded and rightly so, for there were so many

records and superb efforts during the past season, particularly by Chris Twine Kevin Wilson and Mark Bernhardt.

The Club Person of the Year award, secretly voted for by members of the Committee, was announced to be once again the Club's General Secretary Adrian Palmer. Most deserved too for all his hard work in connection with the very successful Sportive promotion, on top of his general Secretary's duties, a real steadying hand on the Club's management.

Two unexpected presentations then followed: firstly, a thank you to Mel Robertson for all his years of service in running the evening tens. This stemmed from a suggestion by Nathan Gale and received an immediate and generous response, not only from Club members but from riders of other local clubs who have been pleased to be part of the racing/social atmosphere which he engendered. The result was a nice wad of Cycle Shop vouchers. This received a solid and prolonged round of applause. Secondly, to Mrs (Maureen), Ed. a beautiful floral arrangement. In making this presentation Adrian Palmer thanked her for all the work that she does for the Club, in particular, with this Magazine and the Annual Dinner. There was also some reference to 'and keeping Don in order' on which we will make no comment. He had apparently asked her why she was not a Social member of the Club and the answer was that she understood this to include acceptance of four Worthing Wheels each year, so she declined!

David Shaw's Disco began and after a spell of music the raffle was held and prizes were mated with lucky number holders. Also announced at this time were the clever winners of the quizzes, Colin Miller demonstrating a wide knowledge of the recent Olympic Games, and Mike O'Gorman proving best at breaking through Ed's dreadful cryptic clues on countries of the World. Each was to receive a fantastic prize, miserable enough to stop them winning again next time. Music continued until midnight and by that time only the real toughies survived. It is difficult to totally satisfy everyone, especially with such a wide age range and it is inevitable that after the trophies had been presented some would drift away. It had though been a good social get together with lots of our newer members attending. Rumour has it that the Rugby Club is planning a move to the Goring/Ferring area but even if that happens we should still be O.K. for this year.



YOUR 2012 CHAMPIONS

SENIOR BEST ALL ROUNDER With Mel Robertson not riding a '100' it was surely set for Mark Bernhardt to step up, but he was kept in second place again, this time by the emergence of KEVIN WILSON. With a superb debut '100' of 4.19.09, an heroic '50' in atrocious conditions of 2.4.10 and then a record busting 56.26 '25' to give him an excellent average mph of 24.631.

25 MILE CHAMPION CHRIS TWINE was untouchable and we wonder if any WECC rider has ever been round that Ashurst circuit based course quite as quick before. 57.23 was another fine ride.

30 MILE CHAMPION Again CHRIS TWINE and with a championship record time of 1.09.59.

Being at Dial Post is handy for us, just a dozen miles up the A24, and it is fairly central for other clubs except perhaps those in the far eastern part of the county. In addition, if you've started training, there's no need to miss out on a ride as East Grinstead C.C.'s fast man Steve Dennis takes a forty mile run leaving from the hall at 9 a.m. and you can bet he'll have you back in time for lunch. Wives and friends are welcome and it is very informal, a nice friendly social affair which provides an opportunity to catch up with members of other clubs. It is all over by around 3.p.m. so you can be back home before dark.

Ed always goes, he reckons lunch at home must cost that much, so if, this year you feel like coming he will be pleased to give you all the details. If you have won something during the season in any of the Association's events you really should try and get along.

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### WASHINGTON NOT COWFOLD

The 1987 photograph of a large group of club members which appeared in our August 2012 issue was taken on the occasion of our 100<sup>th</sup> year celebration tea ride and was at Washington. The snap was taken by Roger Smallman and clearly marked 'Washington ' but Ed stirred things up by suggesting it was at Cowfold. We are indebted to Dave Hudson for putting us straight.

Ed also had a stab at naming all those present and here again Dave's memory proves best. It was not Wilf How but Ron Foster and the lady front and extreme right was Carmelita Grange which Ed should have got because her husband Bob was clearly present.

Dave also supplied a photograph which had appeared in the local paper at the time of the group (forty five strong) riding down the Washington Bypass, the shot being taken, from the footbridge by Tony Palmer.

Dave was also able to supply the local paper cutting and the article was written by one their reporters who she says actually joined the ride! One comment she makes and we quote "The Club Secretary Bob Withers became my Knight in shining armour, pedalling alongside and pushing me when the going got tough" Always a gentleman Bob! We have reproduced the photograph but that's the best we can do for quality. (See cover at back)

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THE OTHER ARMSTRONG (AN ANAGRAM)

Thank you to John Mansell who sent in this puzzle which has nothing to do with dopers but more to do with lunar landings:

Neil Armstrong – "That's one small step for a man, one giant leap for mankind."

Try: "An eagle lands on earth's moon, making a first small permanent footprint"

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### FOR THE CLEVER ONES

A cyclist wanted to reach his destination at 5p.m. If he rode at 15mph he would be an hour early and if he rode at 10mph he would be an hour late. How far did he have to ride?

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SUSSEX C.A.2012 RESULTS (for Worthing riders)

Senior Long Distance Best All Rounder: (100m, 50m and 25m) Kevin Wilson was our only qualifier and with an average of 24.63 mph finished in fourth place.

Middle Distance Best All Rounder: (2 x 10m, 2 x 25m and 1 x 50m). In this we had Mel Robertson finishing 8th with an average of exactly 25 mph. In the Veteran's category he was 2nd.

Short Distance Best All Rounder: (3 x 10m and 3 x 25m) Mike O'Gorman was 13th with 24.52 mph and in the veteran's class finished 6th.

100 mile Championship: Mark Bernhardt grabbed 3rd place in the veteran's category.

Hill Climb Championship: Chris Twine finished third and in the Veterans Chris Putnam was second.

Points competition: based on finishing positions in all the SCA Championships: In 6th place we had Chris Twine, Kevin Wilson was 14th, Mark Bernhardt 22nd, Chris Putnam 35th, Paul Outhwaite 55th, and Joan Lennon 58th. The first three giving us 5th place in the team competition and the second three 14th team place.

Sporting Courses Competition: Chris Twine finished 5th.

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### WHAT ARE WE DOING WRONG?

We were gaining the impression that with membership increasing week on week, year on year, and with more active participation in the Club's activities, especially the club runs, that we were, on the contrary, actually doing something right.

That however, is not the view of one member, Nigel Gardner. When asked by Ed. if he could produce another of his "Tech Tips" for this edition of the Worthing Wheel, there came the rather surprising reply of "First of all I'm going to have a word with the Chairman ". We can not precisely quote his complaint but it was along the lines of, "racing, all racing, we are not catering for recreational cycling". He was also unhappy with the Club runs complaining generally about their speed and organisation. Ed made the observation that attendances were breaking records, but this did not wash with Nigel. Oh dear! You can not please all of the people all of the time, or are we indeed doing things wrong?

We shall no doubt hear more when his complaint and presumably his suggestions as to how the problem can be corrected have been referred to the committee, but if you have feelings on the subject let's be hearing from you for a consensus would be helpful

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POLICE ? OH PLEASE!

Member Marvin Lucas, one time very fast junior, now a much respected member of the local constabulary has allowed photographs bordering upon the pornographic to be published in the Worthing Herald. Some celebration of his fortieth birthday prompted photos of Marvin at speed and looking very good, but unfortunately no mention of Worthing Excelsior. However, another photo – dreadful - shocking - a somewhat larger edition of Marvin in his underpants! Here though, just as well, still no mention of W.E.C.C.

What on earth will the new Police Commissioner have to say about that, something sharp we trust. A chance for her to earn a few of the generous bucks coming her way for what?

What will they be doing nextNot a Police calendar surely!

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## THANKS

As you will have read in the report on the annual dinner and prize presentation there was a nice gift made to Mel Robertson for all his work over many years in running the so successful Evening Ten Mile series. Apart from knowing that the idea stemmed from Nathan Gale, Mel has no knowledge of who contributed. It was not possible to get a card signed by everybody so he is unable to pass on his thanks personally. He has therefore asked us to include this:

*A very big thank you for the vouchers given to me at the Club Dinner in appreciation for my work as Club Events and Evening Tens Secretary. I started the work back in 1992 with very little experience so I would like to thank all the helpers both past and present for their knowledge and encouragement, for organising an event requires input from many others.*

*I have met so many people in our sport, both riders and officials and looking back one thing, in particular stands out and that is the amazing changes and advances in equipment.*

*It will be very strange just turning up for an event and riding.*

*I wish my successor all the very best and will be on hand if any help is required.*

*Mel*

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A GRATIFYING CORRECTION

We now have proof that someone is actually reading the Worthing Wheel and has lasted to at least page 26. Thank you John Grant, your stamina is amazing. John was able to point out that our use of the word “Diffused” (November Mag) was inappropriate to describe the resolution of the problem of finding a new Events Secretary. We should, of course, have said “Defused”, ‘Diffused’ is what happens to the poor Sapper who messes up a ‘defusing’.

The deliberate mistake this time will be on either page 30 or 31!

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### FISH OR CHICKEN AND CHIP SUPPER

This event was started last year and was very successful so we are doing it again. Please make a note in your diaries and get your names to Don Lock (Ed) a.s.a.p. for numbers have to be limited probably about sixty is maximum. The date is **APRIL 16<sup>TH</sup>** that's a Tuesday and it will be in the Clubroom with food arriving at 8 p.m. The price is expected to be £6 and will include soft drinks.

Names and money whenever you like, the sooner the better, and remember to say if you want fish or chicken.

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SURREY LEAGUE 2012

Hi All,

I would like to share the joy of opening my post this Christmas, to find an actual real cheque, rather than a bill, it's the prize money for the Surrey League and made out to Worthing Excelsior, so I will bring it on Sunday and give it to the Treasurer.

The prize money was distributed as follows:

Dominic Maxwell (Me and worthy holder of the Road Race Champion trophy as seen in the paper) £35, Darron Muggeridge £15, Tony Eveleigh £9, Simon Atkinson £3 and Mark Newnham £1.

Now I know there is prize money involved I shall be taking it seriously next season.....now where did I put that EPO.

Thanks. Dom

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### CLUB AUCTION SALE

We have organised auction sales every two or three years in the past and they have always proved to be popular and quite entertaining. They have also provided useful funds to help sustain the club's coffers. You can't run them every year, because, very simply, you need to have enough goodies for sale to make it worthwhile.

At the moment we have a couple of boxes full of stuff and Ed. has promised to have a bit of a turn out ("hooray" said Maureen) so we are aiming to have the next sale in the clubroom on **TUESDAY 15<sup>TH</sup> OCTOBER 2013**.

Now, please, everyone, if you can find at least one item (cycling related) that will ensure that we have over 140 items (current membership) for sale. Accessories, books, maps, clean clothing, shoes, anything for if you've finished with it, it might nevertheless still do a turn for someone else. If you have an item



which has a substantial value and you would not be prepared to donate it, then it could be included with a reserve price and the club would take only any excess achieved above that reserve. In that case the item would have to be clearly marked. You can give any items, at any time from now on to Ed. in the Clubroom or at his home address.

We are endeavouring to secure the services of Chief High Auctioneer Andrew Lock and if he can avoid making tunes on a pump or indeed breaking them in half we shall be assured of a good evening.

Please put the date in your diaries now and then you will not have to apologise for a clash of event. The Auction is the most important; not to be missed.

Just one word of caution the auctioneer has been known to take bids off the back wall so as well as plenty of cash bring your wits with you. People have been known to go home with a load of stuff they didn't really want, couldn't remember bidding for and then had to wait two years to put it back in the next auction!

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CLUB DINNER DANCE AND PRIZE PRESENTATION 2013

The last one was a great success and we are expecting even bigger numbers than the 84 who came to the 2012 edition. We have rebooked the Worthing Rugby Club venue in Roundstone Lane Angmering and while they are planning a move to the Ferring/Goring area that will not be happening until 2014 or later.

We anticipate being able to hold the price at £22 per head and Ed will be happy to accept money at any time (but then you knew that). He has already opened his book and has eight names confirmed, so you can book as soon as you like.

Importantly though, put the date in your diaries so that you can avoid clashes. You wouldn't believe some of the clashes that Ed has been informed of, could you imagine for example, "Sorry can't make it we are Christmas Shopping in Cambridge"!

So the date is **FRIDAY 15TH NOVEMBER 2013**

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### JEREMY STRUTT

We always try to record details of new members but information is frequently rather sketchy, but as for Jeremy well he actually got in touch with us which is a nice turnaround.

He has been on a number of Sunday morning club runs and his machine immediately attracted attention; a retro single speed made by Mike Cooper son of John Cooper of Mini-Cooper fame, in East Preston. The bike he tells us has been modified with a new lightweight front rim and colour coded tyres and should apparently be getting a new rear wheel this year featuring a SRAM Automatix two

speed hub, which changes up +40% when you reach 14mph, and also retains the coaster brake which is currently fitted.

He seems, as well, to be very much into the mountain bike scene having recently completed the London to Brighton off road ride for the British Heart Foundation, which was 75 miles with very little tarmac.

In June he is entered in the Vattern Rundan which is a 300km circuit of Lake Vattern near Motala in Sweden. For this he is signed up with a U.K. Charity called Cyclists Fighting Cancer and there's a team of 25. Total entry is a staggering 22,000.

His riding over the Christmas break included a mountain bike ride from Billingshurst covering 45 miles alongside the Wey and Arun Canal followed by the Downslink and Southdowns Way.

He talks about his joining the Club to help him get fit and to improve his group riding skills.

Married with two daughters Jeremy is 41 (a youngster!) and historically an HGV driver but at present engaged in driving a desk for a transport company.

Jeremy supplied some photographs of his bikes and another showing a VW vehicle with trailer and six bikes aboard. We include these in this issue because we are informed that he can carry eight people (including himself), six bikes on the trailer plus two more (dismantled) in the boot. Finally he offers "If the Club wants to attend an event, or if a group show an interest in riding some distance away (road or MTB) I can oblige – however I would need to split fuel costs, still, much cheaper than several individual cars and more sociable! I would love a trip to Afan in South Wales with the off road bikes at some stage"

Now there's an offer

Thank you Jeremy and welcome aboard.



## EAST SUSSEX CYCLING ASSOCIATION RELIABILITY TRIAL SUNDAY 18<sup>TH</sup> NOVEMBER 2012

*Worthing Excelsior participates in this event every year. It's a great opportunity to ride some different roads to the ones we usually ride; a mix of pretty villages, country lanes and some hills. There are some busy roads, but generally this part of Sussex seems a little quieter than West Sussex.*

*Riders can choose which time they complete the course in. For 2012 the targets were 3 hours, 3.5 hours, and 4 hours. Make the time and you get a certificate (although we're still waiting for our 2011 certificates from the organisers!). WECC riders usually ride together as a group and we choose the 4 hour target. The 2012 course was just under 50 miles. Sounds easy, 50 miles in 4 hours; but riding as a group you need to allow time for punctures and mechanicals – but more of that later.*

*Here's the story of our ride....*

*Saturday 17<sup>th</sup> November bike prepared, clothing sorted, it's an early night.*

*Sunday morning – up and out of the house by 7 a.m. Scraped ice off the car windscreen and headed towards the event HQ at East Hoathly. Driving east on the A27 above Brighton, vapour trails of jets glinted overhead in the early morning*

sun. Arriving at East Hoathly Sports Pavilion, most of the WECC riders were already there. The temperature was still hovering around zero.

Start times were 10 minutes apart with groups of 16 riders. Most of us were in the 8.35 a.m. group: Vern McClelland, Darron Muggeridge, Tony Knott, Chris Putnam, Ben Barden, Kevin Doe, Rick Hughes, Barrie Le Grove, Peter Logan, Ken Newton, and Robert Downham plus a couple of female riders from Brighton Clubs.

Due to an organiser's error John Baldwin had been allocated to Lewes Wanderers with an 8.15 a.m. start time. Alan Cooper a second claim WECC rider with dual club membership had decided to ride for Brighton Excelsior, his first claim club.

There were 157 riders in all. 42 Lewes Wanderers, 42 In-Gear Quickvit Trainsharp, 25 Eastbourne Rovers, 13 Worthing Excelsior, plus a number of other Clubs with fewer than 10 riders each.

The course was a figure of eight with East Hoathly as the start, the second checkpoint, and the finish. The first half was generally flat so we set off riding at a brisk pace to stay ahead of schedule as the second part of the course was hillier. Past Isfield towards the first checkpoint. There was some confusion where the first checkpoint actually was. Once we found it I realised that I had checked it out the evening before on Google Streetview so knew what the checkpoint looked like – but forgot to mention this fact to the others!

We reached the second checkpoint back at East Hoathly after 24 miles in 1 hour 35 minutes so were well ahead of schedule. At 30 miles the gradient started to go up, with a 2.5 mile climb up School Hill between Vines Cross and Heathfield Community College. At Broad Oak we waited while John Baldwin fixed a rear puncture.... only to find that he also had a front puncture! Must be those cheap Specialised inner tubes. As he had delayed his start by 20 minutes to ride with us, he decided to call it a day. Ken Newton kept him company back to the HQ.

Despite this slight delay we had plenty of time in hand and anyway we had stopped in a nice sunny spot so no-one was complaining. Onwards now to the third checkpoint and just 12 miles to go. Down the road and another short delay whilst Darron Muggeridge sorted out a spot of chain suck.

The last five miles were mostly downhill and we arrived back in East Hoathly with 25 minutes in hand. The rules of the reliability trial state that riders cannot finish more than 10 minutes before their designated finish time (although three riders from other clubs did!). To avoid disqualification we spent 15 minutes waiting in the village, which gave Chris Putnam the opportunity to do some window shopping. Finally at 12.25 we completed the last few hundred yards to the finish. Apart from John Baldwin and Ken Newton, all of us completed the Reliability Trial together as a group.

With 11 finishers we came fourth, behind the winners In-Gear Quickvit Trainsharp (with 35 finishers), Lewes Wanderers (with 34), and Eastbourne Rovers (with 20)

Looking at the history of this event I notice that WECC won it in each of the first six years that it was run: 1986 – 1991 inclusive, but haven't won it since. The current teams to beat are Lewes Wanderers, who won it every year between 2004 and 2011, and the new champions In-Gear [Quickvit](#) Trainsharp. Perhaps with a

*big push next year we could get sufficient members taking part to at least gain a top three finish?*

*Phil Freaan*

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THOSE QUIZZES AT THE DINNER

Firstly here's the one which is all about the 2012 Olympics

For those of you who did not get to the Club's Annual Dinner you might like to have a go at the quizzes, but as we told those who were present, it is entirely voluntary. Answers can be found later on in the Mag.

1. Jessica Ennis jumped how far in the long jump in the Heptathlon.
Was it (a) 6.08m, 6.32m or 6.48m?
2. Who won the men's long jump?
3. Nicola Adams won at Women's Boxing but at what weight?
4. Jade Jones won a gold medal for GB but at what sport?
5. How many gold medals did GB win in total (not including Paralympics)?
6. How many gold medals were won by GB rowers?
7. There were two silver medals for Team GB's women cyclists name both for a half point each.
8. There were two bronze medals for Team GB's men cyclists name both for a half point each.
9. The men's Triathlon saw GB's Brownlees brothers get gold and bronze. What are their first names? A half point for each.
10. What country topped the medal table?
11. The finale of the closing ceremony was a Union Jack design. Who was the designer?
12. Which GB gold medal winner suffers from Alopecia?
13. Name the four members of the men's winning team pursuit squad. A quarter of a point for each.
14. On what piece of gymnastic equipment did Louis Smith win a silver medal?
15. Who was the winner of our only diving medal?
16. Who partnered Andy Murray to a silver medal in the tennis mixed doubles?
17. What nationality is Usain Bolt
18. Where in London were the Equestrian events held?
19. Mo Farah came originally from which country?
20. Who took over the throne after winning his gold medal?

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### THE SECOND QUIZ - AROUND THE WORLD

#### All the answers are names of countries

1. He is now serving in Afghanistan. (Well, he was.)
2. A mixed up snake within
3. Found on the High Street of most towns.



4. Ban the bomb crowd with an athletic body.
5. Vegetable heads north.
6. The bear at the station started out from here.
7. A decent meal should solve the problem.
8. Could be.....rubber or.....napolis.
9. The new French President by the sound of it.
10. Honours less one zero about now.
11. In a silver country.
12. Hans Christian Anderson.
13. Could be a virus by the sound of it.
14. And glen would be Gaelic but this is not.
15. Coat for the IRA perhaps.
16. Monday is short and only one goal.
17. Did you know it has more sheep than any other country.
18. Want first class mix.
19. Our member Phil Frean caught cold.
20. Flue bug? No any germ will do.

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I'M NEW

Called in at the Broadwater Parish Rooms the other Tuesday as I wanted to find out about joining the Worthing Excelsior Cycling Club. Well, I've been riding my bike quite a bit lately, trying to shed some weight and at the same time to save some money. Everyone's getting on a bike since the Olympics according to the man in the Bike shop. I'm not sure though if I'm up to Club level so far as fitness goes, so I'll try and find out and hopefully avoid embarrassing myself first time out.

There's about thirty in the hall in various little groups, not many bikes about, a table with some sat down and another with big bags on it and Oh! There was an old guy with a brief case looked like the chancellor.

Then it's that horrible moment when you get all those "who's the stranger looks." There are a couple of ladies and one of them speaks to me, sort of breaks the ice as it were. She calls over a guy with a big bushy beard like that old sailor on the Players Navy Cut cigarettes packet, woops, sorry, probably should not have mentioned cigarettes, but it is alright I don't smoke any more. Ah! This is the membership Secretary, If I remember it correctly it was Ike Mines, anyway, he was a good bloke, very informative, told me all about the club runs (gave me a list). Apparently there are usually three groups – different speeds. He seemed to think that I would be fine starting with the slowest and if I feel comfortable moving up later on. Sounded a bit like the football league. I think I'll go careful on that one or I shall finish up in the relegation zone.

I was introduced next to the guy with the big bags – no not under his eyes – on the table, I mentioned seeing them as I came in the door. Glamour Grill I think, I can't worry about names yet, I'll pick them up over time. He was selling Club clothing and I was amazed at how much it seems I shall need and how much it all costs. I had been used to pushing my trousers inside my socks and heading out. Well maybe not quite that bad but this was a bit of a shock. A little at a time I think

and am I ready for the full lycra treatment anyway, what will the neighbours think, and more importantly what will the wife say.

Next up there's the old guy with the brief case, an old timer apparently who they say has done it all but is now way past his best before date. He runs some kind of magazine called the "Wheel". I'm cautioned about telling him anything because he will undoubtedly exaggerate everything and in no time I could be the subject of a centre page spread, not a nice thought.

Another guy offers me a cuppa from the hole in the wall. He tells me it's run on a rotisserie, or did he say rota. Noticed chocolate bars but nothing in the way of artificial stimulants or drugs – good sign!

Spoke to one or two others and heard about Chip Auctions, Fish Dances, Annual Trials, Ten mile Reliability tours and Audax raffles. I must admit I find it all very confusing, but I might be able to sort it out when I've read these back numbers of the "Wheel".

I said not many bikes, but there were a few and one was just "Wow". Do I have to get one of those because apart from a wheel at each end mine's not a bit like that?

I suppose the main thing was that they all seemed quite friendly so I'm going to give it a go

See you up the road.

Higgo Woy.

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## ROUNABOUTS, ROUNABOUTS AND MORE ROUNABOUTS

Sometimes roundabouts can be a blessing as they are better than traffic lights or halt signs and generally allow better flow for all traffic. At other times, of course, they are just another hazard to be carefully negotiated especially on a bike.

From the point of view of Cycling Time Trials, course designers and measurers, roundabouts provide another possible turning point, bearing in mind that right hand turns are prohibited. Sometimes a new roundabout will open up the possibility of a new course. Probably nowhere in the country has such congested roads as we suffer here in the south east, and we have a serious shortage of standard distance time trial courses as well.

Look at the G25/53 the 25 mile course from Broadbridge Heath, which we currently use for our annual Ray Douglass Memorial Open 25. It is dual carriageway and reasonably fast, but riders already have to negotiate a staggering 20 roundabouts in that short distance. Riders go from the start out to Crawley, back a mile and then up towards the A23. They then retrace past the start and carry on down the A24 to Southwater before finally heading back to the finish just short of the Farthings Hill junction.

There could be another roundabout in the future just south of The Farthings Hill junction to cater for the extensive residential development to the east; already there is a new slip road. When work starts you can guarantee that the highway authority will take great joy in carrying out such works in the busiest time of the year and in the middle of the time trial season. There could well be problems for

Clubs and promoters whose events use this stretch of road. There are promotions on it nearly every weekend 25s, 50s and indeed a 100 that travels across it multiple times.

We have to include the Farthings Hill junction as a roundabout because in their wisdom Cycling Time Trials (London South Division) require all riders to travel up the slip road and pass through the roundabout rather than to use the straight through underpass. This is something we have never understood because it takes the rider deliberately across the considerable amount of traffic travelling east and west between Horsham and the nearby Super Stores. Surely that is worse than the passing of an outgoing and an incoming slip road. Riders have to ride sensibly and signage at the slip roads can warn both riders and traffic alike which is much easier than can be done actually on the roundabout when both rider and driver have so many other visual aspects to check.

The development is we understand an eight year project and with economic pressures the new roundabout may not happen, we shall have to wait and see.

The only alternative course in the area is one that uses the A24 up into Surrey and it is very lumpy and in places very narrow. Also whatever you may think of the state of repair of the roads in West Sussex it is, apparently official, that those in Surrey are the worst in the Country.

It is probably still a long way back in the economic time scale but there is also a plan (now on a top shelf and covered in dust) to provide a roundabout at the Buck Barn traffic lights where the east west A272 crosses the A24. This would be brilliant if it ever comes about, for gone would be the traffic lights and the east / west route would pass under the A24. Separate roundabouts on the A272 just to the east and west of the A24 would be reached with slip roads from north and south. Now that would surely provide some new course opportunities.

We guess that by then though we shall all be able to stay at home and complete virtual reality rides on our raspberry, or black.....or whatever!

~~~~~

ELF AND SAFETY

No, not cycling this time, for we are sure everyone accepts that helmets are pretty sensible, good reflective gear and bright colours assist in being seen and so on. No it is quite another matter which the recent spell of arctic weather has brought to our attention.

We were up on the grass slopes of High Salvington Worthing which looked lovely covered, as they were with about 3 inches of virgin snow and then we came to an area with a much steeper slope which was playing host to dozens of persons, young and old who were cavorting down this steep incline on a great variety of items. Some were recognizable as sledges but the majority were washing up bowls, pieces of hardboard and even an estate agents for sale board! There was no supervision and the general public wanting to enjoy a walk on the downs were placed in a very hazardous situation, quite apart from their dogs being frightened. Clearly there must be some control enforced, with ideally an area being fenced off and there should be someone appointed to see that this is not ignored, and surely a first aider should always be available.

AROUND THE WORLD

- | | | |
|--------------|---------------|-------------|
| 1. Wales | 2. Spain | 3. Iceland |
| 4. Canada | 5. Sweden | 6. Peru |
| 7. Hungary | 8. India | 9. Holland |
| 10. Honduras | 11. Argentina | 12. Denmark |
| 13. Malaysia | 14. England | 15. Croatia |
| 16. Mongolia | 17. Russia | 18. Taiwan |
| 19. France | 20. Germany | |

Some cryptic and some craptic!

~~~~~

## FANCY A TIME TRIAL ON THE A2?

(No, probably not, but it was different in 1976)

The following report appeared in the Worthing Herald on Friday 30<sup>th</sup> July 1976

### CYCLISTS SET A RECORD

*Sydenham Wheelers 25 mile time trial promotion on the A2 road near Dartford in Kent attracted an entry of five of the current fastest riders of Worthing Excelsior Cycling Club on Sunday...and it was to be the fastest ever team outing by the local club.*

*The course consists mainly of undulating dual carriageway road and has given many riders their fastest performances. On Sunday the wind was light and mainly across the east / west course and while the conditions were not ideal they were fair.*

*The five set about their stated object of updating the Club's 25 mile team record set back in 1971. Don Lock was the first away from the timekeeper and gave the attempt a great start with a time of 1 hour 0 minutes and 59 seconds .... A time which he had only once bettered and that was back in that previous record in 1971.*

*The fastest Worthing rider, on current form, George Matthews was next and, although he finished slightly slower than his recent personal best recorded on the same course, his time of 58 minutes 10 seconds was fast and the record was there for the taking.*

*Peter Reeves, another whose personal best was in that previous record five years ago, was next home and despite concern that his 100 mile ride the previous Sunday may have affected his speed, he just squeezed inside the magic sixty minutes with an excellent 59 minutes 56 seconds. So the record had gone and the new three man aggregate was 2 hours 59 minutes 5 seconds, an improvement of 1 minute 15 seconds.*

*Keith Dodman promising a personal best, rode in next and kept that promise with a tremendous 58 minutes 34 seconds and the new aggregate crashed down another 2 minutes 25 seconds to 2 hours 56 minutes 40 seconds.*

*Only one man to come and for the record to be lowered again Richard Shipton had to improve on Pete's 59 minutes 56 seconds.... and he had never beaten the hour before. Richard, no doubt aware that he was on to a good ride – he carries a stop watch on his handlebars – raced in with a personal best of 59*



It turns out that Graeme Gill really is appealing, because after the “Urgent appeal” item in our last issue he has received no less than four volunteers to serve on the canteen rota. We thank you; Alan Langham, Bernie Skinner, Rick Hughes, and Barrie Le Grove. Apparently Graeme did not carry out any exhaustive checks on their qualifications or catering ability and we have no knowledge of any City & Guilds Certifications in the art. He just asked if they could make a cuppa!

~~~~~

NOW THERE IS LONG DISTANCE AND THERE IS LONG DISTANCE

Club member Simon Atkinson is to attempt a Guinness World record attempt/charity ride later this year. It involves riding from the southern tip of Spain to the North Cape. The most northerly point in Norway. This is a distance of approximately 4000 miles. Currently the record stands at 39 days but Simon proposes to try and complete the distance in just 28 days which according to our calculator means riding over 140 miles per day and that is going to be one heck of a ride. We are informed that he has received considerable support from a number of different organisations. He has requested that he be able to link his own website with the Club’s website and this has been agreed.

We have been to the southern tip of Spain and on that occasion the temperature was around thirty degrees centigrade and we have also been to the North Cape and when we were there it was minus twenty degrees centigrade so we recommend at least two changes of clothing!

We wish you the very best of luck and shall look forward to having a full report for the Worthing Wheel in due course.

~~~~~

### \*\*\*\* IMPORTANT DATE CHANGE\*\*\*\*

The date for this year’s Sportive was to have been 11<sup>th</sup> August as was mentioned in our last issue. Unfortunately the commercial unit “Wiggle” have hijacked that date with their “Haywards Heath Howler” which was planning to use some of the same roads as our own event. We have now re-scheduled our promotion for Sunday 15<sup>th</sup> September. There were no other Sportive events currently scheduled for that date in this region.

Such is the popularity of these events both with charities and with commercial concerns that it would be helpful if a calendar of such events could somehow be enforced with a closing date. In view of the very large entries that are being received it could well become necessary from a simple policing point of view as well.

So another date for your diaries **15<sup>th</sup> SEPTEMBER 2013**. Further details of distances and routes in our next issue.

~~~~~

MY TOURS FORWARD

By Peter Weston

I feel it's time that I put fingers to keyboard to let you know about my cycling travels and activities. I'll try not to bore you, as amongst us we have those who by putting fingers to keyboard, make the Worthing Wheel an entertaining read. (Ed says thank you Peter).

In 2006 I joined a Cyclist's Touring Club holiday in the New Forest. It is particularly for families with Ma and Pa with the tag along bikes etc. We enjoyed various rides including a trip to the Isle of Wight. The local cycling club even organised some Time Trial trails for the youngsters at the campsite. I was set up with a refresher course for my camping skills which had been rather neglected since my days in the Scouts and that was back in the mid-1950's.

I subsequently took part in several C.T.C. organised camping tours. I had previously toured with my brother Allan but this was usually with Bed and Breakfast stops every night. I do though prefer to get myself immersed in the countryside and an open air environment and camping suits me just fine. So this is where I am now, mainly a solo tourist.

Some people like to travel light and fast and are more concerned with the distance covered than with the scenery which is there to be observed. I go much slower and take in all that's around me, for I may never travel that way again. I like my tent comforts and, yes, you might say I take the kitchen sink, actually a 5 litre canvas bowl that folds up real small and doubles as a carrier for washing and the like.

My tent has a large entrance and could sleep two and it weighs only 2.6 kilo's . I know that a one-man tent can weigh as little as 1 kilo but it has little space and I would feel very restricted. It would be fine for the back-packer but not me, it all goes on the bike anyway.

On long tours I have a sleeping bag, mats and liners and these come light and pack small. I carry some spices and sauces to add to curries and stir-fries and to make other meals tastier. I will have a couple of emergency meals as a stand by in case I cannot find food stores when I need them. For washing I use a tube of Travel wash which you can get from the supermarkets. If clothes need to dry out while on route I just strap them over other luggage on the bike using some bungee straps. As for clothes I carry three sets of cycling gear, one for riding, one in the wash and one for the following day. Also something to wear perhaps while travelling, but not actually on the bike, or if I decide to eat in a restaurant one evening.

The bike I use is a Nigel Dean tourer that used to belong to my brother with Swalbe Marathon tyres with the "Plus" on the rear. This tyre is heavy and really stiff to fit, especially the first time. It does though help to keep the puncture gremlins away. Punctures with a fully loaded bike are heavy work and anything that helps avoid them is a must. A first aid kit is always included with some very handy stitching strip plasters for any really nasty cuts. The bike has racks front and rear with stands on both to avoid having it fall over and avoid the need to lay it down.

As to a tool kit, well it is my heaviest item and I do take a lot of stick over the

size of it. You can be miles from a decent bike shop so a comprehensive kit is in my opinion a must. I carry spare gear and brake cables and spare brake blocks. The feathering of brakes on long descents with a heavily loaded bike wears them down very quickly. I try to remember to keep the rims clean for dirty rims also cause extra wear. Spare spokes are a wise precaution for I have one size in the front wheel but two sizes in the rear wheel. I have not been unlucky to suffer breakages yet, but others have! Spare chain links, grease and oil and plastic gloves, allen keys and spanners to fit all nuts and bolts on the bike. The latter are in "Swiss Army" style kits. Bottom bracket and head set ball bearings are also carried as is a spare derailleur. As I say, I have my leg pulled about how much my tool kit weighs but the jokers know where to come when they have a problem.

Recharging devices can be a problem but now having a front wheel with dynamo, I use a Bush & Muller IQ front light which can charge batteries from the front hub via a regulator. This has AA size rechargeable batteries. I use their clamping bracket to which mobile phones, and camera and shaving devices can be plugged in (saves leaving them in shower blocks!) It means recharging while on the go!

For mapping I use a GPS together with maps or as in France with pages torn out of a large Michelin guide, a lot lighter! A Dave Hudson Audax style route sheet, turn by turn and in abbreviated form plus in brackets, points of interest, I find it best to have these different methods available as things often look different when you are there.

I use the European Bike Express to travel to France and to north east Spain. I find these very efficient as those who have made use of them will I'm sure confirm.

I look up available camp sites but I do not book them. They usually will have room for one or two cyclists and this then allows you to change routes and proposed timetables.

I use the Cyclist's Touring Club's insurance as it is particularly designed for the cyclist. I do not, however, take up it's health insurance which is very expensive.

Another reason for touring alone is that I stop a lot in furtherance of my photography hobby creating DVD's when I get back home.

So, as you can see, I am a bit of a boy scout. I have toured in Germany both east and west, France Holland and Spain. I was due to ride a CTC tour in 2012 to the Asturias region of Spain which would have taken in the Alto de L'Angliru a beast of a climb used in the Tour of Spain. An unladen bike for that though! Unfortunately that was cancelled and I had to pick another very quickly. Tell you about that next time.

Peter

~~~~~

## OUR OPEN 25 MILE PROMOTION -19<sup>th</sup> MAY 2013

We have been running this event since way back in the 1970's. Originally we had sponsorship from a cycle shop in George V Avenue owned by a member and Vice President Ron Mills and it was appropriately titled "The Ron Mills 25".

Later after Ron had sold his shop and after we had lost a dear and stalwart member in Ray Douglass it was re-titled "The Ray Douglass Memorial 25" and that is how it continues now.

Originally it was run on a course from Washington up to Broadbridge Heath and back for there were no traffic lights at Buck Barn then. It has we think also been held on the lumpy Ashurst Circuit course, but over the past few years it has been run on the more favoured G25/53 course from Broadbridge Heath and using the A264 and the A24. We have referred to this course earlier in this issue and you will know that it has a lot of roundabouts. It is nevertheless a reasonably fast course and we can usually attract an entry of around 100.

This year we have a new promoter in Graeme Gill and it will be his debut performance so he is looking to have as much help as we can muster to ensure that everything goes off to the promotion's usual high standard.

Quite a lot of competitors have little idea of the amount of work which is involved in putting on a time trial. They enter, they turn up, they ride and then they go home and wait for the result sheet in the post. In fact a promotion starts almost a year beforehand with application to the London South division of Cycling Time Trials for the date and course. This also ensures that details appear in the Cycling Time Trials annual Handbook so that prospective entries will know how to enter and where to send their forms. Then there is notification to the appropriate Police area. For Graeme and our 2013 event these matters were dealt with by Mel Robertson, way back. The headquarters has to be booked, something else which must be dealt with well in advance. For this course it is invariably the Broadbridge Heath Community Centre which is handily placed.

Next comes the rounding up of all the very necessary helpers. Ideally you could do with two on every roundabout (40) but where riders continue through the roundabout and remain on the "main" road it is adequate to place signs (arrows) to simply indicate direction. At most other points, though, two are required, for riders will be coming from both directions with early starters coming back and later riders going out. At the two turn points there is also the need to check numbers so that it can be guaranteed that all competitors rode the full course.

Timekeepers need to be booked early as well, for they have to be CTT approved and there are not a lot of them about. They will synchronise their watches at the start and then one will have to get down to the finish point where he will need to have a checker/assistant to take rider's numbers and probably to phone back times to the H.Q.

At the start point a pusher off is required and again two would be better than one for it is hard work if you have a full field of up to 120 riders.

Back at the HQ a co-ordinator with computer skills will enter up the rider's finishing times as they come through and then project them on to the wall for easy reading.

Someone has to put out all the numbers that riders have to wear and there must be a signing on sheet and a board detailing any hazards on the course.

Someone (the Organiser ?) gets up at about 3 a.m. and drives round the course to note any suddenly appeared road works, particularly nasty potholes or the fact that queuing of cars at the entrance to a Car Boot sale might occur at a particular point. Someone (the Organiser? ) has to go round to check that all his

marshals and sign boards are in place and probably hand out our yellow marshals jackets so that they are obvious to riders and motorists alike.

Last but definitely not least there is the matter of refreshments a cuppa for every rider and helper means a lot of tea or coffee and a lot of washing up. There's usually a table laden with cakes and rolls and other goodies and someone has to bake and someone has to serve.

This article is not to put the willies up Graeme, we have every confidence in his ability, but it is just to show how much effort is needed and how valuable your help on the day will be. Let Graeme know that you can help and he and the Club will be grateful.

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TOUR DE FRANCE IN YORKSHIRE -2014

Now July next year may seem a long way off but if you might think about getting up there to have a look then accommodation would need to be booked very quickly or you may be too late.

Stage One is on Saturday July 5th starting in Leeds and making a 190 km course north west before doubling back to the finish in Harrogate.

Stage Two, the following day starts in York and finishes in Sheffield after another 200km. Both these stages include plenty of open country and some nasty Yorkshire type climbs. Particularly on the first stage there is the opportunity to see the race go through and then to nip across to another vantage point before they return. It is also to be noted that the stage two route comes very close, indeed crosses the first stage route at one point. So with strategically planned digs you could be well placed for viewing on both days.

It is apparently considered that the first stage will be sprinter friendly al la Cavendish despite two categorised climbs through the Yorkshire Dales, Kidstones Bank and Buttertubs Pass. If Cavendish made it to the yellow jersey though, it is thought unlikely that he would retain it after the climbs on the second day. There are eight climbs on day two including Holme Moss and over 1,400 m of climbing in the final 60km. The final 5km in Sheffield includes a climb "Jenkin Road" which is described as being something akin to the Ardennes Classics. All sounds very exciting though and Mr & Mrs Ed. have their digs booked!

You could, of course, also dive back down to London's The Mall and see the stage three finish there with another opportunity for Cavendish on the Monday. After that they will be back across the Channel for the remainder of the three week tour.

Recent efforts to book accommodation show B & B prices being hoisted i.e from a published £70 per night to £100 per night!!!

~~~~~

Local police are hunting a nutter who has stabbed six people in the backside with knitting needles over the last 5 days. It is believed the attacker could be following some kind of pattern.

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ANOTHER PUZZLE

This one is to test your mathematics and for some of you younger members, your history. The money referred to is in £.S.D. (that's pounds, shillings and pence) – real money.

A cyclist had to hire a machine to ride to a certain village and the only one available was a tandem. It meant paying a bit more, five shillings in fact, and that was a lot of money in those days. Half way to the village he saw a friend who was walking and aiming for the same village and indeed wished to return to the same halfway point. Seeing a chance of recovering some of his hire charge he offered the friend a lift for a fair share of the charge.

How much should the friend pay?

Answers to be given in “real money” please.

~~~~~

### MORE NOSTALGIA

(It is good for colds and stuffy noses, just rub it on your chest)

Back in the 1980's, or was it as long ago as the 1970's? Don't know, and the magazine's research department is not available, but it doesn't matter much. It was when the Tour of Britain started in Worthing. Did you know that? It actually started in dear old Worthing, how about the Tour de France some year soon? Anyway up, it did, and a number of the foreign teams were staying in hotels in the town.

At the time we were running our evening ten mile events on a course starting and finishing somewhere near where the Swallows Return Pub/ Restaurant is now on the Littlehampton Road at Ferring. Seems unbelievable but the course went west to the roundabout then known as the Angmering Roundabout and then turned north through the village and on to a turn (in the middle of the road!), just a short way beyond the southern end of Dappers Lane. It was then retrace to the start. Again these were roads then gloriously free of traffic lights and the environmental spillage of super markets.

Now, someone had the idea of inviting these foreign teams to come out and have a ride in our evening ten. So contact was made and two teams, the Polish and the Norwegian agreed to come. Alan Matthews escorted the Norwegians out to the start, but they had not understood that they were invited to ride so they simply spectated. Ed brought the Poles out from their Steyne Gardens Hotel and what a ride that was, conducted at something well in excess of his usual 20mph maximum and for the most part with Poles occupying both sides of the road. The Poles did however ride and all returned modest times about 22 minutes we think and they clearly hadn't tried too hard. We had Nick Lelliot in the club at that time and he was probably the fastest rider we've ever had. Can't remember what he did but we do recall that the Poles were impressed with his time.

All this came back when ex member Tony Hill sent us a local newspaper photograph depicting the scene at the finish. It is rather grainy but you can make out the Poles all wearing white racing caps. We can also make out Tony Hill, Ray Douglass, Nick Lelliot and Ron Mills.



Tony Palmer tells us that this was the occasion of his first timekeeping duty. Nothing like putting on a bit of pressure and reminding him of the international content of his first effort. Must have managed O.K. though, for he's still doing it!

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GROUP RIDING

This subject has been tackled several times over the years but we have many new and some not so experienced members that it seems like a good idea to have another look at it. Over the years there have been changes to roads, road layouts, and nowadays we have to consider a potentially much bigger group of riders and a vastly increased amount of motorised traffic.

There was a question raised in the Club's General Committee as to whether we should formulate some rules or some guidelines but it was felt that there are probably enough rules and regulations in this world that we need hardly add to it.

So let's just express some thoughts:

Being in a group does not give us any extra rights and we must all be independently responsible for our own riding. The Highway Code and the law continue to apply.

It's a good idea if there are big numbers to split into separate groups. We do this already according to rider's ability. What is a big group? Well 12 or more we reckon and when it is necessary to ride single file this of itself still means a fairly long line of riders to be overtaken safely.

Where road conditions permit two abreast is acceptable, but always be ready to "single up". If you are at the rear keep an eye out behind for approaching vehicles and shout a warning, usually. "Car or Oil Up" so that those in front have more time to react. Likewise if you are on the front a shout to warn of a hazard ahead will obviously help those behind you.

Ride close up and always remember that there is someone close behind you. Try never to grab at the brakes but rather squeeze them gently and avoid sudden changes in pace.

Try and keep the group formation, don't go off the front whether it's downhill and you've got more weight than the others, or because you're feeling fit. Maybe on a stiff climb the group will split but ride at your pace and wait over the top for the group to re-establish itself.

If you are at the front try and point out nasty pot holes so that others have a chance to avoid them but be careful not to swerve around them at the last minute because in this way you will soon have the rest of the group on top of you.

Give normal road signals, that's each one of you, don't just leave it to the guy at the front who may not be visible to the car approaching from behind.

If you have a puncture or suffer some mechanical problem call out and then slowly ease into the kerb. Don't try putting chains back on while in the middle of a group. If someone else has trouble wait and help if you can, you could well be the next victim!

If you are at the back of the group and another rider or riders are having trouble in keeping up the pace which is being set, let those at the front know and ease up accordingly.

Probably not a good idea to wave drivers through if you are at the back. Let the driver make the decision.

The easiest place to ride is in the middle, so if you are not the strongest in the group. That is the place for you.

It is up to you how much you decide to carry in the way of tools but one of those “Swiss Army” style multi tools is a good idea and certainly everyone should have a puncture outfit or at least two spare inner tubes, tyre levers and a pump.

Be careful if eating or drinking while in the group and always keep as straight a line as possible, avoid turning round to look behind for that is just when something ahead will cause a braking and you’ve just given the rest of the group another opportunity to sit on you. They may be reasonably soft but their pedals or gears in your back will not be.

Generally ride holding the bars rather than just resting on the bars. Quite a small bump could dislodge them.

A good general riding position is on the brake hoods where you have instant use of the brake levers and can just lightly touch them to control speed.

Other good ideas are to always carry a mobile phone, and a bicycle lock.

Have breakfast before coming out but still carry a drink and an emergency bar of some sort.

Common sense really, but it comes with experience.

P.S. We see that at the Club’s AGM in the proposal to update the rules a new one appears which will require all under 18’s to wear a helmet. It is probably to avoid us being sued in the event of an accident and to keep it friendly with our insurers. The Club does, in any event always recommend the wearing of a helmet for all members, young or old.

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### NEW MEMBER

Welcome aboard to Mick Etherington who was formally signed in at the Club’s meeting at the beginning of January. Mick lives in Chippers Road in the Thomas a Becket area of Worthing. He is 53 years old and his occupation is “Operations Controller in Transport” Wonder if we could hire a bus sometime?

He has ridden a road bike for most of his life and while that has mainly been in Surrey and Sussex he reckons he’s averaged about 1200 miles per annum. He wants to get out on the Club’s Sunday morning runs and probably have a go at the evening tens. Mick tells us that he has recently replaced a Giant OCR Team Replica with a Giant TCR 3 2012 Road bike. We hope Mick that you will enjoy your membership.

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Children say: *Sir Walter Raleigh circumcised the World with a big clipper*

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ANSWERS TO PUZZLES

1)The distance the cyclist had to travel was 60 miles. If he left at noon and rode at 15mph he would arrive at 4p.m. If he rode at 10mph he would not be there until 6pm. The appropriate speed to arrive punctually at 5p.m would be 12mph.

2)The share that the rider given a lift should pay is half of half of the hire charge. i.e 1 shilling and three pence. As we said 'real money'.

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## CLUB CLOTHING

Graeme Gill is the man to contact e-mail: [val.gill@ntlworld.com](mailto:val.gill@ntlworld.com) or tel: 01903 531069.

He currently (at time of going to press!) has the following stock. A new order will be going to suppliers (probably end of February). Unfortunately they take about 10/12 weeks. Best get your orders in as soon as possible. Graeme is in the Clubroom with the stock most Tuesdays, but will be happy to see you at his home address if you first telephone.

|                          |                       |        |
|--------------------------|-----------------------|--------|
| Road Jersey Short Sleeve | 1S, 2L, 1XL, 1XXL     | £39.00 |
| Road Jersey Long Sleeve  | 1S, 1L, 2XL           | £41.00 |
| Training Top/Fleece      | 1L, 2XL               | £46.00 |
| Bib Shorts               | 3S, 3M, 3L, 2XL, 2XXL | £45.00 |
| Skin Suit Short Sleeve   | 1M, 3L, 1XL           | £63.00 |
| Skin Suit Long Sleeve    | 1M, 1L, 1XL           | £65.00 |
| Bib Longs (Thermal)      | 2L, 2XL               | £44.00 |
| Gillets                  | 1M, 1L, 2XL           | £34.00 |
| Packables                | 1L, 2XL, 1XXL         | £44.00 |
| Shorts Non Bib           | 1XL                   | £40.00 |
| Windex Jacket            | 1L, 1XL               | £64.00 |
| Pro Bibshort             | 1L, 1XL               | £65.00 |

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HERO WORSHIP

It was a dark wet Tuesday evening so I decided to drive to the clubroom. One advantage in taking the car is that I can listen to the radio. It would be good to tune in on the bike but far too dangerous, it is always good to hear the approaching roar of the juggernauts.

On the way home, after talking another good season to come, I heard a very interesting interview on 5 Live. The guest was Sebastian Coe, who was still glowing from the success of the London Olympics.

Once all the oft repeated questions about the games, and the hoped for legacy had been dealt with it got interesting. The interviewer asked Seb about his father and how proud he must be. Let's not forget the Gold medals that Seb won. The surprising answer was that his father's overwhelming passion was for the Tour de France and always had been. His whole year was geared around the Tour

and for the three weeks of the race he was a virtual recluse, even during the years when his son was performing at the Olympics.

Seb went on to say that a few years ago he was at a gathering of the great and good from all sports. At any such get together one person who must surely be a prerequisite is Eddy Merckx (every time I write that surname I have to look it up for the correct spelling even though his name is all over my bike). Seb got talking to Eddy and naturally enough told him of his father's passion for the Tour and that Eddy was his idol.

Now picture this: Seb Coe's father is sitting in his living room watching Countdown when there is a tap at the door. Seb sticks his head round the door and says that he has brought someone home to meet him. Even though Countdown had got to the exiting part (the credits were rolling) he invited them in. He was then staggered to see his hero, and mine, stroll into his living room.

Apparently this was the only time that Seb had seen his father rendered speechless. I think that it would have the same effect on me.

Alan Orman

~~~~~

## RUNS ATTENDANCE COMPETITION

Up to 3<sup>rd</sup> February 2013

|                 |           |                   |           |
|-----------------|-----------|-------------------|-----------|
| Barrie Le Grove | 34 points | Tony Knott        | 17 points |
| Phil Frean      | 32 ...    | Spencer Kemp      | 17 ...    |
| Graeme Gill     | 31 ...    | Sadie Cumberland  | 16 ...    |
| Rick Hughes     | 29 ...    | James Westill     | 16 ...    |
| Barry Skinner   | 29 ...    | Darron Muggeridge | 15 ...    |
| Spencer Kirkham | 28 ...    | Peter Logan       | 15 ...    |
| Rocco Sepe      | 26 ...    | Ken Wheeler       | 14 ...    |
| Mike O'Gorman   | 25 ...    | Phil Young        | 12 ...    |
| Mike Irons      | 25 ...    | Robin Davis       | 12 ...    |
| Dominic Maxwell | 24 ...    | Adrian Palmer     | 11 ...    |
| Robert Downham  | 23 ...    | Nicole Patterson  | 10 ...    |
| Jon Turner      | 22 ...    | Clive Lett        | 10 ...    |
| Peter Rowe      | 20 ...    | John Lucas        | 10 ...    |
| Martin Wood     | 18 ...    | Lee Barber        | 10 ...    |
| Guy Musgrove    | 18 ...    | Jeremy Strutt     | 10 ...    |

Runs attendance figures continue to increase and already in the current competition – 1<sup>st</sup> October 2012 to 3<sup>rd</sup> February 2013, there have been 408 member/rides as against 323 in the same period last year. Average attendance remains over 20 per run.

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Three new members to squeeze in – Tom Turner, Junior, Colin Bushby, Triathlete, and Chrissie Latham a lady. Will try and include more details in our May issue.

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The Jeremy Strutt machines 2 wheels above and 22 below  
See pages 9/10





